

DOYLE DRIVE -- MYTHS AND FACTS

Myth: It is seismically unsafe and generally in poor condition.

Fact: Caltrans is working on it right now. Seismic bracing has been done and replacement of corroded structural members is in process, as is general work such as replacing corroded parts, scraping off rust, repainting, etc. At an October 17 public meeting, Tillie Chang of the San Francisco County Transportation Authority (SFCTA) stated that Doyle Drive is not about to fall down. This from someone who is part of the cabal that is pushing to convert it into a freeway through a park on the pretense of safety.

Myth: It is a dangerous roadway. It doesn't meet today's standards.

Fact: Here are accident statistics obtained from the California Highway Patrol (CHP) for the years 2004-2006 inclusive.

<u>Highway Segment</u>	<u>Length Miles</u>	<u>Total Collisions</u>	<u>Persons Injured</u>	<u>Persons Killed</u>	<u>Deaths per Mile per Year</u>
US 101 --Golden Gate Bridge Toll Plaza to Richardson Ave. -- Doyle Drive	2.12	184	64	0	0
I-80 -- Bay Bridge Anchorage to Junction with US 101	2.01	2279	519	5	0.83
US 101 -- Junction with I-80 to San Francisco-San Mateo County Line	4.25	1529	606	5	0.39
US 101 -- San Francisco-San Mateo County Line to Grand Ave. South SF	4.35	398	180	7	0.54
I-80 -- Macarthur Maze to Gilman St.	3.44	2507	637	9	0.87
I-880 -- Macarthur Maze to Junction with SR 238	13.27	4091	1470	23	0.58
SR 24 -- East End Caldecott Tunnel to Junction with I-680	8.83	898	408	4	0.15
I-680 -- Junction with SR 24 to Stone Valley Road	4.17	751	251	1	0.08
Doyle Drive	2.12	184	64	0	0

Note that the freeways that meet or come close to the "standards" they want Doyle Drive to meet are the ones killing people.

Speed Kills! It certainly does on highways.