FACT: One hundred percent of tree material removed for the project is recycled and/or salvaged by Green Waste Recycle Yard in Richmond, California.

FACT: More than 50 native plant species, 45,000 plants, were collected in the Presidio prior to construction and are now being grown in the Presidio Nursery.
Re-envisioning Doyle Drive

Doyle Drive has been re-envisioned as the Presidio Parkway – a roadway tucked into the natural contours of the Presidio of San Francisco and the Golden Gate National Recreation Area, one of the nation’s largest urban parks. The Presidio Parkway will create a spectacular regional gateway between the iconic Golden Gate Bridge and the city of San Francisco.

Construction of the Presidio Parkway began in December 2009 and will be completed in 2014.

Building the Parkway

The start of construction of the Presidio Parkway was accelerated by more than a year due to $122 million from the American Recovery and Reinvestment Act of 2009 (federal stimulus funding). As a result, seismic safety will now be achieved sooner – specifically, when traffic is transferred onto a seismically sound, temporary bypass and completed southbound structures in late 2011.

Upon completion of the new roadway, an extensive landscaping effort will be conducted, which is an integral part of the project design.

> **FACT:** The new parkway will allow pedestrians and bicyclists to cross over or under Doyle Drive in accordance with the Presidio Trails and Bikeways Master Plan.
Opportunity for Improvements

Doyle Drive was built in 1936 to funnel traffic over the Presidio military base using an elevated roadway and connect the Golden Gate Bridge to San Francisco. Things have changed since then and the Presidio is now home to residents and businesses and provides open space for events and outdoor recreation. Converted from a military base to a national park in 1994, the Presidio is still in the process of adapting to its new uses. The Presidio Parkway was carefully designed to be context sensitive, improve access to the Presidio, and include the unique features of a parkway, not a freeway.

Key Design Features

- **A parkway design** including two sets of short tunnels, a wide landscaped median and traffic calming transitions to city streets.
- **A spectacular regional gateway** that respects the natural contours of the surrounding area and complements the unique environment of San Francisco and the Presidio.
- **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.
Seismic Safety

Doyle Drive is facing the same problem that threatens other parts of our nation’s infrastructure: the ravages of time and continual use. Originally built in 1936, Doyle Drive has reached the end of its useful life. Furthermore, the 1.5-mile project corridor is located in a high seismic hazard zone with variable soils, including liquefaction zones. The Presidio Parkway has been carefully designed to withstand the maximum credible earthquake for this region. Seismic safety will be achieved in late 2011 when traffic is transferred onto completed permanent southbound structures and the temporary bypass adjacent to the existing facility.

Traffic Safety

In addition to replacing Doyle Drive with an earthquake-safe structure, the new roadway will improve traffic safety with wider lanes and continuous shoulders. The northbound and southbound roadways will be separated by a wide, landscaped median. Motorists will travel through a beautifully landscaped park while taking in views of the bay or Presidio – rather than lanes of oncoming traffic.
Connecting People to the Park
The Presidio Parkway design enhances the experience for bicyclists, pedestrians, and transit riders within the project area. The project team has worked with multiple community and recreation groups and local agencies to create a design that will deliver a comprehensive, integrated and connected network of streets, sidewalks and paths for all modes of transportation.

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. There will also be new connections to Battery Blaney, the Main Post and Crissy Field.

> **FACT:** Halleck Street will be closed and temporarily removed during construction. Upon completion of the Main Post Tunnels, Halleck Street will be restored over the top of the new tunnels.

> **FACT:** The Main Post Tunnels will be constructed north of the Main Post parade grounds. These will be the longer of the two sets of tunnels, spanning approximately 1,000 feet.

Multi-Modal 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 allow new access to historic batteries north of the National Cemetery.

**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 12-foot lanes to accommodate buses. There will be extended bus bays on Richardson Boulevard to 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.
Creating Jobs for Local Workers

There is much work to be done to build the new Presidio Parkway and the project team is committed to creating opportunities for local workers. A robust Workforce Development Program is in place to ensure jobs are created for San Francisco and Bay Area residents. The project team is working with key stakeholders, including the San Francisco Mayor’s Office of Workforce Development, San Francisco Board of Supervisors, CityBuild, Jobs Now and community-based non-profit organizations, to inform and involve local businesses and workers.

FACT: The small business program continues to identify opportunities for Underutilized (UDBE), Disadvantaged (DBE), Small (SBE), Disabled Veteran (DVBE) and Local Business Enterprises (LBE) to participate in the project.

Small Business Program

A Disadvantaged and Small Business Enterprise Participation Program has been established to actively engage businesses throughout San Francisco, the Bay Area and California. Efforts are paying off: to date, more than $15 million has gone directly to small and local businesses for work such as tree removal, native plant and seed collection, and utility and environmental work. In addition, the project team reached out to more than 5,000 certified Underutilized and Disadvantaged Business Enterprises (UDBE/DBE) and certified Small and Disabled Veteran Business Enterprises (SB and DVBEs) to participate in the competitive bidding process for the first two major construction contracts, which are currently underway.

To receive information regarding the Disadvantaged and Small Business Enterprise Participation Program, please send a request to smallbusiness@presidioparkway.org or call (415) 420-7528.
PARKWAY FEATURES ADD UP TO A WORLD CLASS DESIGN

PROJECT FEATURES

Western Section

**Hwy 101/Hwy 1 Interchange**
- Ramps retain a similar configuration as the existing interchange, but also include improved site-lines and merging exit and entrance geometry

**High Viaduct Bridge**
- Twin bridges separate opposing traffic
- Structural and aesthetic steel fins
- Fewer columns for better views
- Height varies from 66 feet to 115 feet

**Ruckman Bridge**
- Bridge widened to accommodate an additional exit lane from southbound Doyle Drive/Highway 101 to southbound Park Presidio Boulevard/Highway 1

Battery Tunnel & Approaches

**Battery Tunnels & Approaches**
- Twin tunnels
- Approximately 850 feet long, the shorter of the two sets of tunnels
- Creates recreation area above
- Connects historic batteries to Lincoln Boulevard and the San Francisco National Cemetery

CONSTRUCTION TIMELINE

- 2009
- 2010
- 2011
- 2012

**PHASE I**
- 2009
- 2010
- 2011

**PHASE II**
- 2012
### Eastern Section

#### Main Post Tunnels
- Creates open recreation area on top of the tunnels, connecting Crissy Marsh to the Main Post
- Approximately 1,000 feet long, the longer of the two sets of tunnels
- Halleck Street will be rebuilt over the top of the new tunnels

#### Girard Road Interchange
- Provides new access to the Presidio and Marina Boulevard
- Includes new, dedicated bike lanes connecting Marina Boulevard to the Presidio

### Temporary Bypass
- Carries traffic while the remaining portions of the Presidio Parkway are built
- Includes five traffic lanes and a moveable median barrier
- Expedites the construction schedule by a year and a half and reduces impacts to the traveling public

**Construction Timeline**

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**San Francisco's Gateway**

**Presidio Parkway**

- **Main Post Tunnels**
- **Girard Road Interchange**
- **Temporary Bypass**
FACT: The height of the high viaduct will vary from 66 to 115 feet above the ground.

FACT: The new parkway will improve traffic safety by including continuous shoulders for emergency and disabled vehicles.

FACT: Six of the columns for the high viaduct are 12 feet in diameter, requiring a special oscillator rig to excavate holes up to 130 feet into the ground. Larger, deeper columns mean longer spans between columns, opening views from the Presidio to the bay.
FACT: The first set of tunnels, the Battery Tunnels, will be constructed north of the San Francisco National Cemetery and span approximately 850 feet.

FACT: The new parkway will include extended bus bays on both sides of Richardson Avenue.

FACT: The new parkway will have larger 11- and 12-foot-wide lanes to accommodate buses and provide an improved experience for drivers.
Phase 1 (Late 2009–Late 2011)

Traffic remains on the existing Doyle Drive while construction of the new southbound roadway and temporary bypass occurs adjacent to the existing roadway. Upon completion of this phase, seismic safety will be achieved.

Phase 2 (Late 2011–2014)

Traffic is shifted onto the completed southbound structures and temporary bypass while construction of the northbound structures and remaining roadway occurs adjacent to the temporary bypass. When Phase II construction is complete, traffic will be shifted onto the final alignment, the Presidio Parkway.
In order to complete the transfers of traffic, two extended weekend closures of Doyle Drive are required. During these closures, the connection between the Golden Gate Bridge and Park Presidio Boulevard/Highway 1 will remain open. Full weekend closures allow the contractor to complete work quickly and avoid long-term traffic impacts. An extensive communications campaign will be conducted prior to the weekend closures of Doyle Drive to alert the public, and transit services will be increased.

### Construction and Traffic Milestones

**LATE 2011: EXTENDED WEEKEND CLOSURE:**
To transfer traffic onto temporary bypass

**2009-2011:**
Traffic on existing Doyle Drive, construction adjacent

**2011:***
Construction on new southbound structures and temporary bypass, construction on old Doyle Drive

**2014:**
Construction complete, traffic on final Presidio Parkway
Upon opening the temporary bypass and beginning work on the east end of the project, Halleck Street, Marshall Street and the Slip Ramp must be closed. Halleck Street will be removed during construction of the Main Post Tunnels. When the tunnels are complete, Halleck Street will be rebuilt over the eastern portals of the tunnels. Marshall Street and the Slip Ramp will be permanently closed.

Lincoln Boulevard (between McDowell Avenue and Montgomery Street) was closed and temporarily removed in June 2010 to allow construction of the southbound Battery Tunnel. Upon completion of the southbound Battery Tunnel, Lincoln Boulevard will be restored to its original alignment on top of the tunnel.
A Dramatic Transformation

Upon completion of the Presidio Parkway in 2014 and final landscaping, 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 increased green space and bike and trail networks for years to come.
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