

Goal 1. Ensure that public transportation is affordable, accessible, & equitable for residents of all ages and abilities.

1a. Support efforts to improve the accessibility and safety of public transit, including:

- Increase seating options at public transit stops, such as prioritizing bus shelters near senior centers, transfer locations, or other programs specifically utilized by seniors and people with disabilities;
- Provide redundant elevators in all Muni Metro underground stations, or more than one elevator in each station, for every possible elevator trip (such as the platform, mezzanine, and sidewalk elevators);
- Support and expand success programs such as:
 - Provide free MUNI for adult day programs;
 - Increasing the Van Gogh options and schedules;
- Advocating for San Francisco to be a “transit first city”; and
- Funding should prioritize a ‘state of good repair’ which ensures that transit systems are maintained to provide efficient, reliable, and safe service, which may include:
 - Replacing Muni and paratransit vehicles at the end of their “useful lives”;
 - Prioritizing immediate repairs in high impact areas and connecting points; and
 - Prioritize strategic repair and maintenance of facilities to minimize travel time and distance between access points.

1b. Incorporate accessibility treatments during the design process and prioritize when providing all street or transit improvements. Specific projects may include:

- New design concepts, services, policies, and infrastructure should include an assessment of impact on current services, particularly for people with disabilities and seniors;
- Continue to improve and implement the City’s [Guidelines for Accessible Building Blocks for Bicycle Facilities document](#) which provides guidelines for separated bikeways to improve connectivity and safety, while also ensuring that the public realm is accessible for people with disabilities; and
- Assess the feasibility of a system wide policy or approach that identifies “best practices for intersections” that engages both the experiences of residents as well as transportation needs in prioritizing intersection safety treatments.

1c. Support and expand educational efforts that improve users experience with public transportation, including:

- Ensure that paratransit drivers are trained and familiar about supporting people with all disabilities, including cognitive impairment (such as dementia), mental illness, and other “hidden disabilities”;
- Assess and support travel training programs for seniors and people with disabilities, specifically exploring:
 - Training for young adults with disabilities, particularly a curriculum that incorporates all aspects of public transportation; and

- Assessing the potential for intergenerational neighborhood based transportation ambassador program.

Goal 2. Residents have the information & tools they need to make informed travel choices.

2a. Prioritize effective communication and updates with regards to system changes, delays, and proposals:

- Develop a comprehensive assessment of user experience with all transportation systems as a way to determine navigation and/or wayfinding challenges and gaps;
- Ensure that when elevators/escalators are out of service,
 - That information is up to date and shared widely, and
 - That the next closest station is operating, offering an alternate option for those who need it; and
- Assess and support outreach and communication practices, so that they best reflect San Francisco's diverse communities, including materials in multiple languages and accessible format.

2b. Transportation info should be available in a variety of accessible ways:

- Utilizing and building capacity with existing transportation tools such as the Next Bus application, Paratransit at the DAAS Benefits and Resource Hub, and existing travel training programs;
- Opportunities that raise awareness among residents about the range of transportation options that are available;

2c. Support seniors or people with disabilities that are no longer able to self-drive, which may include:

- Assessing and enhancing existing programs that support residents who lose their driver's license;
- Support doctors, family members and patients by providing resources and information for alternative transportation options; and
- Assess existing programs and legal processes, in order to develop recommendations on what a robust and comprehensive support system for residents who lose their driver's license might look like.

Goal 3. Active transportation¹ (bicycling and walking) is encouraged and supported, through policies, design, and programs.

¹ Active transportation refers to the means of getting around that are powered by human energy, which is primarily walking and bicycling.

3a. Pedestrians are prioritized through policies and improvements that focus on street calming measures and address critical safety issues. Specific actions may include:

- Increase crosswalk time at key intersections, including high-injury corners, within specific distance of senior and accessible housing, day programs, and senior centers;
- Install leading pedestrian intervals² (which gives pedestrians a 3-7 second head start over cars when entering intersections);
- Further research and possible support towards targeted congestion pricing practices in particularly crowded streets;
- Support efforts to install automated speed enforcement cameras; and
- Law enforcement of pedestrian right of way laws, particularly with regards to “hot spots” where there is increased pedestrian injury or fatalities.

Goal 4. San Francisco Private transportation³ policies or programs should ensure accessibility and equity.

4a. Recommend policies and practices that encourage transparency while also allowing innovation:

- Support local efforts that require the California Public Utilities Commission to share accessibility data and the number of rides with regards to the transportation network companies (TNC’s).

4b. Address the impact of transportation network companies (TNC’s) on seniors & people with disabilities through policy or practice. For example,

- Recognize the priorities of Vision Zero of ending traffic deaths in SF, assess the feasibility of limiting the number of TNC⁴’s operating each day;

4c. Ensure that private transportation options are equitable and accessible, such as:

- For on-demand transportation (such as taxi’s, carshares, and TNC’s) that will not offer accessible accommodations, consider the feasibility of charging a fee that would go towards increasing the capacity of Paratransit or other accessible transportation services;
- Explore ways to increase accessible taxi vans through incentives, such as:
 - Providing maintenance subsidies;
 - Subsidizing accessible vehicles, such as ramp taxis; or
 - Providing a per trip subsidy, with the goal of bringing the costs of ramp taxis to be the same as sedan taxis.

² For an example and more info, see here: <https://www.youtube.com/watch?v=3Srpnpz9cek>

³ **Private transportation** includes taxis, transit network companies (TNC’s), self-driving, bikeshares, carshares, and other for profit transportation

⁴ TNC = transportation network companies, or a company that uses an online-enabled platform to connect passengers with drivers using personal, non-commercial vehicles. Examples include: Lyft, Uber, etc. For more information, see here: <http://www.sfcta.org/tncstoday>

- Recognizing and supporting the need of disabled parking for those who need it, either as public spots or within new transit oriented developments.

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