

Cargo Way Conceptual Streetscape Plan

Project Overview

Cargo Way Streetscape Project

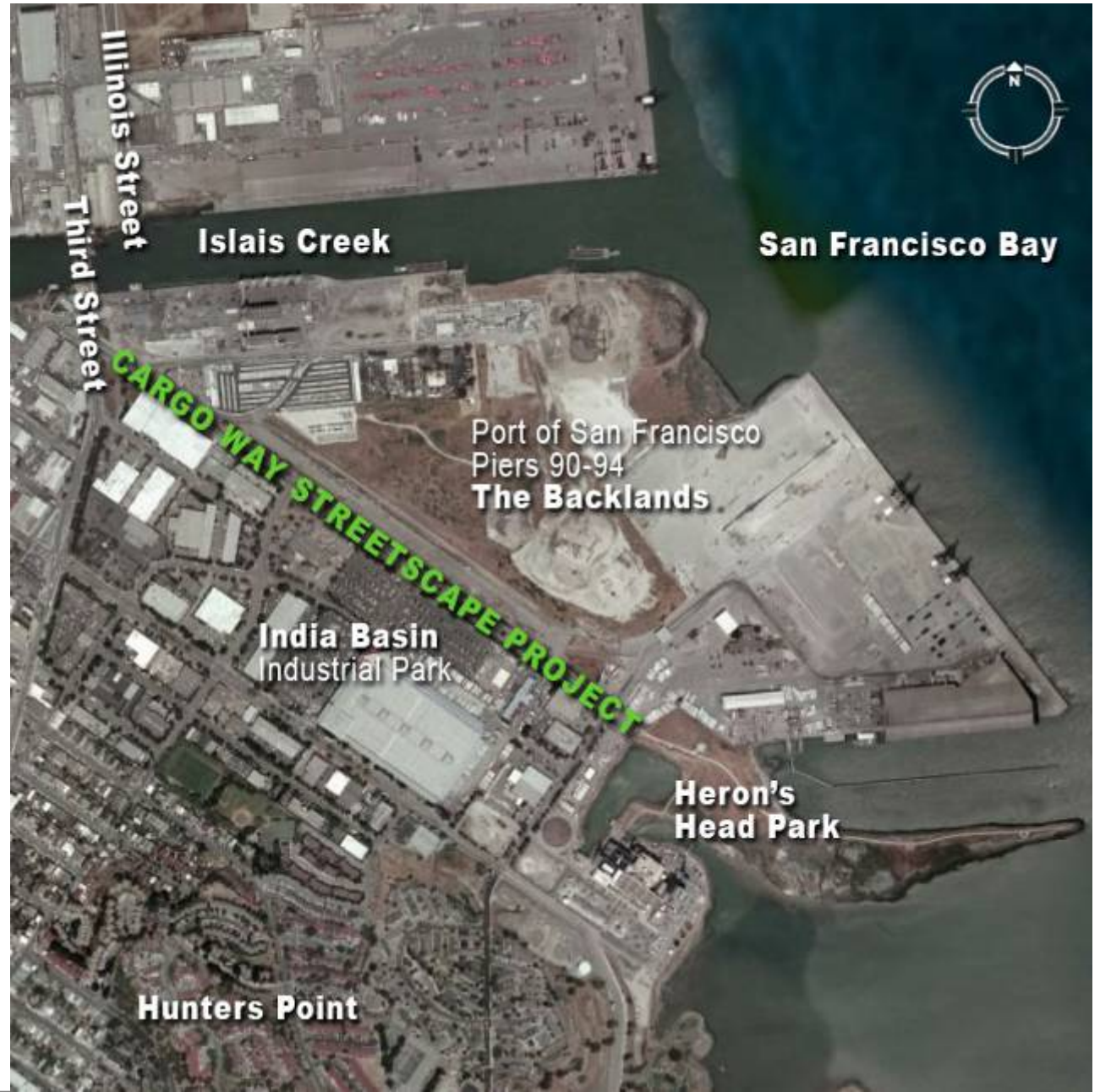


Community Workshop #2
February 6, 2008



2010 Streetscape Plan

Project Location and Context



Overview

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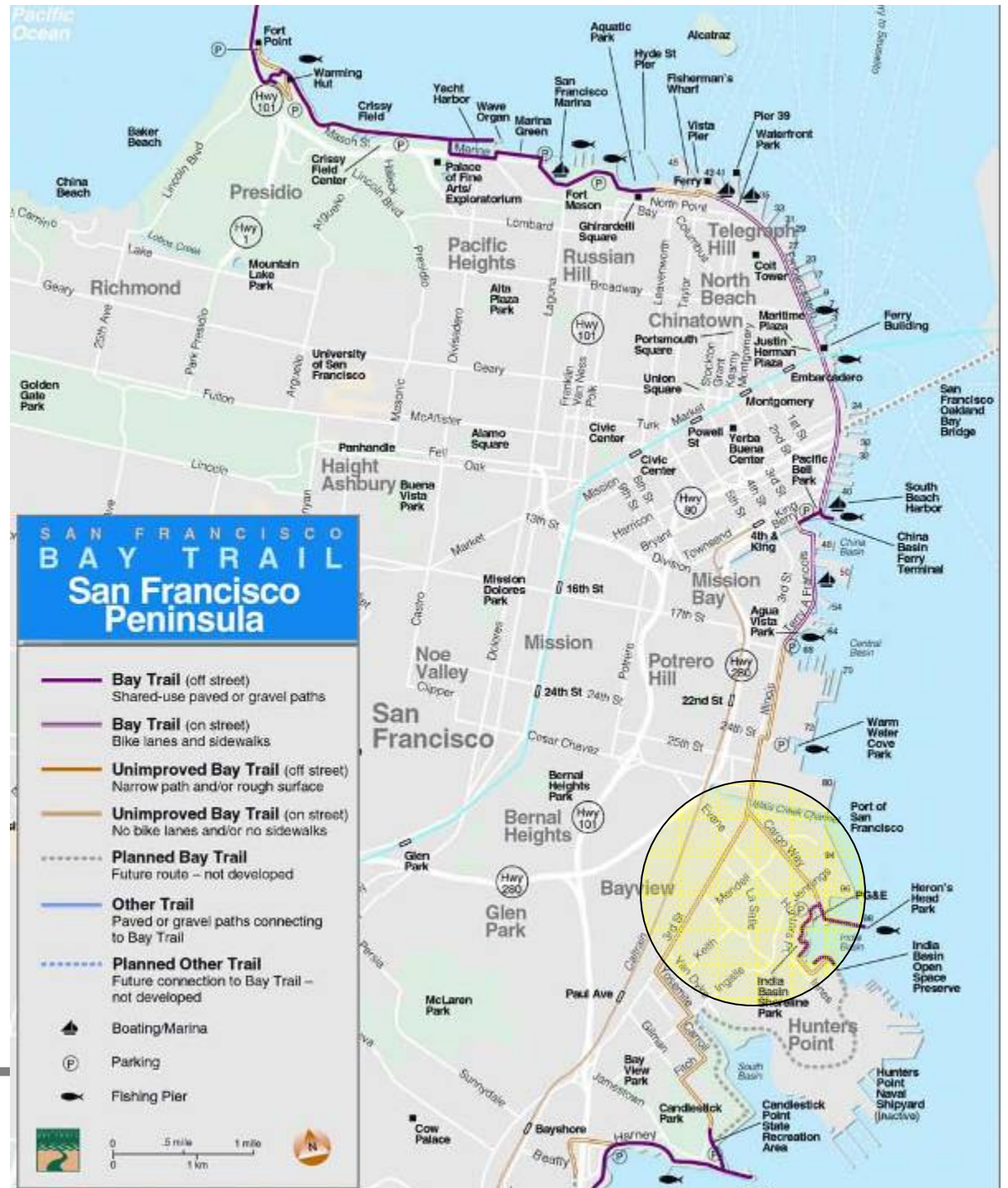
Background and Project Goals

March 2006 – ABAG awards \$75k grant to:

- Prepare a conceptual design for a Bay Trail segment on Cargo Way
- Improve access and safety for pedestrians & bicyclists
- Preserve vehicular and truck access
- Use design concept to secure future capital funding



Bay Trail



Meeting Agenda

1. Project Overview
2. Review of Workshop #1
3. Draft Preferred Design Alternative
4. Group Discussion and Comment
5. Next Steps

Project Overview and Scope

1. Existing conditions research (Sept./Oct.)
2. Alternative design concepts (Nov.)
 - ✓ **Public Workshop #1**
3. Preferred design concept (Dec. – Feb.)
 - ✓ **Public Workshop #2 – tonight!**
4. Final design concept and cost estimate (March)
5. Review by TAC, BVHP PAC and SWAC

Summary of Workshop #1

1. Reviewed Existing Conditions

- Location and land uses
- Circulation network
- Utilities
- Geo-technical issues

2. Presented Draft Conceptual Design Alternatives

3. Discussed alternatives in small and large groups



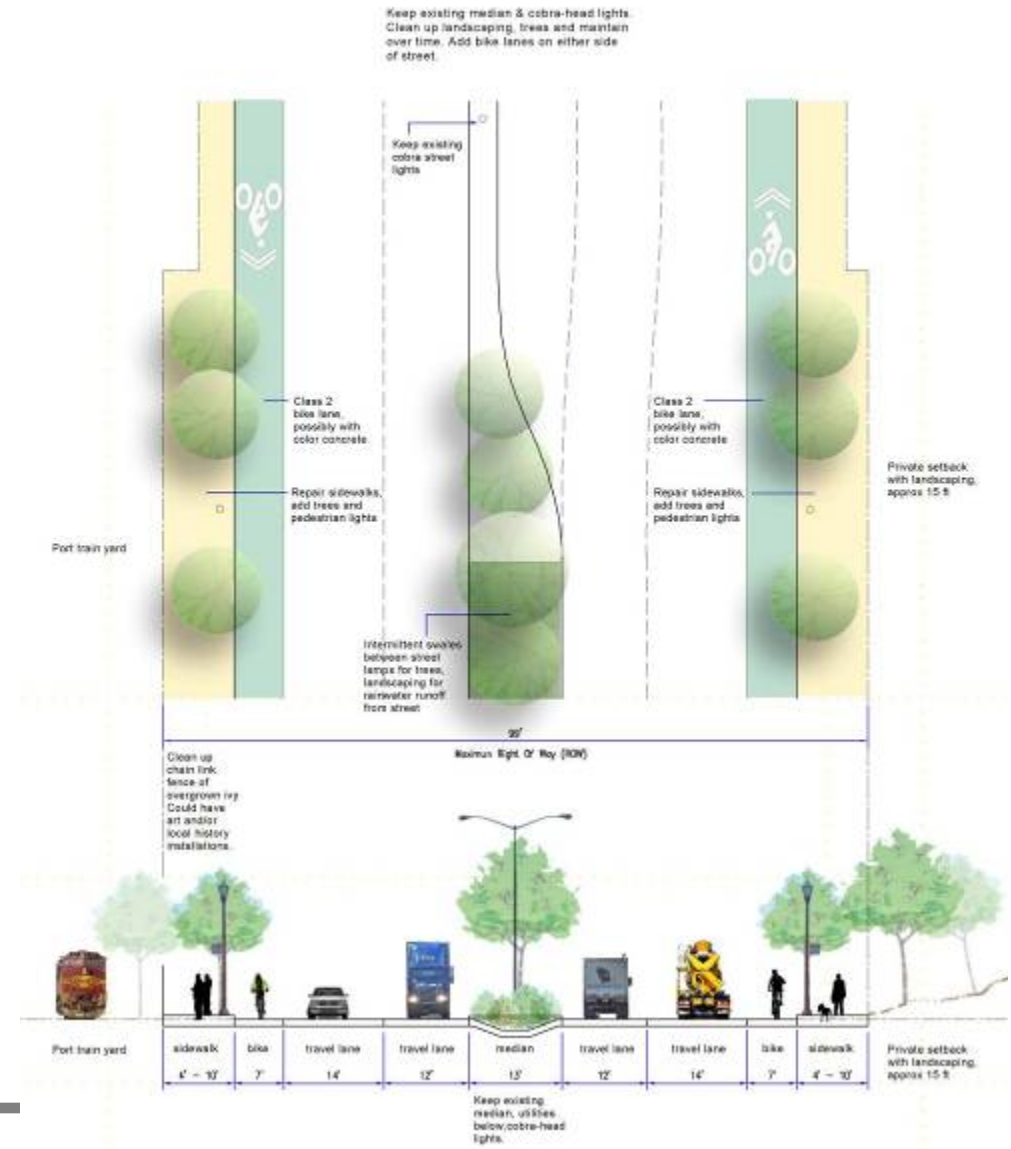
Alternative A

- Sidewalk and one-way bicycle lanes or paths on north and south sides
- Add pedestrian-level lighting on sidewalks
- Fill in missing trees, improve median landscaping

CARGO WAY R.O.W. ALTERNATIVE A: Basic Improvements

NORTH
THE PORT BACKLANDS (Piers 90-94)

SOUTH
INDIA BASIN INDUSTRIAL PARK



Alternative A

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Alternative B

- Sidewalk and two-way Class 1 bicycle path on south side
- Sidewalk and landscaped buffer on north side
- Narrower planted median

CARGO WAY R.O.W. ALTERNATIVE B: 2-way Class 1 bike path with median

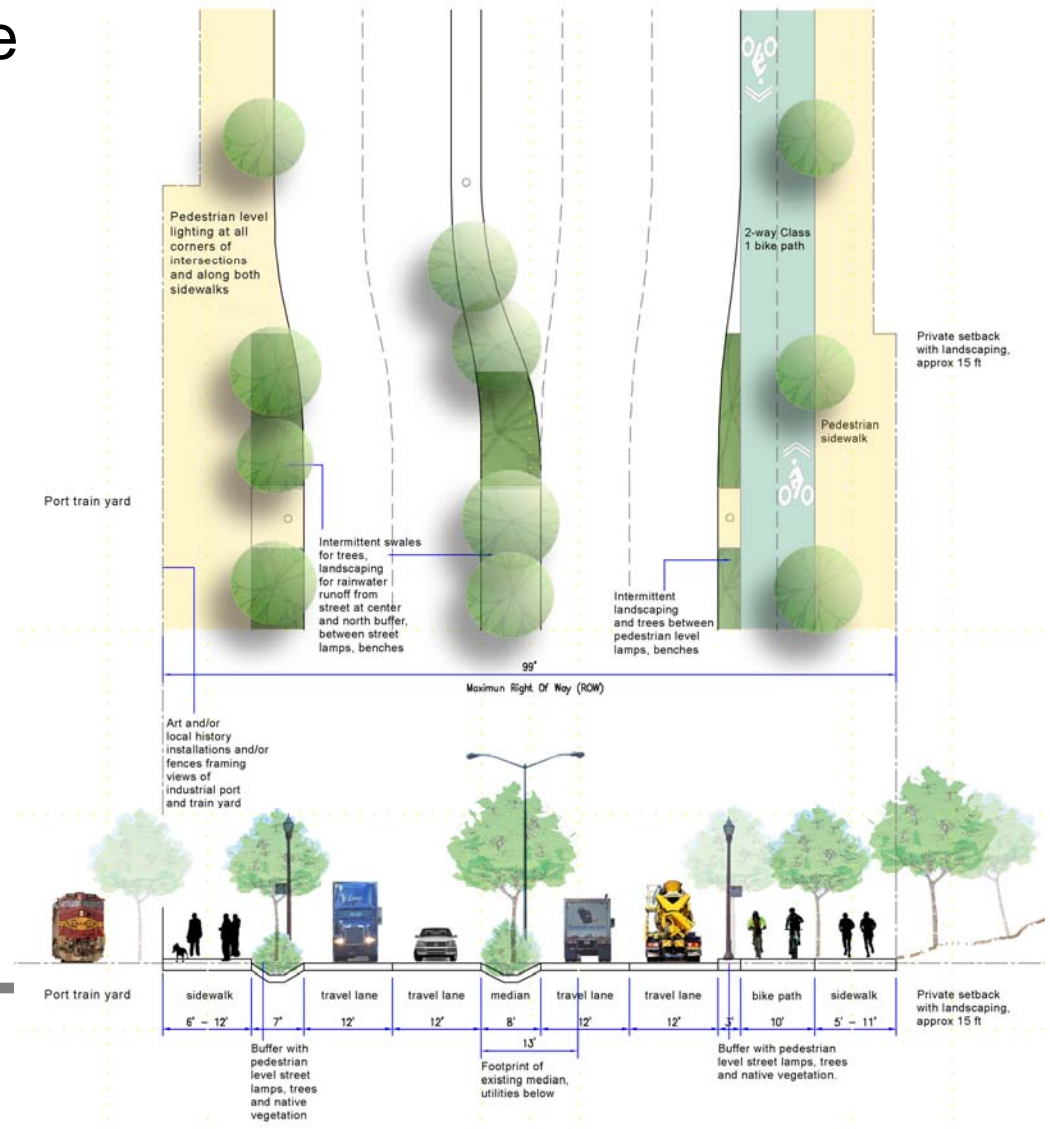
NORTH

THE ART & HISTORY WALK

SOUTH

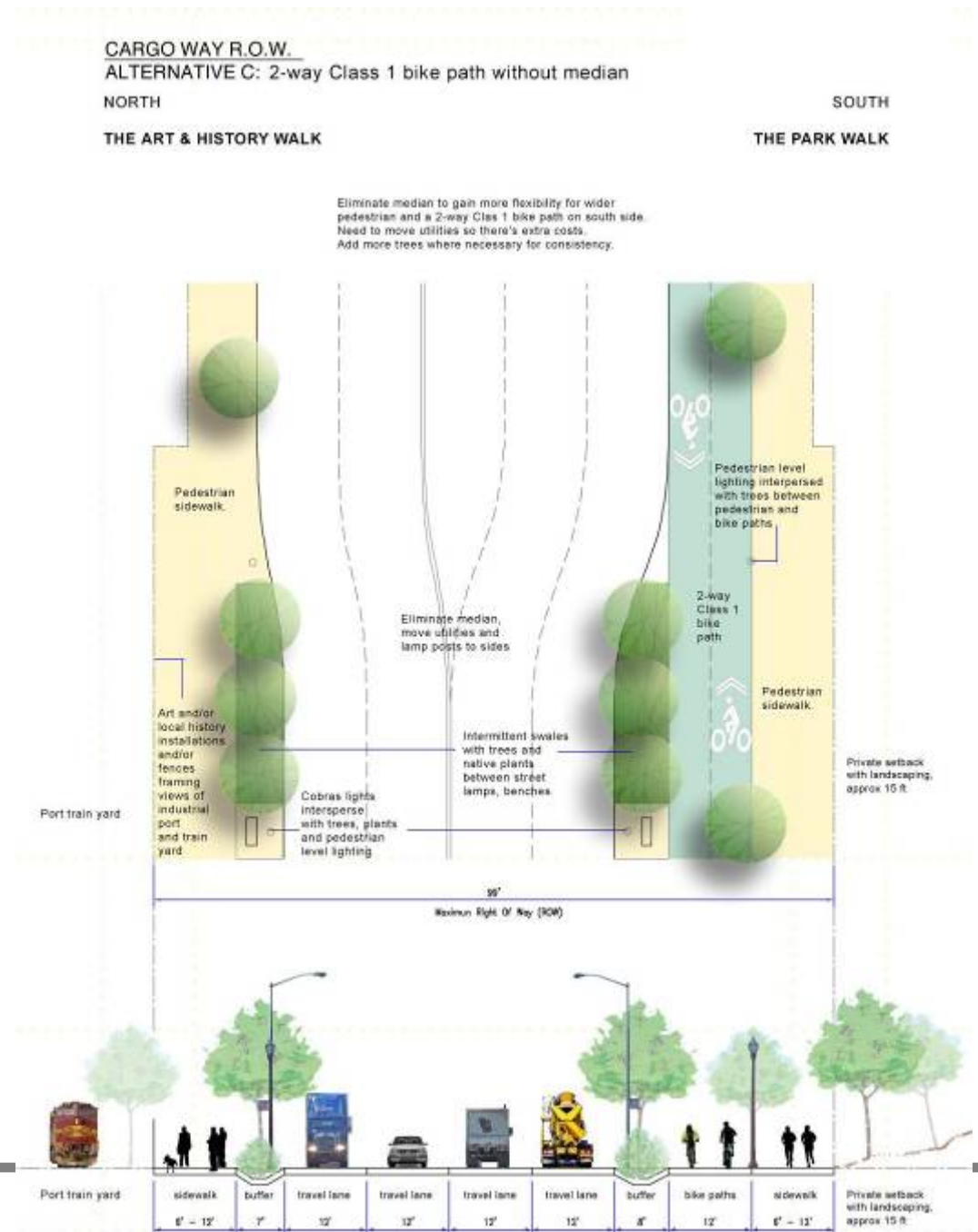
THE PARK WALK

Narrow median, shift north, within existing foot print of original median. Keep cobra-head lights. 2-way Class 1 bike traffic on south side. Clean up landscaping, trees and maintain over time. Add more trees where necessary for consistency.



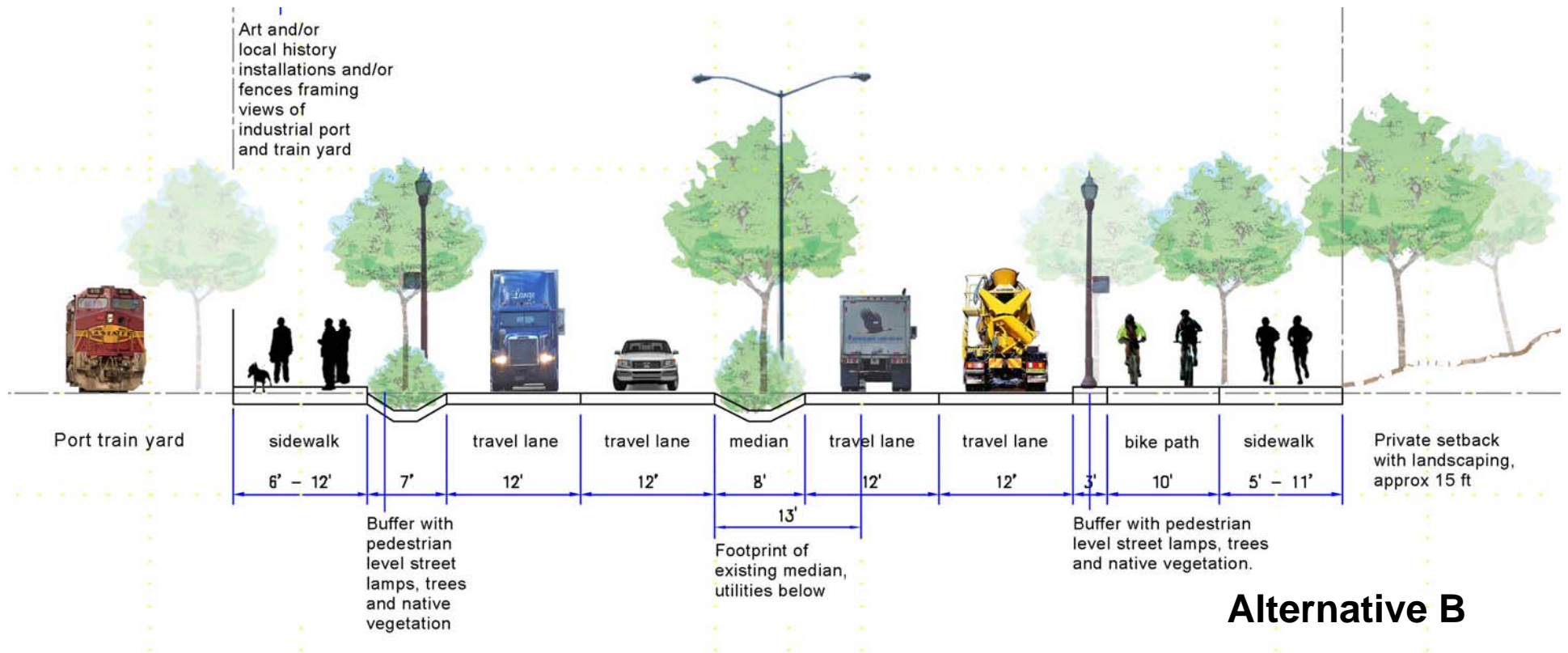
Alternative C

- Sidewalk and two-way Class 1 bicycle path on south side
- Sidewalk on north side
- Wider landscaped zones on north and south sides
- No median



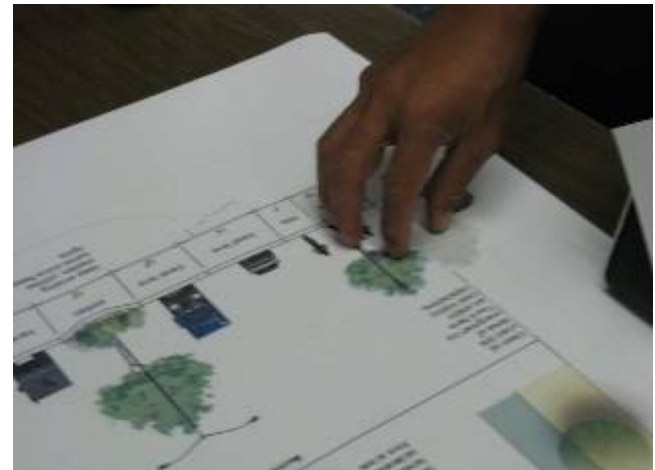
What We Heard . . .

- Preference for Alternative B
 - Median, dedicated bike path, landscaped setback
 - Similar to “the best streets in SF”



What We Heard . . .

- Be thoughtful about trees
- Connect safely to Illinois Street bridge
- Consider permeable pavers or other sustainable materials
- Relate to Heron's Head park
- Better understand traffic patterns (turn lanes)
- Any improvement will help!



What We've Been Doing . . .

- Refining Alternative B
- Consulting with other City agencies: MTA, DPW, PUC, Planning
- Consulting with City arborist
- Meeting with BVHP PAC, SWAC, SFBC
- Analyzing traffic data – current and future



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Preferred Design Alternative



Cargo Way & Environs

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Condition B
Minimum R.O.W. 87'

Condition A
Maximum R.O.W. 99'



Third, Illinois,
Amador Intersections

Mendell
Intersection

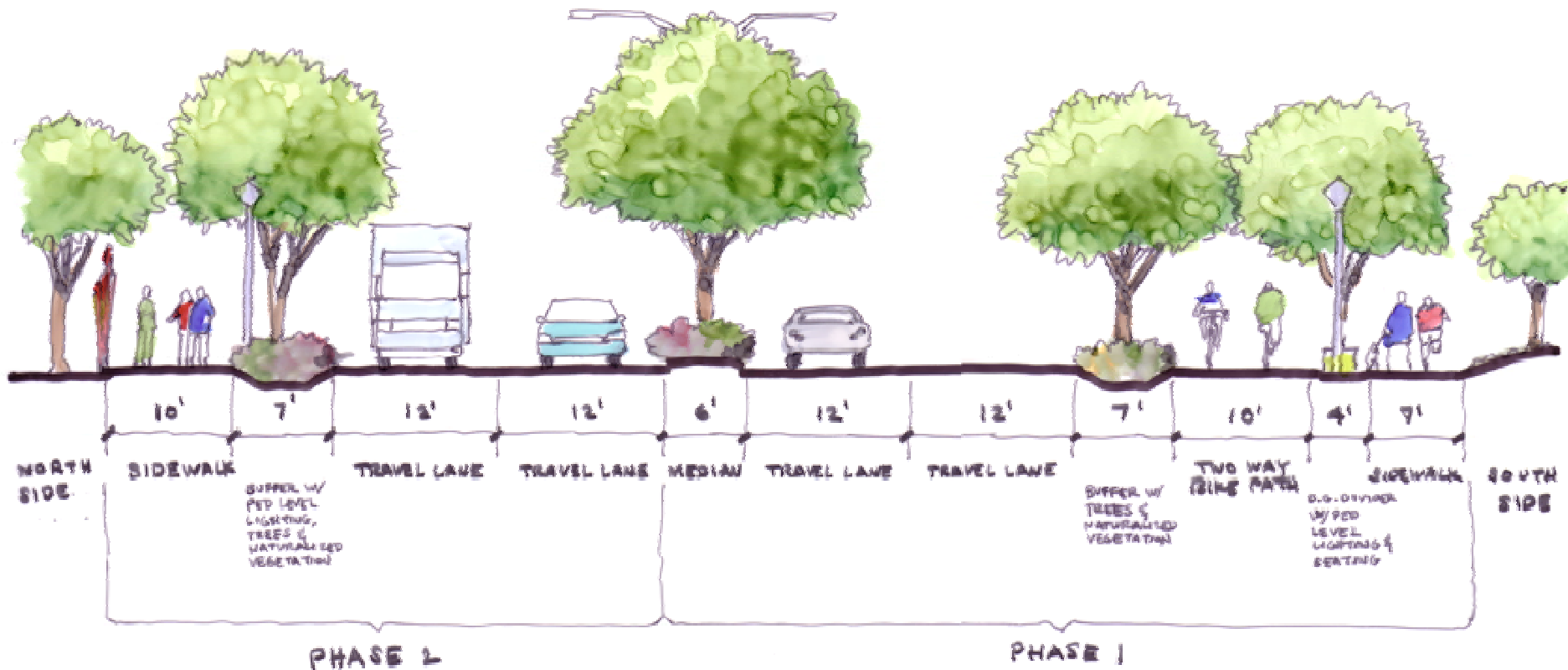
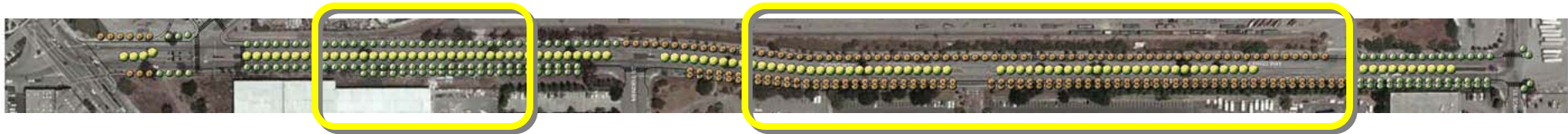
Jennings
Intersection

Cargo Way: Key Locations

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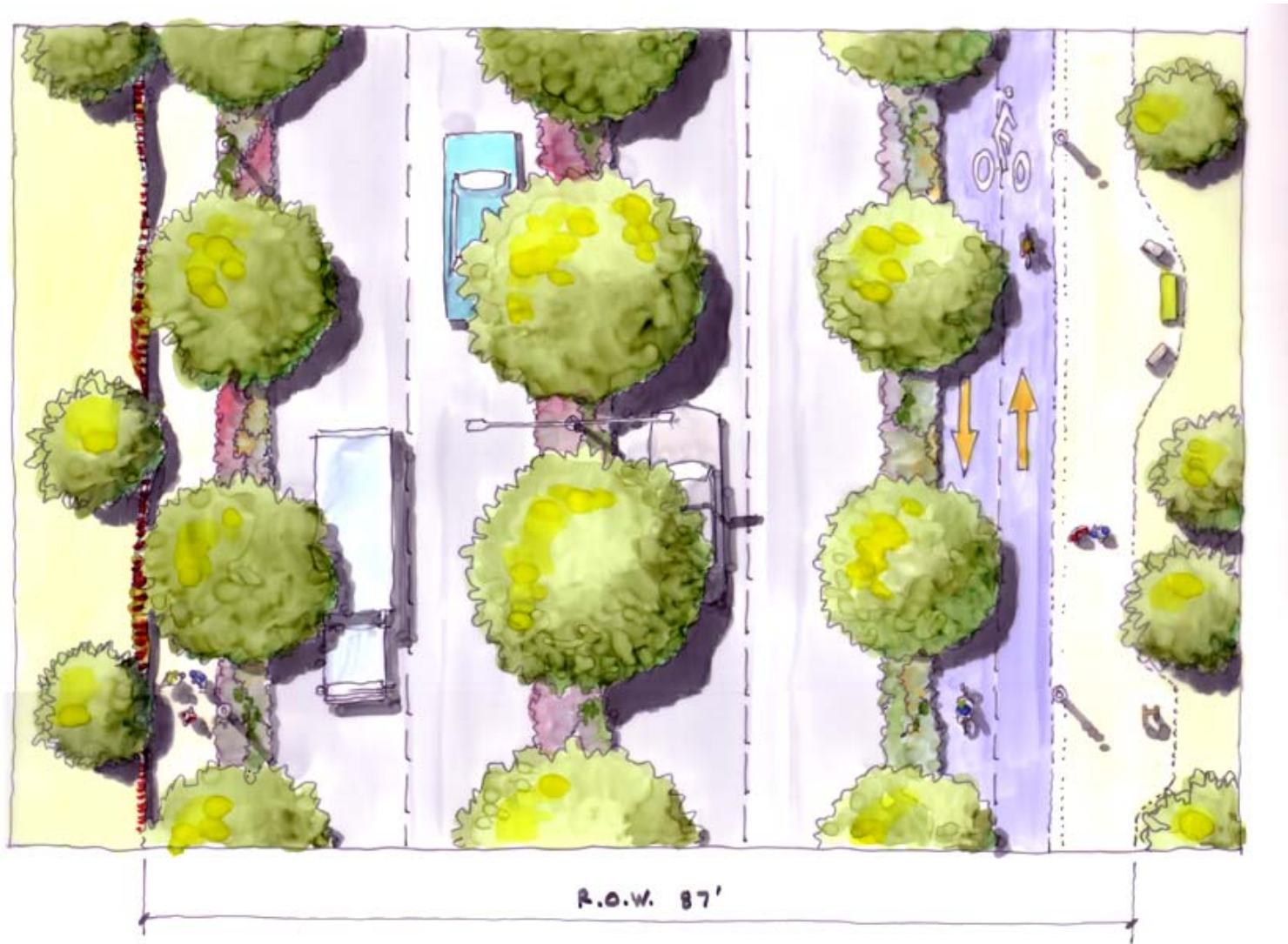


Typical Plan View - Condition A: Cargo Way Maximum R.O.W. Width 99'
Cargo Way Conceptual Streetscape Plan



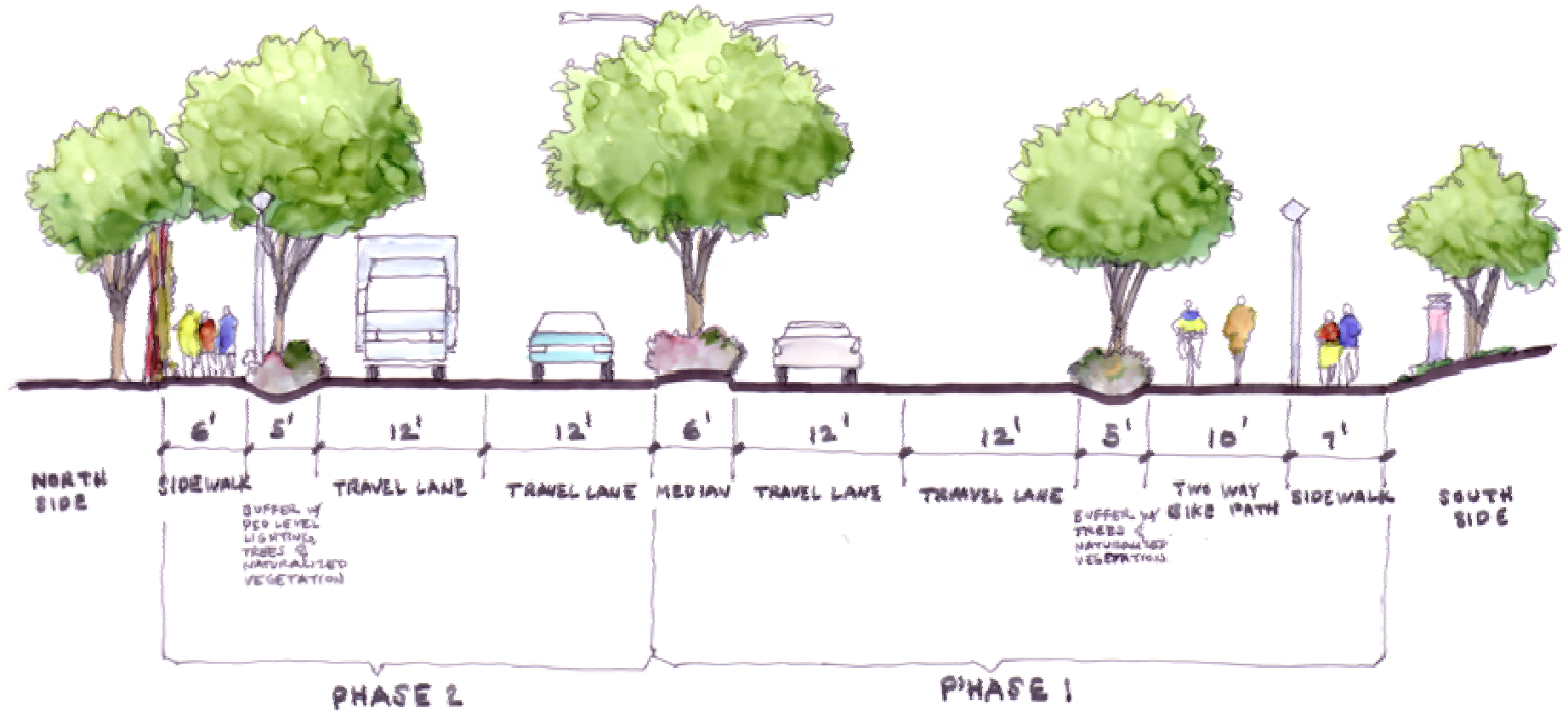
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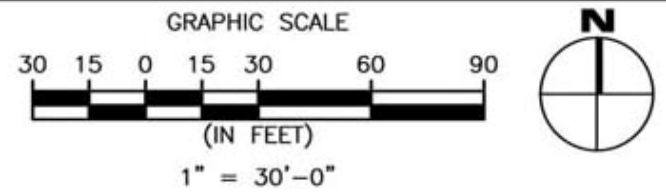
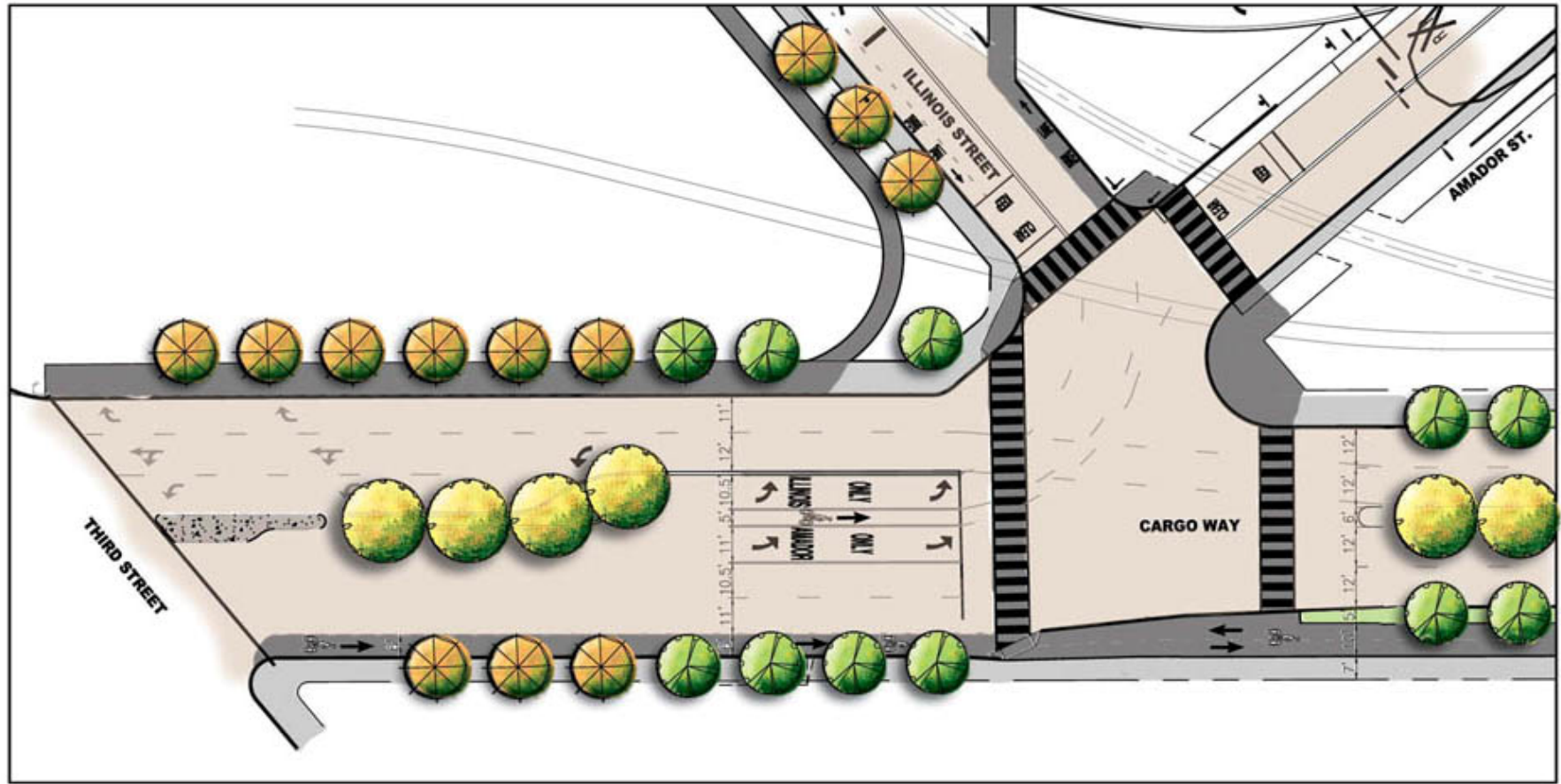
Typical Plan View - Condition B: Cargo Way Minimum R.O.W. Width 87'

Cargo Way Conceptual Streetscape Plan

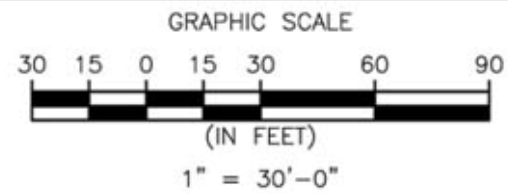
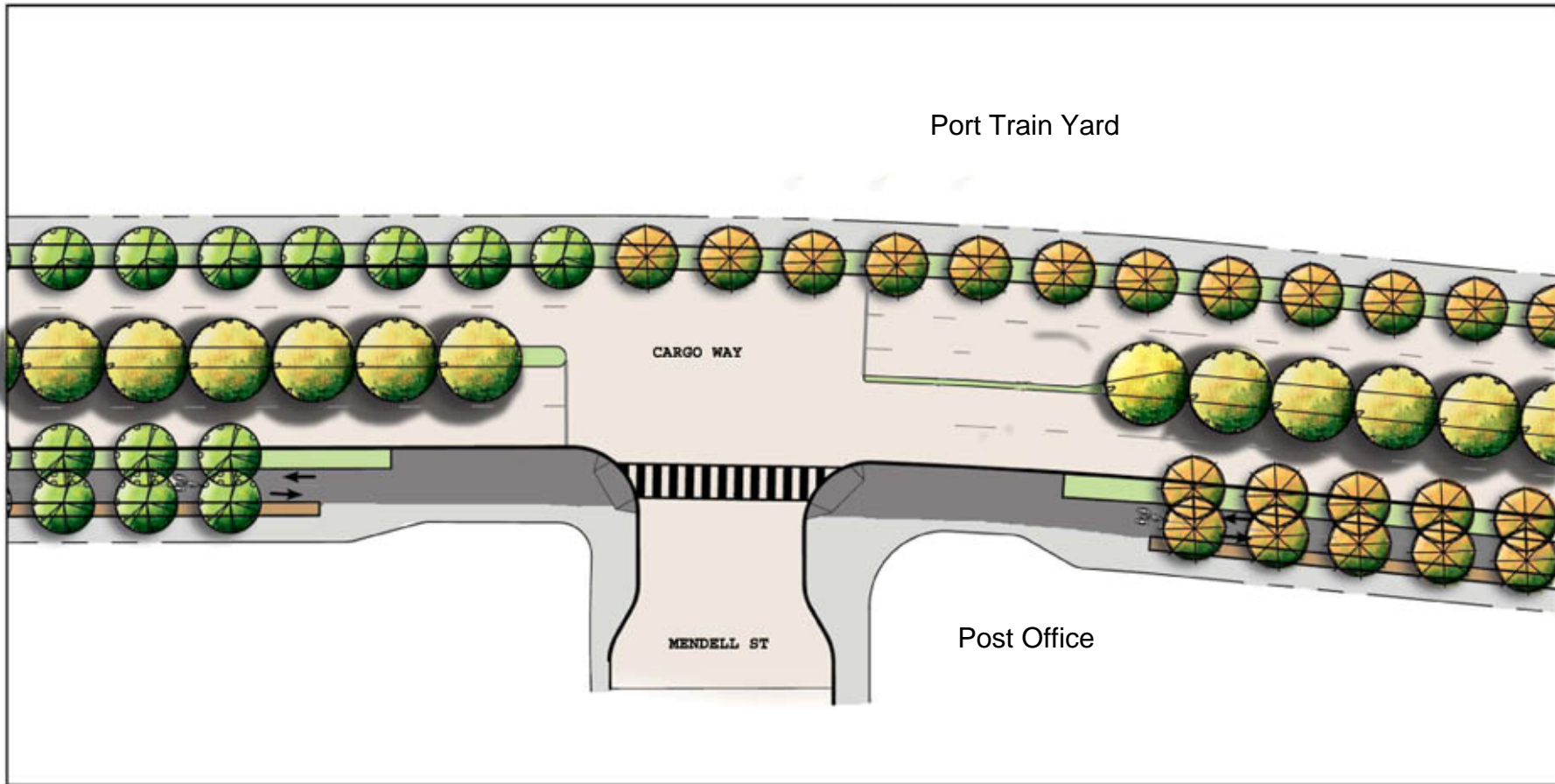


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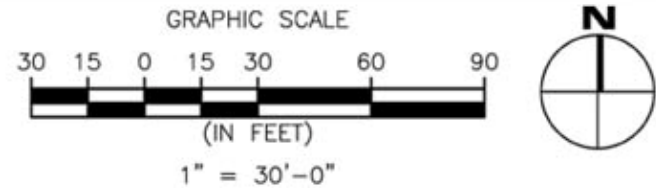
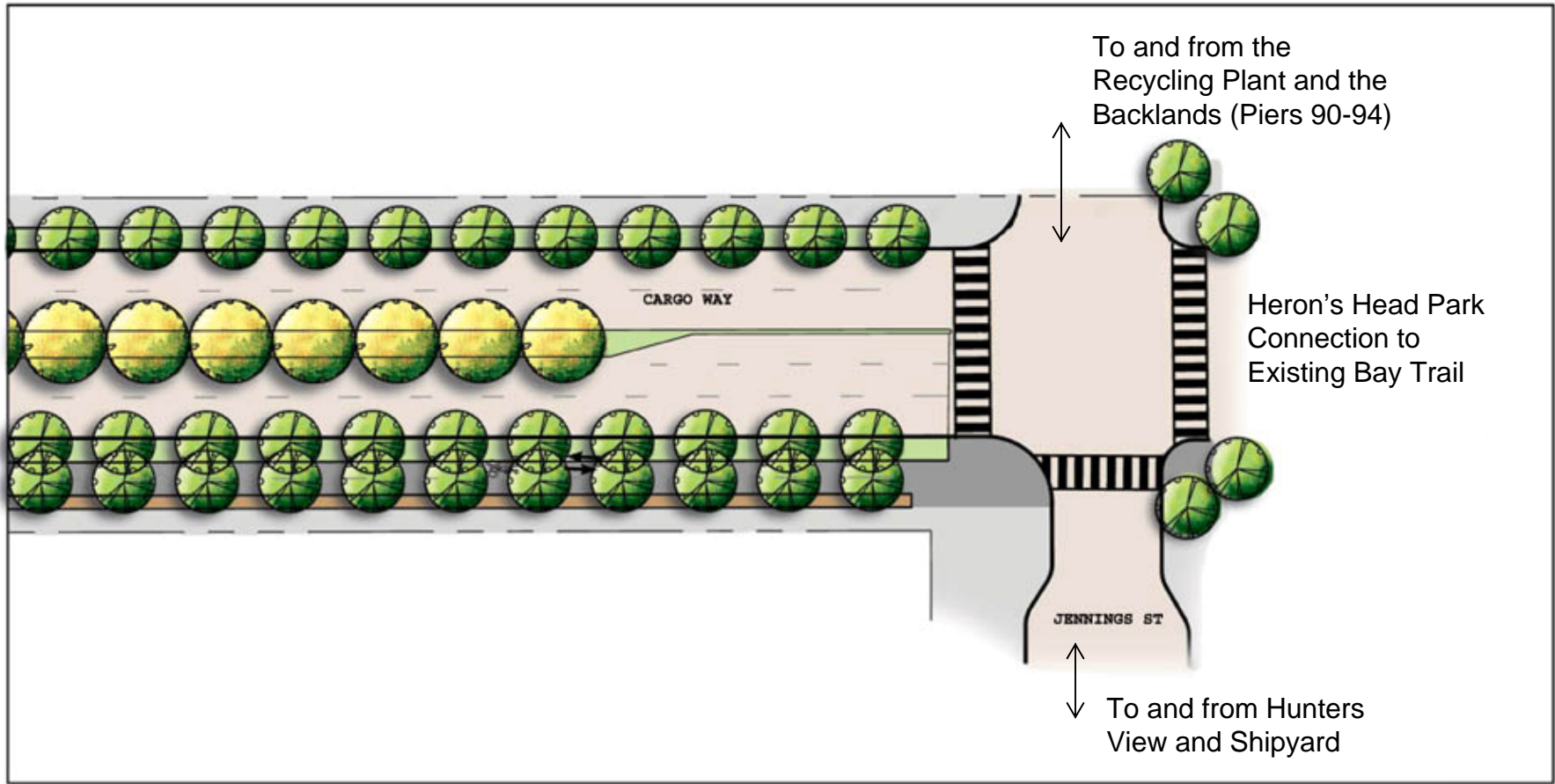
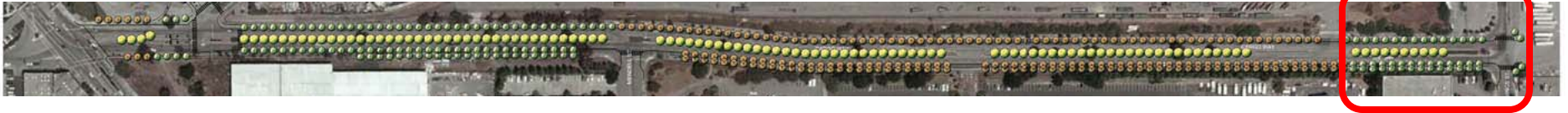
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Intersection of Third/ Illinois/ Amador Streets
Cargo Way Conceptual Streetscape Plan

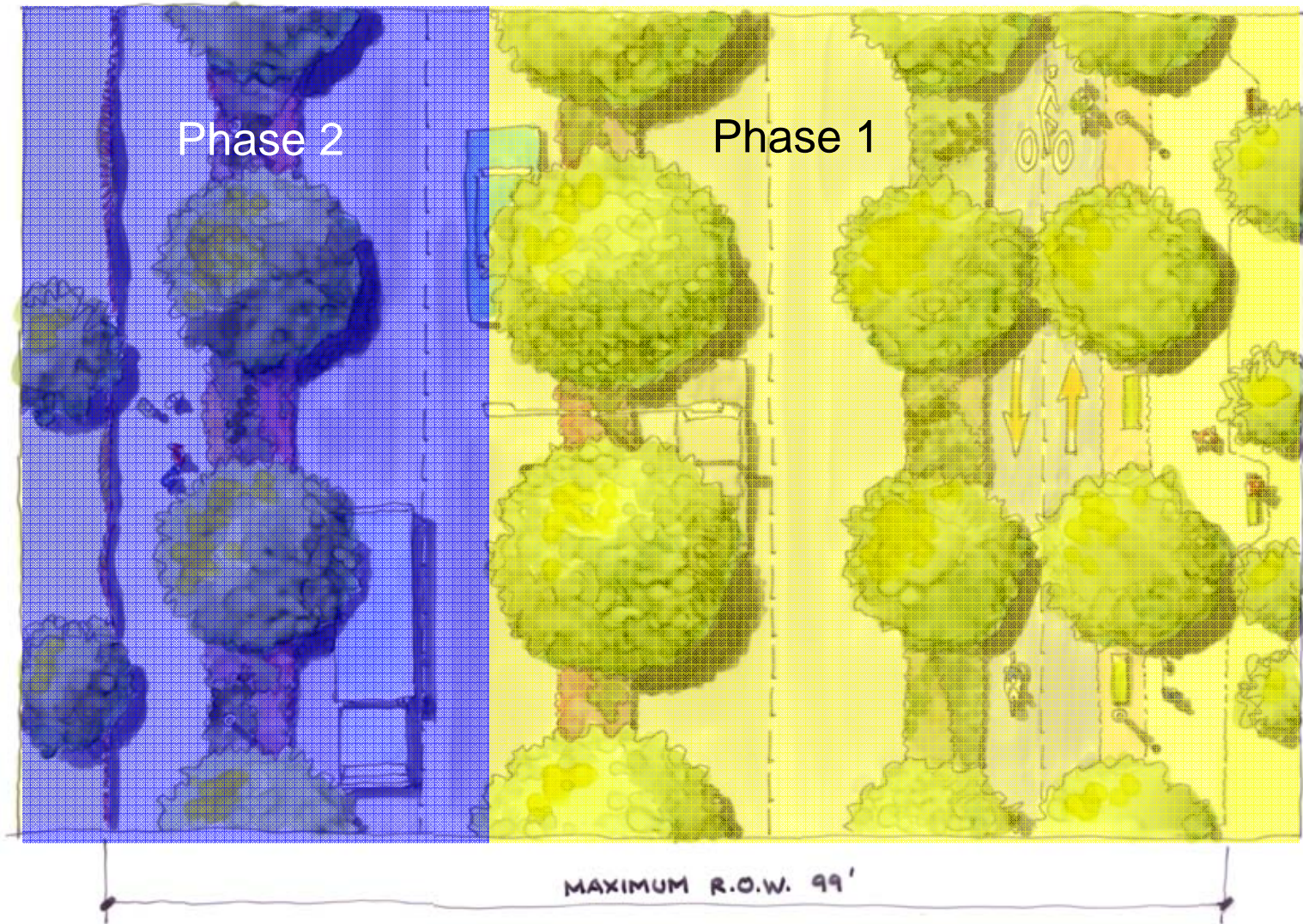


Intersection at Mendell
Cargo Way Conceptual Streetscape Plan



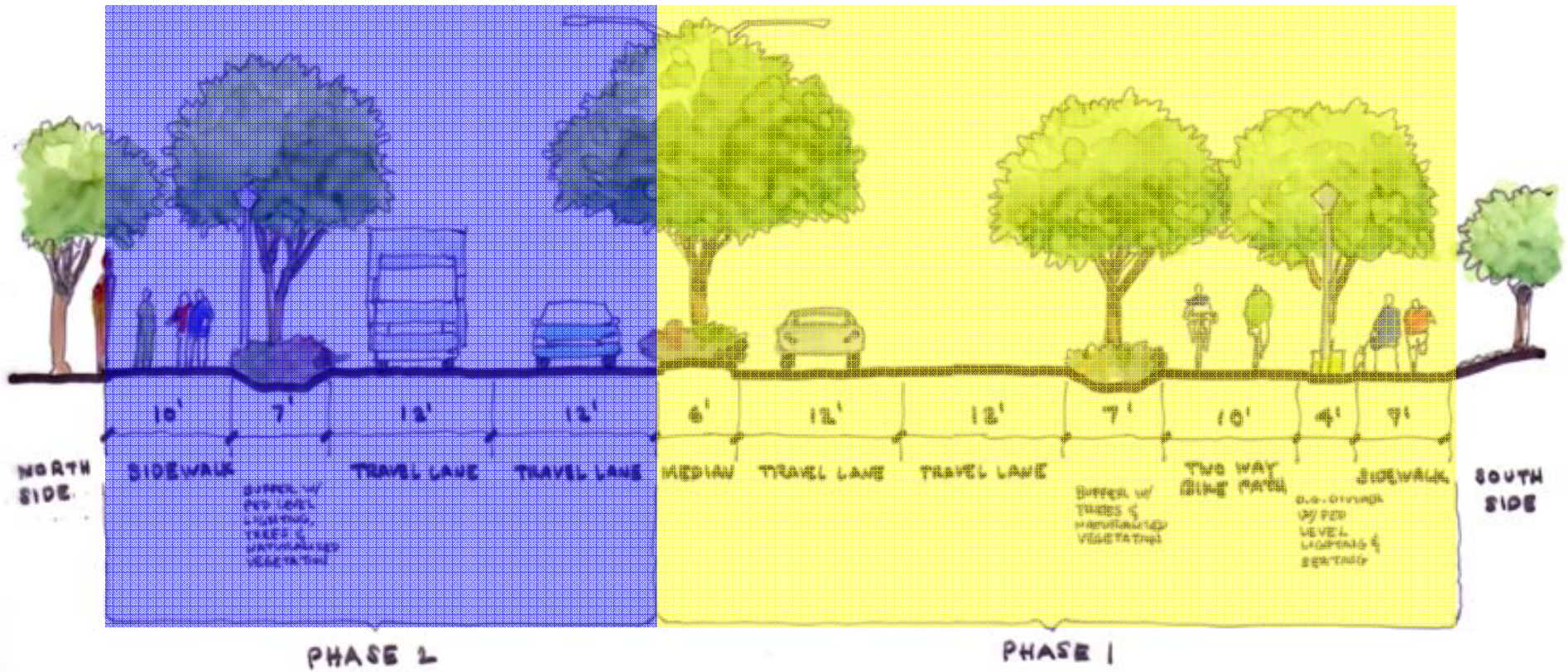
Intersection - Cargo Way & Jennings

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Cargo Way Streetscape: Phase 1 & 2

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Cargo Way Streetscape: Phase 1 & 2

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South Side Cargo Way Existing

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South Side Cargo Way Streetscape - Phase 1

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North Side Cargo Way Existing

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North Side Cargo Way Streetscape - Phase 2

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- Keep most trees as practicable
- Remove dead trees, in declined vigor or condition, with limb failure or structural problems

Amenities - Existing Trees

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- California Bay (*Umbellularia californica*)
- Japanese Zelkova (*Zelkova serrata*)
- Jacaranda (*Jacaranda mimosifolia*)
- Willow Oak (*Quercus phellos*)
- Pacific Madrone (*Arbutus menziesii*)
- Western Redbud (*Cercis occidentalis*)

Amenities - Possible New Trees on Cargo Way

Cargo Way Conceptual Streetscape Plan





- Pacific Wax Myrtle (*Myrica californica*)
- Silktassel (*Garrya elliptica*)
- Coffeeberry (*Rhamnus californica*)

Amenities - Possible Large Shrubs in Median or Buffers

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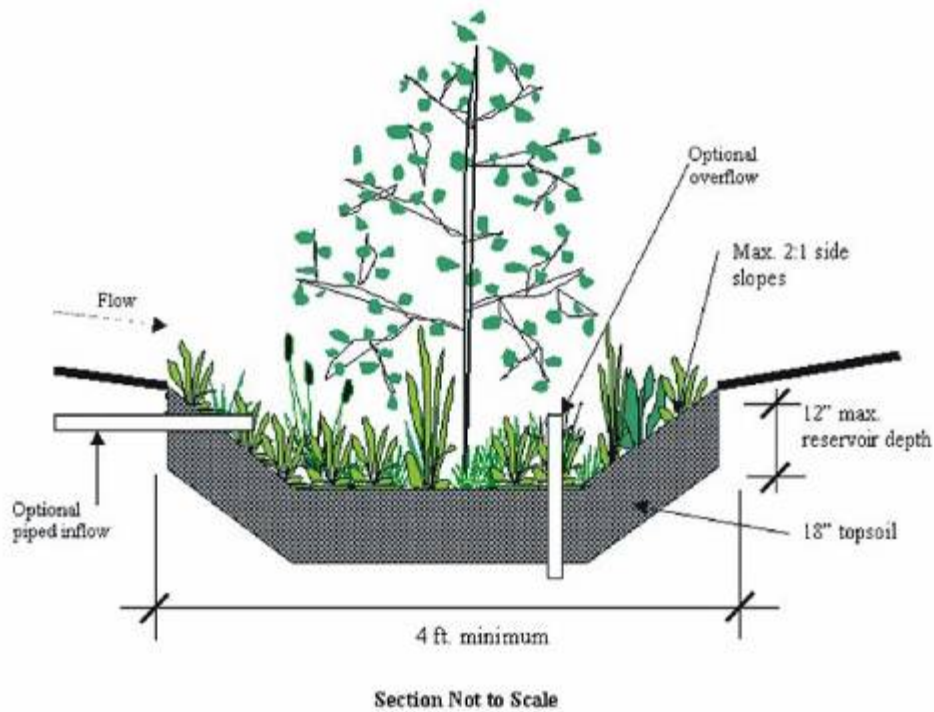


Basic - Asphalt, Concrete
Future - Permeable Pavers



Amenities - Paving

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Swale: EPA Specification

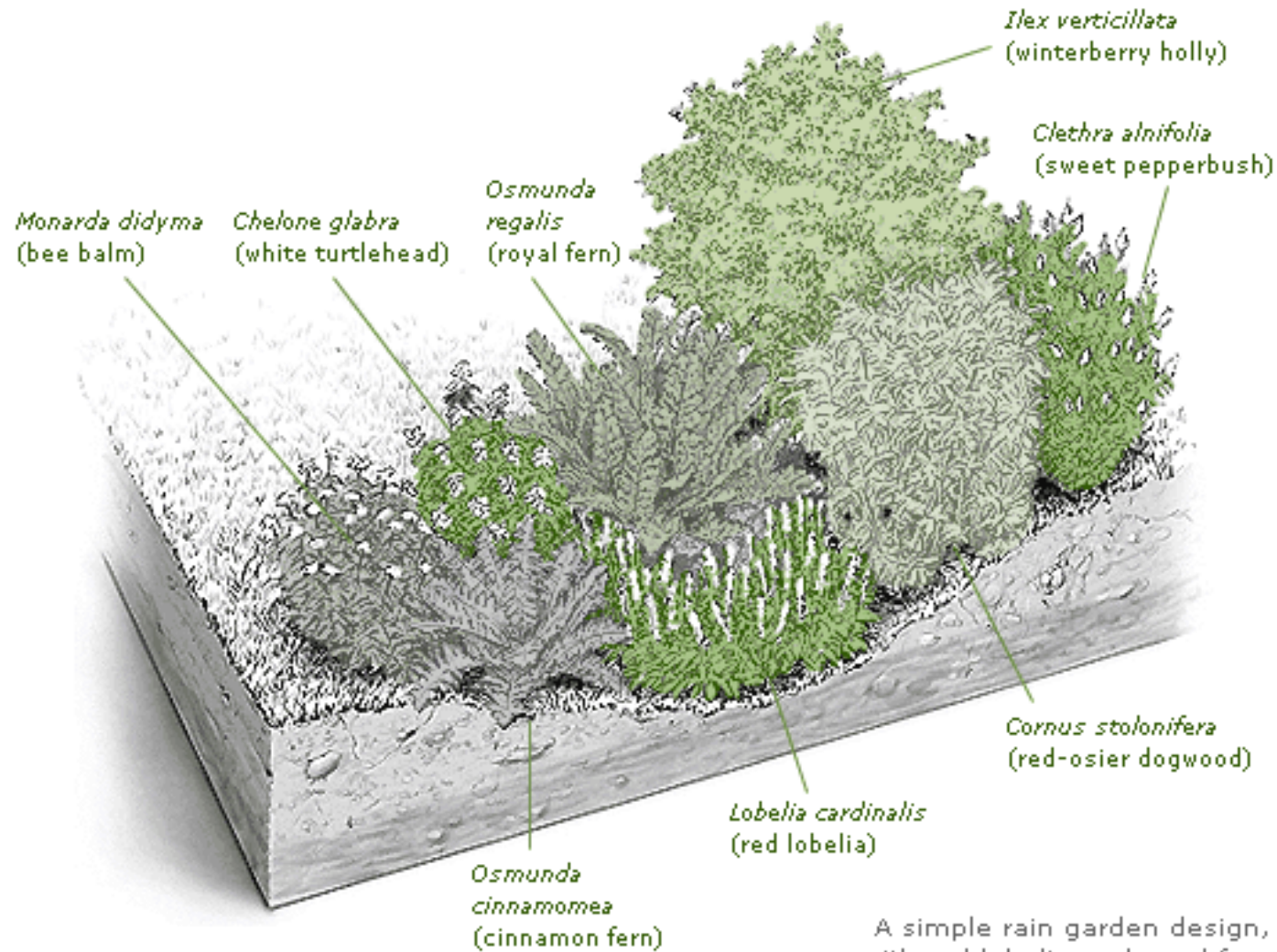


Sunset Swale: SF PUC demo project

Storm-water Management: Swales

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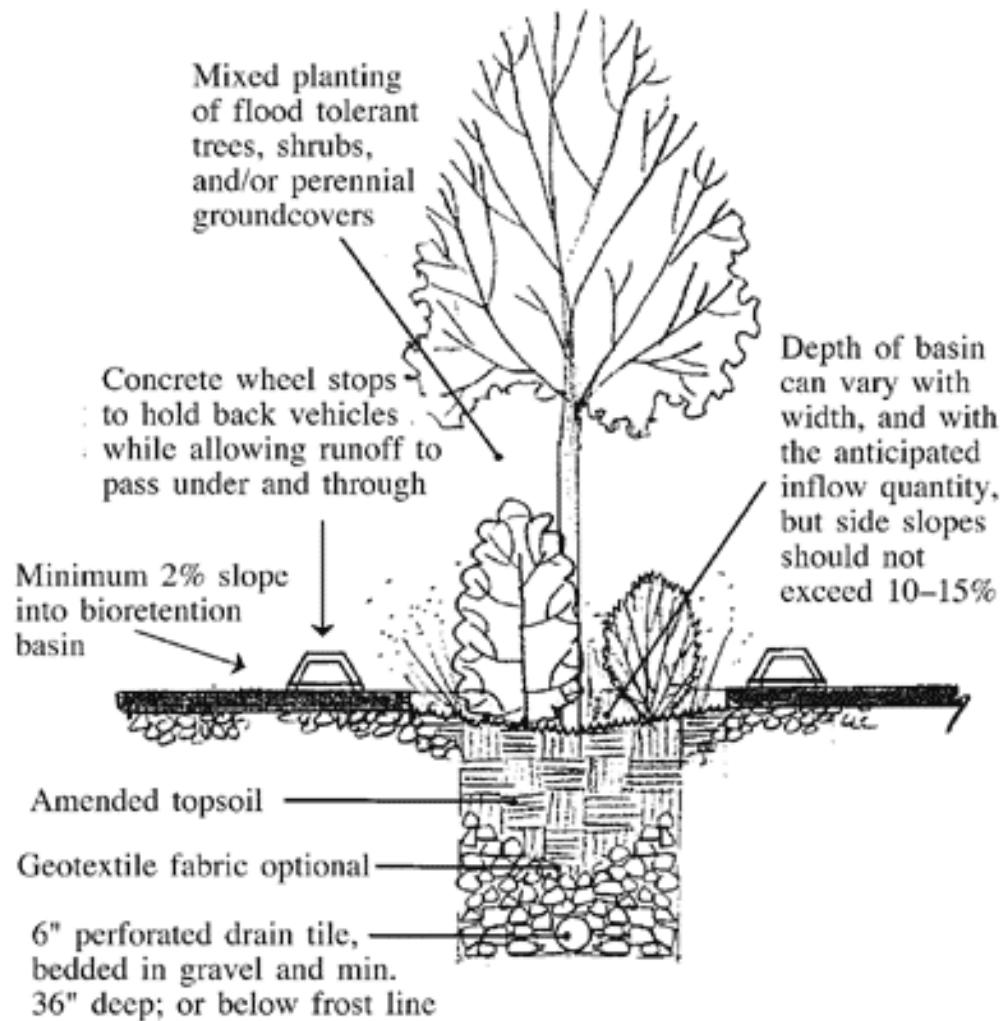
Swale: Use local and hearty vegetation



A simple rain garden design, with red lobelia and royal fern occupying the lowest, wettest zone.

Storm-water Management: Swale with Varied Vegetation

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Storm-water Management: Swale with Native & Hearty Vegetation

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Storm-water Management: Curb Slotted

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- Bicycle Signal at Illinois & Mendell Intersections
- Clear Signage for Pedestrians and Bikes Along Cargo Way

Bicycle/Pedestrian Signals & Signage

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- Standard City (Better Streets) Fixtures
- Other Acceptable Fixtures
- Pedestrian Level, 16 feet high

Amenities - Lighting

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- Standard City (Better Streets) Furnishings

Amenities - Furnishings: Basic is Beautiful

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The Future?

- Art as Furnishings



Amenities - Art as Furnishings

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The Future?

- Art Walk on Cargo Way
- Art/ Native Plants/
Local History Installations

Amenities - Possible Installations

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- Art printed on large canvases and hung on chain-link fence
- Gaps in between art pieces provide views of Port Yard

Amenities - Possible Installations

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- Green Art (Pictures from Austin Green Art)
- Usage of Recyclable Materials

Amenities - Possible Installations

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Future
Permanent fence as art pieces

Amenities - Possible Installations

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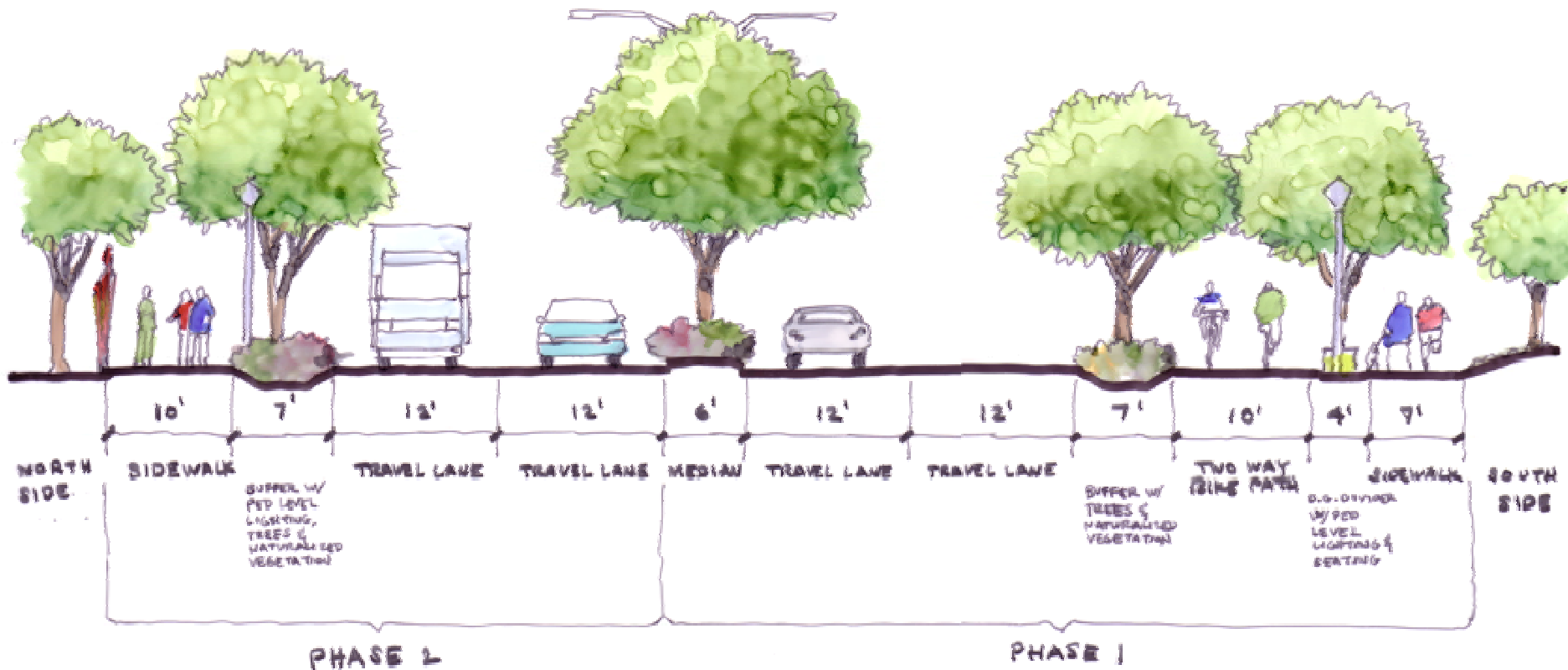
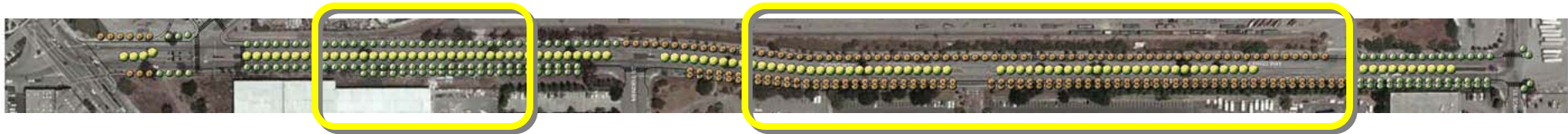
- Estimated Total Project Cost = \$5.5 Million
- Phase 1 = \$3.2 Million
- Phase 2 = \$2.3 Million
- Base Case Scenario
- Art/History installations costs not included

Projected Costs

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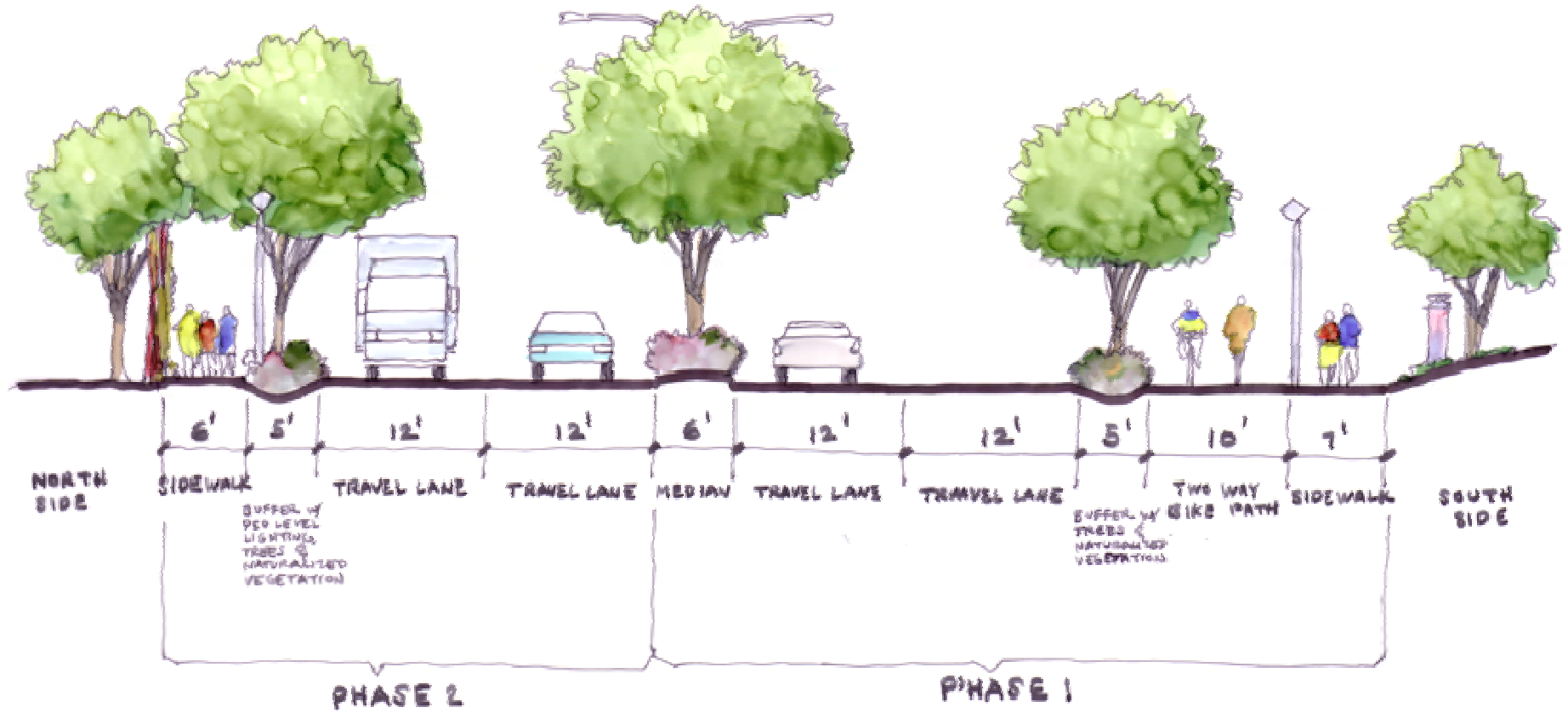
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Group Discussion



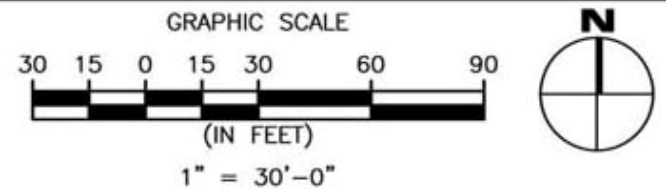
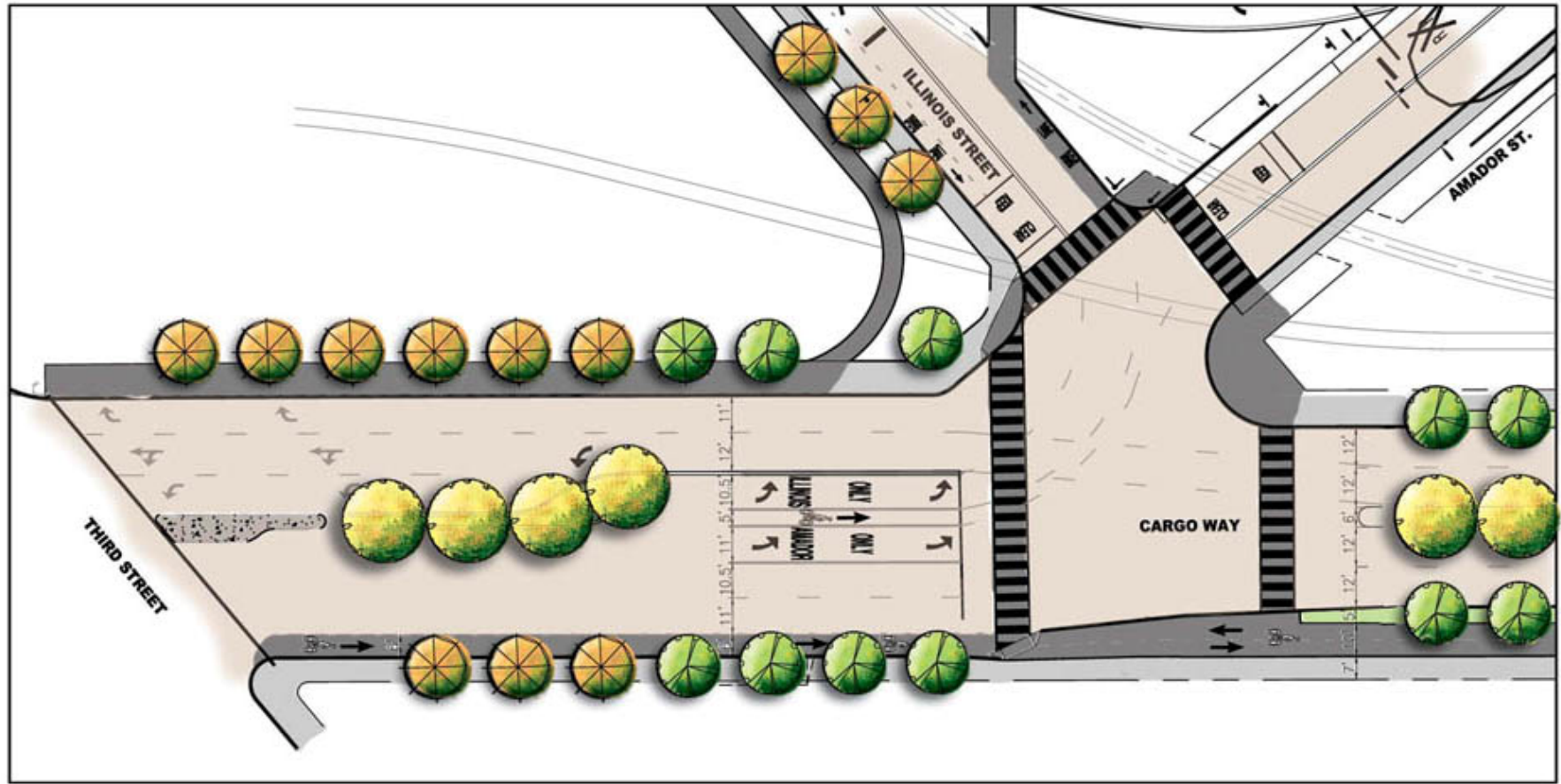
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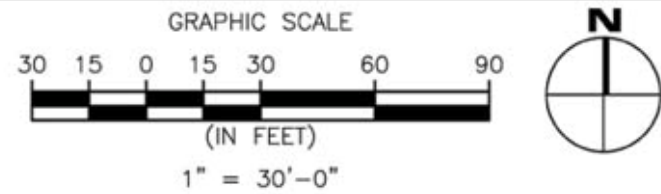
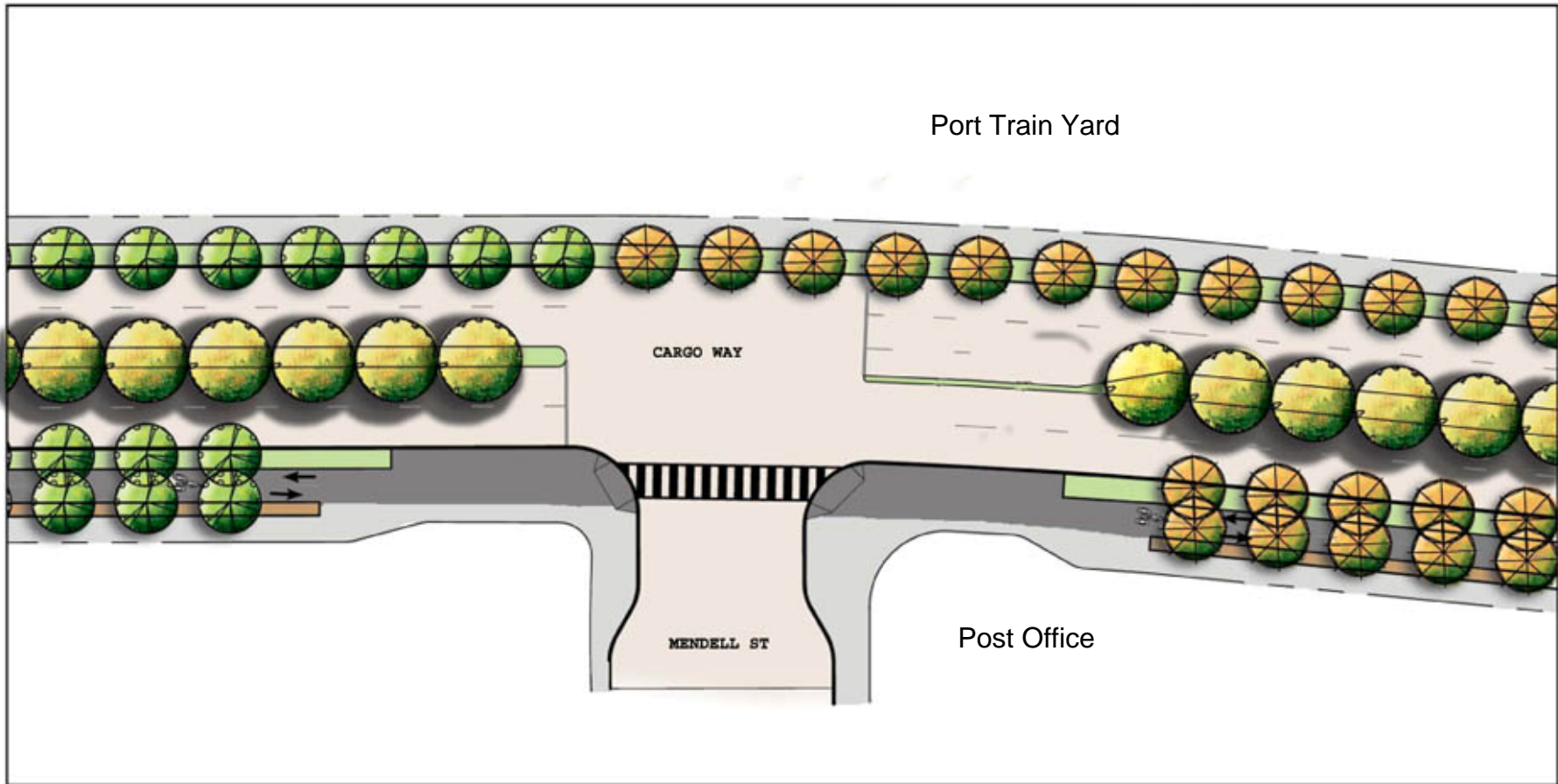


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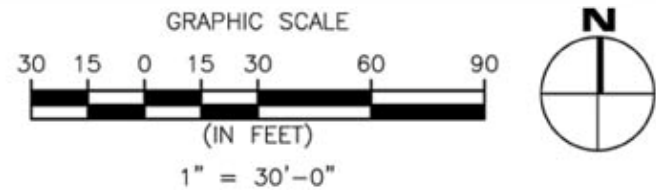
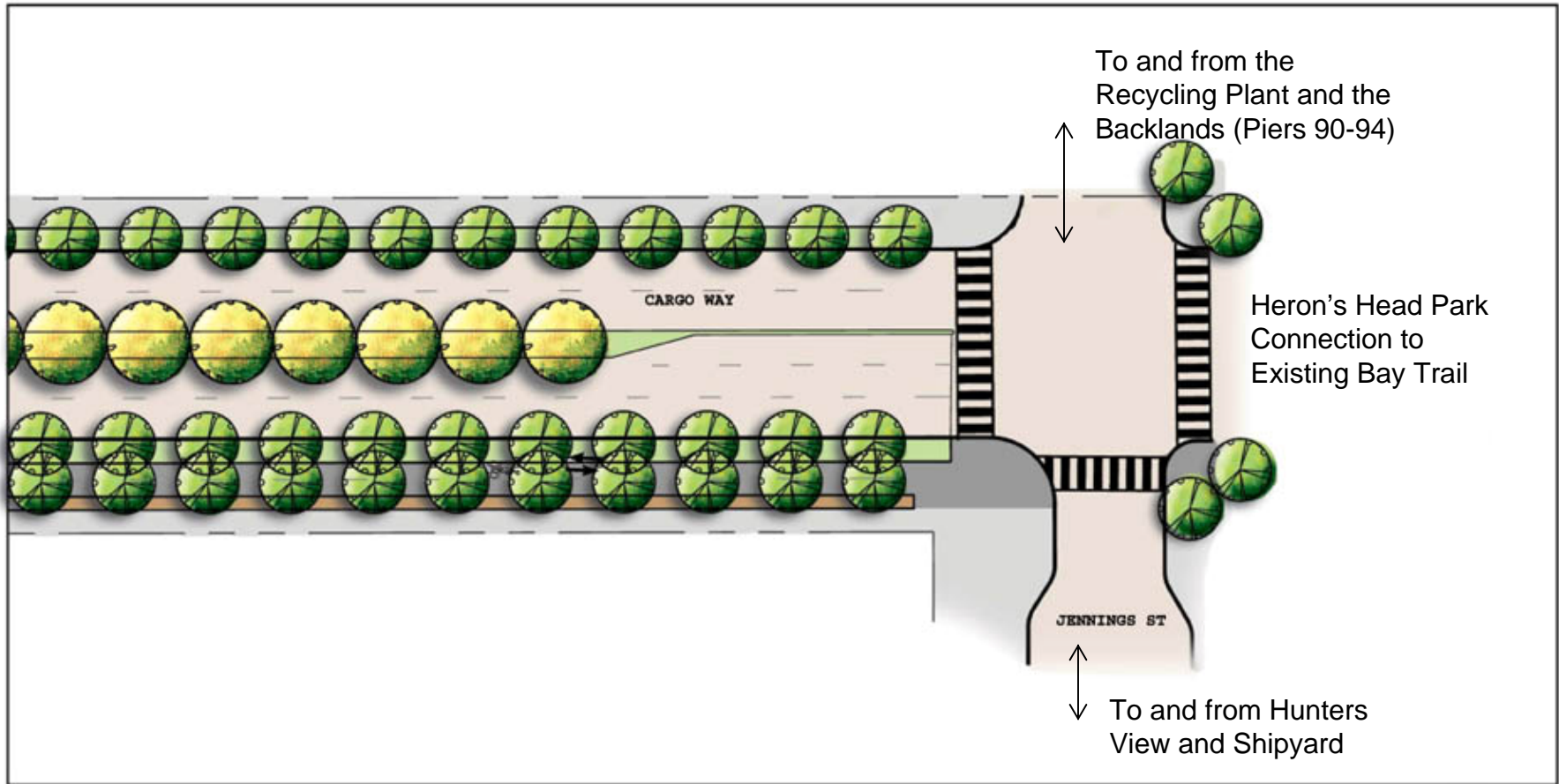
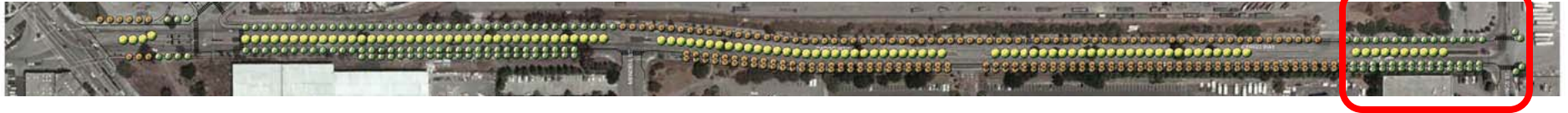
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Intersection of Third/ Illinois/ Amador Streets
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Intersection at Mendell
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Intersection - Cargo Way & Jennings

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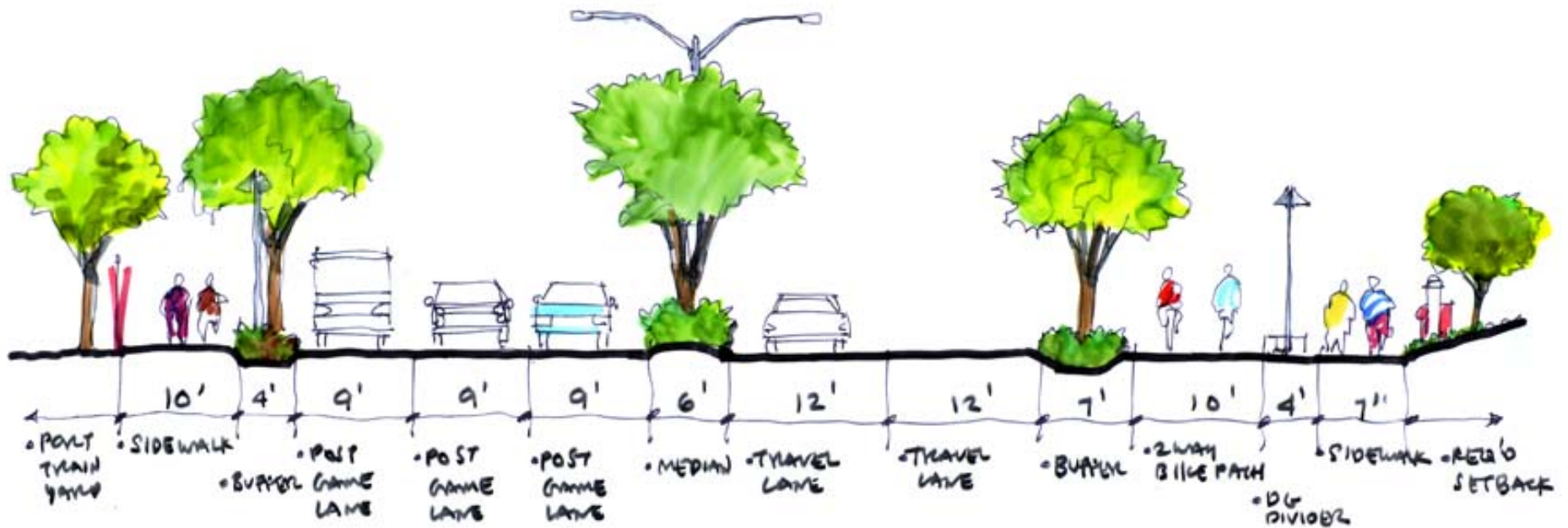
South Side Cargo Way Streetscape - Phase 1

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North Side Cargo Way Streetscape - Phase 2

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- Phase 2 Alternative
- Alternative scenario if Cargo Way is to accommodate Game Day traffic
- North side with 27' street, including 1-12' travel lane, 1-11' travel lane and 1-4' bike lane striped on street.
- On Game Days, can be converted to 3-9' travel lanes (as shown)

Alt Phase 2 - Game Day Scenario

Cargo Way Conceptual Streetscape Plan

Cargo Way Conceptual Streetscape Plan

Next Steps

Next Steps

- Prepare final report – 90 days
- Distribute to public, PAC, SWAC
 - www.sfgov.org/site/sfra_page.asp?id=5596
- Pursue capital funding for construction
- Complete additional technical studies
 - Traffic
 - Art program
- Conduct community meetings once capital funding secured
- Develop Construction Drawings
- Construct Improvements

