



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Chinatown Broadway Street Design Project

HEARING DATE: JUNE 28, 2012

Date: June 21, 2012
Case No.: 2012.0071U
Project: Chinatown Broadway Street Design Project
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Recommendation: None, Informational

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BACKGROUND

The Chinatown Broadway Street Design project is an interagency effort led by the San Francisco Planning Department in partnership with the San Francisco Department of Public Works, the San Francisco Municipal Transportation Agency and the Chinatown Community Development Center.

The goal of the project is to develop a community-based vision and design plan to improve pedestrian conditions along Broadway from Columbus Avenue to the Broadway Tunnel. The project is funded by a two year planning grant from the Caltrans Environmental Justice: Context Sensitive Planning Program. Three outcomes of the project have been achieved: a community vision for the corridor, locations & opportunities for improvements, and a new street design for Broadway.

This project carries forward the Broadway Envisioning Plan which was initiated in 1994 and led to the implementation of streetscape improvements along Broadway east of Columbus Avenue. This project carries forward the intent of the Envisioning Plan with a focus on the three blocks of Broadway in Chinatown where there are the high concentrations of residents, tourists and commercial activity.

CURRENT PROPOSAL

Broadway is currently a wide arterial providing an important east-west connection for a variety of modes. The overall design includes the removal of the eastbound am tow-away lane and the addition of corner and mid-block bulb-outs. The proposed design would provide additional space to accommodate the high volumes of pedestrians and would help to improve pedestrian conditions by increasing visibility at the corners and shortening crossing distances.

The intersection of Broadway and Stockton is considered the center of activity within the project area. To accommodate the high volumes of pedestrians at this intersection, corner bulb-outs are proposed. As a result right turns from Stockton onto Broadway would not be permitted to ensure efficient MUNI service.

An improved boulevard design is proposed for one block, from the Broadway Tunnel to Powell Street. This design would include landscaped medians to separate tunnel traffic from local traffic and calm

automobiles entering and exiting the Broadway Tunnel. A loading pocket is proposed in front of Jean Parker elementary school to provide additional space for vehicles and school buses and improve safety for school drop off/pick up. The existing double right turn onto southbound Powell Street is proposed to be eliminated. As a result vehicles wishing to make a right turn onto southbound Powell Street would have to merge onto the local access lane on Broadway. This configuration would help to eliminate pedestrian and vehicle conflicts, which is important given the concentration of educational uses on this block.

Additionally, bus stop improvements would be added at the two existing bus stops including a bus bulb, bus shelter, seating, and signage. Other proposed streetscape elements include raised crosswalks at alleys and across Grant Avenue, special crosswalk paving, landscaping, lighting, seating and public art. For more information visit the project website <http://broadway.sfplanning.org>

COMMUNITY PROCESS

Over the last year, residents, merchants and neighborhood groups have participated in the community planning process and provided feedback to envision a new design for Broadway. Three public workshops and a final public open house have been held.

- Workshop #1: Vision, Issues & Opportunities - May 4, 2011
- Workshop #2: Design Options - August 16, 2011
- Workshop #3: Preferred Design November 16, 2011
- Final Open House: June 6, 2012

In addition to these meetings, additional outreach has been conducted with merchants and key stakeholders along the corridor.

NEXT STEPS

The department is actively coordinating with partner agencies to identify funding opportunities for capital improvements. Additional analysis and outreach would be conducted once funding is secure.

REQUIRED COMMISSION ACTION

None

RECOMMENDATION: None. Informational only
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