Cargo Way Conceptual Streetscape Plan

Project Overview
Project Location and Context

Overview

Cargo Way Conceptual Streetscape Plan
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
Alternative B

- Sidewalk and two-way Class 1 bicycle path on south side
- Sidewalk and landscaped buffer on north side
- Narrower planted median
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
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Cargo Way: Key Locations

- Third, Illinois, Amador Intersections
- Mendell Intersection
- Jennings Intersection

Condition B
Minimum R.O.W. 87'

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

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Typical Section - Condition A: Cargo Way Maximum R.O.W. Width 99’

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

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Cargo Way Conceptual Streetscape Plan

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

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

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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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South Side Cargo Way Existing

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South Side Cargo Way Streetscape - Phase 1

Cargo Way Conceptual Streetscape Plan
North Side Cargo Way Existing

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• Keep most trees as practicable
• Remove dead trees, in declined vigor or condition, with limb failure or structural problems
• California Bay (*Umbellularia californica*)
• Japanese Zelkova (*Zelkova serrata*)
• Jacaranda (*Jacaranda mimosifolia*)
• Willow Oak (*Quercus phellos*)
• Pacific Madrone (*Arbutus menziesii*)
• Western Redbud (*Cercis occidentalis*)
- Pacific Wax Myrtle (*Myrica californica*)
- Silktassel (*Garrya elliptica*)
- Coffeeberry (*Rhamnus californica*)
Basic - Asphalt, Concrete
Future - Permeable Pavers
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
• Standard City (Better Streets) Fixtures
• Other Acceptable Fixtures
• Pedestrian Level, 16 feet high
• Standard City (Better Streets) Furnishings
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
• Art printed on large canvases and hung on chain-link fence
• Gaps in between art pieces provide views of Port Yard
• Green Art (Pictures from Austin Green Art)
• Usage of Recyclable Materials
Future
Permanent fence as art pieces
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
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Group Discussion
Typical Section - Condition A: Cargo Way Maximum R.O.W. Width 99’

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Typical Section - Condition B: Cargo Way Minimum R.O.W. Width 87’

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Intersection of Third/ Illinois/ Amador Streets

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Intersection at Mendell
Cargo Way Conceptual Streetscape Plan
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)
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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