

OneBayArea Grant Application

Chinatown Broadway Street Design

Submitted by the San Francisco Department of Public Works
To the San Francisco County Transportation Authority
April 29, 2013

Second application round, featuring updates since October 2012





2012 San Francisco OneBayArea Grant (OBAG) Application

Due: 4:00 pm, Friday, October 26, 2012

Revised April 29, 2013

A. PROJECT INFORMATION

Project name: Chinatown Broadway Phase IV Street Design (Columbus Avenue to the Broadway Tunnel)

Sponsor agency: Department of Public Works

Brief Description of Project (a short paragraph or about 50 words)

Removal of eastbound tow-away lane. Bulb-outs added at all corners. Special paving at intersections. Last block of project (Broadway Tunnel to Powell Street) to include new medians and curb work. Streetscape amenities along the corridor will include street trees, lighting, and seating. Bus stop improvements at two locations to include bus bulbs, bus shelter, seating, and signage. Pedestrian safety enhancements, as described above, to improve safety Jean Parker Elementary School. The Planning Department completed a community engagement process and conceptual designs for this phase of the Broadway streetscape in 2012, funded by a Caltrans Environmental Justice Transportation Planning Grant.

B. PROJECT ELIGIBILITY (Check all that apply, and fill in the blanks as applicable.)

Program Type	
Transportation for Livable Communities	<input checked="" type="checkbox"/>
Bicycle and Pedestrian Improvements	<input type="checkbox"/>
Local Streets and Roads	<input type="checkbox"/>
Safe Routes to School	<input checked="" type="checkbox"/>
All Programs	
The project is a fully funded stand-alone capital project with a usable segment.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Agreement dated 8/28/2007 - no expiration date.
The OBAG funding request is at least \$500,000.	<input checked="" type="checkbox"/>
The project is consistent with the adopted Regional Transportation Plan and the Countywide Transportation Plan.	<input checked="" type="checkbox"/>
Sponsor will receive construction E-76 from Caltrans by March 31 of:	2014 <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016 <input type="checkbox"/>
Local Streets and Roads Only	
The project is on the Federal-Aid system.	<input type="checkbox"/>
The project selection is based on the analysis results from San Francisco's certified (i.e. DPW's) Pavement Management System.	<input type="checkbox"/>
(For pavement rehabilitation) The project location's PCI is: _____	
(For preventative maintenance) The project will extend the useful life of the facility by the following number of years:	
Safe Routes to School Only	

The project is coordinated with San Francisco SR2S Coalition and has a signed letter of support from a school administrator from the selected school.	<input checked="" type="checkbox"/>
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For each unchecked item, please justify the project’s eligibility: _____

C. PROJECT PRIORITIZATION (Check all that apply, or fill in the blanks as applicable.)

See the Authority’s OBAG website (www.sfcta.org/obag) for links to resources that correspond to the criteria below.

High Priority Location	<input type="checkbox"/>	Area name
Priority Development Area (PDA)	<input checked="" type="checkbox"/>	Downtown-Van Ness-Geary
Project is not within PDA but provides a proximate access.	<input type="checkbox"/>	_____
Community of Concern	<input checked="" type="checkbox"/>	Chinatown
CARE Community	<input checked="" type="checkbox"/>	Eastern San Francisco
High Impact Project Area	<input checked="" type="checkbox"/>	_____
Complete Streets and Safety	<input type="checkbox"/>	Location name/number (street/intersection/route)
Key Walking Street	<input checked="" type="checkbox"/>	Broadway
Pedestrian High Injury Corridor	<input checked="" type="checkbox"/>	Broadway
Weighted high injury score for each street segment:		83.4 (Front to Powell), statistics include: 2-5 injuries at Powell, 2-5 at Stockton, and 5-11 at Columbus.
Better Streets Plan typology of the project location:		Commercial Thoroughway
The project complies with the Better Streets Plan guidelines.	<input checked="" type="checkbox"/>	_____
Bicycle Route Network	<input checked="" type="checkbox"/>	“Minor Improvement to Bicycle Route Network”
Bicycle High Collision Intersection	<input type="checkbox"/>	_____
Number of bicycle collisions at each intersection in 2009 – 2011		2: One at Stockton and one at Powell
Transit Route(s)	<input checked="" type="checkbox"/>	_____
Operator, route number and name (e.g. Muni 14-Mission)		Muni 8AX, 10, 12, 30, 30X, 45
Muni Rapid Network	<input type="checkbox"/>	_____
Agency Priority	<input type="checkbox"/>	Justification
This project is a top priority for OBAG funding because it is the key complement to DPW’s three prior streetscape projects on Broadway. San Francisco Planning Department recently finished the planning process for the project. This project was prioritized for OBAG funding because of its ability to meet MTC’s project readiness requirements. OBAG funding, paired with the pending Prop AA allocation would enable this project to move along swiftly and deliver the community’s vision in a timely fashion.		_____
Planning and Community Support	<input type="checkbox"/>	Justification
The project has clear and diverse community support as evidenced in:		_____
Letters of support (check if attached)	<input checked="" type="checkbox"/>	See attached
Adopted plans (specify plan title and page number)	<input checked="" type="checkbox"/>	Chinatown Area Plan- no specific reference, but forwards

Objective 7 and Policy 7.1.

Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment

Walking audits (for SR2S; specify school and date)

See attached brief explanation.

The conceptual design has been reviewed by the public at the following community meeting (date and place)

6/6/12 International Hotel

Project Readiness

Please describe coordination with other independent projects that may impact the proposed project schedule (e.g. sewer replacement), if any.

There are no other projects scheduled on this segment of Broadway.

Please provide a description of the CEQA and NEPA clearance strategies for the project, including the dates that each clearance was received or is anticipated to be received.

The project was certified categorically exempt from environmental review pursuant to CEQA Guidelines Article 19 (Section 15301) on March 29, 2013 by the San Francisco Planning Department. Under NEPA, a categorical exclusion is likely, as with the other phases of this project. We anticipate a fairly simple NEPA process.

If the project has an impact on city landmarks, historic districts, and/or conservation districts, please describe what steps sponsor has taken to ensure the project's compliance with historical district requirements:

We don't anticipate any impact on city landmarks, historic districts, and/or conservation districts.

If the project will generate a significant traffic and parking impact (e.g. parking removal), please provide an impact analysis (if completed) or a plan for conducting the analysis:

Traffic

The Planning department has conducted preliminary SYNCHRO analysis to assess the project's impacts on traffic. It is anticipated that the project would not result in significant traffic impacts and will receive an exemption under Article 19 of the CEQA Guidelines.

Parking

We anticipate 23 metered parking spots will be removed and replaced with bulb outs. These parking spots are currently only available during part of the day, as this is also a no-parking tow-away zone. The project also proposes removing an existing AM tow-away zone, making the space available for parking, thus balancing parking availability in the corridor. Because of the overall parking impact and recent experience on Cesar Chavez regarding removal of part-time parking spaces, DPW does not believe that parking removal will pose a problem. DPW is confirming with Caltrans/FHWA whether or not an impact analysis is needed.

D. IMPLEMENTATION STRATEGY

1. Please provide the following information for all involved agencies.

Phase	Agency	Brief Scope / Responsibility	Phase Lead?	Contractor Use?
1	Planning	Environmental Review- CEQA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	DPW	Environmental Review- NEPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	DPW	Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	MTA	Assist in design	<input type="checkbox"/>	<input type="checkbox"/>
3	DPW	Construction	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3	MTA	Staffing support	<input type="checkbox"/>	<input type="checkbox"/>
4	DPW	Maintenance- First 3 years in CON contract. Ongoing will be DPW.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Describe project development activities planned between the Part One and Part Two calls for projects, including likely schedule and approach for the required community meeting. Indicate how project development will be funded, including proposed Prop K amounts and categories, as appropriate and needed for this purpose.

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project (which are attached) have been on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway since mid-July 2012. All the meeting materials are available online as well: <http://www.sf-planning.org/index.aspx?page=2646>.

Due to the recent and robust nature of community engagement in planning this project, we did not schedule additional community meetings between the Part One and Part Two calls for projects. We have worked with our partners at MTA and from the community and have redesigned intersection improvements at Stockton and Broadway and have eliminated traffic conflicts here.

If awarded this grant, we would return to the community upon completion of 65% design to review the final planning design, discuss any changes that have were discovered necessary during the design process, and inform them of the project timeline.

3. Describe the funding plan and identify the responsible agency for ongoing maintenance of the project, including but not limited to lighting and landscaping.

We are requesting **\$5,761,282 in OBAG** funding for the Broadway Chinatown Street Design. Of that amount, we request that **\$1,376,597** come from the **Safe Routes to School Program**, as it covers the portion of work that improves conditions around Jean Parker Elementary School. SFMTA has already received a state Safe Routes to Schools grant that will install some of the improvements near the school, but federal funding is needed to

complete the scope. The state grant and the local match already set aside by MTA covers \$430,064 of this project's cost.

We believe that the remaining work falls under the guidelines of the Transportation for Livable Communities program. Prop AA funds, if approved by the San Francisco County Transportation Authority, will cover much of the design phase expense, and serve as the local match to the small amount of federal funding needed to cover remaining costs of this phase. This leaves a remaining need, which we request from OBAG under **TLC**, of **\$4,384,685**.

The local match dollars, which are needed for the construction phase, total \$789,129. We anticipate that this match will come from Prop K (EP 44). This equates to a match percentage of 12.63%. This need is slightly higher than the minimum required under OBAG because there are federally-ineligible costs, such as work done by city forces to relocate fire alarms, which require local overmatch.

The first three years of maintenance will be performed by the contractor. Subsequent maintenance will be the responsibility of DPW, save for the maintenance of lighting. We don't anticipate any issues regarding maintenance of street lighting as we plan to use the same fixtures utilized in phase 1, 2 and 3 of Broadway Projects inspected, which are already accepted and maintained by PUC/BLHP. Supplemental/Decorative lighting shown in conceptual drawings will not be installed as a part of this contract or maintained by SFPUC. If any supplemental lighting will be added, it will be at the request of local community or business group who, upon receiving approval by SFPUC/BLHP, would then assume all costs and responsibilities related to its installation and maintenance.

E. PROJECT SCHEDULE

Project Phase	Start Date (Month, Year)	End Date (Month, Year)
Planning/Conceptual Engineering	04/2011	04/2013
Environmental Studies	11/2012	12/2013
ROW Activities/Acquisition	---	12/2013
Design Engineering	01/2014	10/2014
Advertise Construction	10/2014	12/2014
Award Construction Contract	---	04/2015
Construction	04/2015	01/2016
Project Closeout	---	06/2019

F. BUDGET

Please separate out the budget for each involved agency. Only include budget information for project costs following selection of initial OBAG project list.

Planning / Conceptual Engineering					
Planning / Conceptual Engineering Total (Completed 2012 with Caltrans grant)					\$ -
Environmental					
Agency: SFDPW		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager II/5504	40	\$65	\$171	0.019	\$ 6,852
Assistant Project Manager/5262	50	\$45	\$119	0.024	\$ 5,930
Engineering Trainee III	105	\$26	\$69	0.051	\$ 7,219
Consultant NEPA Review					\$ 10,000
Environmental Total					\$ 30,000
Design Phase					
Agency: SFDPW		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager I/5502	950	\$61	\$161	0.457	\$ 152,721
Assistant Project Manager/5262	780	\$45	\$119	0.375	\$ 92,503
Senior Engineer/5211	100	\$71	\$187	0.048	\$ 18,711
Engineer/5241 (Civil, Elect, Hydraulic)	800	\$61	\$161	0.385	\$ 128,608
Associate Engineer/5207 (Civil, Elect, Hydraulic)	850	\$53	\$140	0.409	\$ 118,725
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	900	\$45	\$119	0.433	\$ 106,734
Junior Engineer/5201 (Civil, Elect, Hydraulic)	800	\$40	\$105	0.385	\$ 84,333
Senior Clerk Typist/1426	109	\$28	\$74	0.052	\$ 8,034
Full Landscape Architect/5211	200	\$71	\$187	0.096	\$ 37,423
Landscape Architectural Associate II/5272	600	\$53	\$140	0.288	\$ 83,806
Landscape Architectural Associate I/5262	848	\$45	\$119	0.408	\$ 100,567
Project Manager II/5504 (Env)	30	\$65	\$171	0.014	\$ 5,139
Assistant Project Manager/5262 (Env)	40	\$45	\$119	0.019	\$ 4,744
Engineering Trainee III (Env)	110	\$26	\$69	0.053	\$ 7,537
Agency: SFMTA					
Transit Planner III/5289	55	\$48	\$135	0.026	\$ 7,425
Associate Engineer/5207	80	\$53	\$147	0.038	\$ 11,760
Signal Engineer/5241	60	\$61	\$168	0.029	\$ 10,080
Design Total					\$ 978,849

Construction Phase Hard Costs (by scope item)				
Item	Unit	Quantity	Unit Price	Cost
Full Depth Planing 2" Depth	SF	56,640	\$1	\$ 56,640
Asphaltic Concrete	TON	908.51	\$135	\$ 122,649
8" Thick Concrete Base	SF	16,041	\$10	\$ 160,410
Combined 6" Curb and Gutter at Bulbs	LF	1,599	\$65	\$ 103,935
Combined 6" Curb and Gutter	LF	1,303	\$65	\$ 84,695
Combined 6" Curb and Gutter at Median	LF	970	\$40	\$ 38,800
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$ 22,125
8" Thick Concrete Parking Strip	SF	9,101	\$16	\$ 145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$ 7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$ 233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$ 72,000
Detectable Surface Tiles	SF	195	\$65	\$ 12,675
Sidewalk Paving w/ Special Finish	SF	37,777	\$15	\$ 566,655
Install Street Trees, 36" Box	EA	70	\$1,800	\$ 126,000
Irrigation	LS	3	\$50,000	\$ 150,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$ 30,000
Site Furnishings: Benches	EA	32	\$2,500	\$ 80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$ 51,300
DG at Treewells	SF	840	\$7	\$ 5,880
3 Year Maintenance	EA	86	\$550	\$ 47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$ 28,800
Planting (5 gallon plants at 3'-0" o.c.)	EA	200	\$60	\$ 12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$ 2,175
Amended Backfill (Median) 18" Depth	CY	80.56	\$100	\$ 8,056
Gravel Mulch (Median)	CY	14.5	\$200	\$ 2,900
Unit Paver Maintenance Strip (Median)	SF	1,345	\$25	\$ 33,625
Wayne Place Improvements	LS	1	\$300,000	\$ 300,000
Tunnel Entrance/Exit Bollards @ 6' o.c.	EA	20	\$1,500	\$ 30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$ 810,000
Relocate Fire Alarm	EA	2	\$3,000	\$ 6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$ 45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$ 180,000
Relocate Sewer Vents	EA	3	\$100,000	\$ 300,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$ 40,000
Adjust SFWD Valves	EA	3	\$1,500	\$ 4,500
Roadway Striping	EA	3	\$15,000	\$ 45,000
Sub-total				\$ 3,965,521

Arts Commission @ 2%	LS	1	\$79,310		\$ 79,310
Mobilization @ 5%	LS	1	\$198,276		\$ 198,276
Triffic Control @ 5%	LS	1	\$198,276		\$ 198,276
Design Contingency @ 15%	LS	1	\$594,828		\$ 594,828
Escalation@ 5%	LS	1	\$198,276		\$ 198,276
Sub-total					\$ 5,234,487
Contingency (10%)					\$ 523,449
Construction Hard Costs Total					\$ 5,757,936
Construction Phase Labor Costs (Construction Management and Support)					
Agency: SFDPW		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager I/5502	400	\$61	\$161	0.192	\$ 64,304
Assistant Project Manager/5262	300	\$45	\$119	0.144	\$ 35,578
Public Relations Officer/1314	50	\$43	\$113	0.024	\$ 5,666
Disability Access Coordinator/6335	40	\$70	\$184	0.019	\$ 7,379
Administrative Engineer/5174 (Civil, Elect, Hyd)	350	\$66	\$174	0.168	\$ 60,878
Engineer/5241 (Civil, Elect, Hydraulic)	430	\$61	\$161	0.207	\$ 69,127
Landscape Architect/5274	100	\$61	\$161	0.048	\$ 16,076
Landscape Architectural Associate II/5272	240	\$53	\$140	0.115	\$ 33,522
Landscape Architectural Associate I/5262	428	\$45	\$119	0.206	\$ 50,806
Office Admin: Constr. Inspector/6318	900	\$46	\$121	0.433	\$ 109,106
Resident Engineer: Assoc Engineer/5207	1,000	\$53	\$140	0.481	\$ 139,676
Constr. Manager: Admin. Engineer/5174	1,000	\$66	\$174	0.481	\$ 173,936
Division Manager: Senior Engineer/5211	500	\$71	\$187	0.24	\$ 93,557
Agency: SFMTA					
Engineer/5241	8	\$61	\$168	0.004	\$ 1,344
Associate Engineer/5207	8	\$53	\$147	0.002	\$ 1,176
Painter/7346	8	\$36	\$105	0.008	\$ 840
Sign Worker/7457	8	\$31	\$90	0.008	\$ 720
Construction Labor Costs Total	5,770			2.78	\$ 863,690
Construction Total					\$ 6,621,627
TOTAL					\$7,630,475

G. FUNDING PLAN

Source	Status*	Fiscal Year	Env.	Design	Construction	Total
State SR2S	Allocated	13/14		\$ 51,174		\$ 51,174
MTA Local Match to SR2S	Allocated	13/14		\$ 5,686		\$ 5,686
OBAG (SR2S)	Planned	13/14	\$ 8,307	\$ 75,314		\$ 83,621
OBAG (TLC)	Planned	13/14	\$ 21,693	\$ 196,675		\$ 218,368
Prop AA	Planned	13/14		\$ 650,000		\$ 650,000
State SR2S	Allocated	14/15			\$ 335,884	\$ 335,884
MTA Local Match to SR2S	Allocated	14/15			\$ 37,320	\$ 37,320
OBAG (SR2S)	Planned	14/15			\$ 1,292,976	\$ 1,292,976
OBAG (TLC)	Planned	14/15			\$ 4,166,317	\$ 4,166,317
Local Match (Prop K)	Planned	14/15			\$ 789,129	\$ 789,129
Total			\$ 30,000	\$ 978,849	\$ 6,621,626	\$ 7,630,475

H. ATTACHMENTS

Please include the following required attachments, and other attachments as applicable.

1. Scope narrative that identifies project goals and benefits, describes project elements that benefit each mode (bike, walking, transit, auto), and highlights any creative elements that integrate benefits for multiple users
**** See "Chinatown Broadway Street Design" for brief narrative. Excerpts from the February 2013 Chinatown-Broadway Street Design Final Report are also included.**
2. Maps, charts, drawings or other materials that are necessary to show the detail and context of the project
3. Letters of support
4. Justification for proximate access to a PDA

I. CONTACT AND SIGNATURE

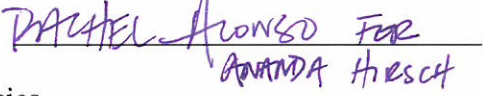
Sponsor Agency – Project Manager

Agency Department of Public Works
Name, title John Dennis, Project Manager
E-mail john.dennis@sfdpw.org
Telephone 415.558.4495 Fax 415.558.4032

Signature  Date 04/25/13

Sponsor Agency – Grant Manager

Name, title Ananda Hirsch, Transportation Finance Analyst
E-mail Ananda.Hirsch@sfdpw.org
Telephone 415-558-4034 Fax _____

Signature  Date 4/29/13

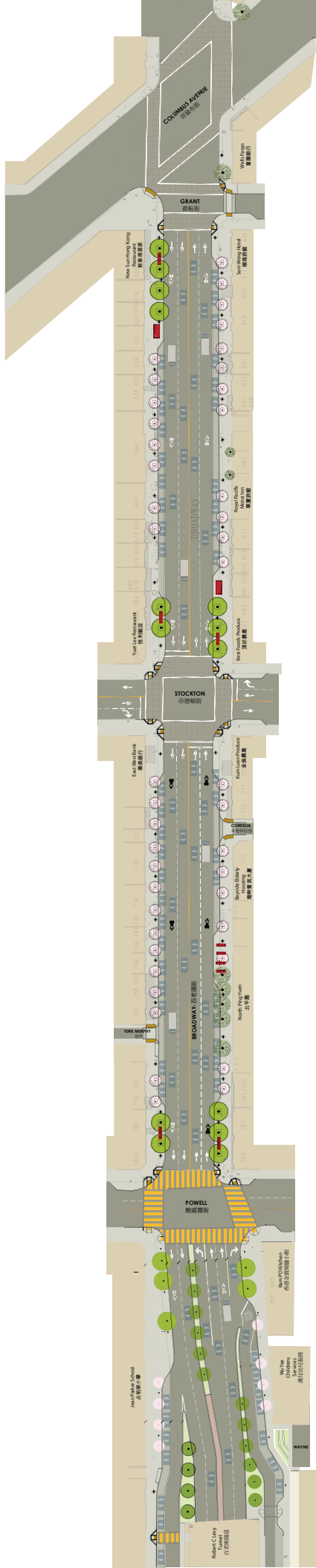
Other Partner Agencies

Agency	Design leads (name, title)	Telephone	Email
Planning	Lily Langlois	415-575-9083	<u>Lily.Langlois@sfgov.org</u>
SFMTA	Ellen Robinson	415-701-4322	<u>ellen.robinson@sfmta.com</u>
SFMTA	Nick Carr	415-701-4468	<u>nick.carr@sfmta.com</u>

April 2013 Attachments

- Final Option Rendering (Feb 2013)
- 6 pages from Planning Dept Street Design book (Feb 2013)
- Planning Dept exemption from review (Mar 2013)





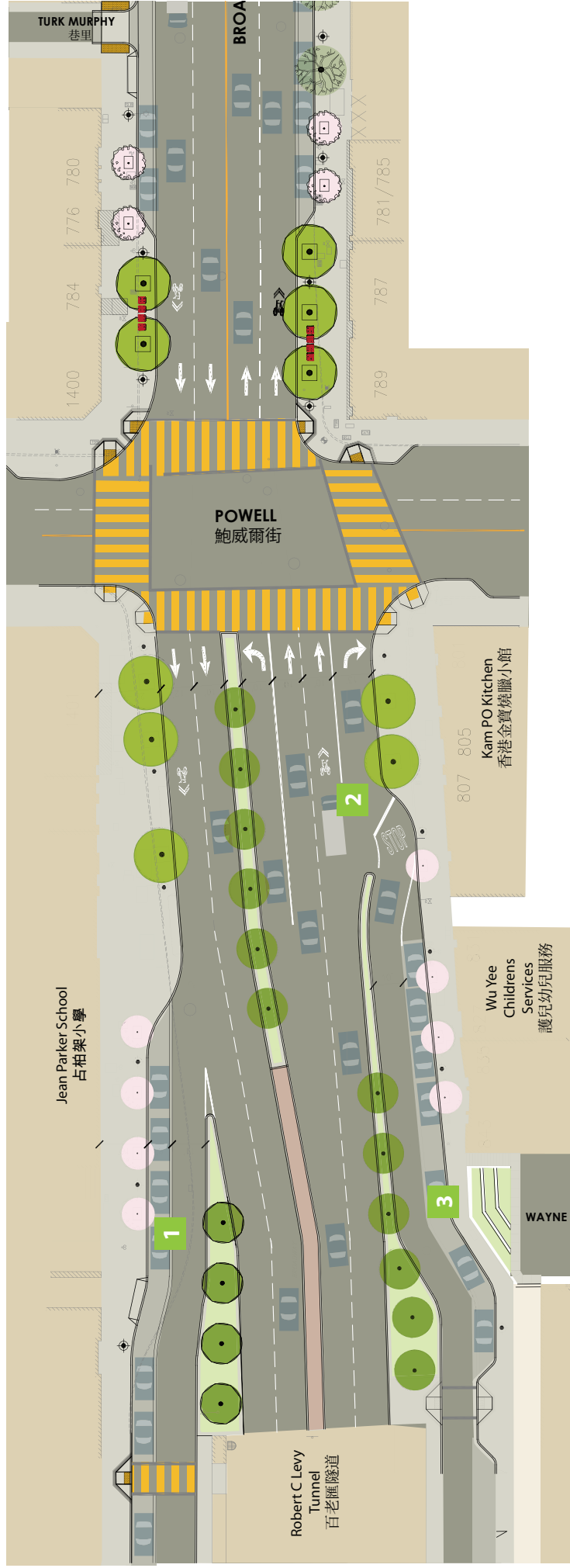
4.5 CONCEPTUAL DESIGN: ROBERT C. LEVY (BROADWAY) TUNNEL TO POWELL STREET

Broadway widens significantly west of Powell Street as it approaches the Robert C Levy Tunnel. The larger roadway offers both challenges and opportunities not present on other blocks. In addition to corner bulb-outs proposed elsewhere, the conceptual design for this block proposes using excess space in the roadway to create landscaped medians. These medians will serve the following purposes:

- Physically, visually and audibly buffer adjacent properties from tunnel traffic
- Emphasize this block's role as a gateway to Chinatown and North Beach
- Calm traffic by narrowing the roadway and travel lanes
- Create opportunities for greening
- Create a refuge for pedestrians crossing Broadway on the west side of Powell

SPECIAL DESIGN FEATURES

- 1** Jean Parker Local Access Lane. The exceptionally wide sidewalk in front of Jean Parker Elementary School (shown as a dashed blue line below) would be reconfigured to create a curb-side school drop-off/loading lane. A new landscaped median would separate the slow-moving local access lane and loading zone from faster-moving tunnel-bound traffic. Closer to Powell Street, the sidewalk would be widened to help shorten the crosswalk.
- 2** Unified Right Turn Lane. Currently two lanes on Broadway are allowed to turn right onto southbound Powell, creating a hazardous condition for pedestrians. To remedy this, the southern median would be widened and landscaped and a corner bulb-out would be added on the southwest corner to create only one right-turn lane.
- 3** Wayne Place Terraces. When the portal to the Broadway Tunnel was cut into Russian Hill, the roadway was depressed below the grade of Wayne Place to the south. The blank retaining wall and stairway which leads from Broadway's sidewalk to Wayne Place could be redesigned into a series of landscaped terraces that can serve to beautify the area and emphasize its role as a gateway to the neighborhood.



PROPOSED



Illustrated above: New landscaped medians with pedestrian refuges and sidewalks with pedestrian lighting and street trees greatly improve pedestrian comfort and safety and transform the tunnel portal block into a welcoming neighborhood gateway.

TODAY



4.6 CONCEPTUAL DESIGN: POWELL STREET TO STOCKTON STREET

The intersection of Broadway and Stockton Street is a busy commercial node for Chinatown and a major focus of this design effort. A number of significant improvements to the intersection and the adjacent blocks are proposed to improve pedestrian comfort and safety.

SPECIAL DESIGN FEATURES

- 1** Bus Bulb-Out: A bus bulb-out will provide much-needed space at this congested intersection where pedestrians, market shoppers, and transit riders all congregate. It will also help to improve the flow of transit, making it easier for the bus to load and unload passengers, as the bus does not have to pull into the curb. The sidewalk will be widened six feet and furnished with street trees, public seating, and a new Muni shelter on the southeast corner.
- 2** Corner bulb-outs: Provide additional space for pedestrians at the corner and help to shorten the crossing distances.
- 3** Extended sidewalk bulb-outs: Extended sidewalk bulb-outs are proposed on this stretch of Broadway in front of Yuet Lee Restaurant and Ping Yuen Public Housing. These bulbs will include additional sidewalk landscaping, seating, and other pedestrian amenities that will help enliven and beautify the street.
- 4** Raised crosswalks: Raised crosswalks are proposed at both Turk Murphy Lane and Cordelia Street. For more information on raised crosswalks, see page 33.

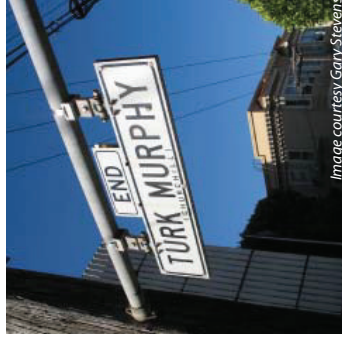


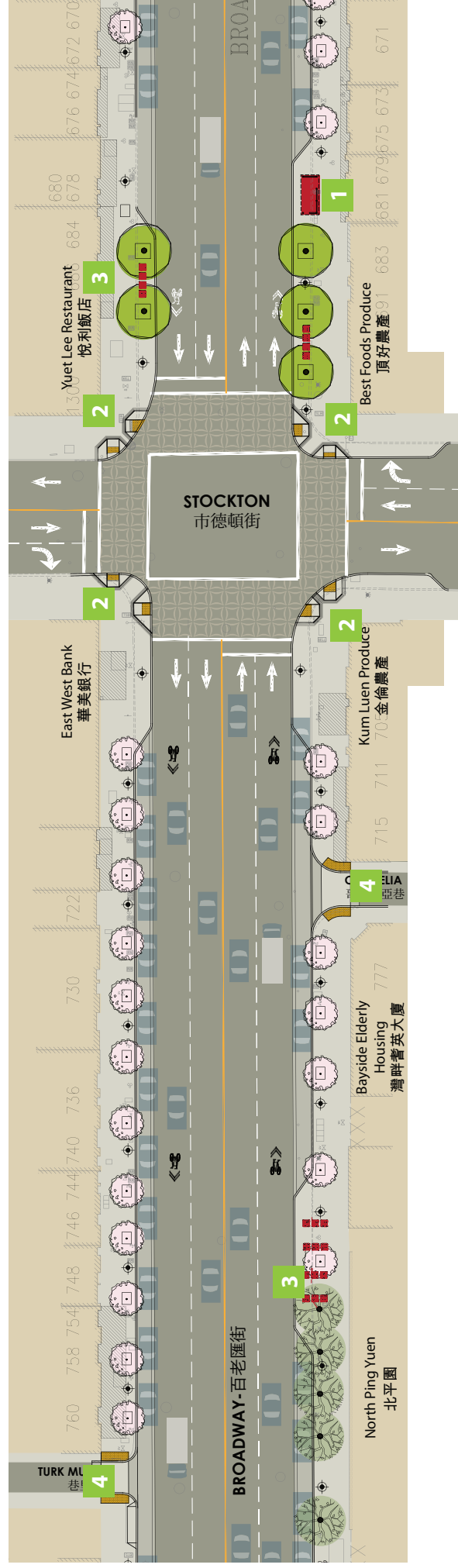
Image courtesy Gary Stevens



Image source: Wikipedia

WHO WAS TURK MURPHY?

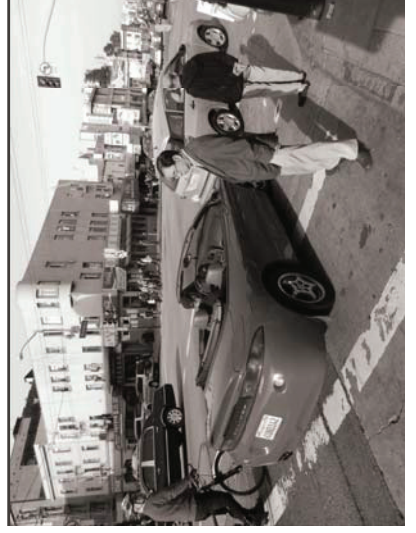
Turk Murphy Lane is a small alley running from Broadway to Vallejo Street named after Melvin Edward Alton "Turk" Murphy. Murphy was a renowned trombonist and popular jazz musician who began playing in San Francisco in the 1930s. Murphy operated a number of jazz clubs in North Beach, including Earthquake McGoon's at 99 Broadway. Those who grew up with Sesame Street might recognize his unique voice; he provided vocals for 1970s animated musical shorts which still air today such as "Alligator King" and "#9 Martian Beauty". After his death in 1987, the San Francisco Board of Supervisors renamed Churchill Street in his honor. The conceptual design for Broadway includes construction of a raised crosswalk across Turk Murphy Lane, perhaps creating an opportunity for some type of art or pavement inlay that illuminates the story behind the alley's unique name.



PROPOSED



TODAY



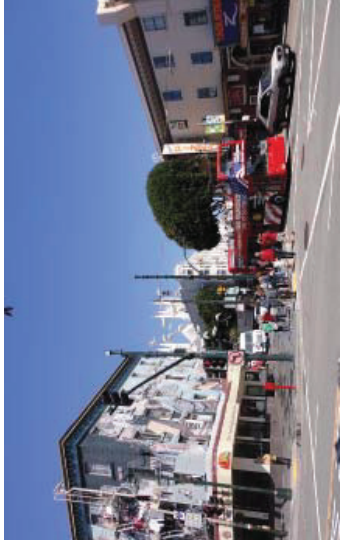
Illustrated above: Corner sidewalk bulb-outs create more space for pedestrians waiting to cross the busy Stockton/Broadway intersection. Special crosswalk paving improves visibility of pedestrian crossings. In the background, new street trees and pedestrian lighting beautify Broadway's streetscape.

4.7 CONCEPTUAL DESIGN: POWELL STREET TO COLUMBUS AVENUE

The intersection of Broadway, Grant Avenue, and Columbus Avenue is an important crossroads where neighborhoods come together. To the south, iconic Grant Avenue is the gateway to the heart of Chinatown. To the north, Grant Avenue and Columbus Avenue are important commercial streets for the vibrant North Beach neighborhood. Broadway here is a busy shopping street lined with shops, restaurants, and hotels. Improvements on this block seek to improve connections between this important node and the neighborhoods it serves.

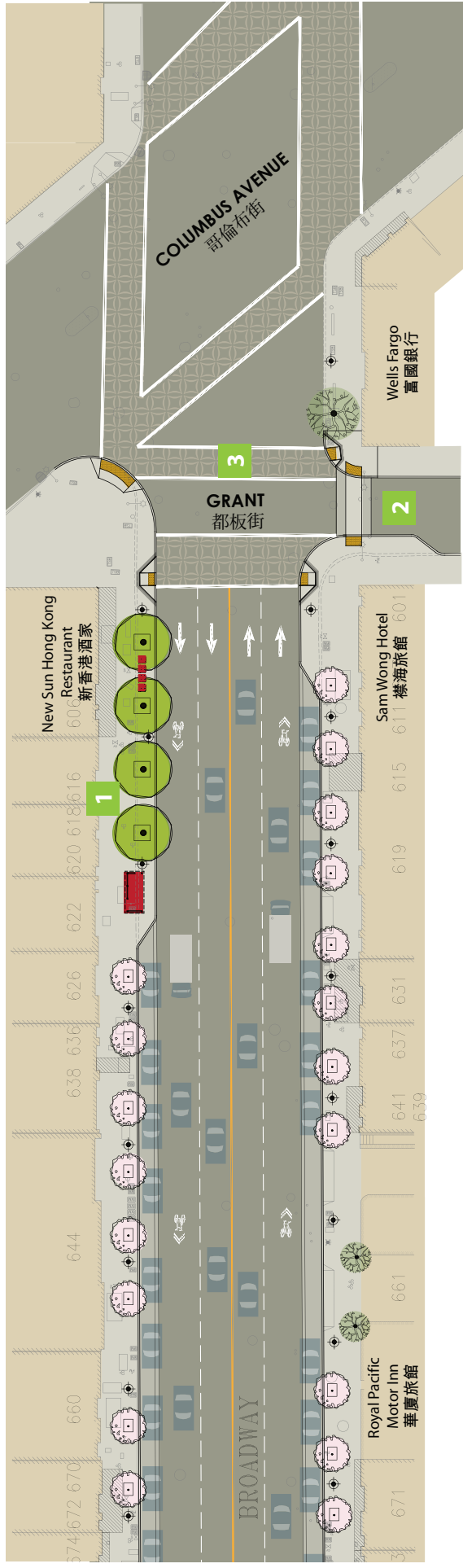
SPECIAL DESIGN FEATURES

- 1** Bus Bulb-Out. An extended bulb-out on the northwest corner of Broadway and Columbus will extend from the new Poet's Plaza and provide much-needed space at the intersection where pedestrians and transit riders congregate. The sidewalk will be widened six feet and furnished with street trees, public seating, and a new Muni shelter.
- 2** Grant Avenue Gateway. A new raised crosswalk will be built across Grant Avenue at Broadway. Special paving and public art is recommended at this location to emphasize its role as the northern gateway to Chinatown's most iconic street.
- 3** Broadway/Grant Avenue Crosswalk Improvements. A new crosswalk is proposed connecting Poet's Plaza with the east side of Grant Avenue. This crosswalk will formalize a route already taken by pedestrians and make it safer for all users. Like other crosswalks in the project area, high-visibility paving material in the crosswalks is recommended.



Connecting Grant Avenue

At all Community Workshops, participants in attendance expressed support for improving the connection along Grant Avenue from Chinatown to North Beach. Additional study is needed to improve this critical connection between neighborhoods, building on the recommendations from the Columbus Avenue Neighborhood Transportation Study and the proposed improvements along Columbus as part of the TER.



PROPOSED



TODAY



Illustrated on the left: A new bus bulb-out adjacent to Poet's Plaza provides more space for transit-riders and offers a convenient spot to place a new Muni shelter safely out of the primary path of pedestrian travel. In the distance, street trees and pedestrian lighting enhance the Broadway streetscape.

PROPOSED



TODAY



Illustrated on the left: A new raised crosswalk with special paving material extends across Grant Avenue and special paving in the Broadway crosswalks highlight this important intersection as a gateway to Chinatown.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2012.0071E
 Project Title: SF Department of Public Works Broadway Streetscape Design Project
 Project Location: Broadway between Columbus Avenue & Broadway Tunnel
 Neighborhood: Between North Beach & Chinatown Neighborhood Districts
 Project Sponsor: San Francisco Department of Public Works (DPW)
 John Dennis – (415) 558-4495
 john.dennis@sfdpw.org
 Staff Contact: Brett Bollinger – (415) 575-9024
 brett.bollinger@sfgov.org

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
 Information:
415.558.6377

PROJECT DESCRIPTION:

The Broadway Streetscape Design proposed project ("Project") boundary includes the north and south side of Broadway from the Broadway Tunnel (Robert C Levy Tunnel) to Columbus Avenue. The proposed Project would involve removal of the eastbound AM (7AM-9AM) tow-away lane from Powell Street to Columbus Avenue and the westbound PM (3PM-7PM) tow-away lane from Turk Murphy Lane to Powell Street. The Broadway Tunnel to Powell Street segment would include a planted center median, and two planted side medians. The new center median would accommodate routine cleaning and maintenance of the Broadway Tunnel. New curb work is also proposed and would include a loading pocket in front of Jean Parker Elementary School (northside of Broadway between Powell and Mason).

Sidewalk extensions would be added at all project intersection corners along Broadway between the Broadway Tunnel and Columbus Street and mid-block on the southside of Broadway between Powell and Stockton streets. Bus bulbs would be added at the two existing bus stops for the 8AX muni bus line, on the northwest corner of Broadway and Grant Street and for the 10 Townsend and 12 Folsom muni bus lines on the southeast corner of Broadway and Stockton Street. New bus shelters would be added to these locations. Pedestrian lead time would be implemented as part of the proposed Project at the Broadway and Stockton Street intersection to provide a three second head start for pedestrians crossing Broadway.

EXEMPT STATUS:

Categorical Exemption, Class 1 [State CEQA Guidelines Sections 15301(c)]

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 Sarah Jones
 Acting Environmental Review Officer

March 29, 2013
 Date

cc: Nick Carr, SFMTA
 Supervisor Chiu, District 3

PROJECT DESCRIPTION (CONT'D):

Implementation of the proposed Project would result in a net loss of 27 on-street metered parking spaces and the net loss of one (1) metered loading space to accommodate sidewalk extensions at the corner or midblock at intersections in the Project boundary area. Decorative paving would be added at the intersection of Broadway and Grant Street and Broadway and Stockton Street. Raised crosswalks would be added along Broadway at the intersections of Turk Murphy Lane, Cordelia Street and Grant Street. Streetscape amenities would be added along the Project's portion of the Broadway corridor to include new street trees, median plantings, pedestrian scale lighting, sidewalk seating, and public art.

The Broadway Streetscape Improvement project area includes the following roadway segments:

- Broadway from Mason Street to Powell Street
- Broadway from Powell Street to Stockton Street
- Broadway from Stockton Street to Grant Avenue
- Broadway from Grant Avenue to Columbus Avenue

Currently, Broadway is a four-lane, east-west directional street with two 10-foot-wide lanes in each direction; an eight-foot-wide (8') PM peak hour (3PM-7PM) tow away lane that functions at all other times as a parking lane on the north side of Broadway; a 10-foot wide AM peak hour (7AM-9AM) tow-away lane that functions at all other times as a parking lane on the south side of Broadway (**Figure 1**). Muni buses 10 Townsend, 12 Folsom and 8AX Bayshore Express currently have bus stops located along Broadway. The proposed streetscape improvements would slightly increase the width of Broadway travel lanes from 10 feet to 11 feet for the inner (center) east and west bound lanes. The outer east and west bound lanes would increase from 10.5 feet to 12 feet (**Figure 2**). The proposed Project would involve the removal of the eastbound AM tow-away lane along Broadway from the Broadway Tunnel to Columbus Avenue and the westbound PM tow-away lane along Broadway from Turk Murphy Lane to Powell Street.

Sidewalk extensions and bus bulbs would be added at the following locations:

- Broadway and Powell Street, all corners
- Broadway and Stockton Street, all corners
- Broadway and Columbus Avenue, northwest
- Broadway (midblock, southside) between Powell and Stockton streets
- Broadway and Grant Street, southwest corner

Overall, implementation of the Project as proposed would result in a net loss of 27 on-street metered parking spaces and one (1) on-street metered loading space. A total of 14 on-street parking metered spaces would be converted to on-street loading spaces due to the removal of metered loading spaces for sidewalk extensions. The Project does not include any changes to existing off-street parking or loading facilities. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1**.

Table 1: Broadway Streetscape Improvements On-Street Parking Net Changes

Intersection/Location	Sidewalk Extensions	Parking Meters Gained/(Lost)	Loading Meters Gained/(Lost)
Broadway between Mason & Powell streets, south side	Corner Bulb	(4)	0
Broadway between Mason & Powell streets, north side	none	0	0
Broadway between Powell & Stockton streets, south side	Corner/Mid-Block/Bus Stop Bulbs	(8)	0
Broadway between Powell & Stockton streets, north side	Corner Bulb	(5)	(1)
Broadway between Stockton & Grant streets, south side	Corner Bulb	(2)	0
Broadway between Stockton & Grant streets, north side	Corner/Bus Stop Bulb	(4)	1
Powell Street between Broadway & Vallejo Street, west side	none	0	0
Powell Street between Broadway & Vallejo Street, east side	Corner bulb	(1)	0
Powell Street between Broadway & Pacific Ave, west side	Corner bulb	(2)	1
Powell Street between Broadway & Pacific Ave, east side	Corner bulb	(1)	0
Stockton Street between Broadway & Vallejo Street, west side	none	0	0
Stockton Street between Broadway & Vallejo Street, east side	none	0	0
Stockton Street between Broadway & Pacific Ave, east side	none	0	0
Stockton Street between Broadway & Pacific Ave, west side	Corner bulb	0	(1)
Grant Ave. between Broadway & Pacific Ave, west side	Corner bulb	0	0
Grant Ave. between Broadway & Pacific Ave, east side	none	0	0
Total Net Parking Space Gain (Loss)		(27)	(1)

Figure 1: Existing Broadway Conditions

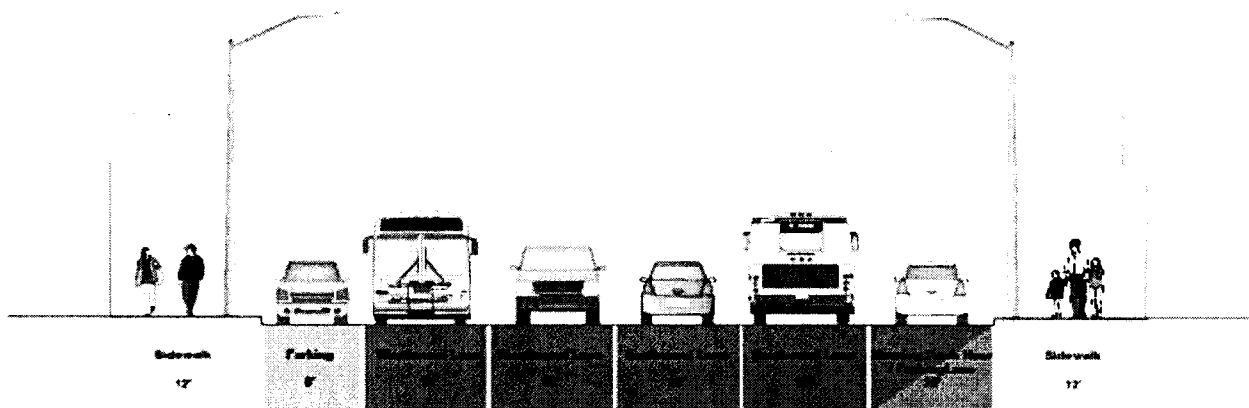
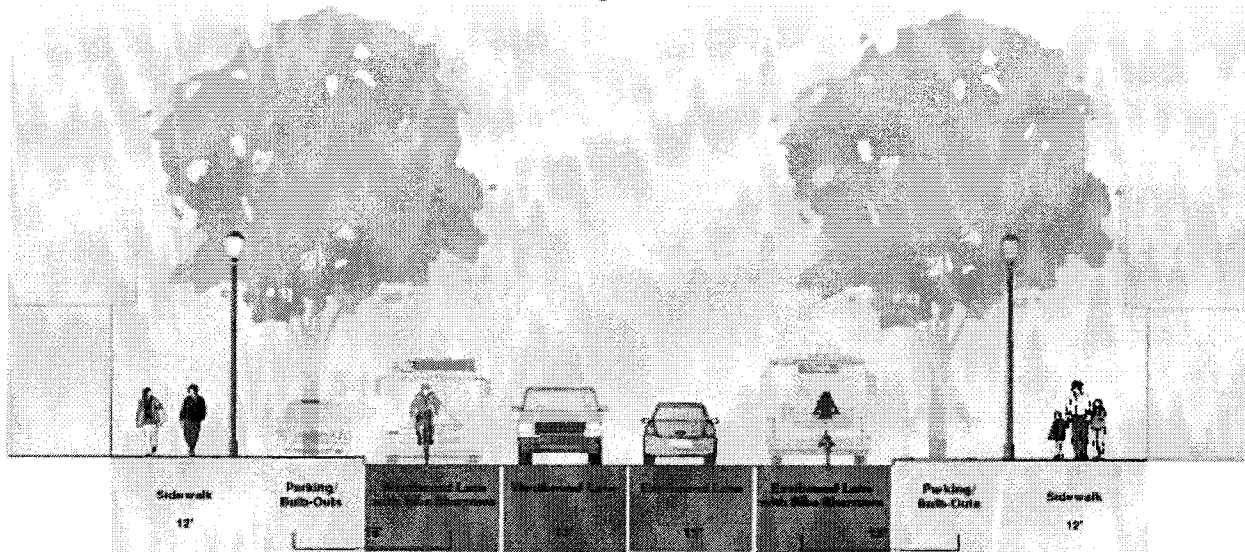


Figure 2: Proposed Broadway Improvements



REMARKS:

Transportation

The level of service (LOS) results for existing conditions and the proposed Project during the AM and PM peak hours for existing and cumulative conditions are presented in **Table 2.**¹ Under existing conditions, all three study intersections (Broadway/Powell, Broadway/Stockton, and Broadway/Columbus) along the Broadway study area corridor operate at acceptable LOS with the exception of the intersection at Broadway/Powell Street during the PM peak hour, which operates at LOS E. Implementation of the Project would generally result in similar LOS as under existing conditions. The intersection at Broadway/Powell Street would continue to operate at an unacceptable LOS E and the intersection at Broadway/Stockton Street would experience additional delay but would continue to operate at acceptable LOS D.

The analysis demonstrates that a Leading Pedestrian Interval (LPI) signal timing change could be implemented on the east and west crosswalks of the intersection at Broadway/Stockton Street, while maintaining acceptable LOS operations. A leading pedestrian interval would allow pedestrians a three second lead time to begin crossing Broadway without any automobile traffic. This means that pedestrians crossing Broadway would have a three second head start crossing the street without any automobile traffic. This would improve a sense of safety for pedestrians and prioritize the intersection for pedestrians for the north and south bound movements. LPI on the south and north crosswalks at the intersection of Broadway/Stockton Street could not be implemented without adversely affecting traffic operations.²

Cumulative Year 2035 traffic volumes for the Project intersections were determined by examining the AM and PM cumulative transportation analysis for the 34th America’s Cup EIR. Generally, traffic volumes grow by 18% during the AM peak hour (or an annual growth rate of 0.75%), and PM traffic volumes grow by 23% (or 0.94% annual growth).

¹ The AM and PM peak hours are generally from 7:45 am to 8:45 am and 5 pm to 6 pm, respectively.

² Providing a LPI on the south and north crosswalks would require allocating more green time to the east/west movement and less time to the north/south movement; however, providing less time to the north/south movement is not possible due to minimum pedestrian crossing times (even with construction of the proposed bulbs).

Table 2: AM & PM Peak Hour Operations:
Level of Service (LOS)/Average Delay (seconds)

Intersection	Peak Hour	Existing Conditions		Cumulative 2035 Conditions	
		Existing ³	Existing Plus Project	Cumulative	Cumulative Plus Project
1. Broadway/Powell	AM	C / 31 sec.	D / 35 sec.	C / 30 sec.	D / 40 sec.
	PM	E / 68 sec.	E / 68 sec.	F / 125 sec.	F / 125 sec.
2. Broadway/Stockton	AM	B / 11 sec.	D / 46 sec.	B / 12 sec.	D / 51 sec.
	PM	A / 10 sec.	A / 10 sec.	C / 29 sec.	C / 25 sec.
3. Broadway/Columbus	AM	B / 15 sec.	B / 16 sec.	B / 17 sec.	C / 25 sec.
	PM	C / 27 sec.	C / 25 sec.	D / 54 sec.	D / 49 sec.

Source: SF Planning Department, 2013.

As shown in **Table 2**, implementation of the proposed Project would not cause any intersection to degrade to unacceptable conditions for either Existing or Cumulative Year 2035 conditions.

Transit

Existing Conditions

With implementation of the proposed Project, the total increase in average delay during the AM and PM peak periods along Broadway would not result in an unacceptable level of transit service or cause a substantial increase in transit service delays or operating costs. Therefore, the proposed Project would result in less-than-significant transit impacts to the 10 Townsend, 12 Folsom and 8AX Bayshore Muni bus routes under Existing Plus Project conditions. Therefore, no significant transit impacts would occur as a result of implementation of the proposed Project.

2035 Cumulative Conditions

During the Cumulative Plus Project scenario, the total increase in average delay along Broadway as a result of the proposed Project would not result in an unacceptable level of transit service or cause a substantial increase in transit service delays or operating costs. As a result, the proposed Project would not contribute considerably to cumulative impacts to transit conditions or cause transit service to deteriorate to unacceptable levels to the 10 Townsend, 12 Folsom or 8AX Bayshore routes under cumulative conditions.

Pedestrian

The proposed Project includes corner and mid-block sidewalk extensions along with new bus shelters, as well as intersections improvements at the majority of Project study intersections. Through the proposed increased pedestrian visibility and shortened crossings at Project intersections, pedestrian conditions would improve. Therefore, no significant pedestrian impacts would occur.

Bicycle

Broadway is an existing Class III bike route (Route 10) in both the eastbound and westbound directions within the Project area. The proposed Project would replace the existing bike sharrows with new sharrows along the Project area Broadway corridor in both the eastbound and westbound directions. Therefore, no significant bicycle impacts would occur as a result of the proposed Project.

Emergency Access

The proposed Project would not involve the closing off of any existing streets or entrances to public uses, and emergency vehicle access would not be impeded by the Project. Therefore, the proposed Project would not result in a significant impact related to emergency access.

Construction

The proposed Project would involve restriping, elimination of the eastbound AM and westbound PM tow away parking lanes, and implementation of corner and mid-block sidewalk extensions along Broadway within the Project area. During the Project construction, drivers would have to adjust to temporary lane reconfiguration along Broadway. Construction would be limited in duration, involving mostly restriping, and installation of sidewalk extensions. No sidewalk closures are anticipated. Because these potential impacts would be temporary, no significant construction impacts would occur. Therefore, Project implementation would result in less-than-significant impacts during construction.

Loading

The proposed Project would result in the net loss of one (1) on-street metered loading space as indicated in **Table 1**. The Project would retain existing metered loading spaces and convert 14 existing regular metered parking spaces to metered loading spaces, resulting in the net loss of one (1) metered loading spaces. Therefore, implementation of the proposed Project would result in less-than-significant loading impacts.

Parking

Overall, implementation of the Project as proposed would result in a net loss of 27 on-street metered parking spaces. The Project does not include any changes to off-street parking or loading. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1**.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this report presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines §15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any

such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the parking analysis presented in this study is for informational purposes only.

Conclusion

In summary, the proposed Broadway Street Design Project would not result in significant impacts on the transportation network in the study area. The proposed Project is expected to improve pedestrian safety and overall pedestrian conditions along Broadway without degrading LOS conditions. The proposed removal of the AM and PM tow-away lanes and implementation of sidewalk extensions along Broadway in the Project area would result in less-than-significant project-level or cumulative impacts.

The California Environmental Quality Act (CEQA) Guidelines Section 15301(c) or Class 1(c), provides for exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities." Therefore, the proposed implementation of Broadway Streetscape Improvements Project would be exempt under Class 1.

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances. As described above, the Project would not have a significant effect on adjacent transportation facilities or modes. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The Project would be exempt under the above-cited classification.

For all of the above reasons, the proposed Project is appropriately exempt from environmental review.

Maps and Other Support Materials



Edwin M. Lee, Mayor
Mohammed Nuru, Director



10/25/12

RE: Chinatown Broadway Street Design (Columbus Avenue to the Broadway Tunnel)

Lack of Safe Routes to School Walking Audit

Although the Jean Parker Elementary School has not had a walking audit, the project is still a strong candidate for Safe Routes to Schools funding under the One Bay Area Grant program. 56% of Jean Parker Elementary School's 275 students walk to school. The Broadway Chinatown project will improve students' safety when reaching school and transit, and encourage using these methods by widening sidewalks, sidewalk plantings, and shortening crossing distances with curb bulb outs. The project has strong support from both the Principal of Jean Parker Elementary School and the San Francisco Safe Routes to Schools Coalition, as evidenced in the attached letters of support.



ENVISION A NEW BROADWAY: Broadway Today

百老匯街新貌: 百老匯街現況

MAP KEY: 指引

AFFORDABLE SENIOR AND FAMILY HOUSING

- 可負擔的長者及家庭房屋單位
- 1 BROADWAY FAMILY APARTMENTS

- 2 BROADWAY SAISONNE

- 3 STAY IN AMERICAN HOTELS

- 4 THE GRANT

- 5 BAYSIDE ELDERLY

- 6 PING YUEN NORTH

- 7 LADY SHAW SENIOR CENTER

- 8 謝月英中心

SCHOOLS

學校

- 1 JEAN PARKER ELEMENTARY

- 2 JOHN YEECHIN HALL ELEMENTARY

- 3 李碧蓮小學

COMMUNITY INSTITUTIONS

- 1 WU YEE CHILDREN'S SERVICES

- 2 吳錫禧

- 3 ON LOCK LIFEWAYS

- 4 安樂樓

- 1 CENTRAL SUBWAY

- 2 AMERICAS CUP

- 3 EXPORATORIUM

- 4 拓界科學館 (2015)

EXISTING CONDITIONS 現況:

BUS STOP IN POOR CONDITION

POOR CROSSING FEATURES

ACTIVITY ON THE SIDEWALK

MAJOR EAST-WEST CORRIDOR FOR AUTOMOBILES

EXISTING TYPICAL STREET SECTION, LOOKING EAST 自老匯街十字街口往東看



WHO USES BROADWAY? 誰人使用百老匯街?

SCHOOL	MEMBER OF STUDENT
JOHN YEHALL CHIN ELEMENTARY 李碧蓮小學	252
JEAN PARKER ELEMENTARY 李碧蓮小學	257
TOTAL STUDENTS 總數	509

Source: San Francisco Unified School District, 2010

BROADWAY	WEEK-DAY	WEEKEND	WEEKEND
	NORTHBOUND 北行車流	SOUTHBOUND 南行車流	UNKNOWN 不明車流
COLUMBUS/GRANT 哥倫布街 / 葛蘭街	2,298	3,288	4,382
STOCKTON 士德頓街	7,621	7,439	9,859
POWELL 龐貝爾街	1,315	1,427	2,523

Source: California 2007 Registration Study from 2009
資料來源: 2007年加州註冊車流研究報告



ENVISION A NEW BROADWAY: Broadway & Grant

百老匯街新貌: 都板街地段

PROPOSED 提議



TODAY 現狀



"A safer Broadway is good for business. Our customers will benefit if Broadway is a pleasant place to walk and shop."

- Mayor John Lee, Council Member Hong Kong Islanders

PROPOSED 提議



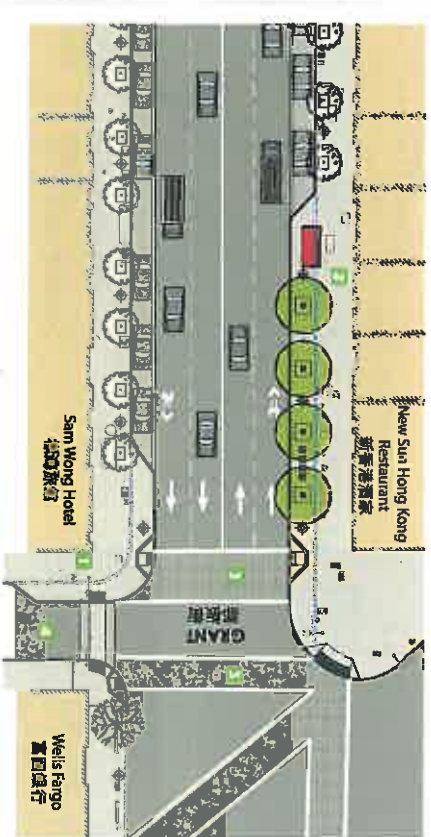
「一個對老多商老如個吸引更多香港生百利。一會吸引多新陽物業匯地願。」

TODAY 現狀

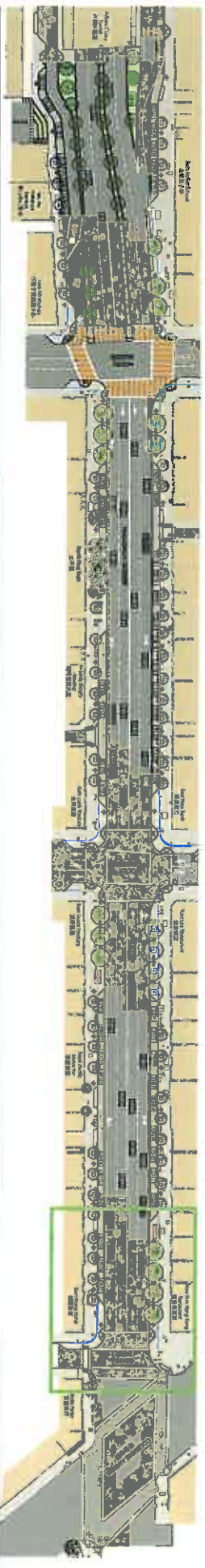


MAP KEY/PRECEDENT PHOTOS: 設計樣本參考

- 1 CORNER BULB-OUTS
加設十字街口行人道
- 2 BUS STOP IMPROVEMENTS
加設有蓋巴士站
- 3 CROSSWALK PAVING
美化行人過街地段
- 4 RAISED CROSSWALK AT GRANT
升高都板街橫過馬路



PLAN VIEW 設計概念平面草圖



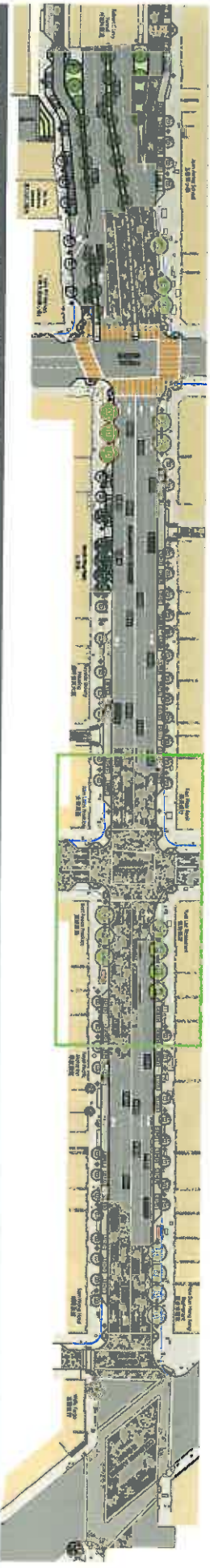
ENVISION A NEW BROADWAY: Broadway & Stockton 百老匯街新貌: 士德頓街地段



“Our senior members cross the Broadway and Stockton intersection every week to attend Wednesday meetings. This corner is always congested and dangerous for pedestrians. We want to see more space here on the sidewalks.”
 —Ding Lou, Longwood Student Community, Town of Andover

社區住客聯會主席梁樂浩說：「每天有百多名長者行經百老匯街/士德頓街交界。他們很害怕會發車撞倒。我們希望行人道上能提供更多站立空間。」

PLAN VIEW 設計概念平面草圖



MAP KEY/PRECEDENT PHOTOS: 設計概念參考



1 CORNER BULB-OUTS 加闊十字路口行人道



2 BUS STOP IMPROVEMENTS 加設有蓋巴士站



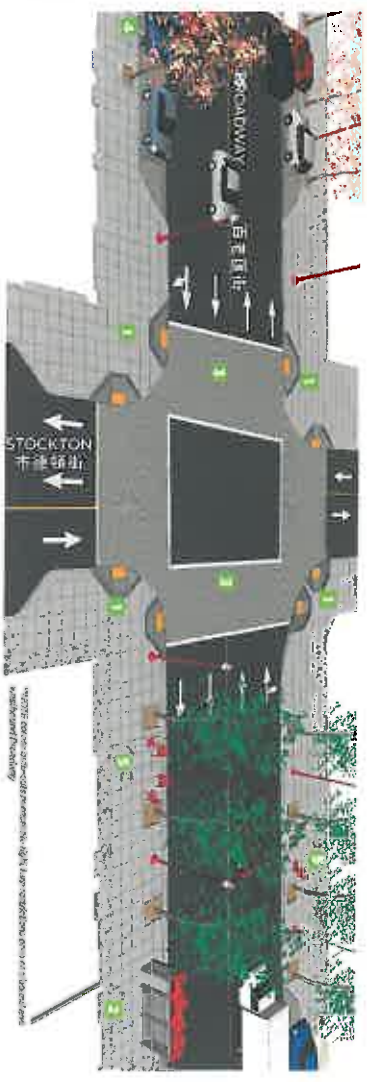
3 CROSSWALK PAVING 美化行人過街地盤



4 STREET TREES 植樹美化行人道



5 SIDEWALK SEATING 行人道加設座椅



ENVISION A NEW BROADWAY: Broadway & Powell

百老匯街新貌：跑華街地段



PROPOSED 提議



TODAY 現狀

"Every day, thousands of cars speed into the tunnel in front of Jean Parker. Parents are concerned for the safety of their children when there are so many fast moving cars."

-Alice Collins, Mother of Jean Parker, Elementary School

占柏架小學家長稱：「每天有千多輛汽車在占柏架小學前的隧道高速行駛，令家長非常擔心子女的安全。」

MAP KEY/PRECEDENT PHOTOS: 設計樣本參考



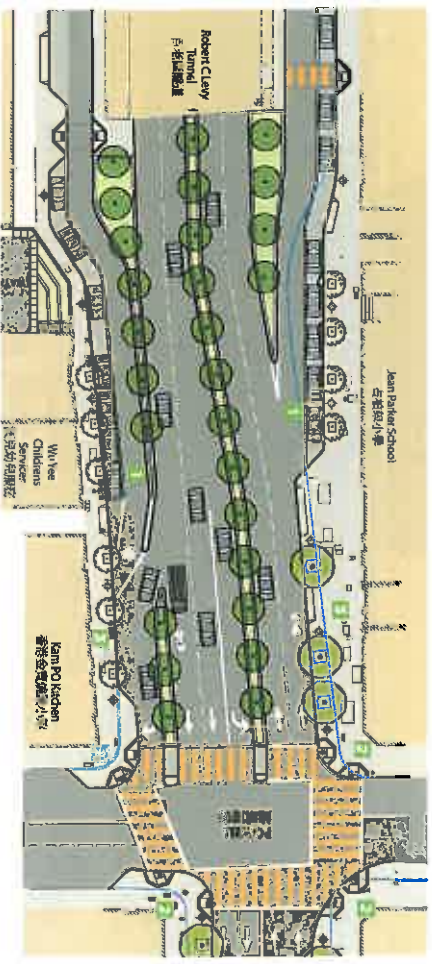
LOCAL ACCESS LANE & MEDIAN
增設區內行車線及安全島



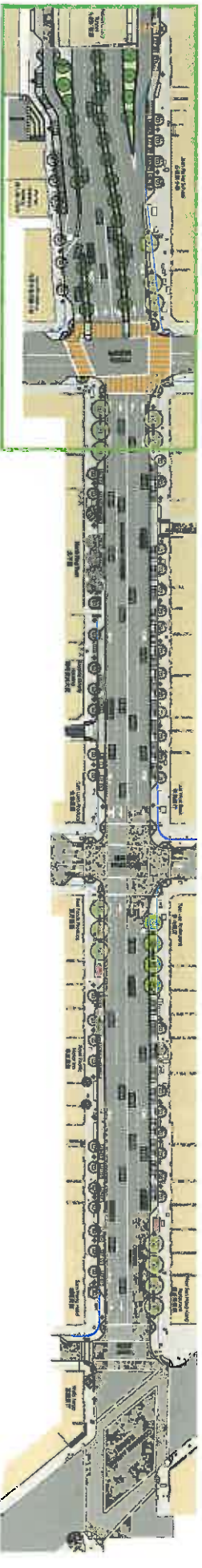
CORNER BULB-OUTS
加闊十字路口行人道



LIGHTING AND LANDSCAPING
照明及綠化行人道



PLAN VIEW 設計概念平面草圖



4.5 ROADWAY IMPROVEMENT FEATURES

SPECIAL INTERSECTION/CROSSWALK PAVING

Special intersection and crosswalk paving can break the visual uniformity of asphalt streets, highlight crossings as an extension of the pedestrian realm, and contribute to the unique character of commercial streets. Oakland and Los Angeles have implemented unique crosswalk designs in their Chinatown neighborhoods, and similar treatments are supported by San Francisco's Chinatown community.



PARKING/LOADING LANE IMPROVEMENTS

Broadway's commercial uses and lack of back-alley access makes parking and loading a key design consideration. The removal of the eastbound tow-away lane will restore a permanent parking/loading lane on the south side of the street and also allow for the construction of sidewalk bulb outs. Like previous phases of the Broadway streetscape project, concrete is proposed as the parking lane paving material to help visually narrow the roadway.



PLANTED MEDIANS

Planted medians provide an additional refuge for pedestrians crossing the street, help to visually narrow the roadway, and provide an additional opportunity for greening. Tree-planted medians are proposed for one block (between the Broadway Tunnel and Powell). The medians will separate local traffic from tunnel traffic and will help to slow traffic entering and exiting the tunnel.



BIKE SHARROWS

Bicycle "Sharrows" lane markings are proposed for Broadway to notify motorists and cyclists that the street is part of San Francisco's Bicycle Route 10. Proposals for bike lanes on Broadway were presented to the community but received minimal support. In the event that the Broadway Tunnel is redesigned to better accommodate bicyclists, the cycling facilities on Broadway can be accommodated.



SIDEWALK BULB-OUTS

Sidewalk bulb-outs are extensions of the sidewalk into the parking lane. When placed at intersections, bulb-outs reduce crossing distances and make pedestrians waiting to cross the street more visible to motorists. When placed mid-block they provide additional space for pedestrians and street life. When placed at transit stops they improve transit efficiency. All three types of bulb-outs are important components of Broadway's proposed design.



RAISED CROSSWALKS

Raised crosswalks bring the level of the roadway to that of the sidewalk, forcing vehicles to slow before passing over the crosswalk and enhancing the crossing by providing a level pedestrian path of travel from curb to curb. Raised crosswalks are proposed where Broadway intersects with smaller streets and alleys, including Grant Avenue, Turk Murphy Lane, and Cordelia Street.



4.4 STREETSCAPE DESIGN FEATURES

SITE FURNISHINGS & ART

Site furnishings (such as seating, waste bins, etc.) and public art make a street more comfortable and welcoming. Groups of seating are included on many of the proposed sidewalk extensions on Broadway. Opportunities to incorporate public art into the street design project should be explored as the project moves forward. Artistic elements could be incorporated into both seating and lighting elements on the street.



ENHANCED TRANSIT STOPS

Bus bulbs and shelters are proposed for the study area's two bus stops. Bus bulbs are sidewalk extensions that improve transit performance by allowing busses to pull up against the curb without having to exit and re-enter the flow of traffic. They also improve pedestrian conditions by providing extra space for waiting pedestrians and Muni shelters.



IMPROVED STREET LIGHTING

Good streetscape lighting helps define a positive urban character and support nighttime activities. Currently the stretch of Broadway in the study area lacks visually appealing roadway lighting and has very limited pedestrian-scaled lighting. New roadway and pedestrian lighting is proposed for the entire corridor.

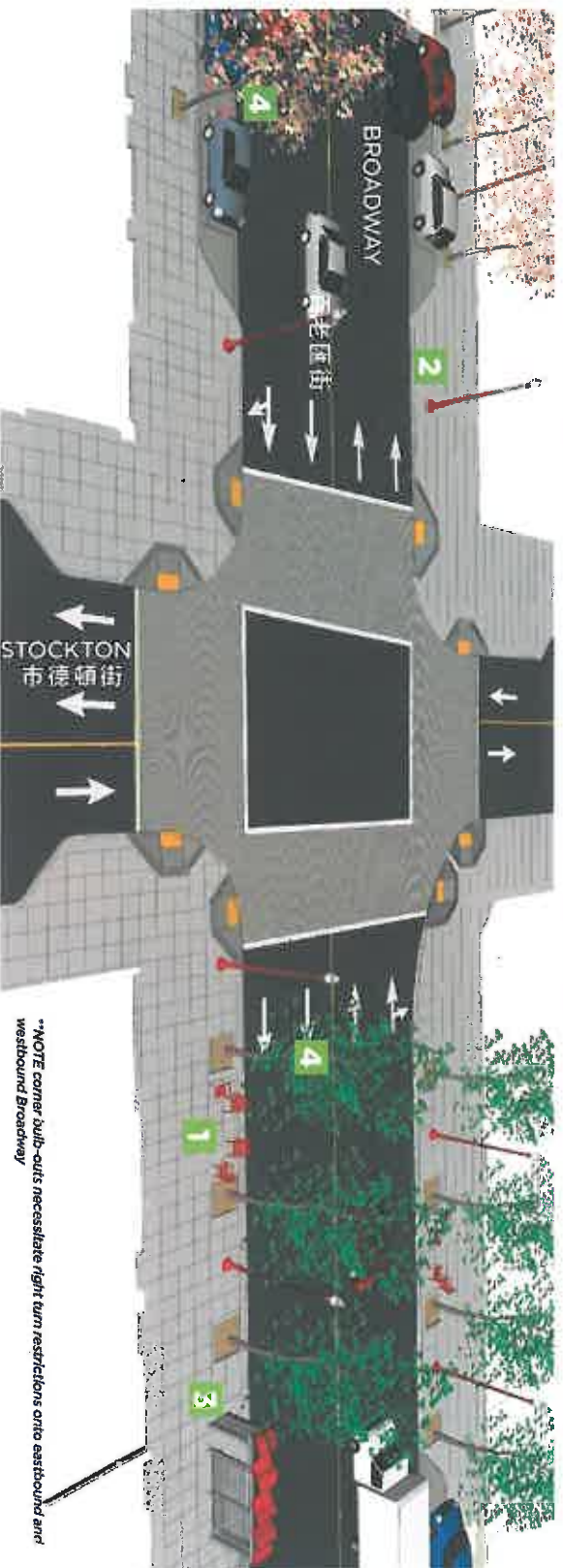


NEW STREET TREES

To improve the image and environmental quality of Broadway new street trees are proposed the length of the corridor. The conceptual design proposes pink flowering Cherry trees for the middle of the blocks, Sycamores on bulb-outs, and Armstrong Maples on the landscaped medians between Powell Street and the Broadway Tunnel.



3D MODEL OF BROADWAY/STOCKTON INTERSECTION SHOWING LOCATION OF STREETSCAPE DESIGN FEATURES



***NOTE corner bulb-outs necessitate right turn restrictions onto eastbound and westbound Broadway*

CHAPTER

4

Envisioning a New Broadway

4.1 VISION

Based on extensive collaboration between the community and City agencies, a new conceptual design for Broadway in Chinatown has been selected. The design is an updated version of the “Bulb-out Option” first presented at a community workshop on November 2011. The selected design is based on input from community members, residents, neighborhood groups and city staff. The recommended design will improve pedestrian conditions, and help to transform Broadway into a safe and lively corridor.

This chapter describes the proposed design of the street. It is important to note that this design is still conceptual in nature. Further refinements and more detailed design work will take place as the project moves towards construction. For more information on the steps that will be taken to make this vision for Broadway a reality, please see Chapter 5- Next Steps.

4.2 FINAL OPEN HOUSE

Details of the design are provided in the following pages. These drawings are the same as those presented at the final public open house on June 6, 2012 at the International House Community Room. Over 75 participants were in attendance. The goal of the open house was to present the final design and celebrate all the work that has taken place during this planning process to envision a new design for Broadway. Participants were invited to view the final design, and a brief remarks were given by various city officials and community representatives.

4.3 SUMMARY OF PROPOSED DESIGN FEATURES

Roadway Configuration: Two lanes of travel in each direction, with curb-side parking/loading lanes on both sides of the street.

Pedestrian Crossings: Bulb-outs at all intersections. Raised crosswalks at all alleys and across Grant. Special paving at the intersections to improve visibility of the intersection.

Bus Stop Improvements: Two new bus bulbs at existing Muni stops. Improvements to bus stops including shelters, seating and signage.

Trees & Landscaping: Seventy-two new street trees along the existing sidewalk. Trees and plantings along the new medians from the Broadway Tunnel to Powell Street. Greening improvements along Wayne Place.

Bike Facilities: Bike sharrows along the corridor to improve visibility of cyclists.

Sidewalk Seating: Thirty-two new benches along the corridor

Street Lighting: Fifty-four new street lights along the corridor

Estimated cost: \$7 million

Estimated Time for Construction: 12-18 months



Project Location



Project Area

1.1 PROJECT GOALS & OUTCOMES

The primary goal of this project is to develop a community-based design plan to improve pedestrian conditions.

The three outcomes the project aims to achieve

- Develop a community vision for Broadway
- Identify locations & opportunities for improvements
- Final street design for Broadway

1.2 PLANNING CONTEXT

The goals and objectives of this study seek to meet the requirements set forth by numerous local, state, and federal standards and policies for complete street design. The California Complete Streets Policy, the San Francisco City Charter's "Transit First Policy," the *San Francisco General Plan*, the *San Francisco Bicycle Plan*, the *SFMTA Transit Effectiveness Project*, the *San Francisco Better Streets Plan*, and *The San Francisco Complete Streets Policy (Public Works Code Section 2.4.13)* guide the goals and objectives of the project.

1.3 STUDY AREA

The project area is along Broadway from Columbus Avenue to the Robert C. Levy (Broadway) Tunnel.

Letters of Support

President, Board of Supervisors
District 3
第三區
市參事會主席



City and County of San Francisco
三藩市市及縣政府

DAVID CHIU
邱信福

October 2, 2012

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Director Moscovich:

It is with great pleasure that I support the Chinatown Broadway Street Design project, located in my district along Grant Avenue to the Broadway Tunnel. Broadway serves as a critical regional and citywide connection between the waterfront and the surrounding neighborhoods, and the project will produce benefits for pedestrians, drivers and bicyclists at all income levels that use this corridor.

Early on in planning process, I supported the application for the Caltrans Environmental Justice grant that produced the schematic design now being under consideration for capital funds. I commend the Chinatown Community Development Center, the San Francisco Planning Department, Municipal Transportation Agency, and Department of Public Works for engaging community stakeholders to develop a comprehensive vision that provides functional benefits for the diversity of users along this corridor. These community workshops provided an excellent forum for young people, monolingual seniors, and immigrant families living in single room occupancy hotels who traditionally have not participated in the transportation planning process to provide input.

I strongly support the Chinatown Broadway Street Design project because it will produce significant environmental benefits. Eighty percent of Chinatown households do not own a car, and yet this corridor along Broadway has only facilitated car use. The project will encourage different modes of transportation and better serve local residents and businesses along the corridor, including the Wu Yee Day Care Center, Jean Parker Elementary School, the Ping Yuen

public housing project and hundreds of units of low-income senior and single room occupancy housing. I urge you to approve its application.

Sincerely,

A handwritten signature in cursive script that reads "David Chiu". The letters are fluid and connected, with a prominent loop at the end of the last name.

David Chiu



Jean Parker Elementary School
840 Broadway Street
San Francisco, CA 94133
Phone: 415-291-7990
Fax: 415-291-7996

October 3, 2012

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

The Jean Parker Elementary School is located on Broadway within the Chinatown Broadway Street Design project site at 840 Broadway in front of the eastern portal of the Broadway Tunnel. We serve grades K-5 and as many as 280 students face the dangerous intersection at Powell and Broadway daily, where they are confronted with high traffic volumes and congestion. We are extremely invested in seeing our youth and families have access to safer streets and pedestrian enhancements in and around schools.

The former Jean Parker principal, Janet Dong, participated in the series of focus groups with the Broadway Team and gave instrumental feedback that is now incorporated in the design. She has since retired after 35 years of service, and I recently had a briefing with the Broadway Team where I learned about the proposed improvements.

I support the project improvements on Broadway directly in front of the school, especially the landscaping improvements, as well as clarifying the travel paths for cars in the school's drop off zone. In particular, I would like to see a dedicated travel lane for cars turning into the loading area and then allowing them to go straight through to Mason Street. I also support improving the median to replace the current chain link fence and continuing the greening that exists on the other side of Broadway west of the Tunnel. We want to have a safe and attractive environment for our students. The Chinatown Broadway Street Design addresses these concerns and meets our needs.

In addition, we need **more signage** around the Powell/Broadway intersection and Tunnel entrance to alert drivers that there is a school nearby and they should slow down in the presence of young children. I also request that the MTA adjust the signal timing at the Broadway/Powell intersection as I personally experience and observe that pedestrians need more time to adequately cross the 4 lanes of traffic that exist on Broadway.

We strongly urge the San Francisco County Transportation Authority and Board to support the capital grant proposal for the Chinatown Broadway Street Design. Our students and parents are looking forward to the new and improved Broadway.

Sincerely,

A handwritten signature in cursive script that reads "Wesley Tang".

Wesley Tang
Principal

an equal opportunity employer



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator

Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

San Francisco County Transit Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

October 24, 2012

Dear OBAG Grant Administrator,

On behalf of the San Francisco Safe Routes to School Partnership, we would like to express our support for the following project proposals being submitted by the San Francisco Municipal Transportation Agency for OBAG Safe Routes to School infrastructure funding:

- 1) The proposed bulb-outs to the intersection of Bacon/Goettingen near ER Taylor Elementary School;
- 2) The proposed bulb-outs to three intersections surrounding Longfellow Elementary School, as well as the possibility of installing a beacon at the intersection of Mission and Whipple, and/or speed humps if the school prioritizes this need; and
- 3) The proposed expansion of a larger Broadway corridor project to improve the block directly in front of Jean Parker Elementary, including lengthening the median, installing pedestrian refuge areas at the intersection on Broadway at Powell Street, and greening the area.

We support these projects with the hope that they will include greening aspects as well as the proposed infrastructure improvements.

These projects support the work that the Safe Routes to School Partnership has been doing to enhance children's safety while walking and biking to increase their health and well-being, ease traffic congestion near schools, improve air quality, and improve community member's overall quality of life.

ER Taylor and Longfellow Elementary are two of the largest elementary schools in the district and rank high on our priority list for SRTS infrastructure projects. These schools currently have on-site SRTS non-infrastructure programming that would directly benefit from these proposed infrastructure projects.

Jean Parker ranks number one on our priority list for SRTS infrastructure projects with dangerous street conditions and a high number of students walking who would significantly benefit from the proposed project.

For these reasons, we encourage you to fund these proposed projects.

Safe Routes to School SF
is a program of
Shape Up San Francisco.
www.shapeupsf.org



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator

Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

Sincerely,

Christina Goette

Sr. Health Program Planner, SF Department of Public Health

Melanie Nutter

Director, SF Environment

Lara Farrell Hitchcock

Branch Manager, Presidio YMCA Bike Program

Kit Hodge

Deputy Director, San Francisco Bicycle Coalition

David Goldin

Chief Facilities Officer, SF Unified School District

Elizabeth Stampe

Executive Director, Walk San Francisco

Safe Routes to School SF
is a program of
Shape Up San Francisco.
www.shapeupsf.org

SAN FRANCISCO HOUSING AUTHORITY

平 PING YUEN 園

836 PACIFIC AVENUE
SAN FRANCISCO, CALIFORNIA 94133

TELEPHONE 362-2065

Date: September 14, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of the San Francisco Housing Authority (SFHA), I am writing to express my strong support for the Chinatown Broadway Street Design. I have been the property manager for North Ping Yuen site since 2005 and I am very familiar with the site conditions and pedestrian safety issues along Broadway. North Ping Yuen is located directly on the southern side of Broadway.

The majority of Ping Yuen residents do not own a car and depend on walking and taking public transit to get around. The amount of fast moving cars and volume of traffic along Broadway makes it very dangerous for young children and seniors to walk around and go about their daily business. Furthermore, the trees on Broadway in front of North Ping Yuen block the street lamps and makes the sidewalk dark, especially at night, which leads to conditions where residents feel unsafe. There have been multiple incidents of criminal activities, such as theft and muggings in front of this location. Better lighting will improve safety conditions along Broadway and reduce crime.

Since 2011, I participated in focus groups with the Broadway Team, including staff from the Chinatown Community Development Center and the Planning Department. I am aware of the project plans and gave input that has been incorporated in the current plans to improve lighting along the corridor, add a mid-block bulb-out between Stockton and Powell in front of Ping Yuen, and improve landscaping. I support these changes and look forward to their implementation.

As such, I urge you to approve the Chinatown Broadway Street Design application for One Bay Area capital implementation funds. The SFHA looks forward to seeing these improvements along Broadway for Ping Yuen and the Chinatown community as a whole.

Sincerely,


Henry Kwan



Transportation
Research and
Improvement
Project

September 19, 2012

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of the Chinatown Transportation and Research Improvement Project (TRIP), I am writing to ask your agency and the San Francisco County Transportation Authority Board to support the Chinatown Broadway Street Design project.

Founded in 1976, Chinatown Transportation Research and Improvement Project (TRIP) is a grassroots organization of neighborhood stakeholders committed to improving transit service and pedestrian safety in San Francisco's densest neighborhoods. Our mission is to improve Chinatown's pedestrian and transit needs through planning, research, education, and advocacy.

For nearly 20 years after the Loma Prieta earthquake and the demolition of the Embarcadero Freeway, Chinatown TRIP has been actively working with the Chinatown Community Development Center to improve Broadway from Chinatown to the Waterfront. In partnership with CCDC, we led the Broadway Envisioning Study in 1994. This advocacy resulted in capital funding for Phases 1, 2, and 3 of the Broadway Streetscape Improvement Project, which now offers immense transit and urban design improvements to Broadway east of Columbus Avenue.

With the Chinatown segment of Broadway between Columbus Avenue and Mason Street yet to see any improvements, we worked with Board President David Chiu, the Chinatown Community Development Center, and the San Francisco Planning Department to develop the current Chinatown Broadway Street Design. This part of Broadway is the most congested and has the highest pedestrian volumes, increasing the risk for pedestrian-vehicle conflict. We recall a fatal accident several years ago at the Broadway and Stockton intersection where a senior was struck by a large freight truck making a right turn.

Furthermore, the Chinatown part of Broadway has the highest concentration and density of land uses. There are grocery stores, single room occupancy hotels, a K-5 elementary school and infant daycare center. There are also two heavily used bus stops, including the 10/12 bus stop that doubles as the Park & Ride stop during weekends, as well as the weekday peak 8BX bus stop.



Transportation
Research and
Improvement
Project

Given the vulnerable types of transit riders and pedestrians, such as elementary school children and elderly seniors using Broadway daily, we cannot afford to wait longer for much needed safety measures. We believe that the proposed Chinatown Broadway plan will greatly alleviate the situation by clarifying right of way at the intersections, adding bulb-outs at all intersections, improving bus shelter amenities, and upgrading lighting throughout the Broadway corridor.

Chinatown TRIP supports the proposed Chinatown Broadway Street Design, and we strongly urge you and the SFCTA Board to approve capital funds. We look forward to its groundbreaking.

Sincerely,

Wil Din
TRIP Co-Chair

Harvey Louie
TRIP Co-Chair

CC: Ed Reiskin, SFMTA
Bond Yee, SFMTA

RENEWSF

REVITALIZE AND ENERGIZE THE NORTHEAST
AND WATERFRONT OF SAN FRANCISCO

renewsf.org

October 8, 2012

Director Jose Luis Moseovich
San Francisco County Transportation Agency
1455 Market Street, 22nd floor
San Francisco, CA 94103

RE: Chinatown Broadway Street Design Project Funding Application

Dear Director Moseovich,

On behalf of RENEWSF, I am writing in support of the Chinatown Broadway Street Design project as well as the approval of One Bay Area Grant capital funds to implement this project's proposed improvements.

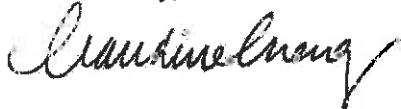
RENEWSF is a neighborhood planning organization with a focus on revitalizing and energizing the Northeast and Waterfront of San Francisco. As you would recall, we have worked in partnership with the CTA on the Columbus Avenue Transportation Study, the final report of which was adopted by the CTA Board four years ago. Thus, we have a keen interest in the proposed improvements along the three blocks of the Broadway corridor that are adjacent to and will affect the Columbus corridor.

Indeed, we have reviewed the design proposal and concluded that the Chinatown Broadway Street Design project will have a positive impact on transit efficiency and pedestrian safety not only along the three blocks of Broadway but also in areas surrounding the Broadway and Columbus intersection.

With funding from the One Bay Area Grant, we look forward to the installations of corner curb extensions, high visibility crosswalks and other improvements including pedestrian lighting, street furnishings and bus shelter amenities. In addition, we further hope that there will be improvements in way-finding signage to guide pedestrians, motorists and bicyclists alike.

Thus, we urge the County Transportation Authority and Board to approve the One Bay Area Grant funding so that the community vision behind this important project can be transformed into reality.

Sincerely,



Claudine Cheng
Chair, RENEWSF

CC: CTA Board of Directors

Board of Directors:

Claudine Cheng, Chair
Red Freeborn-Smith
Marvin Kasoff
Robert Mittelstadt
Wells Willet, Chair

October 1, 2012



José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

WU YEE
Children's Services
護兒兒童服務

Dear Mr. Moscovich:

Established in 1977, Wu Yee Children's Services ("Wu Yee") was the first Chinese owned and managed child care and family services agency in San Francisco, created in response to the overwhelming need for adequate child care and family resources in Chinatown. We touch the lives of over 21,000 families, children, and child care providers; most of these families are low-income recent immigrants. Wu Yee's valuable community programs (Child Development Services and Family Support Services) are available at five sites located in San Francisco's Chinatown, the Tenderloin, and Visitacion Valley.

One of our sites, the Wu Yee Chinatown Infant Center, is located at 831 Broadway in front of the Broadway Tunnel and across from Jean Parker Elementary School. For this reason, we strongly support the Chinatown Broadway Street Design and urge the approval of capital funds to build this project.

Every day, our teachers and parents have to deal with fast moving cars speeding into the Broadway Tunnel. Our school is located in front of a four lane former freeway connector, and it certainly feels like it. Wu Yee staff and parents escort young children daily across the Powell and Broadway intersection, where they are constantly in fear of being hit by cars when crossing the street.

Several of our center staff participated in focus groups with the Broadway Team and gave feedback that is now incorporated into the design. In particular, Wu Yee supports the improvements on Broadway near and around their Chinatown Infant Center. We look forward to seeing median improvements and landscaping to replace the current chain link fence. We hope that better marked crosswalks and increasing sidewalk space for people at the corner intersections with bulb-outs will improve pedestrian safety, especially for children as they enter the intersection.

The Chinatown Broadway Street Design meets our needs, and we urge the San Francisco County Transportation Authority and Board to approve funds to improve Broadway in Chinatown.

Sincerely,



Ben Wong, Executive Director

Pine View Housing Corporation

Sponsored By



SELF-HELP
FOR THE
ELDERLY

安老自助處

"Providing strength, hope and
empowerment for seniors since 1966"

Lady Shaw Senior Center

1483 Mason Street

San Francisco, CA 94133

Telephone: 415-677-7572

Fax: 415-292-2462

pvhousingcorp@prodigy.net

www.selfhelpelderly.org

www.ivoice.org

August 30, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

The Lady Shaw Senior Center is a low-income independent living complex with a total of 70 studio and one-bedroom apartments, a meal site with a capacity to serve 150 seniors and an activity center that offers multi-service programs for both the elderly residents and the community. Our mission is to enrich the lives of seniors in their golden years by providing residents with high quality services and housing which ensure their independence, safety and well-being. After nearly six years of advocacy beginning in 1984, the Lady Shaw Senior Center opened its doors to its first batch of residents to move in on November 1, 1990.

We are located at 1483 Mason Street, about a half a block west of the project area defined in the Chinatown Broadway Street Design, and many of our residents walk along Broadway on a daily basis. We are deeply concerned with pedestrian safety issues along the corridor. A few years ago, one of our 90-year old residents was struck and killed by a cable car in front of her home.

The majority of our residents are elderly and do not own cars; therefore, they rely on walking to see the doctor, buy groceries, and run errands. Given their old age, many of them have visual and physical impairments that put them in direct danger when they are confronted with the four lanes of fast speeding traffic that run along Broadway. We hope for Broadway to be a calmer, safer street such that our seniors can continue to enjoy their safety, mobility, and independence.

Dozens of residents have attended all three community workshops for the Chinatown Broadway Project, and we also came to the Final Open House to express our strong support for this project. We look forward to seeing median improvements and landscaping to replace the current chain link fence. We would like to see better marked crosswalks and more space for pedestrians throughout the corridor, and especially at the Broadway and Stockton intersection.

The Chinatown Broadway Street Design meets our needs, and we urge the San Francisco County Transportation Authority and Board to approve funds to improve Broadway in Chinatown.

Sincerely,



Karen Ho

Director

Lady Shaw Senior Center



September 5, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of over 1,000 Community Tenants Association (CTA) members, I urge you to approve and fund the improvements outlined in the Chinatown Broadway Street Design Plan. About a dozen CTA board members participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC), and I was also one of the guest speakers at the final open house on June 6, 2012 where I expressed strong support for the project along with the directors of Planning, Department of Public Works, and Supervisor David Chiu.

The Community Tenants Association (CTA) is a grassroots community-based group advocating for tenant rights in San Francisco. The mission of CTA is to preserve affordable housing and improve the quality of life for the residents. We are especially concerned about the Broadway Corridor because we hold our weekly meetings at the Bayside Senior Housing Community Room at 777 Broadway. The majority of CTA members are transit dependent and pedestrians, and we frequent the Chinatown Broadway Street Design project site on a daily basis.

Specifically, we want to see improvements to improve pedestrian safety, and we believe that adding more sidewalk space at the Broadway/Stockton intersection is critical to this effort.. Currently, the sidewalks are extremely overcrowded with pedestrians, shoppers, and spillover of grocery merchandise, leading to dangerous conditions where people are forced to walk in the road along with vehicles and large freight trucks. We fully support the Plan's vision to add space to all four corners here.

We were instrumental in advancing the improvements in the Chinatown Broadway plan, including sidewalk extensions at Broadway/Stockton intersection and adding bus amenities at the 10/12 and 8BX bus stops. We believe that these improvements will benefit Chinatown and the broader citywide population, as well as tourists who come in and out of the neighborhood.

The Community Tenants Association wholeheartedly supports the proposed Chinatown Broadway Street Design and urges the San Francisco County Transportation Authority and Board to approve the capital funding to build this vision.

Sincerely,

Wing Hoo Leung
President

1525 Grant Avenue
San Francisco, CA 94133-3323
Phone: (415) 984-1460
Fax: (415) 984-2724

September 7, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103



Dear Mr. Moscovich:

Established in the 1970s, the Ping Yuen Residents Improvement Association (PYRIA) is a tenant advocacy group with the mission is to improve the quality of life for its residents. The majority of our members are monolingual, low-income, and elderly public housing residents. Over 600 residents live in the North Ping Yuen building located directly facing Broadway in the Chinatown Broadway Street Design project site. Therefore, we are invested in seeing this vision built, as we believe that the proposed design will bring significant benefits to our residents.

PYRIA strongly supports the Chinatown Broadway Street Design proposal. Our board members participated in the past three community workshops facilitated by the Chinatown Community Development Center (CCDC), and we have a strong interest in seeing Broadway become a safe corridor that allows our residents and community stakeholders to go about their daily activities.

Chinatown is the densest neighborhood west of Manhattan and has the lowest per capita open space in San Francisco. Therefore, public spaces serving the community are extremely valuable, and the sidewalk in particular is a well-used form of open space. Safe, pleasant streets are a priority for residents.

We specifically called for the Chinatown Broadway design to include more lighting throughout Broadway but especially in front of our building where the sidewalk is currently shaded by trees and leads to serious public safety concerns after dark. We also asked for more space at the Broadway/Stockton intersection and throughout the corridor. Many of our residents do not own cars and walk everywhere. We strongly support adding corner and mid-block sidewalk extensions to reduce the dangers for pedestrians walking in and around Broadway.

We urge the San Francisco County Transportation Authority and Board to speedily approve funds for the Chinatown Broadway Street Design so that our community members can benefit from this project. We look forward to groundbreaking of the project in the near future.

Sincerely,


Guang Wu Chen
Board President

799 Pacific Avenue
San Francisco, CA 94133-4411
Phone: (415) 781-2360

散房家庭團結會

SRO Families United Collaborative

Colaborativa de las Familias Unidas de los Hoteles SRO
663 Clay Street, San Francisco, CA 94111
(415) 984-1450

September 28, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of SRO Families United Collaborative, I am writing to strongly support the Chinatown Broadway Street Design. We participated in the yearlong process and am proud to be part of the effort to come up with a community vision that is supported by residents, merchants, numerous community-based organizations, and the Board President and District 3 Supervisor David Chiu. We believe that the Chinatown Broadway Street Design will encourage a diversity of people to have improved transportation options, whether for bus riders, pedestrians, or drivers.

The SRO Families United Collaborative (SROFU) was founded in 2001 and is comprised of the *Chinatown Community Development Center, Chinese Progressive Association, Coalition on Homelessness, SOMCAN, and Dolores Street Community Services*. The Collaborative has worked together since 2001 to provide no-cost tenant outreach and stabilization to low and very low-income families with children who live in Single Room Occupancy (SRO) hotels in the Chinatown, Mission, South of Market and Tenderloin neighborhoods. The target population is very low-income families with children who live in SRO hotels whose basic needs are not met because of a lack of support services and because of the unsafe and unhealthy conditions in SRO hotels. The Collaborative currently serve over 600 families and 800 children across the city, in which over 400 families live in Chinatown and use Broadway on a daily basis.

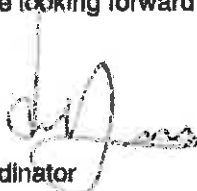
We support the Chinatown Broadway Street Project because pedestrian safety is extremely important to our families. Our families, which consist of adults, young children and senior grandparents, live in Chinatown and navigate the neighborhood by foot every day. Broadway has been a central corridor for Chinatown residents for the restaurants, bus stops and grocery stores on it. Many of our families worry about the fast and moving traffic down Broadway that acts like a freeway embedded in our busy neighborhood.

We are looking forward to the following improvements that will help pedestrian safety, such as crosswalks that clearly mark the pedestrian right of way. We are also excited to see additional bus shelters to allow transit riders to have a safe and comfortable wait for the bus, as well as extra sidewalk width at the corners at the Broadway and Stockton intersection, reducing the distance for people to cross, especially elderly seniors and young children, and making them more visible to drivers.

SRO Families strongly supports the proposed Chinatown Broadway Street Design because it would improve pedestrian and neighborhood safety for us and the process is one from the community that our families actively participate in. After 20 years of advocacy that began with the Broadway Envisioning Study, we are looking forward to the groundbreaking to create a Better Broadway for Chinatown.

Sincerely,

Joyce Lam
Project Coordinator



October 2, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of Adopt-An-Alleyway Youth Empowerment Project (AAA), I am writing to offer my support on the Chinatown Broadway Street Design, which is supported by residents, merchants, numerous community-based organizations, and the Board President and District 3 Supervisor David Chiu. The Chinatown Broadway Street Design aims to encourage multimodal access, especially for pedestrians and bicyclists, and improve transportation options for a variety of income levels.

Founded in 1991, AAA is a youth leadership, service and advocacy program rooted in the Chinatown community where leaders focus on environmental cleanliness, open space, and affordable housing issues. AAA engages high school students to monitor and organize beautification projects to improve Chinatown's forty-one alleyways and provides services to the community. AAA has advocated for improved quality of open space and pedestrian safety via the Alleyway Master Plan to renovate alleyways; we strongly support the Broadway Street Improvement Project because we recognize that streets and alleys are interrelated and through creating a healthier and more vibrant Broadway, it will greatly improve the quality of life for Chinatown as a neighborhood.

The Chinatown Broadway Street Design truly reflects input from diverse stakeholders in the community. Our youth program became involved and invested in the Broadway Street Improvement Project through attending the series of engaging workshops and an open house where the vision of Broadway was formed through interactive discussions. The experience of seeing so many community members and residents at the table giving out ideas regarding potential design improvements showed us that this project was an important priority in the neighborhood. The final product is a harmonious balance of streetscape engineering and community voice.

Of the list of improvements such as high visibility crosswalks, pedestrian-scale lighting, street, improved bus shelters and consolidated newsstands, we are particularly excited to see the corner curbs extended. Because Broadway is a such an active street, there a large group of pedestrians that do not have sufficient room to stand, we often observe pedestrians congested in the corner curbs and even spillover into the roadway due to a lack of curb space. Additionally curb extensions will benefit the seniors of Chinatown because it would reduce the walking distance from each side. As Chinatown has a significant demographic of seniors aging-in-place--many of whom reside in Ping Yuen public housing, Bayside Elderly Housing or single-room-occupancy buildings along Broadway--reducing the crossing distance between intersections as an important strategy for promoting pedestrian safety.

Every time we walk pass Broadway, we see that it is an artery for different modes of transit including buses, cars and bicycles. Serving as an entry and exit point for the Broadway Tunnel, these three blocks of Broadway pose tensions between motorists and pedestrians as cars are unaware that they are entering a residential and highly populated area. They may maintain their high speeds and race down the portion of Broadway endangering pedestrians. We believe these improvements will signal to drivers that they are transitioning into a neighborhood and to reduce their speeds.

The corridor street is a route frequented by many children and families, as Broadway houses two major educational institutions: Wu Yee Infant Care Center(ages 0-3), Jean Parker Elementary School. Hundreds of children enter Chinatown via Broadway Street and the entrance remains important to the families around the area. Filled with restaurants, affordable grocery shops, and improvised gathering places, this section of Broadway is an economic and social hub that continues to serve as a magnet for youth activity. We hope that the proposed Chinatown Broadway plan will facilitate pedestrian flow for a safer Broadway.

Adopt-An-Alleyway strongly supports the proposed Chinatown Broadway Street Design, and we look forward to seeing this shovel-ready project become actualized. For an advocacy project that began twenty years ago, the Broadway Street vision remains very relevant for our community today and we look forward to the groundbreaking to create a Better Broadway.

Sincerely,



Kimberly Liang
President, Adopt-An-Alleyway



Simon Zhang
Vice President, Adopt-An-Alleyway



EAST WEST BANK

September 6, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of East West Bank, I am writing to express support for the Chinatown Broadway Street Design. I am a Vice President and the branch manager for the East West Bank branch located on 1301 Stockton at the Broadway and Stockton intersection within the project area.

My staff and I have participated in discussions with the Broadway Project Team, including staff from the Chinatown Community Development Center and Planning Department about the project improvements. I worked with the team to allow the Broadway display boards to be displayed on the bank location for customers to view and comment on the proposed design.

I support this project and the many proposed improvements, which includes: 1) improving the two bus stops for the 8BX and 10/12 bus stops in the project area, including adding bus shelters; 2) increasing the space for pedestrians to walk safely, especially at the corners of the Broadway/Stockton intersection including in front of my bank branch, and 3) adding more lighting and landscaping to make Broadway a pleasant place for residents and shoppers.

I urge the the San Francisco County Transportation Authority and Board to approve capital funds for this project.

Sincerely,

Hubert Gee
V.P. Branch Manager
1301 Stockton Street
San Francisco, CA 94133

August 28, 2012

Raymond Owyang, Owner
New Sun Hong Kong Restaurant
606 Broadway
San Francisco, CA 94133

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

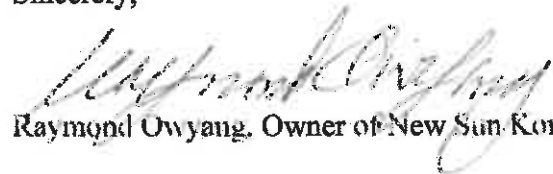
I am the owner of New Hong Kong Restaurant at 606 Broadway since 1989. After I started my restaurant just months prior to the '89 earthquake, I found that the elimination of the Embarcadero Freeway really affected my business and other store owners along Broadway. When the Broadway Streetscape project team from the San Francisco Planning Department solicited my participation, I became very involved in improving Broadway to make it more welcoming to visitors and tourists. When Broadway Streetscape Phase II was completed in 2008, a wonderful public art piece "Language of Birds" sculpture was constructed in front of my restaurant. As a merchant, I have personally financed the maintenance of the historically significant mural on the upper levels of my buildings depicting people in the jazz era, and spent thousands of dollars installing a new awning for my restaurant.

In addition to Broadway Streetscape Phase II, I also participated in the "Chinatown Broadway Street Design" public process and I am pleased to give my full support for the vision laid out in the plan. I especially support better marked crosswalks, and improving the median between Powell and the Broadway Tunnel.

On behalf of other Chinatown merchants, I would like to petition that SFCTA will approve the One Bay Area grant build a better Broadway to help businesses and improve safety for shoppers and visitors.

Thank you!

Sincerely,



Raymond Owyang, Owner of New Sun Kong Restaurant

August 28, 2012

Kenneth Lau, Owner
Kum Luen & Best Food Produce
1265, 1262 Stockton Street
San Francisco, CA 94108

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear José,

I own two produce stores in Chinatown on the corner of Stockton and Broadway. Best Food Produce opened at 1265 Stockton on March 15, 1983 and Kum Luen opened at 1262 Stockton in 1988. Since the 1999 earthquake and the elimination of the Embarcadero Freeway, business has not been the same for my stores nor the other businesses along Broadway. I have been looking to the City to help local merchants like myself to create a distinct and pleasant shopping experience for Chinatown visitors.

I did not have the funds to improve my storefronts until 2011, when Chinatown CDC helped me get a \$20,000 grant from the Office of Economic and Workforce Development to replace my awnings and customize vegetable crates for produce displays, among other façade improvements.

Since then, I have invested a big part of my time to join the Broadway community focus group, led by Chinatown CDC and the San Francisco Planning Department. My input, along with other Chinatown merchants, residents, and stakeholders, were incorporated in the "Chinatown Broadway Street Design" report.

As a longtime Chinatown merchant, I support the vision laid out in the design report, especially improvements including corner bulb-outs at the very busy Broadway-Stockton intersection, which I have witnessed very tragic accidents when elderly people have been hit and killed by fast moving cars and even once a big rig. Changing the bulb-out here will definitely provide more safety space for pedestrians, along with better marked crosswalks, and improving the median between Powell and the Broadway Tunnel by adding landscaping and clarity of cars traveling.

I support and urge the SFCTA to approve One Bay Area grant funds to build the vision for a safer and better designed Broadway to improve the livelihood of local businesses in Chinatown which will boost the overall economy of this iconic community.

Thank you!

Sincerely,



Kenneth Lau, Owner of Kum Luen & Best Food Produce

September. 20.2012

Jose Luis Moscovich

San Francisco County Transportation Authority

1455 Market Street, 22nd floor

San Francisco, CA 94103

Dear Mr. Moscovich:

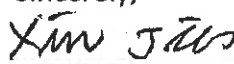
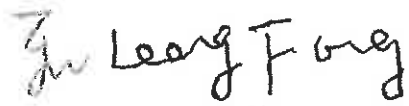




We are the floor representatives of Bayside Senior Housing representing about 42 senior residents of the 30 units at 777 Broadway Street, San Francisco. On behalf of the residents of the above address and ourselves, we want to urge you to approve and fund the improvements outlined in the Chinatown Broadway Street Design Plan. Many of our residents and us had participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC) and they expected that the opinion and proposal collected in the workshops would be implemented soon.

777 Broadway is a senior apartment with many very old residents whose activity areas are around Chinatown between Kearny Street to Mason and Sacramental and Union. They do shopping, family and friend visits and gathering within the area. Therefore a safe and car accident free environment is very important to them.

Specifically, as the residents of the area, we want to see improvements on pedestrian safety and we believe that adding more sidewalk space at the Broadway/Stockton intersection is critical to this effort. We also recommend adding bus amenities at the 10, 12 & 8BX bus stops along the Broadway Street. We believe that these improvements will benefit Chinatown and the broader citywide population and the tourists who come in and out of the neighborhood.

Please go ahead with the approval and speed up the improvement work so that the seniors around would move more safely and happily.

Sincerely,

Xin Jiao Liu Yu Qing Huang Joe Shi Zhang Chiu Ping Lee Rong Gui Li Tiem Luu

#104 #110 #203 #206 #301 #306

Contact: Bayside Senior Housing, 777 Broadway Street, SF CA 94108.

September 13, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103

Dear Mr. Moscovich:

We are the officers of the Swiss American Hotel Tenant Council representing 88 senior and low income residents of the 66 units at 534 Broadway Street, San Francisco. On behalf of the residents of the above address and ourselves, we want to urge you to approve and fund the improvements outlined in the Chinatown Broadway Street Design Plan. Many of our residents had participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC) and they expect that the opinions and proposal collected in the workshops would be implemented soon.

534 Broadway is a low income and senior apartment with many elderly residents whose activity areas are around Chinatown between Kearny Street to Mason and Sacramental and Union. They do shopping, family and friend visits and gathering within the area. Therefore a safe and car accident free environment is very important to them.

Specifically, as the residents of the area, we want to see improvements on pedestrian safety and we believe that adding more sidewalk space at all four corners at Broadway and Stockton is critical to this effort. We also recommend adding bus amenities at the 10, 12 & 8BX bus stops along the Broadway Street. We believe that these improvements will benefit Chinatown and the broader citywide population and the tourists who come in and out of the neighborhood.

Please go ahead with the approval and speed up the improvement work so that the seniors can move more safely and happily.

Sincerely,

XQL yue YL H.L. T.M.F XJJ M.W

Xin Qi Lu	Yue Xian Mo	Yue You Liu	Hing Louie	Mei-Fong Tsoi	Xin En Zheng	Wang Mok
President	Vice President	Secretary	Treasurer	Activity Officer	Officer	Officer

Contact: SATC (Swiss American Tenant Council), 534 Broadway Street, SF CA 94108. Attn: President

International Hotel Tenant Association

848 Kearny St.

San Francisco, CA 94108

Attn: Resident Council

September 26, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103





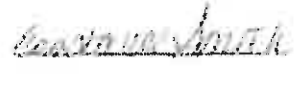



Dear Mr. Moscovich:

We represent 150 low-income seniors who reside at the International Hotel. Our mission at the International Hotel Tenant Association is to create healthy and safe living environment for seniors. We are concerned with the Broadway Corridor because each year pedestrians are injured in traffic collisions. Many of our seniors use the crowded and congested streets of Broadway. By extending the sidewalks and creating improvements to our public streets, our seniors can more easily access and use Broadway.

From our personal experiences, Kearny Street is one of the busiest corridors in Chinatown. Every day we see fast cars drive by our intersection and we understand the dangers that fast corridors can pose for the community especially for seniors. We strongly ask for you to approve capital improvements funds for the Chinatown Broadway Street Plan. Many of our residents participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC), and we believe the feedback collected from these workshops and incorporated into the design will make Broadway more pedestrian and transit friendly.

The International Hotel Tenant Association truly supports and believes the proposed Chinatown Broadway Design will improve the quality of life for our neighborhood. We urge the San Francisco County Transportation Authority and Broad to quickly approve funds for this design. We look forward to changes in the near future.

Sincerely,

 Rong Hai Lao	 Feng Zhang Huang	 Henrietta Arradaza	 Ching Ching Ma
 Dong Ying Deng	 Constance Smith	 Zhang Xian Chen	 Wendy Lan
 Wai Chiu Chu			

September 26, 2012

Jose Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of over 200 residents at Broadway Family Apartments, we as the Tenant Council members are writing to express our strong support for the Chinatown Broadway Street Design project. Our resident leaders participated in the past three community planning workshops hosted by Chinatown Community Development Center (Chinatown CDC) and believe that the project will provide great benefit for residents and the community.

Broadway Family Apartments is an affordable family housing community located on 810 Battery Street (cross street at Broadway) in San Francisco. The majority of our residents are seniors, low-income families with young children who do not own cars and need to commute to Chinatown for their daily activities by walking or taking public transportations. Therefore, having a safe and pedestrian friendly community is extremely important to our residents.

In particular, we want to see improvements on pedestrian safety and adding more sidewalk space at the Broadway and Stockton intersections. We believe these improvements meet our needs and will create a safe and better Chinatown.

We urge the San Francisco County Transportation Authority and board to approve capital grant for the Chinatown Broadway Street Design project.

Sincerely,



Qi Bin Chen



Qiao Wen Lei



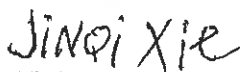
Rui Pi Liu




Lyudmila Pivnky



Rayisa Pivnky



Jin Qi Xie



Yan Zhen Xu



Yan Wen Zhang