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# SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY MULTIMODAL ACCESSIBILITY ADVISORY COMMITTEE

## MINUTES OF REGULAR MEETING

Thursday, February 19, 2026

1:00 PM – 3:00 PM

In person: 1 S. Van Ness Ave Rm 3075

Via Video Conference:

**Dial Toll Free: (669) 900-6833**  
**Zoom Meeting ID: 813 3306 9568**  
**Passcode: 634288**



## ORDER OF BUSINESS

### 1) Call to Order

Meeting called to order at 1:00 pm

### 2) Attendance

See roll call.

### 3) Announcements from Members and City Staff

Staff Liaison requested to change the order of the agenda to hear the goal setting presentation before the MAAC orientation. The committee approved the change.

Ms. Seretan announced that she had designed a MAAC logo for a special MAAC committee sweatshirt and provided ordering forms for those wishing to purchase one for \$20.

Mr. Catalan noted that the temporary closure of Potrero Division requires that buses be stored and operated from separate locations.



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Mr. Rosen stated that many payment machines in stations are out of order, making it difficult for his clients to travel, and that too many escalators at Civic Center Station go up instead of down.

Ms. Blaustein recounted riding the 24-bus line and the aisle of the coach in the priority seating area was blocked by a double stroller. Aisle obstructions from strollers and people collecting cans for recycling frequently limit access to priority seating for seniors and people with disabilities.

Mr. Mandell stated that Muni will not become more accessible because the Accessible Services Department has not hired anyone who is visually impaired. The SFMTA must make bus stops easier to find for people who are visually impaired, and MTC should be leading the way to establish wayfinding standards. In addition, visual interpretation should be provided using a service called Aira.

#### 4) Acceptance of the Agenda

Mr. Glock motioned to accept the agenda and Mr. Fischer seconded the approval of the agenda. **Motion carried.**



#### 5) Acceptance of Minutes from Previous Meeting

Mr. Glock motioned accepting the minutes, and Mr. Mandell seconded the approval of the agenda. **Motion carried.**

#### 6) Public Comment

Julian, a member of the public, pointed out that having a 9R stop at Howard means that some of his Arc clients must walk to Market St to get a bus, which is challenging for some.

Ryan Klock introduced himself to the committee. He has been deaf since age 2 and recently moved from Seattle with his wife. He works for CPUC and is interested in accessible public transit.

#### 7) Business of the Afternoon:

##### A) Signal Timing Procedures

Robert Lim, Project Manager  
([robert.lim@sfmta.com](mailto:robert.lim@sfmta.com))



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Mr. Lim shared a map showing the locations of the 1,250 traffic signals in San Francisco, most of which are in the downtown area, along with images of signal timing equipment.

Some intersections are equipped with video speed enforcement cameras and others have Accessible Pedestrian Signals (APS). In some cases, APS equipment cannot be installed unless all the traffic signals at an intersection are upgraded. Activating an APS signal does not change the traffic signal because the signal timing is fixed. APS provides audible information to pedestrians who have sight impairments. He noted that California recently changed, allowing pedestrians to begin crossing the street when the pedestrian signal is counting down.

Mr. Lim showed a traffic signal timing card and explained how signal phases are programmed. At everyone intersection, one street is identified as a "major street" and gets the longest green signal time. Most intersections have leading pedestrian intervals that give pedestrians time to start crossing the street before vehicles get a green light.



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The time given to cross a street depends on estimated walking speed. In San Francisco, signal timing is based on a walking speed of 3 ft. per second, which is more time than many other districts provide.

A complete signal cycle includes sequences of signal indications. In San Francisco, cycle lengths are 60 seconds, 75 seconds, 90 seconds, or 120 seconds.

Signal offsets relate to the timing of a series of traffic signals that provide a cascade of green phased signals for the major street. Signal offsets favor streets with the heaviest traffic, i.e., cars headed downtown in the morning and leaving downtown in the evening.

Mr. Kielbus referred to an example Mr. Lim provided and noted that 37 seconds to cross a 4-lane street seemed short. Mr. Lim noted that signals are programmed to have a 7-second flashing red hand phase rather than the typical 4-seconds to give pedestrians more time to cross. At wider crossings where some people may not



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be able to cross the street in one signal cycle, a pedestrian refuge is provided in the center of the street to give pedestrians a place to wait for the next pedestrian signal.

Ms. Brown shared that she enjoyed the presentation and relies on APS because of her vision impairment.

Mr. Fischer wondered if there was APS technology that would allow pedestrians to press the button for longer to obtain a longer walk signal phase. Mr. Lim noted that the agency is considering different technology that would allow individuals to waive their hand in front of a sensor rather than pressing a button, and signals that rely on video detection.

Ms. Pulliam observed that the signal timing in SOMA works well, but that in the Bayview where she lives, the green phase on Bayshore seems long. Mr. Lim described the signal central management system and how it communicates with each signal controller to make signal optimization easier. A train control upgrade that is underway will bring subway-like signal timing to



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surface trains. He suggested that Ms. Pulliam call 311 to provide feedback on signals in her neighborhood.

Ms. Seretan expressed serious concerns about the intersection of 11<sup>th</sup> & Mission St where the Arc is located. The Arc serves 900 people who have disabilities and some cannot complete a crossing at this location because they do not have enough time.

Mr. Lim responded that the current timing at 11<sup>th</sup> & Mission is based on collision patterns. If time were added to the pedestrian phase, time would have to be subtracted from another phase. He told Ms. Seretan that he would do another analysis of the 11<sup>th</sup> & Mission intersection to see if adjustments could be made.

Mr. Mandell complimented Mr. Lim on describing the slides. He noted that the audible signal tone does not sound during the leading pedestrian interval and that it can be hard to discern from the tone which direction of travel has the green signal. He added that blind community does not want to have to activate APS with a button press.



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Mr. Keilbus said that in some cases the APS pole is not immediately adjacent to the crosswalk, so people must push the button first and then go to the curb and prepare to cross. Mr. Lim pointed out that pole placement depends on factors such as underground utility covers and that DPW will not allow APS poles to be placed in the wings of curb ramps. This means that the poles must be placed further away from the curb cut.

Mr. Glock stated that activating APS with a hand wave is preferable to pushing a button.

Ms. Brown noted that she was part of a group that looked at pole placement on Geary Blvd

#### B) MAAC Goal Setting

Heidi Seretan, MAAC Chair  
(Heidi.Seretan@gmail.com)

Chairperson Seretan began the goal setting session by inviting members to suggest transportation issues that the committee should focus on in the coming year.



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1. Safety/Access: Members expressed that safety/access on buses and trains was a priority. This reflected concerns about large items such as strollers and carts blocking the aisle and priority seating on buses. A member expressed concern that priority seating was used on a first-come, first served basis instead of truly being reserved for seniors and people with disabilities. Though there is a stroller seat on buses, few people are aware of it.

Another safety concern was the physical safety of individuals with disabilities, given that Ms. Pulliam's student was attacked on a transit vehicle.

2. Wayfinding for the blind: Members identified wayfinding for the visually impaired as a priority. Tactile wayfinding is an emerging technology that should be explored. General concerns about bus stop design were raised, particularly about shelter



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placement (shelter should be close to front door of vehicle). There are some app-based wayfinding tools of varying quality. A member suggested that MTC should lead a regional effort to develop standards for wayfinding for the visually impaired at transit facilities. There are many research papers on wayfinding that MTC could compile and disseminate. A member of the committee suggested that the committee compile a spreadsheet of tech and community partners.

3. Marketing: Members expressed a desire to continue the campaign to market the committee to the public and requested that SFMTA make new car cards for buses. Several members expressed concern about advertising bus wraps that cover windows with a dense mesh material that makes it hard to see where you are during your trip. Audible announcements alone are insufficient.
4. Maintenance of accessible features on vehicles: Specific concern was expressed about the gap fillers



on LRVs that do not align with the station platforms. This is a hazardous condition for wheelchair users and one person relayed that they had been tipped out of their chair by an uneven gap filler.

- C) MAAC Orientation  
Virginia Rathke, MAAC Staff Liaison  
([Virginia.Rathke@SFMTA.com](mailto:Virginia.Rathke@SFMTA.com))

This item was tabled at the Chair's request. Chairperson Seretan will conduct a separate orientation session for new committee members.

8) Other Business

9) Adjourn

The meeting adjourned at 2:20pm. Ms. Brown made the motion to adjourn, and Mr. Fischer seconded. **Motion carried.**



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