



***22<sup>nd</sup> St Station ADA Access Feasibility Study***  
**JPB Board Presentations**

November 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 4<sup>th</sup> & King or Bayshore
- The current station configuration is highly constrained



# Long-Range Planning Work

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- **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 22<sup>nd</sup> 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

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- 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 22<sup>nd</sup> 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

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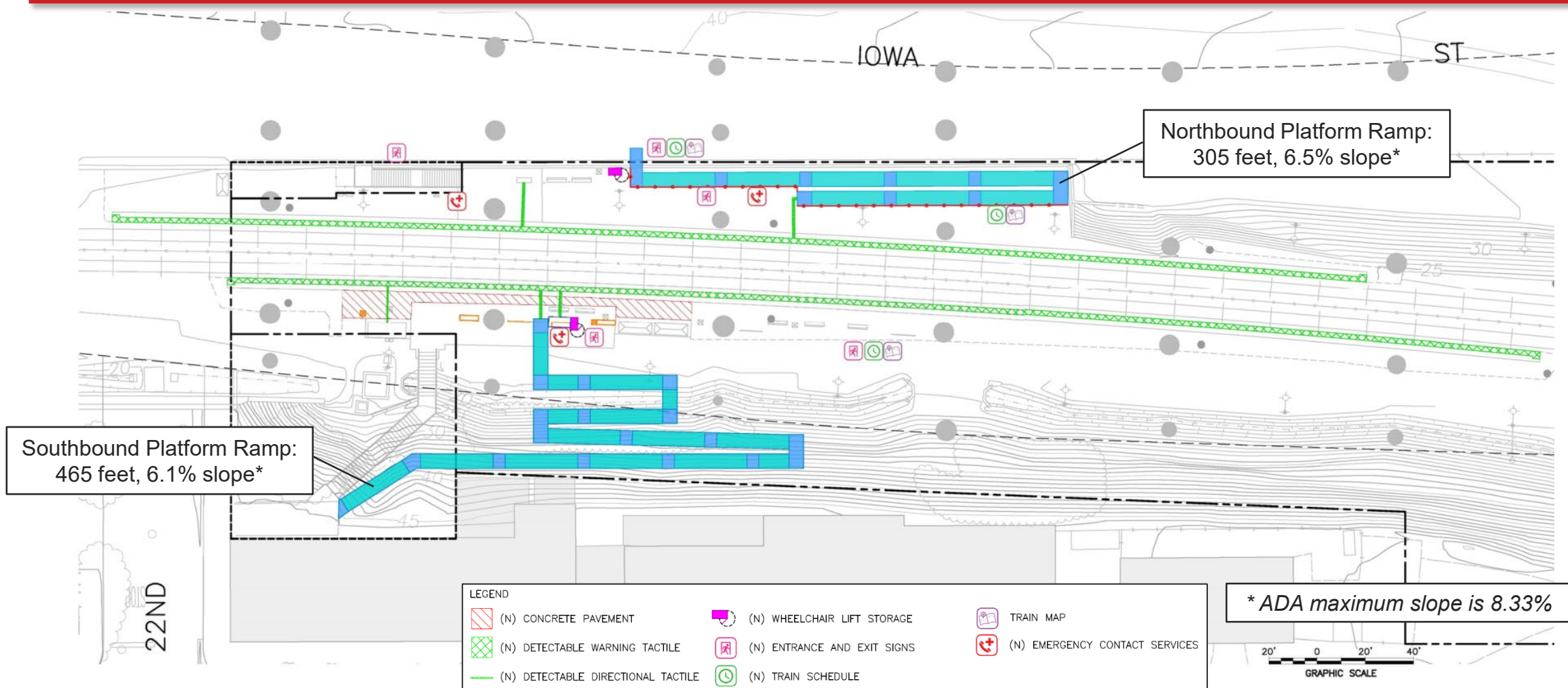
- Study Community Stakeholder Group:
  - San Francisco Mayor’s Office on Disability
  - Green Benefit District
  - Dogpatch Neighborhood Association
  - Potrero Boosters
- Additional Outreach:
  - Caltrain Accessibility Advisory Committee
  - SFMTA Multimodal Accessibility Advisory Committee
  - Senior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

# Stakeholder Feedback

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- 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

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- 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?**