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SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY MULTIMODAL ACCESSIBILITY ADVISORY COMMITTEE

MINUTES

Thursday, November 15, 2018
Room 7080, Union Square Conference Room
1 South Van Ness Avenue, 7th Floor

REGULAR MEETING
1:00 PM – 3:00 PM

CALL-IN NUMBER: 888-398.2342
CONFERENCE CODE: 8647385

ORDER OF BUSINESS

1) **Call to Order**

Chairman Clark called the meeting to order at 1:02 PM.

2) **Attendance**

See Roll Call form.

3) **Approval of Minutes**

Mr. Glock motioned for and Mr. Morgan seconded approval of the minutes of the 10.18.18 meeting.

4) **Announcements from Members the Committee, Members of the Public and City Staff.**

Ms. Williams announced the ribbon cutting event for the new Balboa Park Eastside Connection walkway on November 30th at 11 am.

Chairman Clark and Mr. Glock announced that they had provided a letter of support for an FTA grant BART is seeking to continue the Elevator Attendant Program. Because BART requested the letter on short notice there was not time to consult the committee.

Chairman Clark proposed cancelling the December 20, 2018 MAAC meeting. Mr. Glock motioned for, and Mr.

Wong seconded. The motion to cancel the December meeting was approved.

Mr. Planthold announced a CPUC workshop to discuss implementation of SB 1376, the TNC Access for All Act meeting on Lyft and Uber accessibility at 9:30 am on December 5th at 505 Van Ness Ave. Ms. Williams commented that the Act proposes to assess a \$.05 fee on TNC trips to fund on-demand accessible transportation services.

5) **Acceptance of Agenda**

Mr. Glock motioned for and Ms. Seratan seconded.

6) **Business of the Afternoon**

a) Accessible Pedestrian Signals (APS)

Dusson Yeung, SFMTA Engineering

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Mr. Yeung provided a technical overview of accessible pedestrian signals, which assist persons with visual impairments to cross the street at signalized intersections. APS signals include a locator tone (a slow ticking sound) to help users locate the button. During the walk signal, the button makes a rapid tick sound and vibrates. The control button is positioned to align with the crosswalk.

Mr. Yeung noted that 252 of 1232 signalized intersections in San Francisco have APS. Over 100 additional locations will be installed in the next 3 years through various transit and streetscape projects.

Technical challenges to APS installation include the need to identify existing signal poles in appropriate locations, and the existence of underground pipes that can preclude providing additional wiring. If new poles need to be installed, additional construction work such as building new curb ramps may be required.

Mr. Yeung said that costs for installing APS range from \$20,000 to \$100,000,000, depending on site conditions.

SFMTA policy requires that all new traffic signals and major signal upgrades will receive APS, and this installations are included in large capital projects.

Mr. Yeung stated that maintenance issues can be reported to 311, and technicians will respond within 24 hours. Typical issues include buttons that don't vibrate, or lack of audio.

Members of the public can request APS installations by calling 311. Requests are scored based on criteria such as pedestrian generators, proximity to programs for the visually impaired, and street geometry. SFMTA responds to requests within 90 days by informing the requester of the request score, and whether an upcoming project will include the requested device. Information about APS is available at <https://www.sfmta.com/getting-around/walk/accessible-pedestrian-signals>.

Mr. Keilbus asked why APS buttons are not installed closer to the street corner, noting that poor locations make it more difficult to push the button and cross the

street. Mr. Keilbus further noted his concerns about the accessibility of 311 for people with hearing impairments. Mr. Yeung responded that obstructions like existing poles and sub-sidewalk basements may make it difficult to find an optimal location for the signals.

Mr. Glock suggested that conduit installation and signal construction should take place at the same time, and asked how long the scoring of requests takes. Mr. Yeung replied that scoring takes 1 hour.

Mr. Deng asked how APS construction contracts are managed, and Mr. Yeung reiterated that APS are provided through large construction projects.

b) Page Street Neighborway

Casey Hildreth, SFMTA Livable Streets

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Project Manager Casey Hildreth described the Page Street Neighborway project as a two-phase effort to calm traffic and implement various safety improvements on Page Street between Market St. and Stanyan St. Phase I will improve the section of Page between Market St. and Webster, while Phase 2 extends from Webster to Stanyan.

Mr. Hildreth noted that the Neighborway project originated with the Market Octavia Plan of the early 2000's, which promoted a vision for a bike-able, walkable mixed-income neighborhood.

The intersection of Page & Buchanan is being considered for particular traffic calming treatments, including a raised intersection, and Mr. Hildreth asked for the Committee's feedback. He presented a concept rendering of the raised intersection that included corner sidewalk bulbs and a traffic diverter to force vehicles off Page in the vicinity of Koshland Park and John Muir Elementary School.

The raised intersection concept for Page & Buchanan includes special, color contrasting pavement for intersection approaches. Curb ramps are provided at each corner in the concept drawing but Mr. Hildreth showed examples from South Bend, IN and a Canadian city where that some designs slope entire street corners down, and directionality is provided through the placement of bollards and landscaping.

Mr. Hildreth described the pros and cons of raised intersections, and provided design examples from different cities. Advantages include decreased traffic speeds, and the ability to calm two streets at once. Disadvantages include drainage impacts, and design

changes for accessibility and indicating directionality at street crossings. Currently both the curb-ramp and no-curb ramp options are being considered.

Mr. Glock noted the similarity of the raised intersection to a speed hump or traffic circle, and commented that the raised intersection design makes it easier for everyone to cross.

Mr. Fisher complimented the aesthetics of the design, and asked what lane markings would be provided. Mr. Hildreth replied that the design standards do not include lane markings.

Mr. Wong stated a preference for the simplicity of the intersection design from Canada, but expressed concern about landscape maintenance in the South Bend example. Mr. Hildreth noted that the project hopes to partner with John Muir Elementary School to maintain any landscaping included in the project.

Mr. Evans echoed a preference for the Canadian design, noting that Dallas, TX uses a similar concept. He noted that the bollards and distinct pavement textures provide directionality. He asked whether property owners are responsible for maintenance of landscaping, Mr. Hildreth

said this is the case only when the sidewalk near a particular business is affected.

Mr. Glock added that it is common for lane lines not to be provided, and prefers landscaping to a curb to provide directionality, noting that this concept is becoming more common.

c) Better Market Street Update

Ian Trout, SFMTA Engineering

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Mr. Trout provided updates on the conceptual designs of Better Market Street improvements that he presented in March, 2018. He noted that the Market St. project limits are Octavia Blvd and Steuart Street, and that the first phase of the project will focus on the segment between 6th St (or 5th St) and 8th St. Work on this segment is expected to begin in 2020.

Mr. Trout presented the preferred cross section design of Market St, which includes transit only lanes and boarding islands in the center of the street, a curb lane in each direction, and sidewalk level cycle tracks in each direction. The project team is focused on providing an effective

separation between the cycle track and the adjacent pedestrian path-of-travel. Beezy Bentzen, an experienced researcher in accessible design, to study different separation materials and provide a recommendation.

Another design challenge, according to Mr. Trout, are intersections where streets meet Market St at an angle, such as Mason St. and Turk. These intersections will be improved with sidewalk extensions and bulbs, and wider, aligned curbs to make pedestrian crossings straighter and safer.

Commercial loading and paratransit drop-offs will take place at "flex zones," which are sidewalk level areas separated from the pedestrian path-of-travel by bollards, detectable warning and other elements. New, ADA compliant center boarding islands will be wide enough to accommodate shelters and railings, long enough for up to 3 60' coaches to stop. New accessible F line platforms will be constructed at center islands at key locations. The design of curbside stops will resemble the outbound N line stop on Duboce at Church, where the bike lane runs behind the boarding island, but with a raised cycle track. Curbside islands will have continuous railings, and defined pedestrian crossings at 2-3 locations. The cycle track will narrow behind boarding islands to encourage riders to slow down.

Mr. Trout provided an overview of the service plan, noting that local-only lines, the 38 and 38L, and Owl service will run in the curb lane. Lines with both rapid and local service will operate in the center lane. Stops will be spaced 1078- 2320' apart.

Ms. Seretan asked whether the cycle tracks will be painted green, and what the project timeline is. Mr. Trout said that the green paint is not standard, and that it's not clear yet whether it will be used. He added that construction on Phase I will begin in 2020.

Mr. Keilbus said that the plan for Better Market Street just puts makeup on a serious situation, and that planners should look for examples of successful designs, such as Washington DC. Mr. Keilbus suggested that Market Street would work better with the dedicated transit lanes at the curb instead of in the center of the lane. Mr. Trout noted that shifting the trackway would be very expensive, and that curb lane transit would be slowed by vehicle lane changes and turns.

d)27 Bryant Improvements

Jean Long, SFMTA Operations Planning

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Ms. Long and Mr. Robles (SFMTA Engineering) began their presentation by summarizing the project goals, which are to make the 27 Bryant line more reliable, while enhancing safety for everyone traveling on the route. Ms. Long noted that segments of the route are part of the high injury network, and that 4 intersections (Cyril Magnin at Market, Mason at Eddy, Ellis and Jones, Hyde and Bush) have seen a high number of collisions involving pedestrians. Because the Tenderloin neighborhood has a diverse population that includes people with disabilities and people with low income, the Bryant improvements have been informed by the agency's Equity Strategy.

Ms. Long said the project is currently concluding the outreach phase, and that project team has engaged the community using a variety of methods from customer and merchant surveys to open houses. The EIR phase will conclude in early 2019, and the project proposal will be presented to the SFMTA Board in February, 2019. Implementation of parking and service changes would occur in March, 2019, and construction of sidewalk extensions would begin in 2020.

The presenters said the most frequent public comments on the 27 Bryant addressed unreliability, crowding, bus stop spacing, and pedestrian safety. Proposed improvements include bus stop consolidation, construction of transit and pedestrian bulbs, upgrading crosswalks and installing pedestrian signals.

The stop consolidation plan considered factors such as roadway slope, ridership, and the presence of major destinations such as senior centers and hospitals; the plan recommends 10 bus stop removals.

The plan also recommends simplifying the route by eliminating the section on O'Farrell between Jones and Mason, and on Mason between O'Farrell and Eddy to improve reliability and safety. The updated route is more legible to all users. It takes the bus away from the congested section of Mason where hotels are located, and closer to amenities like Boedekker Park and the police station. The new route does remove a stop close to a senior center, but a new stop would be added nearby on Jones at O'Farrell.

Mr. Morgan inquired about how many stops would be lost with the reroute, and Mr. Robles noted that 3 stops would be removed.

Ms. Brown pointed out that the 27 Bryant will serve the new housing being constructed on Van Ness Ave.

Mr. Glock commented that a lot of consideration had gone into the proposals.

Mr. Keilbus noted that there is a lot of construction on Van Ness Avenue, and suggested that it would be better for a reroute of the 27 should go west to Gough St, instead of the proposed configuration. Mr. Robles suggested that the addition of Gough would add considerable travel time to the route.

Mr. Longa suggested retaining the bus stop on Bush at Hyde due to its proximity to the St. Francis Hospital emergency room.

Mr. Planthold commented that keeping the Bush/Hyde stop would require people to walk uphill $\frac{3}{4}$ block to the entrance. Without good access to the main entrance, people enter the hospital through the emergency room, which is not ideal. An alternative would be a stop on Hyde south of Pine.

Mr. Keilbus said that it is hard to judge the roadway grades from a paper map, and that a tour of the route

would be preferable. Ms. Long noted that the grades are noted on the stop consolidation map, and invited Mr. Keilbus to contact her with concerns after he tours the route.

Mr. Glock suggested that the hospital entrance should be marked on the map, and that the project team solicit feedback from the hospital on stop locations.

e) Embarcadero Enhancement Project

Casey Hildreth, SFMTA Livable Streets

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Mr. Hildreth began by noting that the project to improve cycling and loading on the Embarcadero is similar to, but simpler than Better Market Street. The Embarcadero effort is a Complete Streets project will improve the segment from Townsend Street near AT&T Park to North Point near Fisherman's Wharf, which is on the High Injury Network.

According to Mr. Hildreth, the project will mitigate concerns including double parking by Uber and Lyft vehicles, conflicts between bikes and cars, and conflicts between cyclists and pedestrians on the shared use path. Proposed improvements include a dedicated 2-way

bikeway on the water side of the street, shorter pedestrian crossings, more efficient loading zones and traffic signals, and urban design improvements. The bikeway will require the removal of parking on the water side, except for the blue zones at the Ferry Building. Parking, including additional accessible spaces, will be provided on the city side of the street.

Mr. Hildreth noted that the project has developed with intensive community involvement, including a series of design workshops in 2014, an open house in 2016, and a design showcase in October of 2018. He noted that the project had intended to propose increasing stop spacing by removing some streetcar stops, but this element was dropped in part because of feedback from the accessibility community.

The Embarcadero project is now in the conceptual design phase, and street changes at the Wharf will be handled as a separate project. Mr. Hildreth concluded by noting that the project is within Port jurisdiction, and that SFMTA is providing technical assistance.

Mr. Evans suggested that commercial deliveries on the corridor could be made overnight, and asked whether bike signals would be installed. Mr. Hildreth replied that

some locations would have traffic signals, while others would have stop or yield signs, or flashing lights.

7) **Other Business**

a) Future Agenda Items

Mr. Glock asked staff to find out if presentations on the Embarcadero Enhancement Project and 38 Geary Rapid projects would be timely.

Ms. Seratan noted that her students have had difficulty using some Market Street islands that are not accessible, and requested a map of these locations.

Mr. Deng requested more updates on Muni Forward projects.

Mr. Yan requested a presentation on the Transbay Terminal.

b) Summary of Meeting Actions and Outcomes

Chair Clark noted that the committee had received presentations on the Valencia Bike Improvement Project, the Third Street Muni Forward Project, The M Line

Terminal Concept Review, and the Townsend Corridor Improvement Project.

8) **Adjourn**

Next meeting is on January 17, 2019.