

**Cargo Way Streetscape Project**  
**Workshop #1**  
**November 7, 2007**

**Meeting Summary**

The first public workshop to discuss improvements to Cargo Way in Bayview Hunters Point was held on Wednesday, November 7<sup>th</sup> at the San Francisco City College Evans Campus. Approximately 35 people attended the workshop. Following an overview of existing conditions in the area, workshop participants considered three different conceptual design alternatives for improving Cargo Way and creating a new segment of the Bay Trail. Participants reviewed each alternative by rotating through stations that featured each alternative. Participants then reconvened for a group discussion about the design alternatives. The notes below include comments received during the group discussion, as well as notes that were written on the alternatives themselves at each station.

Generally, attendees preferred Alternative B, which includes a dedicated, two-way bike path on the south side of Cargo Way. Alternative B also proposes maintaining a median on the middle of the roadway, improved sidewalks on both sides of the street, and landscaped areas to provide sustainable stormwater management and an attractive visual buffer.

**Group Discussion**

**Alternative Preferences**

- B is first choice
- B, with 2 bike lanes, is best
- Like Alternative B&C, C has more buffer for bikes
- Like Alternative B the best; use color on path

**Medians and sidewalks**

- Keep median
- Golden Gate Bridge feels dangerous without a median
- SF nicest streets have medians – ie. Dolores, Van Ness, Innes
- Median “softens” the landscape
- Can Port fence be moved to create wider sidewalks?
- Make sure sidewalks wheelchair friendly

**Bike Paths**

- Bike lanes should go across Illinois St. bridge
- Concerned about connection to Illinois
- Jennings link to Evans, HP Boulevard important – people traveling through the area
- Why not 2-way on north? (Answer: fewer conflicts on the South)
- Separate bike path allows alternative materials to be used
- Pay attention to post office entrance
- Southside flows through India Basin to Hunter’s Point Shipyard – remember this connection

**Trees and Landscaping**

- Work w/ grassy knoll to create more space

- Existing trees on 3<sup>rd</sup> intended to create a relationship with knoll
- Trees on Cargo not healthy because of truck traffic
- Keep mature trees if possible, new trees on 3<sup>rd</sup> not surviving

#### **North Side (relationship to Port activities)**

- North side – interesting look at Port History
- Open up fence to rail yard to see activity
- Is replacing the fence along Port property in scope of this project?

#### **General Comments**

- Why keep 14ft lanes on Alternative A? (Answer: size of existing lanes – A represents cheapest alternative with fewest changes)
- Important to understand how PG&E & Heron's Head parking lot interact
- Integrate planning with Area C
- A little attention now is worthwhile over long wait – anything would be an improvement
- City Hall promised sewer plant would be moved.

#### **Notes Written on Alternatives (at each station)**

##### **Alternative A**

###### *Bike lanes*

- Having bike lanes on the South side better to support truck traffic
- No bikes on North side because lots of traffic at Jennings and Cargo means not good for bikes
- Give an extra two feet to bike lanes on the Southside and reduce travel lane to 12 feet
- Separate bike lanes aren't as safe

###### *Signage and Art*

- Have signage reflect history - what are the industries? what are the buildings?
- Like the interpretive signage- ie. Exploratorium
- Please no public bad art; juried art would be better

###### *Landscaping*

- Make the permeable landscapes into artistic rosettes or mazes on the ground

###### *Pedestrians*

- Peds on north side could impede with trucks coming from Amador
- Could cause back-ups while peds cross

##### **Alternative B**

- Best option – like bike path + median

###### *Median*

- Important to keep median

### *Bike Path*

- Green lanes are good/color is good
- Keep on South side instead of North
- Make bike lane a permeable material too
- Elevated bike trail could allow permeable concrete pavers

### *Trees*

- No trees to be cut down unless dead or diseased
- Need for good maintenance for trees
- If possible keep existing trees and fill in Jacaranda where trees are needed- weather in Bayview is perfect for Jacaranda
- Plant Evergreen trees

### *Sidewalks and lighting*

- Improved and level sidewalks- consider wheelchair needs
- Pedestrian height lighting has a better atmosphere
- Uplights on trees are great

### *Left Turn Lane*

- Review function of left turn lane
- Keep left turn lane at Jennings; trucks going to SF Port

### *Other comments*

- Shift change at USPS is when there is the most traffic
- 3<sup>rd</sup> and Cargo should be a Gateway
- Can we get café or Plaza at 3<sup>rd</sup> and Cargo?

## **Alternative C**

### *General*

- Consider how long construction will take
- Is left turn necessary? Street seems over capacity

### *Bike path*

- I like this one best because it provides safest bike access to Illinois St. bridge.
- A two-lane bike path in Illinois Bridge would be great – anything not to use the 3<sup>rd</sup> St. bridge
- Make bike path wider!

### *Median*

- Without medians, would cars would be head-on with trucks = bad
- Being head-on with trucks not so bad, but having a median is visually safer.
- Keep median! (Don't like this alternative)
- Don't like loss of median – creates large zone of terror to cross
- Keep median