22\textsuperscript{nd} 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 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

Northbound Platform Ramp: 305 feet, 6.5% slope*

Southbound Platform Ramp: 465 feet, 6.1% slope*

* ADA maximum slope is 8.33%
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?