REPLACING DOYLE DRIVE
Doyle Drive is the portion of Route 101 located within the Presidio of San Francisco that winds 1.5 miles along the northern edge of San Francisco and connects the San Francisco peninsula to the North Bay. Each weekday, nearly 120,000 vehicles travel between Marin and San Francisco over the Golden Gate Bridge along 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. The Presidio Parkway will create a spectacular regional gateway between the iconic Golden Gate Bridge and the city of San Francisco.

PART OF THE PARK
Although Doyle Drive is the main transportation corridor through the Presidio, the roadway was not originally designed to provide direct access into or out of the Presidio. This is because at the time Doyle Drive was constructed, the Army required that access to the base be restricted.

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 parkway concept replaces the old Doyle Drive, but takes a new approach with the roadway design integrated with its surroundings, rather than just as a highway running through them.

COLLABORATIVE DESIGN PROCESS
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:

- Respect the project setting
- Reduce the footprint of the new highway
- Connect the Presidio to the surrounding area
- Reduce impacts to biological, cultural and natural resources
- Design the project in accordance with guidelines already in place, including but not limited to: Presidio Trust Trails and Bikeways Plan and Presidio Vegetation Management Plan

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 vegetation, historic buildings, and wetlands.

Many years of planning and collaboration went into the design process for the Presidio Parkway. Foremost, historical, aesthetic, and architectural design objectives were identified by a steering panel representing key stakeholder organizations with extensive public participation every step along the way. Together with the project’s Executive Committee and the Citizens’ Advisory Committee (which included members of bicycle groups, neighborhood representatives, as well as transportation and environmental advocates) wide consensus was achieved on the Presidio Parkway design and construction began in December 2009.
CONNECTING PEOPLE AND THE PARK
May 2010

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 new parkway design includes bicycle lanes on Girard Road resulting in a new route between Marina Boulevard and the Presidio.

Better Connectivity in the Presidio: The tops of the tunnel sections create a new surface for trails, hardscape and landscape that will provide a direction connection between the Main Post and Crissy Marsh and access to historic batteries.

Halleck Street: The parkway design improves the pedestrian and bicycle environment on this street.

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

FUTURE TRAIL NETWORK & GREEN SPACE

A PARKWAY, NOT A FREEWAY
The Presidio Parkway design improves and enhances the experience for bicyclists, pedestrians, and transit riders. The new roadway design will allow pedestrians and bicyclists to cross over or under Doyle Drive at numerous locations.