



22nd St Station ADA Access Feasibility Study
JPB Board Presentations

December 2, 2021

Context

- When PCJPB purchased the Caltrain right of way, it inherited several stations which were not wheelchair accessible
- Today, the Caltrain system as a whole is accessible to riders with disabilities
- 22nd Street Station is currently only accessible via stairs
- Riders unable to use stairs must instead use 4th & King or Bayshore
- The current station configuration is highly constrained



Long-Range Planning Work

- **Pennsylvania Avenue Extension (PAX)**
 - Preliminary environmental and engineering work led by SFCTA
 - Proposed realignment of the Caltrain right of way which may conflict with the existing 22nd Street Station
- **Southeastern San Francisco Rail Station Study (SERSS)**
 - Led by the San Francisco Planning Department
 - Evaluating options for a reconfigured or relocated Caltrain station in the Dogpatch/Potrero Hill and/or Bayview neighborhoods

Study Overview

- Project kicked off in February 2020 at the request of Supervisor Walton
- Scope is focused on determining the *feasibility* of street-to-platform ADA access improvements at 22nd St Station
- Recommendations must be contextualized within the findings of Southeastern San Francisco Rail Station Study (SERSS) and PAX
- Study identified feasible ramp and elevator alternatives for each platform, then analyzed constructability, implementation timeline, costs and funding opportunities

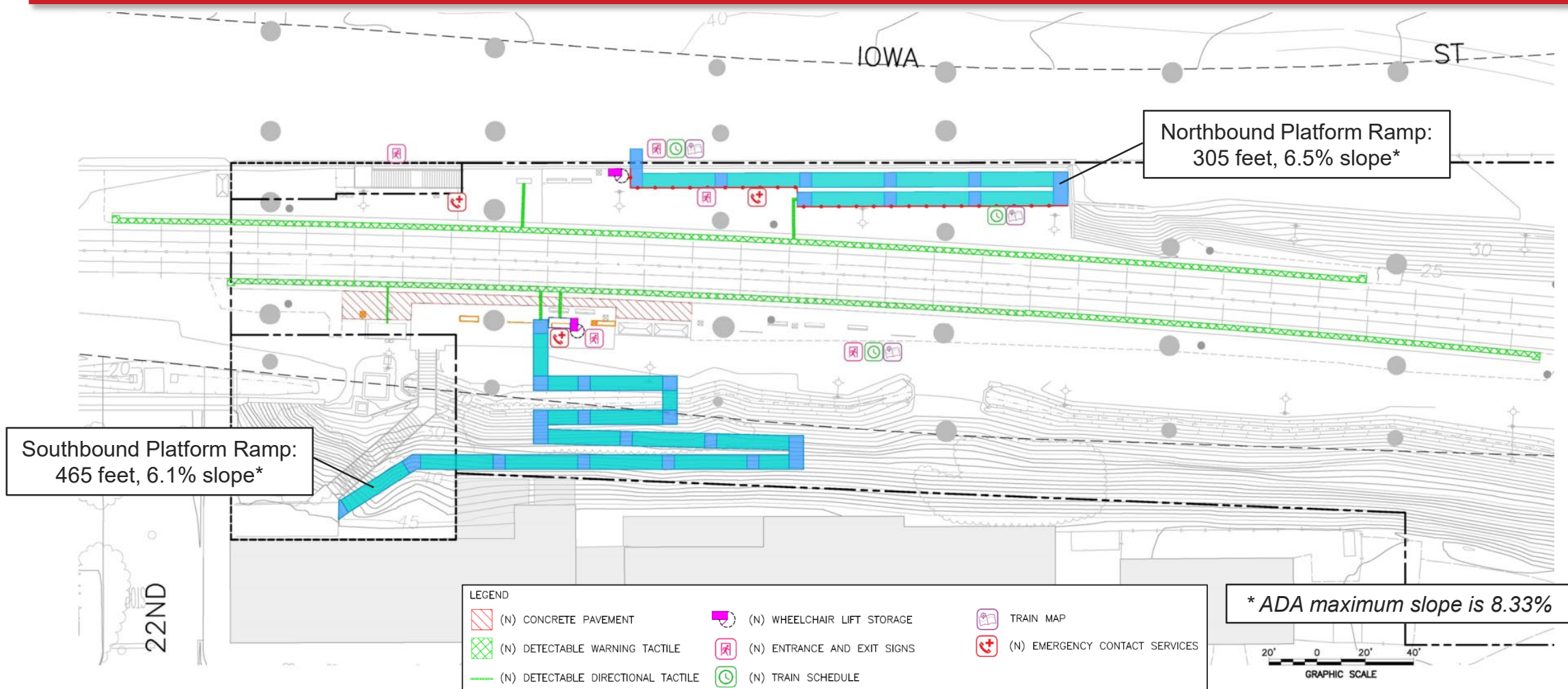
Outreach Participants

- Study Community Stakeholder Group:
 - San Francisco Mayor’s Office on Disability
 - Green Benefit District
 - Dogpatch Neighborhood Association
 - Potrero Boosters
- Additional Outreach:
 - Caltrain Accessibility Advisory Committee
 - SFMTA Multimodal Accessibility Advisory Committee
 - Senior and Disability Action
 - Lighthouse for the Blind

Stakeholder Feedback

- Ramps yield better overall user experience than elevators (cleaner, more secure, and more reliable)
- Elevators create substantial maintenance issues
- Long ramps are acceptable, but slopes should be decreased where possible
- The Study's alternatives are acceptable interim solutions, but a station rebuild/relocation is preferred in the long term

Draft Recommended Alternative



Next Steps

- Finalize report
- Submit to SFCTA for approval
- In order to advance the recommended alternative:
 - Secure funding
 - Conduct additional outreach
 - Advance designs through 100% engineering

QUESTIONS?