



RE-ENVISIONING DOYLE DRIVE



603 Mason St, The Presidio • San Francisco, CA 94129

For Immediate Release
May 4, 2012

Contact: Molly Graham, Project Spokeswoman
415-990-0292
media@presidioparkway.org
Traci Ruth, Caltrans Public Affairs
510-715-6730
media@presidioparkway.org

Phase I of Presidio Parkway Now Complete *Mayor and Transportation Officials Meet to Celebrate Seismic Safety*

SAN FRANCISCO – Caltrans and the San Francisco County Transportation Authority (SFCTA) met today to celebrate a successful demolition of Doyle Drive this past weekend, paving the way for a seismically safe Presidio Parkway.

“This is a huge milestone for the Presidio Parkway Project,” said Acting Caltrans Director Malcolm Dougherty. “This comprehensive seismic safety upgrade to Doyle Drive would not have been possible without the teamwork and partnership of the agencies involved.”

After a successful closure last weekend where area traffic was diverted with minimal interruptions, Doyle Drive reopened on schedule at 5 a.m. Monday. The new route provides San Francisco’s residents, commuters, and visitors with a seismically safe bypass and tunnel that paves the way for Phase II of the Presidio Parkway Project.

“Last weekend’s demolition was an amazing feat of engineering might,” stated Bijan Sartipi, Caltrans District 4 Director. “A fleet of 40 excavators demolished 151 bridge spans and 307 columns to the cheers of those watching. It was a rare opportunity to be a part of history.”

When complete, the Presidio Parkway Project will also reduce the traffic impacts on biological, cultural, historical and natural resources in the surrounding neighborhoods.

The Presidio Parkway Project is a collaborative effort between Caltrans, the San Francisco County Transportation Authority, the California Transportation Commission, the Federal Highway Administration, the Golden Gate Bridge District, Transportation, and Highway District, the National Park Service, the Presidio Trust, the Metropolitan Transportation Commission, and the California Department of Veterans Affairs.

“The project is of great regional significance and will transform the Presidio, one of the treasures of San Francisco,” said José Luis Moscovich, Executive Director of the San Francisco County Transportation Authority. “This could not have happened without the close coordination and partnership of these stakeholders. It is truly exciting to have taken down Doyle Drive and get one step closer to the final product.”

-- more --

“The successful demolition of Doyle Drive last weekend is a significant milestone and progress toward rebuilding a seismically safe, vital transportation route connecting San Francisco and the Bay Area,” said San Francisco Mayor Ed Lee. “We are thrilled with the project's progress and the support we have received from federal and state partners in creating jobs, transforming the Presidio Parkway and connecting our City for residents and visitors to enjoy.”

Looking forward, the Presidio Parkway Project will begin Phase II later this year, which will be constructed through a private-public partnership. The \$1.045 billion seismic safety project, which includes \$96 million in American Recovery and Reinvestment Act funding, is scheduled to be completed in 2015.

About the Presidio Parkway 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 the portion of Route 101 located within the Presidio of San Francisco. The roadway winds 1.5 miles along the northern edge of San Francisco, connecting the San Francisco peninsula to the Golden Gate Bridge and the north bay. Each weekday, more than 100,000 vehicles travel between Marin and San Francisco, over the Golden Gate Bridge, and along Doyle Drive.

The old Doyle Drive was structurally and seismically deficient and needed to 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 new Presidio Parkway replacement is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway. It also will be far 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.

###