



Daniel Lurie, Mayor

Janet Tarlov, Chair
Stephanie Cajina, Vice Chair
Mike Chen, Director
Alfonso Felder, Director

Steve Heminger, Director
Dominica Henderson, Director
Fiona Hinze, Director

Julie Kirschbaum, Director of Transportation

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY MULTIMODAL ACCESSIBILITY ADVISORY COMMITTEE

MINUTES OF REGULAR MEETING

Thursday, August 20, 2026

1:00 PM – 3:00 PM

1 S. Van Ness Ave Rm 3072



ORDER OF BUSINESS

1) Call to Order

Meeting called to order at 1:01 pm

2) Attendance

See roll call.

3) Announcements from Members and Staff

Ms. Rathke announced that Marc Soto, who recently retired after 30 years of serving as General Manager of SF Paratransit, would be honored at the September 1, 2026, SFMTA Board meeting.

4) Acceptance of the Agenda

Mr. Fischer moved to accept the agenda, and Mr. Medina seconded the motion to accept the agenda. **Motion carried.**

5) Acceptance of Minutes from Previous Meeting



Mr. Fischer made a motion to accept the minutes from the previous meeting and Mr. Medina seconded the motion to accept the minutes.

Motion carried

6) Public Comment

None.

7) Business of the Afternoon

A) Valencia St. Floating Parklets

Forest Barnes, Senior Access Planner

(Forest.Barnes@sfmta.com)

Mark Manalo, Project Engineer

(Mark.Manalo@sfmta.com)

Mr. Barnes began his presentation by defining a floating parklets. Most parklets take up 2 parking spaces at the curb and are often used as dining spaces for restaurants. Floating parklets are not at the curb, they are on the outside of a bike lane that runs adjacent to the curb.

Mr. Barnes continued with a brief overview of the Valencia bike lane project, which installed a center running bike lane on Valencia St. between 15th St. and 23rd St. in 2023. Due to push back from businesses and cyclists, SFMTA reverted to parking-protected side



running bike lanes in 2025. The project ensured that there is a blue zone parking space on every block as well as loading zones.

A floating parklet picture shared by presenters shows a bike lane with green paint running next to the curb with a parklet located on the opposite side of the bike lane. The parklet is separated from the bike lane by a buffer area. Before the entrance to the floating parklet, the bike lane ramps up to curb height where there is a level crossing from the sidewalk to the parklet. The ramping up is intended to slow cyclists approaching the entrance. At the entrance to the floating parklet there are detectable warning tiles in the buffer area. There are plastic posts on each side of the detectable warning in the buffer area. There is detectable warning on the sidewalk at the crossing to the parklet and crosswalk striping on the elevated portion of the bike lane.

Mr. Manalo and Mr. Barnes noted that the project conducted extensive outreach to residents, businesses and the disability community. The Office on Disability and Accessibility and the Mayor's Disability Council reviewed and approved the floating parklet design. DPW and SFMTA coordinated on physical design



and accessibility elements, which include level crossings from curb over bike lane; wayfinding for pedestrians who are blind or have low vision; drop-off detection to prevent trips/falls; and design features to slow cyclists and to indicate that they must yield to pedestrians crossing the bike lane.

The presenters concluded by asking MAAC members if there were design elements that should be added to the floating parklets and if the design should become a City standard.

Ms. Seretan noted that she does not love floating parklets as a cyclist though she appreciates that the designers took MAAC feedback into account. She asked for clarification on whether parklets were public or private, since they occupy public spaces. She also inquired about why businesses were allowed to choose between floating and curbside parklets, noting that the inconsistency in parklet configurations was not ideal.

Mr. Barnes said he would investigate public access to parklets.



Mr. Mandell stated that truncated domes are intended to indicate hazards and that he is concerned about the accessibility of floating parklets for the visually impaired. He added that he is blind and could not follow the presentation and expressed frustration that few people know how to present material to people who are blind. Mr. Mandell emphasized that the blind community is opposed to anything “floating,” including transit islands and parklets, because navigating to them is especially challenging. There should be research on floating elements before they are adopted as standards.

Mr. Fischer praised the design effort but noted that signs for cyclists might be less visible at dawn and dusk and suggested adding speed bumps to the bike lane.

Mr. Dubinsky commented that he had been on Valencia on Saturday and thought the bike lane looked safe, though as it got darker it became more difficult for cyclists to see each other. He suggested adding flashing beacons to the pedestrian crossings to improve visibility.



Mr. Manalo noted that most businesses opted for a curbside parklet for the predictability and that the floating parklet installations are a pilot project.

Mr. Fischer asked whether businesses paid a tax or other fee for use of public space. Mr. Barnes required that they must pay permit fees.

Mr. Barnes offered to lead a tour of the Valencia floating parklets for interested MAAC members.

B) Goal Setting
Heidi Seretan
(HeidiSeretan@gmail.com)

Breakout groups met to discuss Bus Stop Safety/Safety Hazards and Accessible Technology/ Priority Seating. Groups developed action plans that will be reported at the next meeting.

8) Other Business



9) Adjourn

The meeting was adjourned at 2:03 PM. Ms. Brown made a motion to adjourn, and Mr. Fischer seconded. **Motion carried.**