

AGE & DISABILITY FRIENDLY SF IMPLEMENTATION WORKGROUP

MINUTES

2:30 PM- 4:30 PM Tuesday, January 25, 2022

WELCOME & INTRODUCTIONS (Eileen + Cindy)

- Call to order 2:35 pm.
- Co-chairs welcomed members and guests.

Transportation Domain:

Background & Goal Setting

What is Age and Disability Friendly?

- Age and Disability Friendly is applying an age- and disability-friendly lens to San Francisco programs, projects policies and initiatives overall.

How we do this?

- It's based on a framework developed by the World Health Organization over twenty (20) years ago and essentially follows these four (4) main steps.
 - Baseline Assessment in year 1 - 2017
How Age and Disability Friendly is San Francisco with regards to looking at a bunch of different domains including transportation based on what was doing really well.
 - Action Plan (round) was developed in 2018, projects that were agreed to work on for three (3) years.

- Implementation which was done.
- Evaluation was done at the end of three (3) years, looking at the twenty-four (24) projects, how did we do? Could we have done better? Did we excel in some areas?
- Today's goal is to identify two to five (2-5) potential age and disability friendly projects to work on in the coming 3 years.

Overview of the Transportation Landscape:

- **SFMTA: Services for Older Adults and People with Disabilities**
- **Presentation:** Please see attached materials for SFMTA: Services for Older Adults and People with Disabilities
 - Essential Trip Card Program (ETC Program)
 - Age and Disability Friendly SFMTA Accessible Transportation
 - Mobility Options
 - Muni Service Expansion
 - Next service expansions: February, March and June 2022
 - Implementation in 4 Phases
 - We asked for Community Input on... and Thousands Responded
 - What We Heard & What We Proposed
 - We Asked for
 - February 2022
 - Rail Service Changes Only
 - March 2022
 - Operator & Vehicle Neutral Bus Service Restoration
 - June 2022
 - Additional Bus Service Restoration and Expansion
 - August 2022

- Restore all Supplemental Bus Short Line Service
 - Next Steps
 - Beyond Winter 2022
 - Thank you
- SF Paratransit Program
- SF Paratransit Brokerage Service
- SF Paratransit Services
 - SF Access
 - Group Van
 - Taxi Service
- Community Advisory Committees
 - Paratransit Coordinating Council
 - Multimodal Accessibility Advisory Committee
- Essential Trip Card Program (ETC Program)
- Mobility Management
- C.H.O.I.C.E. Transportation Program
- Shared Scooter Program FY2022 Permit
- Permanent Adaptive Program
- Sidewalks Riding Detection Demo 12.1.21
- Strengthening Enforcement Tools
- Adaptive Bicycling – GGP
- TNC Access for All
- Automated Vehicles (AVs) Goals
- Opportunities for Continued Engagement

- Outdoor Spaces & Public Buildings
 - Depart of Public Works
 - Sidewalk repair
 - Benches, curb cuts, etc.
 - Rec & Parks

- Street closures around Golden Gate Park & the Great Highway

Domain Overview:

Transportation

- **Programs & policies may include:**
 - Street Design
 - All forms of public transit
 - Transit travel training
 - Bicycle lanes
 - Bus shelters
- **Incorporates:**
 - Bicyclists
 - Scooter & other mobility devices
 - Pedestrians
 - Drivers
 - Paratransit riders
 - Ubers, Lyfts, Silver Rides

Mayor's Office on Disability (MOD)

Short Term Issues:

- To look at how we are emerging from the pandemic and to try to preserve any of the positive programs initiatives that were implemented as a response to the pandemic and not just think of them as something that only exist during the pandemic and when we return to normal that it just won't exist anymore.
- To retain virtual public meetings and not just go back to only in-person meetings when things return back to normal and as a

result the city is implemented part virtual and part in-person meetings as coming out of the pandemic.

- To think of any of the solutions that were implemented during the pandemic should be retained and to insist on a full regular service being implemented as soon as possible.

Long Term Issues:

- The city is moving away from gas powered cars and moving towards electric cars and there is major impacts on people with disabilities, in terms of affordability and accessibility of charging stations and also in terms of there are no accessible electric vans. The choices for people with disabilities to move in that direction of going away from gas powered cars is limited.
- To make sure that the city is advocating at a federal level and with private companies for people with disabilities not get left behind as the city moves away from gas powered cars.
- The city is also planning to move away from private automobiles and put much more of the city's resources into public modes of transportation.
- It's very important to advocate that people who understand the needs of the disabilities community be involved now as those changes are in the design phase rather than accessibility and the needs of seniors and people with disabilities being thought of after all the plans have already been set in place.
- There are many people with disabilities and seniors who have very limited walking ability and use their automobiles as mobility devices that is how people get as close as they need to be to where they need to go throughout the city.

- **Department of Disability & Aging Services (DAS)**

Every four (4) years DAS embarks on the Dignity Fund Community Needs Assessment, It's a process around available services out into the community. What are the needs, what is working well and what the gaps are so that DAS can devise a service allocation plan going forward for the next three (3) years trying to address those needs and the gaps to build on what's working.

- A series of Town Hall listening sessions
- Conducting surveys
- Going out to the different districts for visits
- A combination of both in person and virtual visits
- Safety of buses
- Fears of being attacked
- Fears around COVID exposures
- Familiarity with the bus schedules and stops, the changes made during COVID, people had a lot of thoughts around this
- Completely unfamiliar with new schedules or options and how to get a hold of those options
- The length of time needed to travel especially if a bus was missed, which takes much longer to get where you're going
- The route changes, not convenient or inaccessible
- Cross walk lights, do not allow enough time to get across the streets
- Availability of buses
- Communication out to residents and how to communicate changes
- More availability to get across the city, additional options

- The Essential trips cards, more options and improving how communication is related to the residents

Community Efforts:

Community Living is a city wide non-profit organization that works with older adults and adults with disabilities and connecting people to resources and connecting people to each other is the main goal.

- **The Community Living Campaign**
 - Community Living Campaign has launched a formal transportation program last year
 - The programs help connect people to free and low cost transportation options in the city
 - Teach people how to advocate for the transportation services needed
 - Zoom talks every month about transportation
 - Opened up a community conversation sessions for older adults and adults with disabilities for the latest updates and information about transportation
 - Partnered up with Paratransit and MTA and staff helped out with answering questions
 - Over 100 of community members come to help out each month
 - Hosted virtual advocacy workshops to help people how to advocate for services with transportation
 - Providing essential trip cards and free taxi rides
- **Transit Justice Coalition**

Disability Action formally known as Senior Network Action has been around since 1992. During the pandemic many issues aware of became bigger and centered on equity and accessibility.

- Worked on pedestrian safety program since 1992
- Worked on The Dirty Dozen Program known as the worst intersections in San Francisco
- Currently working on the Slow Street Program and The Shared Space Program with open spaces to help businesses and also give spaces for dining and being safe and the same time but preventing people with disabilities to use them
- Worked on programs and issues that seem to be dividing the whole city called The Upper Great Highway, JFK and closures
- What is accessibility, what is convenience and how to address everyone accessibility and still maintain pedestrian safety for everyone at the same time
- A classic situation in the closure of JFK will make it very safe for bicyclers and pedestrians but made it inaccessible for seniors and people with disabilities
- To involve the community with the devolvement plan in the beginning process

○ **Vision Zero Seniors and People with Disabilities workgroup**

Walk San Francisco is a city wide pedestrian safety organization focused on making the streets safer for everyone who walks.

- The Senior Disability workgroup is part of a larger Vision Zero Coalition dedicated to street safety
- All around city goal is to end a series of fatal crashes by 2024
- The Vision Zero is a coalition is made of many organizations such as Walk SF, Senior Disability Action, Independent Living Resource Center, California Counsel for the Blind along with important agencies partners such as MTA, DAS, and Mayor Office of Disabilities and thinking about street safety for seniors and people with disabilities
- Two (2) big things worked on by the Vision Zero this year:
 1. Division Zero action strategy
 2. COVID specific street changes, car free streets and slow streets from a senior and disability perspective
- The Vision Zero action strategy it is important to focus on this year because it is the city's plan for the next three (3) years about all the goals the city will hold themselves to and all the plans to actually make street safety improvements in the next three (3) years to get to the Vision Zero goal
- Vision Zero goals include increasing the pace of the quick build program, improving streets in months instead of years, cross walk timing, day lighting and speed management plan

ACTION PLAN: GOALS:

- Ensure that **public transportation is affordable, accessible, equitable**
- **Info & tools** residents need **to make informed travel choices & decisions**
- **Active transportation is encouraged & supported**
- **Private transportation** policies & programs **support accessibility & equity**

- **Discussion + Feedback**
- Significantly disagree with muni claim of a priority for p.w.d.s. in what lines to cut.
- Muni lines need to immediately stop ending service at 28th and Travel and 19TH Avenue or Sunset Boulevard for the N Judah.
- All muni lines need to take their passengers all the way to the end of the line, not make people disembark and wait for another train to get back on, just to meet some arbitrary schedule.
- Use the next app and it seems to hit or miss on this part for current buses schedules, very useful but not perfect in some ways.
- Paratransit has like really strict rules as I have tried to advocate for deaf senior person before rejecting them because they don't believe that person is qualify. The paratransit rulings are the most confusing ones, it takes a lot to really get through. How do they determine that person is approve to qualify?
- It is important to note that many people are not using the ETC for just essential trips.
- Not all business are happy about shared spaces in some parts of SF area, good on Valencia but full with Uber Drivers picking up foods to deliver.

- What happened with bus #21? I don't see Hayes Street close on weekend? Seeing changes.
- We need the SFMTA to invest more resources (money, staff) in outreach. They are severely understaffed in outreach and they have tons of room to grow the outreach program.

NEXT STEPS:

- Prioritize **ALL** project recommendations based on SMART goals
- Bring draft Action Plan to this group Friday, April 8th

ADJOURN: Meeting adjourned at 4:35 pm.

NEXT MEETING: Friday, May 14th 2:30 pm – 4:30 pm