

Chinatown Broadway Street Design Summary of Public Comment—Workshop #1

Workshop Details:

The first community workshop for the Chinatown Broadway Street Design project took place at Bayside Elderly Housing on May 4, 2011 from 4:30-6:30pm. 80 participants were in attendance. The majority of the participants lived on Broadway within the study area, and other participants included residents from Chinatown, North Beach, and Russian Hill. Other stakeholders included Chinatown merchants, East West Bank, Jean Parker Elementary School, Lady Shaw Senior Housing, the San Francisco Police Department, and members from the Chinatown Adopt-An-Alleyway Youth Empowerment Project.

The workshop began with a presentation that included an overview of existing conditions and examples of streetscape projects in San Francisco. Following the presentation, participants were divided into 6 small groups to complete two hands-on exercises. 15 facilitators were present to guide the small group exercises. The workshop was conducted in Cantonese and/or English with bilingual materials.

Small Group Exercise 1: Likes/Dislikes Exercise

The purpose of this exercise was for participants to identify what they like and what they dislike about Broadway. The facilitator asked participants to draw from their own experiences walking along or around Broadway. Each participant was given two green dots and two red dots, and asked to place the green dots on locations that they like (work well), and to place the red dots on locations that they dislike (not working well). At the end of the exercise, each group produced a map with red/green dots indicating locations that they perceive as opportunity sites or problem areas. Participants were asked to write directly on the map to give more information.

Likes/Dislikes Game Board



Below is the aggregate number of dots by intersection or street segment, as well as the comments written directly on the map.

Broadway/Columbus/Grant Intersection

<p>Total Green Dots = 10</p> <ul style="list-style-type: none"> ▪ Art Books ▪ Public Art ▪ Better view ▪ Front of Wells Fargo Building ▪ Generous sidewalk in front of Sun Hong Kong ▪ Music/Activities/Lively 	<p>Total Red Dots = 11</p> <ul style="list-style-type: none"> - Complicated pedestrian crossing - Improve lane designation - Countdown too short - Crosswalk at New Sun Hong
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Broadway from Grant Avenue to Stockton Street

<p>Total Green Dots = 15</p> <ul style="list-style-type: none"> - Always convenient - Food! - Tutti Mellon - Good pho, dim sum, cheap food - Gold Mountain restaurant is lively and has good food - Sun Hong Kong has cheap food 	<p>Total Red Dots = 5</p> <ul style="list-style-type: none"> - Cars turn a lot, not in an organized fashion - Clutter at sidewalk in front of bus stop - People in front of Yuet Lee blocking the sidewalk and smoking
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Stockton/Broadway Intersection

<p>Total Green Dots = 25</p> <ul style="list-style-type: none"> - Wide sidewalks north of Broadway on Stockton - Opportunity to have scramble for pedestrians - Familiar to Stockton, close to shopping and transit - Come to Chinatown for shopping - LOOK sign is good in front of East West Bank - Best Foods Produce 	<p>Total Red Dots = 34</p> <ul style="list-style-type: none"> - Traffic (2x) - Narrow sidewalks south of Broadway along Stockton Street - Too many people blocking the sidewalk playing games - Remove newstands at East West Bank - Long trip to get here - No seating in front of bus stop - Stockton/Broadway countdown too short - Clutter on the sidewalk/boxes/poles in front of Kum Luen grocery store - Too crowded - Crowded in front of Existing 10/12 Bus Stop in front of Best Foods Produce - Blind intersection - Long time - Almost died here - Dangerous
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Broadway from Stockton Street to Powell Street

<p>Total Green Dots = 15</p> <ul style="list-style-type: none"> - Add bench - Put up radar flashing sign for westbound traffic - Put up radar flashing sign to show speed for east-bound traffic (put on the southwest corner) - Bayside Elderly and Kum Luen Produce - Nice people at Bayside - East West Bank 	<p>Total Red Dots = 12</p> <ul style="list-style-type: none"> - Cars traveling in two-direction illegally on Cordelia Street - Laundry in the window - Garbage in front of Ping Yuen - Restaurant with a lot of outdoor smokers - Hobos in front of Ping Yuen - Buses go to fast - Too many cars - Ping Yuen North
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Powell/Broadway Intersection

<p>Total Green Dots = 5</p> <ul style="list-style-type: none"> - Turn lanes - Apply a green median - Jean Parker building is beautiful - More peaceful 	<p>Total Red Dots = 15</p> <ul style="list-style-type: none"> - Not enough time to cross the street - Bad air quality from the tunnel - Dangerous intersection - Cars going too fast— 40mph in front of school - No place or parents/grandparents to pick up children - No landscaping on building facade of health center - SPEED of cars - Countdown too short— only 10 seconds
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Broadway from Powell Street to Mason Street

<p>Total Green Dots = 6</p> <ul style="list-style-type: none"> - Trees in front of Jean Parker - Kam Po Kitchen—dad’s place, rice plate, food tastes good - Fast for bikes 	<p>Total Red Dots = 10</p> <ul style="list-style-type: none"> - Robbery - Robbery near stairways (Wayne Alley) - Grocery store (used to be there?) - Takes forever - Traffic/cars too fast - Traffic/ too many cars
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Small Group Exercise 2: Your Ideal design for Broadway

The goal of this exercise was to develop a design for Broadway and to identify the top three improvements for the corridor. Participants were given a variety of “game pieces” and were invited to place the pieces on the map (see below) to illustrate the types of improvements they would like to see on the corridor. The facilitator guided the participants through a series of questions to develop an “ideal” street design. The questions included:

- How would you like the lane closest to the sidewalk used?
- On a scale of 1 to 10, how important is adding bike lanes?
- What street improvements should occur and where?
- What streetscape amenities should be added and where?
- What are your TOP 3 most important improvements?

Ideal Design for Broadway Game Board



Top 3 Improvements:

- Improve Broadway and Stockton intersection— scramble signal & corner bulb-outs (4 groups)
- Improve and add lighting throughout the project area (2 groups)
- More landscaping and greenery throughout the project area (2 groups)
- Improve Broadway from Powell to Mason, in front of Jean Parker and Wu Yee (2 groups)
 - Sidewalk widening, landscaping, lighting, and restrict car travel in front of Wu Yee
 - Landscaping, lighting, and benches in front of Jean Parker Elementary School
- Columbus/Grant/Broadway Intersection— scramble signal (2 groups)
- Widening sidewalks
- Longer crosswalk signal times
- Move 10/12 bus stop on Broadway to mid-block location
- Improve Powell/Broadway intersection— scramble system & corner bulb-out
- Parklet on the north side of Broadway east of Stockton Street with tables and seating
- Scramble signal at Mason/Broadway intersection in front of Health Center
- No bike lanes on Broadway/Stockton

Bicycle Lane:

On a scale of 1 to 10, how important is adding bike lanes? **Average score: 1.4**

Group 1:	2
Group 2:	N/A
Group 3:	1
Group 4:	2
Group 5:	1
Group 6:	1

Street Improvements:Intersection/Crosswalk Re-Design

- 5 groups asked for Columbus/Grant/Broadway intersection treatment. Of those 5 groups, 3 specifically asked for a scramble signal.
- 4 groups asked for improvements at Stockton/Broadway. All 4 groups asked for a scramble signal.
- 1 group asked for a scramble signal at Powell/Broadway and Mason/Broadway.

Intersection	Number of Groups (6 total)
Columbus/Grant/Broadway - Asked for Scramble Signal	3
Stockton/Broadway - Asked for Scramble Signal	4
Powell/Broadway - Asked for Scramble Signal	1
Mason/Broadway - Asked for Scramble Signal	1

Sidewalk Widening

- 4 groups asked for sidewalk widening at the Stockton/Broadway intersection.
- 2 groups asked for sidewalk widening at the Powell/Broadway intersection.
- 2 groups asked for sidewalk widening on the north side of Broadway between Grant and Stockton.
- 2 groups asked for sidewalk widening on the south side of Broadway between Powell and Mason.
- 1 group asked for a sidewalk widening at the median between Powell and Mason.

Intersection/Street Segment	Number of Groups (6 total)
Stockton/Broadway Intersection - North corners - South corners - All 4 corners	1 2 1
Powell/Broadway Intersection - North corners - South corners - All 4 corners	1 1 1
Northside Broadway between Grant and Stockton - Columbus/Broadway Bus Stop (8AX) - Just east of Stockton Street	1 1
Broadway between Powell and Mason	

- Wu Yee/Wayne Alley	2
Existing median between Powell and Mason	1

Use of Sidewalk-Adjacent Lane

- 4 groups asked for sidewalk widening that would require removal of the eastbound rush hour lane.
- 2 groups asked for sidewalk widening that would require removal of the westbound rush hour lane.
- 3 groups asked for parking/loading on the north side of Broadway.
- 2 groups asked for parking/loading on the south side of Broadway.
- 2 groups called to maintain the eastbound rush hour lane.
- 1 group asked to restrict car travel on south side Broadway between Powell and Mason.
- 1 group called to maintain the westbound rush hour lane.

Street Segment	Number of Groups (6 total)
Remove eastbound rush hour lane	4
Remove westbound rush hour lane on north side of Broadway between Stockton and Powell	2
Parking/Loading	
- North side of Broadway	3
- South side of Broadway	2
Restrict car travel on south side Broadway between Powell and Mason (near Wayne Alley)	1

Streetscape Amenities:

Bus Stop Improvements

- Three groups asked for improvements at the two existing bus stops.
- For the 8AX bus stop at Columbus/Broadway, one group called for a transit bulb-out with more seating, shelter, and NextMuni indicator.
- For the 8AX bus stop at Columbus/Broadway, one group asked for added seating and landscaping.
- For the 10/12 bus stop on Stockton Street, one group asked to move the bus stop further east to the middle of the block in front of VIP Café and the addition of a mid-block bulb out.

Bus Stop	Number of Groups (6 total)
8AX Bus Stop	
- Transit bulb-out	1
- More seating, shelter, landscaping	2
10/12 bus stop on Stockton Street	
- Move bus stop mid-block	1
- Transit bulb-out	1

Beautification

- All six groups called for more lighting and landscaping along Broadway in order to create a distinctive identity for the Broadway corridor.
- Hot spots for lighting include in front of Ping Yuen public housing, Bayside Elderly Housing, Wu Yee Child Infant Center, and Jean Parker Elementary School.

- Hot spots for landscaping include in front of Sun Hong Kong, Yuet Lee and Gold Mountain restaurants, Best Foods Produce, Bus Stops, East West Bank, and Wu Yee Child Infant Center.

Improvement & Location	Number of Groups (6 total)
Seating <ul style="list-style-type: none"> - In front of Sun Hong Kong - In front of Sam Wong - In front of 10/12 bus stop - In front of Ping Yuen/Bayside Elderly - In front of East West Bank - In front of Wu Yee - In front of Jean Parker 	<ul style="list-style-type: none"> 1 1 2 3 1 1 2
Lighting <ul style="list-style-type: none"> - In front of Sun Hong Kong - In front of Sam Wong Hotel - In front of Ping Yuen/Bayside - In front of Wu Yee - In front of Jean Parker - Inside and outside of Tunnel 	<ul style="list-style-type: none"> 1 1 2 1 2 1
Landscaping <ul style="list-style-type: none"> - In front of Sun Hong Kong - In front of East West Bank - In front of Ping Yuen - In front of Wu Yee - In front of Jean Parker - Existing median between Powell/Mason 	<ul style="list-style-type: none"> 1 1 1 1 2 2
Reduce Newstand Clutter <ul style="list-style-type: none"> - Between Grant and Stockton - In front of East West Bank 	<ul style="list-style-type: none"> 1 1
Public Art <ul style="list-style-type: none"> - In front of Wells Fargo - Gateway to Chinatown on south side of Broadway - Broadway Tunnel facade 	<ul style="list-style-type: none"> 2 1 1

Summary of Group Designs

Group 1

Group 1 consisted of Cantonese-speaking members from Community Tenants Association (CTA), Ping Yuen Residents Improvement Association (PYRIA), and SRO Families Collaborative. Participants were primarily seniors and mothers with children. Their top three improvements were: 1) widening sidewalks; 2) beautification throughout the corridor, especially lighting and greening such as hanging baskets; 3) no bike lanes on Broadway and Stockton, citing potential dangerous conflict with elderly pedestrians.

Participants called for intersection re-design at two locations: Broadway/Columbus/Grant and Stockton/Broadway. They specifically called for a scramble signal at Stockton/Broadway, citing that they liked the signals further south along Stockton Street and thought it would be an effective solution to minimize the short countdown signals and overcrowding of pedestrians.

Sidewalk widening was seen as desirable on the south side of the Broadway/Stockton intersection, in front of Best Foods Produce and near the existing 10/12 bus stop. Participants called to remove the eastbound rush hour driving lane and designate the curbside lane between Grant and Stockton as parking/loading. Participants wanted to keep parking/loading on the north side of Broadway. Participants also called for sidewalk widening on the south side of Broadway between Powell and Mason, in front of Wu Yee Child and Wayne Alley.

Lighting was desirable in front of Sam Wong Hotel, Ping Yuen, Bayside Elderly Housing, and Wu Yee. Participants wanted benches in front of Jean Parker Elementary School, and landscaping in front of Wu Yee, as well as an ornate “gateway” to Chinatown on Grant Avenue. The importance of adding bike lanes received a score of 2 on a scale of 1 to 10, in which 1 was Not Important and 10 was Very Important.

Group 2

Group 2 consisted of Cantonese-speaking tenants living in Self Help for the Elderly/Lady Shaw property at Mason and Broadway. Their top 3 improvements were: 1) Scramble signal at Mason and Broadway in front of the Chinatown Health Center; 2) close down the traffic lane in front of Wu Yee and at Wayne Alley; 3) scramble signal at Powell/Broadway and corner bulb-outs.

Participants called for pedestrian scramble signals at two locations: Powell/Broadway and Mason/Broadway. Participants wanted to see a better defined pedestrian crosswalk at Stockton/Broadway and Powell/Broadway.

Sidewalk widening was desired along Stockton Street between Pacific and Broadway, 4 corner bulb-outs at the Stockton/Broadway, and 4 corner bulb-outs at the Powell/Broadway intersection. This implies that the eastbound tow away lane would need to be removed along the south side of Broadway, as well as the westbound tow away lane north side of Broadway east of Powell.

After experiencing incidents of robbery on Broadway between Powell and Mason, participants wanted to see safety improvements on the south side of Broadway in front of Wu Yee Child Infant Center and the north side in front of Jean Parker Elementary School. In front of Wu Yee, they wanted to see sidewalk widening with restricted car access, more landscaping, benches, and lighting. In front of Jean Parker, they wanted to see more landscaping, benches, and lighting. Participants also wanted to see

more landscaping and lighting in front of Ping Yuen. This group did not answer the question about whether adding bike lanes were important to them.

Group 3

Group 3 consisted of Cantonese-speaking Chinatown residents who are primarily seniors. Their top three improvements were: 1) scramble systems on Broadway/Stockton and Broadway/Columbus; 2) longer crossing signal times; 3) move the 10/12 bus stop on Broadway closer to the middle of the block, in front of VIP Café before Royal Pacific Motel.

Participants called for intersection re-design at two locations: Broadway/Columbus/Grant and Stockton/Broadway. They specifically called for a scramble signal at both locations, citing that pedestrians needed longer crossing signals. Sidewalk widening was desired on the south side of Broadway just east of Stockton Street at the current 10/12 bus stop. This would remove the current eastbound rush hour driving lane. Participants called for parking/loading throughout the entire corridor on both sides of Broadway.

Participants called to improve two bus stops along the south side of Broadway: the 10/12 bus stop on Kearny Street and the 10/12 bus stop on Stockton Street. Participants wanted to move the existing 10/12 bus stop on Stockton Street closer to VIP Café (but before reaching the Royal Pacific driveway) and away from the current congested corner at Best Foods Produce.

Benches and landscaping was seen as desirable in front of Sun Hong Kong restaurant, as well as general improvements to the existing median between Powell and Mason. The importance of adding bike lanes received a score of 1 on a scale of 1 to 10, in which 1 was Not Important and 10 was Very Important.

Group 4

Group 4 consisted of youth from the Chinatown Adopt-an-Alleyway (AAA) Empowerment Project, and the facilitation was conducted in English. Their top three improvements were: 1) street lighting along the entire corridor; 2) parklet/sidewalk extension on the north side of Broadway east of Stockton with tables and seating; 3) intersection improvement at Stockton/Broadway, especially a pedestrian scramble and bulb-outs.

Participants called for intersection re-design at two locations: Broadway/Columbus/Grant and Stockton/Broadway. They specifically called for a scramble signal at both locations. The group called for sidewalk widening at 3 locations: Broadway/Columbus in front of Sun Hong Kong (a bus bulb), Stockton/Broadway intersection (corner bulb-outs), and a parklet on the north side of Broadway east of Stockton. Implicitly, this would remove the current eastbound rush hour driving lane.

The group called for bus stop improvement at the existing 8AX bus stop at Broadway/Columbus in front of Sun Hong Kong. They wanted to see a bus bulb with the addition of seating, shelter, and NextMuni indicator. The group expressed that they wanted to see the addition of street lighting along Broadway.

The importance of adding bike lanes received a score of less than 3 on a scale of 1 to 10, in which 1 was Not Important and 10 was Very Important. The answers ranged from 1 to 6. High schools were based on need for access. Low ratings were based on bike lanes being “dangerous” if put on Broadway. There was a specific concern over “right hook” collisions when cars turn right through bike lanes.

Group 5

Group 5 consisted of an English-speaking group with representation from the SFPD, Broadway merchants, CCDC Property Management, Jean Parker Elementary School, Russian Hill, and RenewSF. Their top three improvements were: 1) Jean Parker: the Broadway Tunnel Block; 2) the Columbus/Grant intersection; and 3) the Stockton/Broadway intersection.

Participants called for intersection re-design at two locations: 1) Broadway/Columbus/Grant and 2) Stockton/Broadway. They specifically called for a better north-south connection from the Language of Birds plaza to North Beach and special lighting at the Broadway/Columbus/Grant intersection. They called for a scramble signal at Stockton/Broadway.

Sidewalk widening was desirable in four locations: 1) corner bulb-outs at Stockton/Broadway in front of Yuet Lee Restaurant and East West Bank; 2) corner bulb-outs on Powell/Broadway on the north side of Broadway; 3) Wayne Alley to Powell, and 4) the current skinny median between Powell to Mason.

The group wanted to maintain the eastbound rush hour traffic lane (parking at other times) on the south side of Broadway, with parking/loading lane on the northbound side. The group called for corner bulb-outs at Powell/Broadway, which would remove the westbound rush hour travel lane between Stockton and Powell.

The group called for public art in front of Wells Fargo and in front of the Broadway Tunnel entrance (the building façade?). More benches were desired in front of East West Bank and Bayside Elderly Housing, and more landscaping in front of East West Bank and the skinny median. The group wanted to reduce newsstand clutter in front of East West Bank and between Grant and Stockton. The importance of adding bike lanes received a score of 1 on a scale of 1 to 10, in which 1 was Not Important and 10 was Very Important.

Group 6

Group 6 consisted of Cantonese-speaking Chinatown residents who are primarily seniors. Their top three improvements were: 1) improve the Broadway/Stockton intersection for pedestrians; 2) improve lighting throughout the corridor; and 3) more landscaping throughout the corridor.

Participants called for intersection re-design at two locations: Broadway/Columbus/Grant and Stockton/Broadway. They specifically called for a scramble signal at both locations and cited Oakland's Chinatown as an example of effective decorative sidewalk art. The group did not call for sidewalk widening, but they cited that the Stockton/Broadway intersection is too crowded.

The group wanted to keep the eastbound and westbound rush hour travel lanes on both sides of Broadway. Participants called to improve the existing 8AX bus stop by adding benches and landscaping.

Landscaping and lighting were major themes for this group. Lighting was desirable both inside and outside of the Tunnel. They also wanted to see benches in front of the existing 10/12 bus stop and Ping Yuen public housing. The importance of adding bike lanes received a score of 1 on a scale of 1 to 10; in which 1 was Not Important