

Chinatown Broadway Street Design Summary of Public Comment—Workshop #2

Workshop Details:

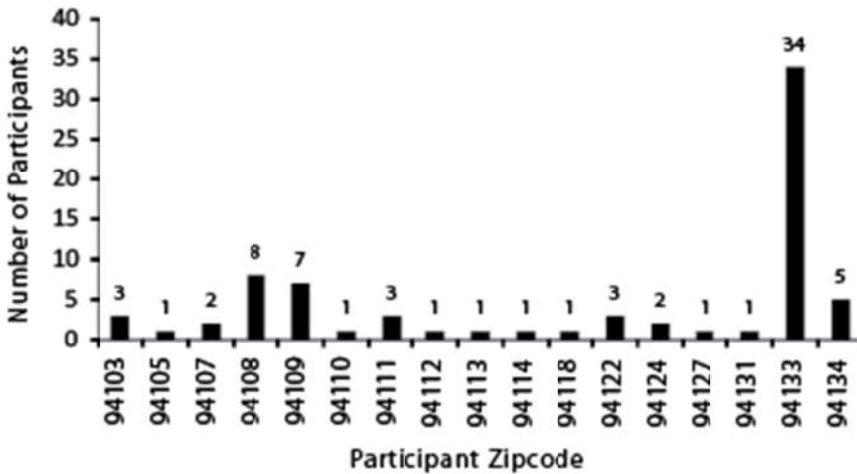
The second community workshop for the Chinatown Broadway Street Design project took place at Gordon J. Lau Elementary School on August 16, 2011 from 4:30-7pm. 60 participants were in attendance. Over a third of participants live on Broadway within the study area, and other participants included residents from Chinatown, North Beach, and Russian Hill. Other stakeholders included representatives from community organizations including Lady Shaw Senior Housing, Chinatown Adopt-An-Alleyway Youth Empowerment Project, Renew SF, Chinatown merchants, and the San Francisco Bicycle Coalition.

The workshop was an open house format with three stations organized around the room with the workshop materials. Three design options were presented at the workshop, Option A: Bulb-outs, Option B: Road Diet, and Option C: Sidewalk Widening. Participants received a brief overview of three design options, followed by an opportunity for questions and answers. Participants were invited to fill out a survey to give feedback about their experience on Broadway and to provide comments on the three design options. The workshop was conducted in Cantonese and/or English with bilingual materials.

The focus of the workshop was to explore the major lane configurations. The third workshop will be held at the end of the year, where the focus will be primarily on streetscape amenities such as lighting, greening, benches, and sidewalk treatments.

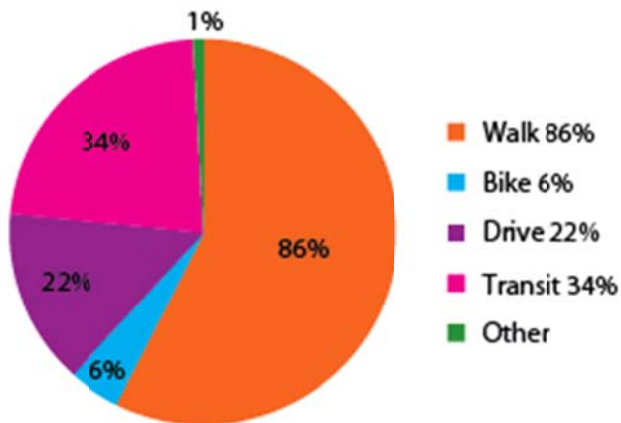
Broadway Workshop #2 Survey Results:

This section summarizes the survey results. As of August 26th, the Planning Department received a total of 77 surveys. The table below illustrates the participant zip code. A copy of the English and Cantonese version of the survey is included at the end of this summary.



PART 1: Your Experience on Broadway

1) How do you usually travel to Broadway?



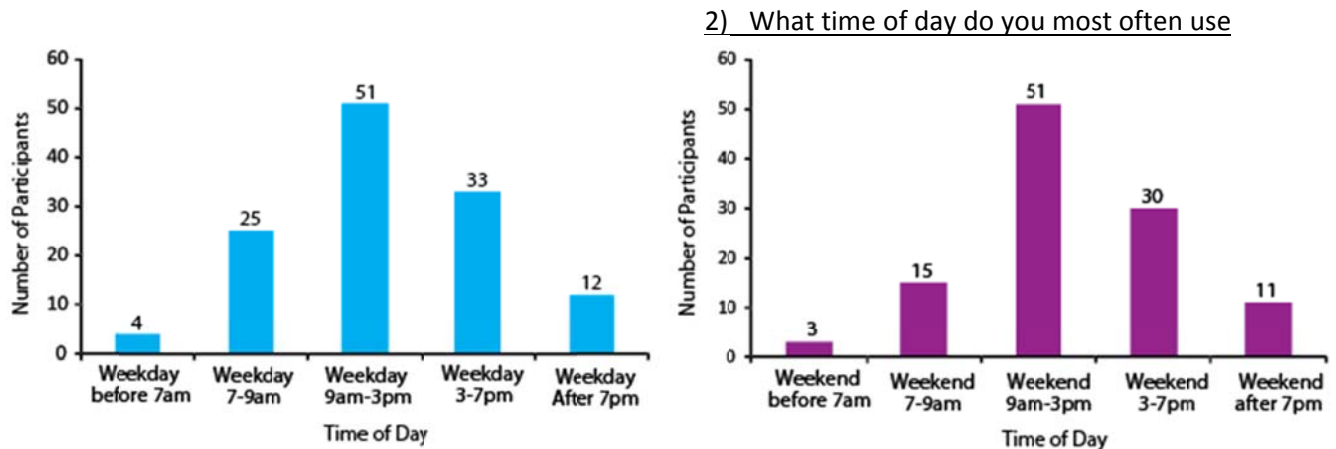
By Mode

- 86% of participants walk to Broadway.
- 34% of participants take public transit to Broadway.
- 22% of participants drive to Broadway.
- 6% of participants bike to Broadway.

Pedestrians by Mode

- Of the 34% respondents that take public transit to Broadway, 69% also walk.
- Of the 22% respondents that drive to Broadway, 82% also walk.
- Of the 6% respondents that bike to Broadway, 80% also walk.

SUMMARY: Workshop participants noted that they travel to Broadway by foot, car, public transit, or bicycle. The vast majority of the participants (86%) indicated that they walk to Broadway. Other stakeholders who chose other modes of transportation besides walking indicated that they also walk to Broadway. Therefore, pedestrian enhancements along the corridor will provide improvements for the vast majority of Broadway users.



Broadway?

Weekday:

- 4 people (5% of participants) indicated that they traveled on Broadway on weekdays before 7am.
- 25 people (32% of participants) indicated that they usually traveled to Broadway on weekdays between 7-9am. Of those people, 100% indicated that they traveled by foot, and 20% traveled by car.
- 51 people (66% of participants) indicated that they traveled to Broadway on weekdays between 9am-3pm. Of those people, 98% indicated that they traveled by foot and 24% by car.
- 33 people (43% of participants) indicated that they traveled to Broadway on weekdays between 3-7pm. Of those people, 60% indicated that they traveled by foot, and 30% traveled by car. The highest percentage of bicyclists (12%) indicated that they traveled to Broadway during this time.
- 12 people (16% of participants) indicated that they traveled on Broadway on weekdays after 7pm.

SUMMARY: The peak weekday travel period for Broadway stakeholders is between 9am-3pm. Of the people that travel to Broadway between 9am-3pm (66% of participants), 98% travel to Broadway by foot and 24% travel by car. The results indicate that peak pedestrian travel occurs on weekdays between 9am-3pm, with slightly fewer numbers for the traditional weekday am peak (7-9am, 33% of participants) and weekday pm peak (3-7pm, 43% of participants).

Weekend:

- 3 people (4% of participants) indicated that they travel on Broadway on weekends before 7am.
- 15 people (19% of participants) indicated that they travel on Broadway on weekends between 7-9am.
- 51 people (66% of participants) indicated that they travel on Broadway on weekends between 9am-3pm. Of those people, 80% indicated that they travel by foot and 24% by car.

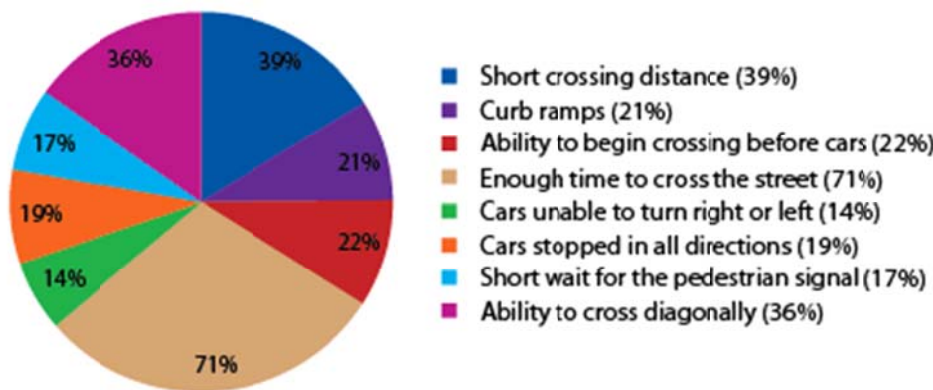
- 30 people (39% of participants) indicated that they travel on Broadway on weekends between 3-7pm. Of those people, 86% indicated that they travel by foot, and 29% by car.
- 11 people (14% of participants) indicated that they travel on Broadway on weekends after 7pm. Of those people, 91% indicated that they travel by foot, and 45% by car.

SUMMARY: The peak weekend travel period for Broadway stakeholders is between 9am-3pm. Of people that travel to Broadway between 9am-3pm (66% of participants), 80% travel to Broadway by foot and 24% travel by car. The weekend peak pedestrian volumes are consistent with the weekday peak.

3) When crossing the street on Broadway, what factors are important to you?

Participants indicated the three most important factors are:

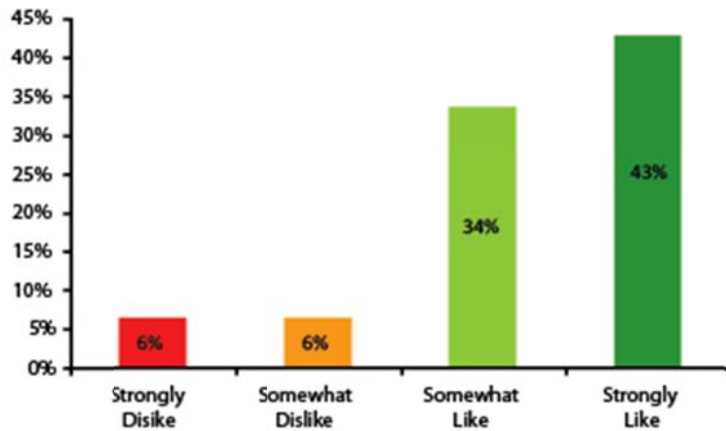
- Enough time to cross the street – 71%
- Short crossing distance – 39%
- Ability to cross diagonally – 36%



SUMMARY: More than two-thirds (71%) of the participants said that it is important to have enough time to cross the street. These results indicate a need to ensure that the pedestrian crossing signals allow for adequate time to cross the street. 39% of participants indicated that a short crossing distance is an important factor when crossing the street. This suggests that corner bulb-outs could be a good design treatment since they help to shorten the crossing distance. 36% of participants also indicated that they would like the ability to cross diagonally, which suggests that a scramble signal is a possible solution to address this concern.

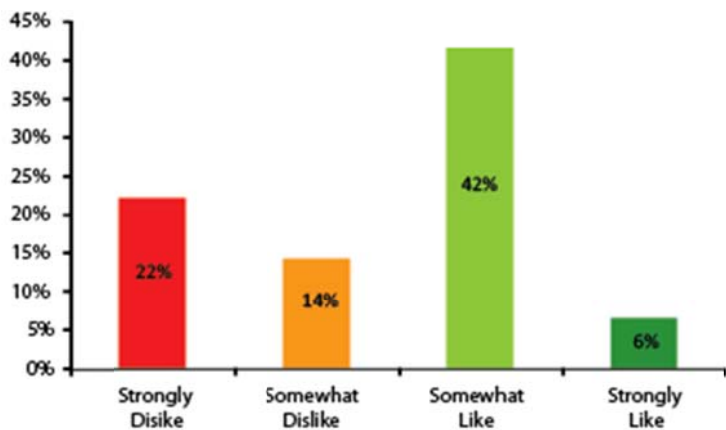
PART 2: Design Options

Option A: Bulb-Outs



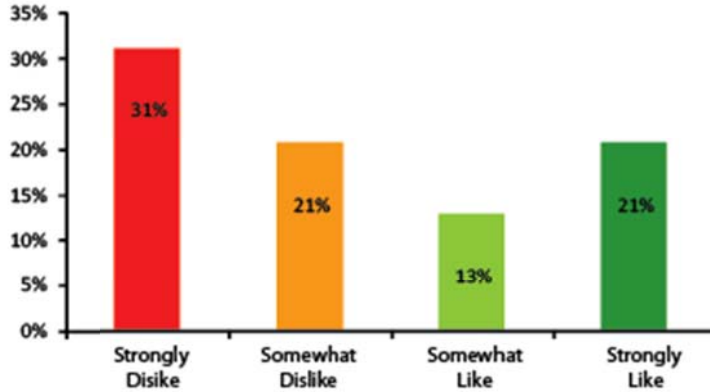
- 43% of participants *Strongly Like* Option A.
- 34% of participants *Somewhat Like* Option A.
- 77% of participants *Somewhat Like* or *Strongly Like* Option A.
- 6% of participants *Strongly Dislike* Option A.
- 6% of participants *Somewhat Dislike* Option A.
- 12% of participants *Somewhat Dislike* or *Strongly Dislike* Option A.

Option B: Road Diet



- 6% of participants *Strongly Like* Option B.
- 42% of participants *Somewhat Like* Option B.
- 48% of participants *Somewhat Like* or *Strongly Like* Option B.
- 22% of participants *Strongly Dislike* Option B.
- 14% of participants *Somewhat Dislike* Option B.
- 36% of participants *Somewhat Dislike* or *Strongly Dislike* Option B.

Option C: Sidewalk Widening



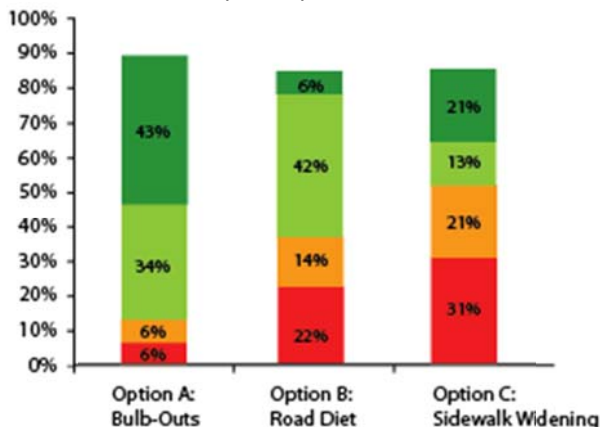
- 21% of participants *Strongly Like* Option C.
- 13% of participants *Somewhat Like* Option C.
- 34% of participants *Somewhat Like* or *Strongly Like* Option C.
- 31% of participants *Strongly Dislike* Option C.
- 21% of participants *Somewhat Dislike* Option C.
- 52% of participants *Somewhat Dislike* or *Strongly Dislike* Option C.

CONCLUSION:

Of three design options presented at the workshop, Option A was *Strongly Liked* by the highest percentage of participants (43%). Combined, 77% of participants said they *Somewhat Like* or *Strongly Like* Option A, 48% of participants said they *Somewhat Like* or *Strongly Like* Option B, and 34% of participants said they *Somewhat Like* or *Strongly Like* Option C.

Of three design options presented at the workshop, Option C was *Strongly Disliked* by the highest percentage of participants (31%). Combined, 52% of participants stated they *Somewhat Dislike* or *Strongly Dislike* Option C, 36% *Somewhat Dislike* or *Strongly Dislike* Option B, and 12% *Somewhat Dislike* or *Strongly Dislike* Option A.

Option A was *Strongly Liked* by the highest percentage of participants, Option B was *Somewhat Liked* by the highest percentage of participants, and Option C was *Strongly Disliked* by the highest percentage of participants. Option C was the most polarizing. 34% of participants either *Somewhat Like* or *Strongly Like* Option C, and 52% of participants either *Somewhat Dislike* or *Strongly Dislike* this option.



Workshop Notes Received in Small Groups

Chinatown Broadway Street Design (Workshop #2)

August 16, 2011

Facilitator: Tan Chow, Tammy Hung, Lily Langlois

4:30pm: Group #1

Option A: Timing of the crossing is most important. Need to extend longer.

Option C: Parking seems confusing with different parking hours.
Option would not work along this stretch of Broadway.
Confusion may cause more accidents.

INPUT:

- **All crosswalks should be scramble signals so there will be enough time for crossing.**
- **Eliminate bike lane because there are more cars than bikes. It is a major artery for heavy traffic. Bicyclists should use another street.**
- **Chinatown doesn't need bike lanes.**
- **Do people bike on Broadway? Hardly see bicyclists on Broadway.**
- **Traffic is a problem on Broadway and taking away lane will only increase traffic jams.**
- **Bikes actually cause accidents in response to bike lanes could buffer pedestrian safety.**
- **Broadway is a freeway. No bike lanes.**
- **This group doesn't think bike lanes should be a compromise—NO Bike Lanes.**
- **Un-loading takes up lanes and creates traffic and sometimes affects pedestrian safety.**

5:00pm: Group #2

Option A: The group likes A better.

Design looks clean and simple.

Crossing at the Tunnel: need longer time for crossing.

Dangerous for pedestrians especially with parking on the same lane creating blind spots.

Option C: Too many alternate timing—too complex.
One person doesn't think we need bulb-outs. Whole corridor should be extended.
Hours for PEAK/OFF-PEAK is oriented towards Downtown Financial District hours.

INPUT

- **10/12 bus stop on Broadway/Stockton should be moved mid-block instead of at the corner because of extreme congestion due to cars/pedestrian traffic.**
- **Scramble signal vs. waiting time trade-off: would rather have shorter wait time.**

5:30pm: Group #3

INPUT:

- **Low bike lane priority**
- **Take away the media at the right turn to increase crossing time instead**
- **Option C is too confusing**

Chinatown Broadway Street Design (Broadway Workshop #2)

August 16, 2011

Facilitator: Cathie Lam, Sue Exline

4:30pm

Group #1

Option A:

Bulb-Outs especially at the intersection

- Pedestrian improvements on side-street at Powell & Broadway
- Parking on both sides, 24 hours
- Bike lane next to parking lane
- 2 travel lanes on each side

INPUT: Bulb-out is more important.

Option B:

Road Diet

- More pedestrian improvements in addition to improvements on bulb-outs
- More traffic in the east direction (2 travel lanes)
- Toward west: only 1 travel lane
- Bike lane between travel and parking lane

INPUT: Both sides should have same amount of travel lanes.

Option C:

Sidewalk Widening

- Same as bulb-outs & pedestrian improvements
- Widen whole sidewalk from 12' to 16'
- Morning Rush Hour: 2 travel lanes eastbound, bike next to travel lane
- Evening Rush Hour: 2 travel lanes westbound, 1 travel lane eastbound
- Actual situation depends on time of the day

INPUT: Option C is more complicated.

INPUT: The group likes bulb-outs at intersections. They think widening the sidewalk is good for pedestrians, but more trouble for drivers. They like sidewalk widening along the entire stretch of Broadway. Some also think that bicycling routes may be important for tourists. Others commented that it would be dangerous for cars and bikes to share the lane in Option A. People mentioned that a quieter street can be achieved by having a bike to minimize number of travel lanes.

5:00pm

Group #2

INPUT: They like to widen the whole sidewalk. They are more concerned about pedestrian safety rather than thinking for drivers about parking.

5:30pm

Group #3

INPUT: Some think that bike lane is not too relevant and would be too crowded for cars traveling. There are not that many people biking and is dangerous for both bicyclists and drivers. Some think that it's unnecessary to widen the sidewalk. Group recognizes that it's important for pedestrian safety but cars need to go through too. Some think it might not be necessary to change existing conditions.

Chinatown Broadway Street Design (Broadway Workshop #2)

August 16, 2011

Facilitator: Nick Perry, Sharon Lai

- There were general concerns about how the traffic lanes, in particular the bike lanes, will flow with the rest of Broadway. It was explained to the members of the group that this project only deals with this particular section of Broadway.
- There was also concern in regards to Option C, and the floating bike lanes. The group member was concerned about where else this type of bike lane has been implemented (besides the Embarcadero).
- There seemed to be a general concern or hesitance over removing the west-bound traffic lane in Option B, but nobody came out strongly against it at least in discussion or any one particular design, or feature that matter.
- Two individuals expressed some concern over loss of parking/traffic capacity in Option C - but seemed to like how Options A & B turned the rush hour lane to parking/bulbs. They also wanted to know why they'd been asked about sub-sidewalk basements. I explained it was primarily to know where trees and landscaping could be placed, if desired.
- An individual wanted to know about things like public art, trees, etc. The facilitator told the group that this would be covered at the next meeting.
- People seemed a bit stumped as to how to deal with the bike issue. There was a general sense that the sharrows in Option A were a minimal improvement at best, but there seemed to be equal concern over what it'd take to create actual bike lanes.
- A couple with children attending Jean Parker expressed how pleased they were with all three options, especially the way the area in front of the school is dealt with. Others seemed generally pleased by the tunnel entry area as well.
- An individual wanted to make sure pick up and drop off for the school was accommodated by the design and whether more parking was created. The facilitator stated that dropping-off zones would be facilitated by the design - but the number of new parking spaces would be limited by the length of the white zone and the final geometry of the Powell/Broadway intersection.
- One individual initially expressed concern about the flow of traffic in all three options, saying the goal of the street should be to move traffic through - but numerous other people in the group stated they had other priorities for the street (primarily safety for pedestrians).
- A couple people expressed slight concern over loss of parking along the south side of Broadway east of Powell - mainly in relation to keeping a drop off area for Wu Yee Children's Services.
- Multiple people emphasized the need to create more space for pedestrians on the corners at Stockton/Broadway.

- Many people asked about the idea of a scramble at Stockton/Broadway. Planning Department explained to them the benefits/drawbacks according to her traffic modeling, and the facilitator directed them to the survey to tell us exactly what crossing improvements were most important to them. Planning Department's explanation seemed to appease people's curiosity - although nobody stated strongly one way or another that a scramble should or should not be included.
- Some asked what else could be done to slow traffic coming out of the tunnel and enforce the 25mph speed limit. The idea of rumble strips in the east-bound lanes inside the tunnel was brought up. More lights/signage, etc were also discussed.

Questions? Comments?

Please return the survey to

Lily Langlois, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103

phone: 415.575.9083 - fax: 415.558.6409 - email: lily.langlois@sfgov.org

CHINATOWN BROADWAY STREET DESIGN

Name: _____

Home Address (or intersection): _____ Zip Code: _____

PART I: YOUR EXPERIENCE ON BROADWAY

How do you usually travel to Broadway? (Check all that apply)

- Walk
 Bike
 Drive
 Transit
 Other, please specify _____

What time of day do you most often use Broadway? (Check all that apply)

Weekday

- Before 7:00 AM
 7:00 AM - 9:00 AM
 9:00 AM - 3:00 PM
 3:00 PM - 7:00 PM
 After 7:00 PM

Weekend

- Before 7:00 AM
 7:00 AM - 9:00 AM
 9:00 AM - 3:00 PM
 3:00 PM - 7:00 PM
 After 7:00 PM

When crossing the street on Broadway, what factors are important to you? (Check all that apply, and circle your top priority)

- Short crossing distance
 Curb ramps
 Ability to begin crossing before cars
 Enough time to cross the street
 Cars unable to turn right or left
 Cars stopped in all directions
 Short wait for the pedestrian signal
 Ability to cross diagonally

PART II: DESIGN OPTIONS

 Please help us evaluate the three potential design options for Broadway

Option A: Bulb-Outs

- Strongly Dislike
 Somewhat Dislike
 Somewhat Like
 Strongly Like

Additional Comments:

Option B: Road Diet

- Strongly Dislike
 Somewhat Dislike
 Somewhat Like
 Strongly Like

Additional Comments:

Option C: Sidewalk Widening

- Strongly Dislike
 Somewhat Dislike
 Somewhat Like
 Strongly Like

Additional Comments:

華埠百老匯街 街景設計

姓名： _____

地址： _____ 郵區號碼： _____

第一部份：你在百老匯街的體驗

你通常去百老匯街的方法是？(在適當格內打鉤)

- 步行 單車 駕車 搭公車 其他，請列明 _____

你到百老匯街的時間通常是？(在適當格內打鉤)

- 星期一至星期五：
 上午7時前 上午7時至下午9時 上午9時至下午3時 下午3時至7時 下午7時後

- 週末：
 上午7時前 上午7時至下午9時 上午9時至下午3時 下午3時至7時 下午7時後

當你橫過百老匯街時，甚麼情況對你為重要？(請選出最重要1項)

- 縮短過馬路的距離 行人道和街的黃色斜坡 車輛前可以過馬路
 有足夠時間過馬路 車輛不能轉右或左 車輛需在所有方向停車
 縮短行人信號等候時間 可以交叉過馬路 -如市德頓街縱橫行

第二部份：設計方案

請協助我們為百老匯街3個設計方案作評分

方案 A：加闊部份行人路

- 不喜歡 有些不喜歡 有些喜歡 非常喜歡

其他意見：

方案 B：縮減行車線

- 不喜歡 有些不喜歡 有些喜歡 非常喜歡

其他意見：

方案 C：加闊整段行人路

- 不喜歡 有些不喜歡 有些喜歡 非常喜歡

其他意見：
