



GUIDE TO THE MODEL OF THE FUTURE PRESIDIO PARKWAY

Doyle Drive, the south access to the Golden Gate Bridge, has been re-envisioned as the Presidio Parkway – a roadway tucked into the natural contours of the Presidio of San Francisco. The parkway design features two sets of short tunnels, separated roadways and increased pedestrian and bike connections within the Presidio.

Upon completion of construction of the Presidio Parkway in 2015, San Francisco will have experienced the most dramatic transformation of its waterfront since the restoration of Crissy Field and the removal of the Embarcadero freeway. Drivers will travel on a seismically safe roadway with improved views of San Francisco and the bay, while visitors and recreationists in the Presidio will enjoy more green space for years to come.

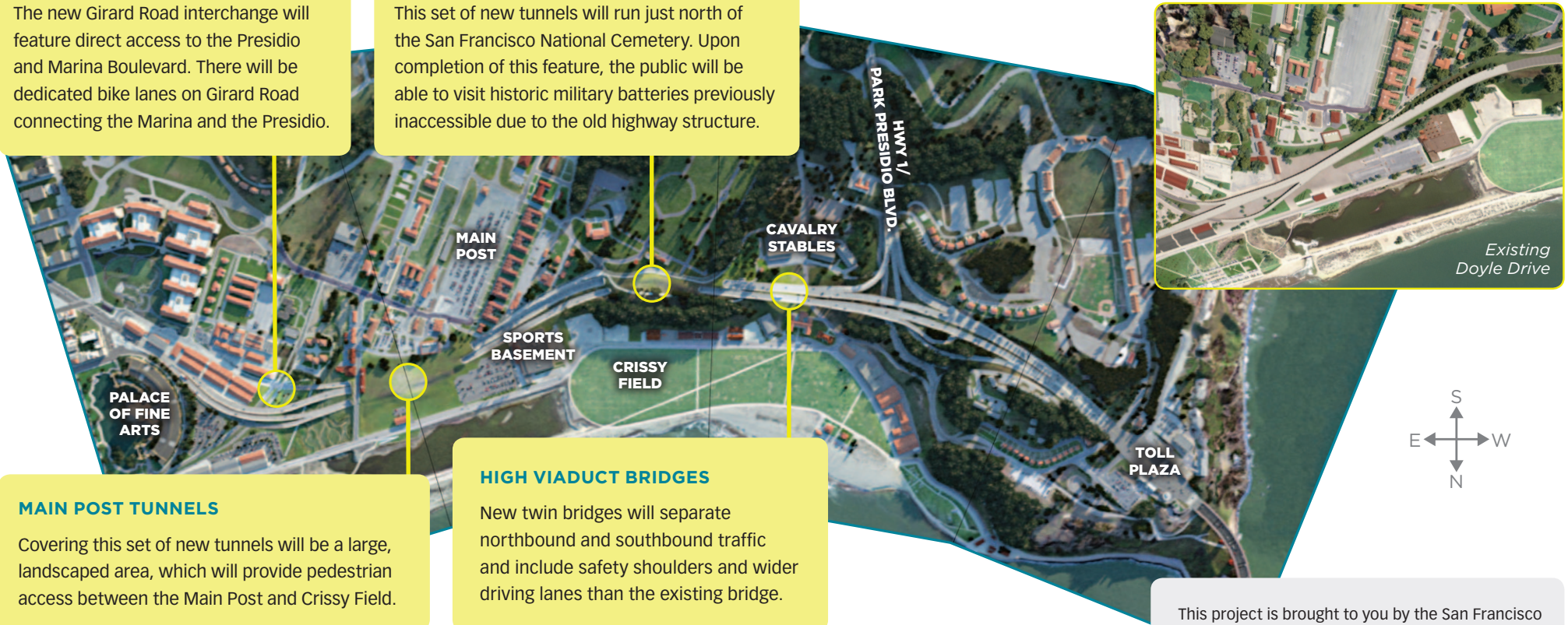
PRESIDIO ACCESS

The new Girard Road interchange will feature direct access to the Presidio and Marina Boulevard. There will be dedicated bike lanes on Girard Road connecting the Marina and the Presidio.

BATTERY TUNNELS

This set of new tunnels will run just north of the San Francisco National Cemetery. Upon completion of this feature, the public will be able to visit historic military batteries previously inaccessible due to the old highway structure.

KEY PRESIDIO PARKWAY FEATURES



MAIN POST TUNNELS

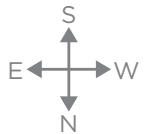
Covering this set of new tunnels will be a large, landscaped area, which will provide pedestrian access between the Main Post and Crissy Field.

HIGH VIADUCT BRIDGES

New twin bridges will separate northbound and southbound traffic and include safety shoulders and wider driving lanes than the existing bridge.



Existing Doyle Drive

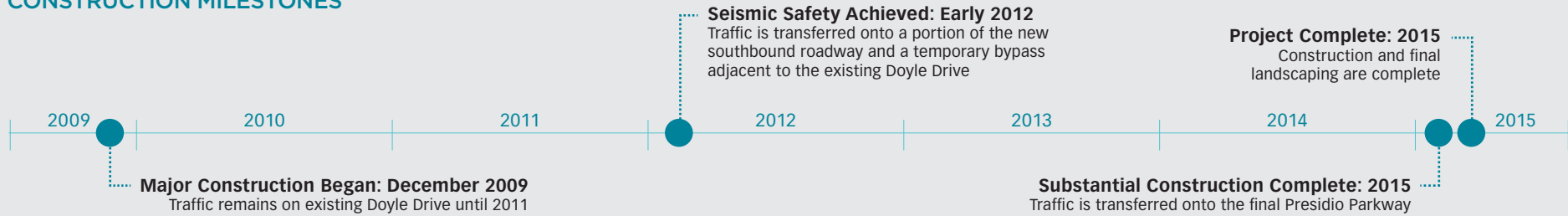


This project is brought to you by the San Francisco County Transportation Authority, the California Department of Transportation (Caltrans) and the Federal Highway Administration.

This model is a representation of the future Presidio Parkway. The roadway design elements are depictions of the future design, including wide, landscaped medians, access to the Presidio, and new bridges and tunnels. The surrounding landscape and hardscape details of the Presidio and Golden Gate National Recreation Area do not necessarily represent future plans or conditions.



CONSTRUCTION MILESTONES



ABOUT THE DOYLE DRIVE REPLACEMENT PROJECT

The replacement of Doyle Drive with the Presidio Parkway is a collaborative effort led by the California Department of Transportation, the San Francisco County Transportation Authority, and the Federal Highway Administration.

Doyle Drive is structurally and seismically deficient and must be replaced. The roadway is facing the same problem that threatens other crucial components of the nation's infrastructure – the ravages of time and continual use. Originally built in 1936, Doyle Drive has reached the end of its useful life. The Presidio Parkway is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway. It also will be more sensitive to community needs and to the national park setting, reducing impacts on biological, cultural, historical and natural resources and on the surrounding neighborhoods.

HIGHLIGHTS OF THE NEW DESIGN INCLUDE:

- A parkway with two sets of short tunnels, a wide landscaped median, traffic calming transitions to city streets and the inclusion of safety shoulders
- A spectacular regional gateway that respects the natural contours of the surrounding area and complements the unique environment of San Francisco and the Presidio, a national park
- New direct access to the Presidio and enhanced views
- A more centralized location for transit connections
- Enhanced pedestrian connections within the Presidio to the Main Post, Crissy Marsh, the National Cemetery and historic batteries
- Reduced light and noise intrusion at Crissy Field

CONSTRUCTION OVERVIEW

Construction of the Doyle Drive replacement, the Presidio Parkway, began in December 2009, more than a year ahead of schedule, due to \$122 million from the American Recovery and Reinvestment Act of 2009.

Major construction of the new roadway has been planned in two major phases in order to keep traffic flowing during the replacement. Seismic safety will be achieved in early 2012 after the completion of the first phase.

Major construction is expected to be complete in 2015 and will be followed by an extensive landscaping program. An ongoing series of advisories will update the public about what to expect as work progresses.

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