

Cargo Way Streetscape Project
Workshop #2
February 6, 2008

Meeting Summary

The second public workshop to discuss conceptual design ideas for Cargo Way was held on February 6, 2008 at the San Francisco City College Evans Campus. Approximately 50 people attended the workshop. Workshop attendees included local residents, business owners, property owners, members of the San Francisco Bicycle Coalition and 30 members of the Local 22 Carpenters Union.

Following a summary of the input received at the previous workshop, the consultant team presented a draft preferred design alternative based on the areas of consensus from the first workshop. The draft concept included a two-way, dedicated bike path on the south side of Cargo Way, widened sidewalks, retention of the roadway median, and landscaped buffers to protect bicyclists and pedestrians and provide sustainable stormwater infrastructure. The consultants then presented different options for design amenities, including street furniture (lighting, benches), planting palettes for street trees and median landscaping, and options for signage and fencing.

Following the presentation, attendees were asked for their opinion about the design amenities presented, and for general comments about the preferred alternatives. The notes below reflect comments made during the discussion. The workshop attendees were generally supportive of the conceptual design for a two-way bike path and the different design amenities presented. However, a number of attendees raised concern about the loss of on-street parking on Cargo Way.

Bicycle Path and Sidewalks

- Important link in bike network! Good idea.
- Need to make citywide bike network robust enough to get people here from other parts of city.
- The amount of paving seems excessive (path + sidewalk). Consider alternatives.
- Reduce sidewalk width on north side.
- Great model of sustainable design. Do consider permeable pavers. Other stormwater alternatives too!!
- Like separation of bikes, pedestrians and trucks – good design. Consider signage that bikes are prohibited on north side to encourage them to use the south side.
- Increase use of DG to reduce amount of pavement.
- Design looks great, but why not put bikes on north side? However, might get too complicated at Illinois St. bridge to have bikes on north.
- Ensure safe designs at each intersection, where bike lane crosses an intersection.
- Show a lane of parking along bike path.

Street Design

- Consider not adding left turn pocket @ Jennings. Will there be parking at Heron's Head?
- Anticipate future traffic and parking needs i.e. Octavia.
- Remove sidewalk to allow for parking.
- If all parking eliminated, how will handicapped people with health problems access interpretive art? Need some parking.
- Where will people park if their car breaks down and they need to pull over?
- Good design, but does it make sense to eliminate parking when businesses might need it?
 - Answer: IBIP Redevelopment Plan requires parking on-site. Port accommodates parking on-site too for its tenants.
 - Answer: parking throughout area – on Burke, Mendell, Jennings, Third etc.
- 100 + union workers will use the future union hall and will need to park. Need on-street parking.
- Need to study slowing traffic on Cargo, to make biking and walking more comfortable
- Avoid parking on pavers on bike path.
- Add parking on the north side?
- Eliminating parking could make it hard to attract new tenants to the area.

Fence Design

- Can the Port fence move?
- Railroad tie fence is very beautiful.

Trees and Landscaping

- Design is very good, but plan shows too many trees, too close together. Be thoughtful about spacing to make sure enough sun gets in.
- Many trees dead due to diesel fumes.
- Need trees to mitigate truck diesel.
- Leaf sweeping necessary.
- Need for more trees. Consider evergreens. Victoria box and Jacarandas do well in this environment – don't leave a lot of debris on sidewalk.
- Trees are important for public health.
- Plan shows approximate location of trees only – not an exact amount. Conceptual.
- Median should have fewer trees and more bushes (lower landscaping).

General Comments

- Peds shouldn't be on Cargo – too many trucks.
- Who will maintain road??
 - Answer – Collaboration among city agencies & IBIP maintenance group
- Make maintenance strategy official so in 20 years not a problem!
- Why isn't Bay trail along the water? Why on Cargo?
 - Answer – need to connect Illinois Street directly to Heron's Head
- Does this design require moving utilities?

- Answer – since concept calls for keeping the median, utilities will be protected
- How does one get involved in TAC?
 - Answer: The TAC is City-staff – engineers from DPW, MTA and PUC – to bring technical expertise.
- Ships idling in the water is dangerous for workers i.e. San Diego. Studies available that show this.