



## CITIZENS ADVISORY COMMITTEE FOR CALTRAIN PREFERRED GRADE SEPARATION AND STATION DESIGN

### Meeting Minutes

**Thursday, July 28, 2005 – 6:00 PM**

**Final Design Phase - Meeting #7**

*(Minutes and comments are in italics)*

The Thursday July 28, 2005 meeting of the Citizens Advisory Committee (CAC) for the Caltrain Preferred Grade Separation and Station Design was held at the San Bruno City Hall, Sister City Conference Room 115, 567 El Camino Real, San Bruno. Co-Chair Jim Ruane called the meeting to order at 6:05 PM.

#### 1. ROLL CALL / INTRODUCTIONS

- *Members present: Co-Chair Ibarra, Co-Chair Ruane, McIntosh, Parker, Barnes, Scarpino, Kaiser, Cox, Cook, Hons*
- *Members absent: Sammut, Costa, Cunningham, Maez, Henderson, Giuseponi, George.*
- *City of San Bruno staff present: Scott Munns, Connie Jackson, Jim O'Leary, Aaron Aknin, Jennifer Shapona*
- *PCJPB staff present: Steve Minden, Michelle Brouchard*
- *HNTB (Consultant) staff present: Rick Phillips, Judis Santos, Ryan Bricker, Simon Kim, Bernardo Hernandez*

#### 2. PLEDGE OF ALLEGIANCE

- *Emile Hons led the pledge of allegiance.*

#### 3. REVIEW OF AGENDA

- *Co-Chair Jim Ruane introduced Emile Hons. Emile will be replacing Brian Fearon from the Cultural Arts Committee.*
- *Jim Ruane reinforced that this project is about safety, especially in light of the recent fatality.*
- *Co-Chair Ken Ibarra expressed that JPB has hired experienced professionals, which have put together a well thought out design based on the input from the CAC.*
- *Scott Munns stated that the construction footprint being presented by the JPB would be used to move forward with the final design. The design concept being presented at this meeting incorporates input from the CAC, City Staff and consultants.*

- *Scott mentioned that the subjects of pedestrian crossings, aesthetic/architectural treatments, and construction mitigation items would not be covered in this meeting but would be brought up in upcoming CAC meetings.*
- *Steve Minden acknowledged the hard work done by City Staff, JPB and HNTB.*
- *Steve introduced Michelle Brouchard (JPB Rail Operations) and Ryan Bricker (HNTB-Landscape).*

#### 4. APPROVAL OF MINUTES

- *Co-Chair Ruane reviewed the meeting minutes for Meeting #6. The minutes were approved as submitted.*

#### 5. UNFINISHED BUSINESS

##### A. Project update – Steve Minden

- *The purpose of the slide show presentation is to provide CAC members with a status update and describe final design elements.*
- *There will be, at the minimum, three additional CAC meetings. The meetings will cover pedestrian crossings, aesthetic treatments, and construction mitigation/planning.*
- *A brief overview of the schedule was presented. The goal stated was to complete the final design by early Winter 2005 and be ready to request bid proposals by Fall 2006. The schedule does not illustrate additional early utility work that is slated for construction in Summer 2006.*

##### B. Public Information – Steve Minden

#### 6. NEW BUSINESS

- ##### A. San Bruno Station and Surrounding Area Plan - JPB and HNTB presented the revised plan. The intent of the presentation was to inform the CAC members on progress since the last CAC meeting. Areas that will be covered in detail are listed below: - Rick Phillips / Steve Minden

- Station Parking / First Avenue Treatment
- Angus Avenue Bridge
- Station Area Bus Stops
- Huntington Avenue and Artichoke Joe's Parking
- Posy Park and Kains / San Mateo / Huntington Ave. Intersection
- San Bruno Station (Ground and Platform Level Plan)

##### Read Ahead Materials

- Design Update Narrative – CAC Meeting #7
- San Bruno Station and Surrounding Area Plan

Steve Minden and Rick Phillips gave a PowerPoint presentation to the CAC members, which covered the current status of the San Bruno Grade Separation as it stands today. The comments have been grouped based on the presentation.

#### Station Parking

- Steve Minden mentioned that since 2001 parking demand at the San Bruno station has declined every year. In the original design of the PSR, the number of parking spaces planned was 139. With the new design, the number of parking spaces will be 206. It is very hard to say if, when, and how much the parking demand will increase. Even with a 5% per year growth in parking demand, which would be very optimistic, it would take approximately 10 years for the designed parking lot to reach capacity. A future parking structure can be accommodated on the former lumber yard site if the rail corridor is converted to four tracks, as this conversion would take away some of the parking proposed by the design.

#### Future Parking Structure

- Marina Kaiser asked if the parking stalls would be standard size.
- Steve Minden stated that the stalls would be standard size, and that certain parking lot spaces would also accommodate persons with disabilities and would meet all ADA requirements.

#### First Avenue

- Alice Barnes mentioned that the JPB right-of-way was not shown correctly on the "San Bruno Station and Surrounding Area Plan". Steve Minden stated that the existing First Ave. is approximately 34 feet (18 feet of traveled way). The new scheme adds approximately 2 feet to the traveled way. The possibility of a 4-track configuration will not affect the travel way width in the new scheme. One element that would be affected is the landscaping. Arrangements would be made to compensate for the loss of landscaping.
- Ken Ibarra stated the proposed trees stop at Angus on the plans. Are they going to keep going? Steve Minden responded the tree planting would continue south of Angus.
- Alice Barnes inquired about the traffic lanes and parking lane on First Avenue. What will the lane look like in a 4-track configuration if a 2-track would have 2 travel ways & 2 parking lanes? Steve Minden stated that a decision would be made between 2 travel lanes, 1 parking lane and a sidewalk or 2 travel lanes, 2 parking lanes and no sidewalk.
- Ken Ibarra stated that this question is something to think about in the future.
- Scott Munns commented that First Ave. parking adjacent to the rail corridor could be eliminated. Landscaping would be included between the street and the MSE wall, even with a 4-track configuration. If parking were permitted on First Ave., parking time restrictions would likely need to be instituted.
- Steve Minden mentioned that terracing on the MSE wall murals or other aesthetic treatments can be incorporated.
- Theresa Cook asked if the First Ave. cul-de-sac would still allow for emergency vehicles.

- *Emile Hons asked whether the center of the cul-de-sac was hardscape or art work. Steve Minden stated that the cul-de-sac radii was not wide enough for an emergency vehicle to turn around in but the center of the cul-de-sac, which contains hardscape and no art, would allow for emergency vehicles to travel over it in case of an emergency.*

#### Angus Avenue Crossing

- *Rick Phillips of HNTB stated that the previous double 60' span is now a single 80' span, which should be easier for neighborhood circulation in the area. Steve Minden stated there would be handrails installed along the span to help promote safety with the children crossing from Belle Air School.*
- *Alice Barnes mentioned that she was concerned about Angus Ave. being depressed and the impacts on the curb cuts that were located in this area.*
- *Ron Cox mentioned that he had seen rainwater up to the Huntington / Angus Ave. intersection and was concerned that the grade separation would worsen the drainage at this location. Steve Minden mentioned that the team has taken extra care to study existing drainage, including detailed modeling of the overall drainage areas potentially affected by the project. There are issues with the existing drainage that could result in flooding now, under certain conditions. The City is aware of this. The JPB and HNTB are working closely with City Public Works staff in developing the drainage design for the project. The JPB's position on this remains the same: that the Grade Separation Project should not directly or indirectly worsen any existing drainage conditions and, where reasonably possible, it will try to improve drainage. Fixing or improving all pre-existing drainage problems is beyond the scope of the Grade Separation Project.*
- *Marina Kaiser stated that eventually the water would drain to behind 7<sup>th</sup> Ave. This project should not make the drainage problem worse than it is now but improve it if possible. Steve Minden responded that the goal of the JPB is to improve the flooding problems if possible.*
- *Jim Ruane mentioned that the City is trying to incorporate these problems into their own plans.*

#### Bus Stop Locations

- *Teresa McIntosh asked if the bus stop #3 (South of Huntington Ave.) was new. Steve Minden stated that bus stop #3 was new.*
- *Emile Hons mentioned that he would like to see more vehicle capacity built into the length of the left turn lane pocket from southbound Huntington Ave. onto San Bruno Ave. due to the higher business traffic anticipated from the Tanforan location. Steve Minden responded that this would be something that the design team would evaluate with the City.*
- *Wayne Parker asked about bus travel frequency at the new train station. Alice Barnes responded by stating that both bus #140 and #141 run every 30 minutes.*

Huntington Ave. and Artichoke Joe's Parking

- Rick Phillips stated that the proposed design of the parking lot provided room for vines or landscaping adjacent to the MSE wall. A sidewalk with trees and landscaping would be provided along Huntington Ave., creating a much more urban feel.
- Alice asked how Artichoke Joe's would deal with Caltrain riders possibly taking AJ's parking spots.
- Ron Cox mentioned that a fence would be placed around Artichoke Joe's parking, which should deter Caltrain patrons from using their parking. If that did not work, then vehicles would be towed away at the owners' expense, because the lot would be posted.

Posy Park

- Alice Barnes stated that she would like to commend the team for listening and taking action on the comments that the CAC members had on Posy Park.
- Rick Phillips mentioned that the trees that are going to be placed against the wall and along San Mateo Avenue and Kains, should help buffer noise from the new train station. There will be a cascading water feature provided as well. Steve Minden stated that the project would be planting trees that do not have a wide canopy but will have a more "column" effect.
- Alice asked if any of the Posy Park trees would be transplanted. Ryan Bricker, landscape architect for HNTB, mentioned that most of these mature trees, particularly redwoods, would not survive the move. Steve Minden stated that JPB and HNTB would continue to consult with the City Arborist, Dave Perazzo, to see if it would be feasible to relocate some of the smaller existing deciduous trees.
- Rick Phillips mentioned that they would also try to work around some of the existing trees if possible.
- Ken Ibarra asked if the downtown gateway sign would be replaced? Steve Minden responded that would be part of the Posy Park changes.

Kains-San Mateo-Huntington Intersection

- Alice Barnes mentioned that the trees at the #2 (see handout) location in the presentation should be a topic of conversation with Dave Perazzo, City Arborist. Steve Minden mentioned that he and Ryan Bricker met with Mr. Perazzo yesterday and would continue to coordinate with him.
- Alice Barnes stated that she would like not to see any benches at location #2. Downtown merchants do not want to see homeless people at this location. Scott Munns mentioned that these details would also be addressed in future CAC meetings.

New Pedestrian Undercrossing

- Steve Minden mentioned that the HNTB team met with Doris Maez to address several questions on how people with disabilities would get to the station platform from the parking lot. After further discussion with the HNTB team, an additional pedestrian under crossing was designed into the station north of San Bruno Avenue.
- Alice Barnes mentioned that the undercrossing edges should be curved for visibility and safety. Steve Minden mentioned that this would be assessed.

#### Station Layout – Ground Level

- Steve Minden stated the drop-off area is level and we included a larger turn allowance for more flexibility. The #3 location stairs are designed to enter from the sidewalk or the cul-de-sac. The #5 location stairs will be for street access and are about 10 feet wide.
- Alice Barnes mentioned that these stairs should be designed so that there are no opportunities for someone to hide. Steve Minden stated that this had been considered and the current design contains clear sight lines. The team had also met with City of San Bruno Police officials on how to better secure the area. There will be security cameras placed throughout the station.
- Emile Hons mentioned that modern CCTV's can be monitored from home.
- Steve Minden mentioned that current Caltrain CCTV's can be viewed from the Internet.
- Alice Barnes mentioned that the team should consider more cameras in the future in light of the recent terrorism incidents in Europe.

#### Station Layout – Platform Level

- Steve Minden stated that the current design provides more amenities than the San Carlos station. The details can be seen in the read ahead materials. The San Bruno station will include access to the platforms at each end. The basic platform will be 15' wide and will be widened at shelter locations by 3'. There will be a dedicated shelter for bicyclists.
- Steve Minden stated that the windscreen locations were still being discussed for the maximum effectiveness. The tentative plan is to provide windscreens for all pedestrian access areas.

#### General Comments

- Alice Barnes mentioned that there was a rumor that there was no funding for this project. Steve Minden stated that he has had no indication from JPB's grants and capital funding staff that there is a funding problem with the project. Not all funds are currently in the account for the project, but sources for additional funds required have been identified.
- Alice Barnes thanked Steve Minden for helping clear some weeds at the station that had been a problem.
- Scott Munns mentioned that the design team has determined that the pedestrian crosswalk near the Euclid underpass would be pedestrian

*activated and illuminated in the pavement, since there is no traffic control device on Huntington Avenue at this location.*

- *Wayne Parker asked who would be responsible for coordinating the signal phasing. Scott Munns responded that the City would take the lead.*
- *Marina Kaiser asked if the San Mateo Ave. parking issue outside the station had been resolved. Steve Minden stated that the area was basically the same as that shown in the PSR, just refined.*
- *Alice Barnes commented that it will be important to keep pedestrians away from the tracks during construction. Steve Minden stated there would be strict safety standards incorporated into the project during construction.*

7. PREVIEW DISCUSSION FOR NEXT MEETING

- *San Bruno Station and Surrounding Area Plan*
- *Pedestrian Underpasses*
  - *Sylvan Avenue*
  - *Scott Street*

8. COMMUNICATIONS – Submittal of Communications for Review

- *None*

9. ITEMS FROM COMMITTEE MEMBERS/STAFF/OTHER COMMISSIONS, BOARDS AND COMMITTEES

- *None*

10. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

- *Lyn Ward stated the following comments:*
  - *The First Ave. crossing is very dangerous because of the bushes, which create hiding places. Landscaping is nice, but it can create safety issues.*
  - *The new pedestrian undercrossing could be dangerous, especially for handicapped individuals, since it's a tunnel and at a different grade. Steve Minden responded it will be an open design that will have visibility for the entire span, and that it will be at the same grade as the sidewalk.*
- *Dena Gunning wanted to thank the City and the JPB for listening to the resident's concerns about Posy Park.*
- *Rose Urbach stated no one has addressed the noise and dust from construction and the effect on residents. Jim Ruane responded that issue would be addressed at a future meeting.*

11. REVIEW SCHEDULE FOR UPCOMING MEETINGS

- *Next CAC Meeting will be on September 15th. The dates for subsequent meetings have yet to be determined.*

12. SET DATE FOR NEXT ADVISORY COMMITTEE MEETING:

*Thursday, September 15, 2005 at 6:00 PM*

*Location: San Bruno City Hall  
Sister City Conference Room 115  
567 El Camino Real*

ADJOURNMENT

8:07 pm