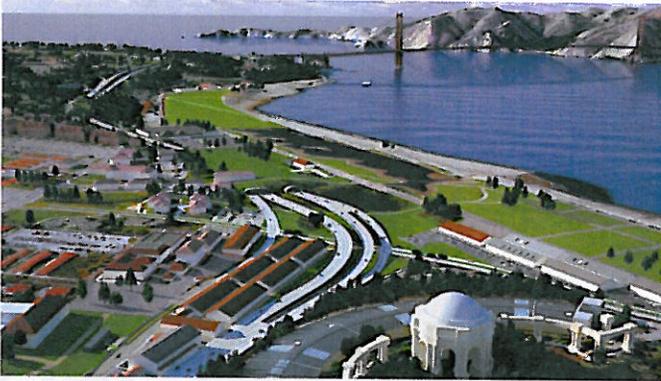




PRESIDIO PARKWAY CONNECTING PEOPLE AND THE PARK

April 2009



The Presidio Parkway

The south access road to the Golden Gate Bridge, known as Doyle Drive or Route 101 in San Francisco, CA, has physically and visually divided the Presidio national park from the city and other natural features in the area for nearly 70 years. Soon, however, the roadway will be rebuilt as the Presidio Parkway, a thoughtfully designed thoroughfare nestled within the natural contours of the Presidio that improves the roadway's seismic, structural and traffic safety; enhances the transit, pedestrian and bicycle network in the area; and serves to connect the park with cultural and recreational resources along the bay and in adjacent neighborhoods.

Part of the Park

The parkway concept replaces the old Doyle Drive, but takes a new approach with the roadway designed as an integrated part of the National Park, rather than just as a highway running through it. Doyle Drive is located within a National Historic Landmark District and a national park and, as such, the design team went to great lengths to reduce the footprint of the new highway; connect the Presidio to the surrounding area; reduce impacts to biological, cultural and natural resources; and respect the project setting. The Presidio Parkway design follows the natural contours of the land, includes underground tunnel segments, landscaped medians, and is sensitive to park resources such as the Crissy Marsh and Tennessee Hollow riparian corridor.

In addition, the design is responsive to Section 4(f) of the Department of Transportation Act of 1966, which declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the country side and public park and recreation land, wildlife and waterfowl refuges, and historic sites."

Collaborative Design Process

As a result of a collaborative and transparent design process with extensive public participation, as well as the work of the project's agency Executive Committee and the Citizens' Advisory Committee – including members of the San Francisco Bike Coalition, San Francisco Planning and Urban Research Association (SPUR), neighborhood representatives and transportation and environmental advocates – wide consensus was achieved on the Presidio Parkway design.

Transit, Pedestrian and Bicycle Connectivity

The Presidio Parkway will not only improve vehicle movement, it will also improve and enhance the experience of other users – bicyclists, pedestrians, transit riders – within the project area. The project has taken special care to encourage street connectivity to create a comprehensive, integrated, connected network for all modes of transportation.

Transit: MUNI, Golden Gate Transit, and Presidio Trust buses operate transit service within and through the project area. Design improvements such as extended bus bays will enhance existing transit service with the goal of encouraging people to use public transportation.

Pedestrians, Bicyclists: The new roadway design will allow pedestrians and bicyclists to cross over or under Doyle Drive at numerous locations in accordance with the Presidio Trails and Bikeways Master Plan, including at Lincoln Boulevard, McDowell Avenue, adjacent Tennessee Hollow, Halleck Street, Girard Road and Richardson Avenue. In addition, enhanced opportunities for crossing Doyle Drive and new connections to Battery Blaney, Main Post and Crissy Field will be provided in the areas over both the tunnels.



Key Design Features

Presidio Promenade: A main component of the Presidio Trails and Bikeways Master Plan, the parkway design supports future promenade improvements that will connect to 24 miles of major trails and 19 miles of in-road bike lanes in the Presidio.

Girard Road bike lanes: The parkway design provides new bicycle routes to the Presidio and Marina Boulevard.

Better connectivity in the Presidio: The tunnels included in the parkway design will provide improved access between Main Post and Crissy Marsh, and will provide new access to historic batteries.

Lincoln Boulevard: In line with Presidio plans, the parkway design will support roadway enhancements such as adjacent bike lanes and paths.

Transit-friendly design: The roadway has designated 12-foot lanes to accommodate buses and there will be extended bus bays on Richardson Boulevard help make transit more efficient and convenient.

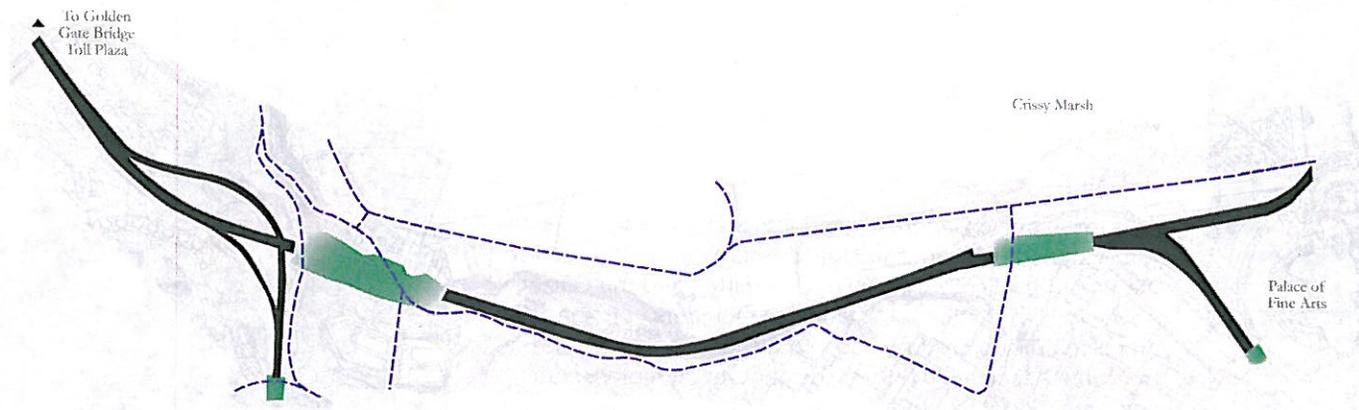
Halleck Street: The parkway design maintains this street as a pedestrian and bicycle route with limited vehicular use.



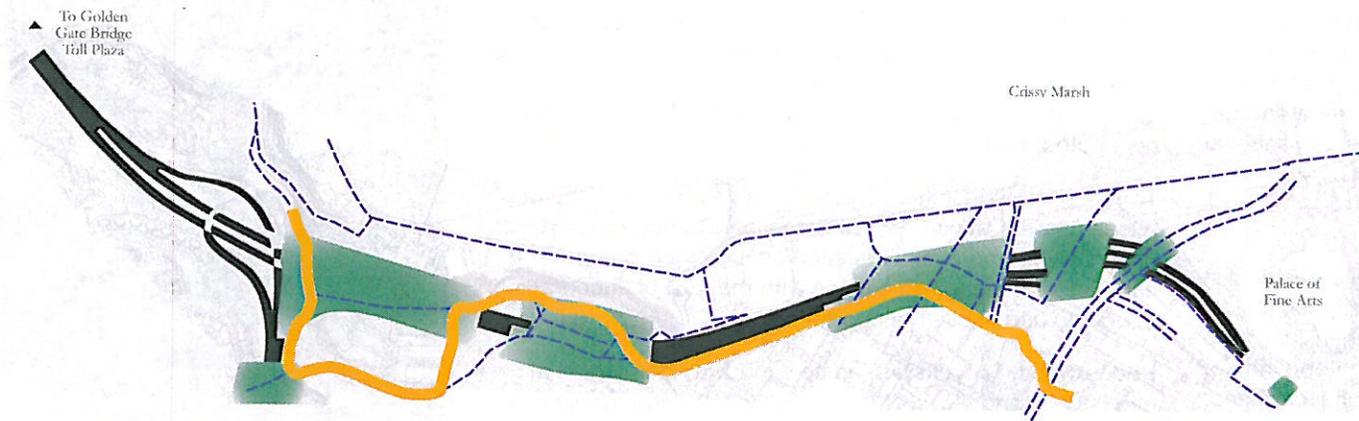
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Existing Doyle Drive



New Presidio Parkway



Parkway Corridor



Structural Barriers



Trails and Pathways



Presidio Promenade



For More Information

Details about the Presidio Parkway design and how it will create a comprehensive, integrated, connected network for all modes of transportation are available in the South Access to the Golden Gate Bridge – Doyle Drive Final Environmental Impact Statement & Final Section 4(f) Evaluation available www.doyledrive.org.

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