

# 22nd St Station ADA Access Improvement Feasibility Study

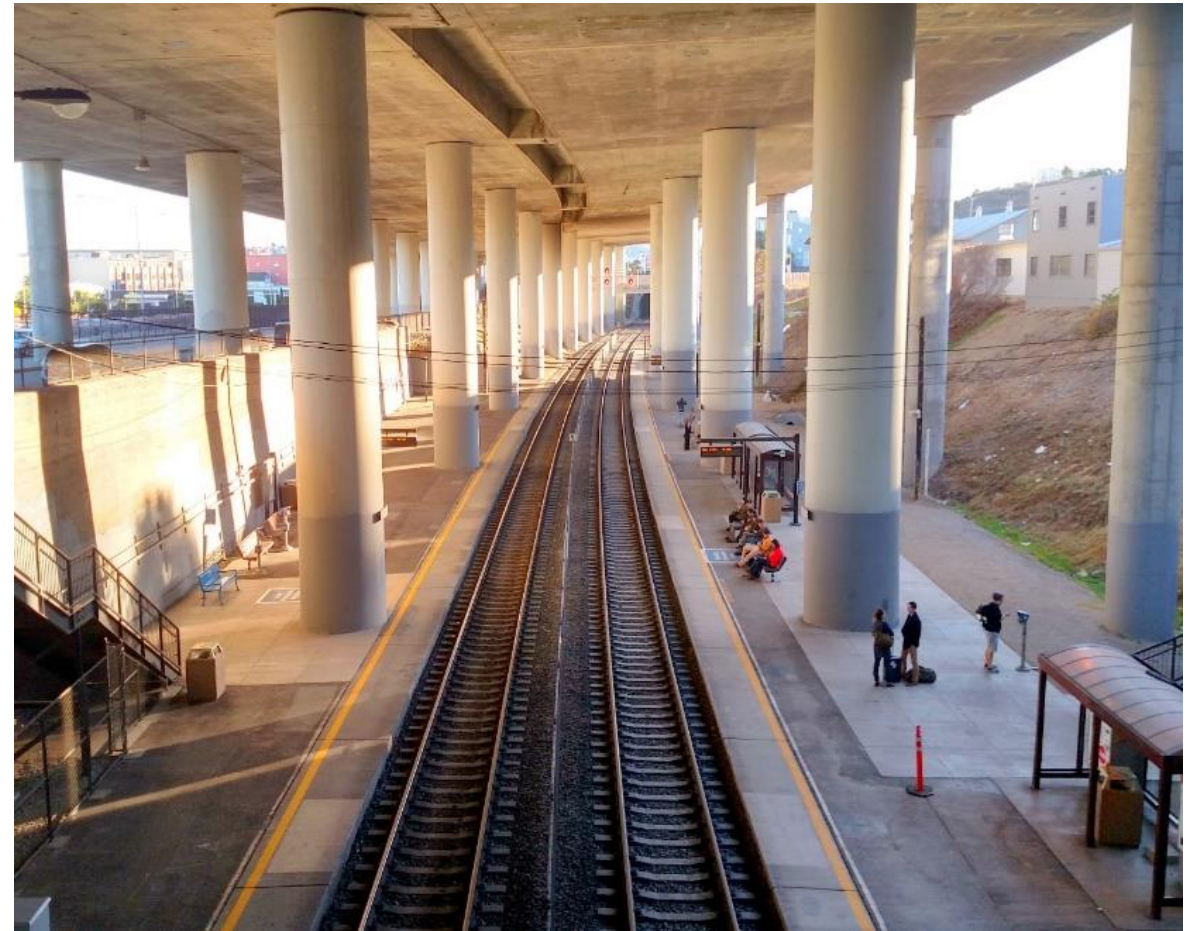
SFCTA Board



Item 5  
March 2023

# 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 service which may conflict with the existing 22nd Street Station

## **Southeastern San Francisco Rail Station Study (SERSS)**

- Initially 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
- Next phase of study will be led by SFCTA

# Study Overview

- Study kicked off in February 2020 at the request of D10 Supervisor Walton
- Scope was 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:

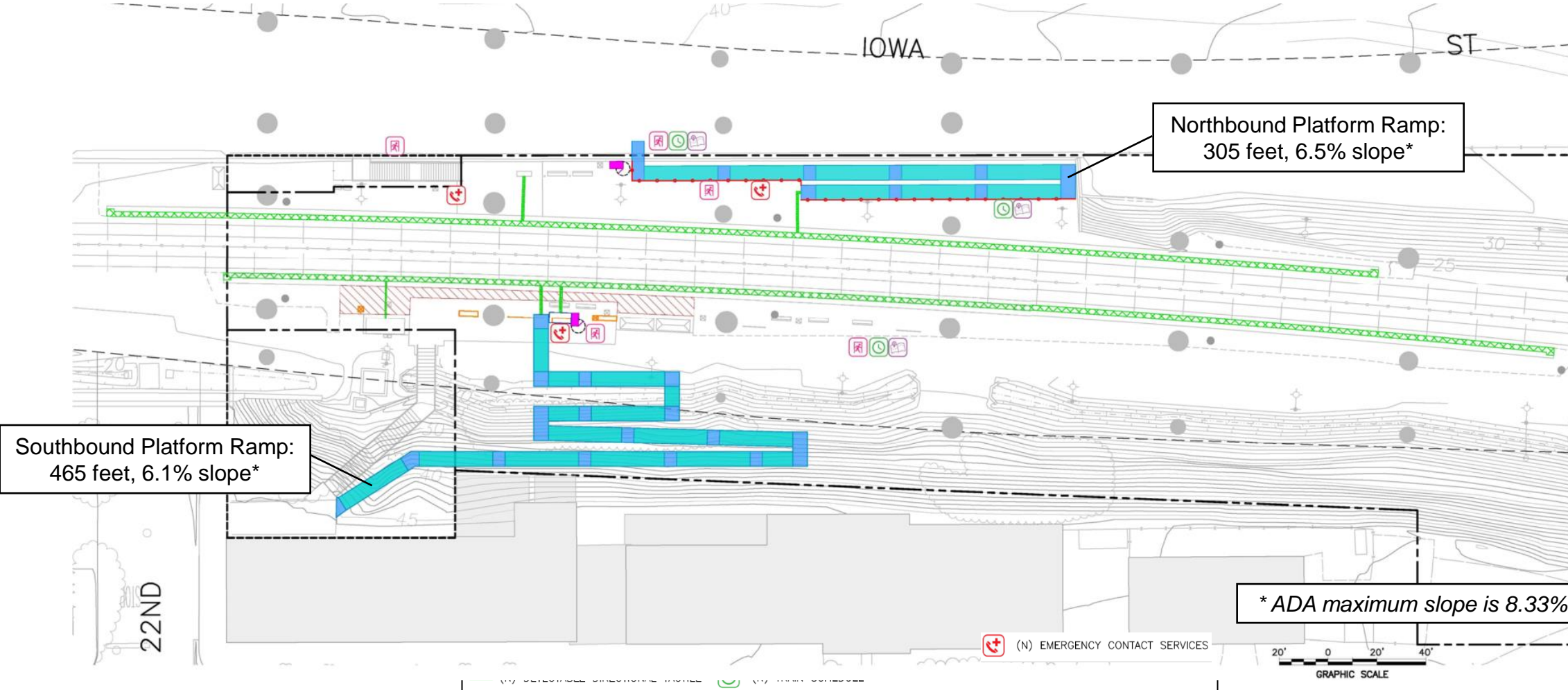
- Caltrain Accessibility Advisory Committee
- SFMTA Multimodal Accessibility Advisory Committee
- Senior and Disability Action
- Lighthouse for the Blind



# 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

# Recommended Alternative



\* ADA maximum slope is 8.33%

# Next Steps

- Adopt the Caltrain 22nd St Station ADA Access Improvement Feasibility Study
- Advance preliminary design of recommended alternative
  - Funding request for \$447,197 deobligated Proposition K funds
  - Scope to include development of funding and implementation plan
- Secure funding to advance designs through 100% engineering and construction
  - Project well aligned for FTA All Stations Accessibility Program Grant



FOR MORE INFORMATION

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