



JPB Board of Directors  
Meeting of November 5, 2020

Correspondence as of November 3, 2020

# Subject

- 1 Pedestrian and Bicycle Cycle 5 Call for Projects Draft Recommendations
- 2 South San Francisco Station Improvements

**From:** [James Higbie](#)  
**To:** [Public Comment](#)  
**Subject:** RE: Pedestrian and Bicycle Cycle 5 Call for Projects Draft Recommendations - Hillsdale Caltrain Station Bicycle Access Gap Closure Project (City of San Mateo) - OPPOSE  
**Date:** Saturday, October 31, 2020 1:45:43 PM

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To whom it may concern:

I am writing to OPPOSE the Pedestrian and Bicycle Cycle 5 Call for Projects Draft Recommendations - Hillsdale Caltrain Station Bicycle Access Gap Closure Project (City of San Mateo).

Specifically, these comments are in regard to both the Nov. 3 San Mateo County TA CAC Meeting (item 5 b) and the Nov. 5 San Mateo County TA Board of Directors Meeting (item 10 b)

I oppose the Hillsdale Caltrain Station Bicycle Access Gap Closure Project (City of San Mateo) because it would create a very serious safety hazard just east of the project area that could result in injury or deaths to bicyclists.

While I agree that the El Camino Real crossing in this location needs to be completed, the specific design proposal would force cyclists into a highly dangerous situation just east of the Project area. Specifically, the city proposal will put bicyclists onto a path that intersects a blind driveway leading from the Caltrain parking lot. (This driveway, which is under construction, will be just east of the railroad underpass). Samtrans buses and cars will be using this driveway. Busses and cars exiting won't see eastbound cyclists, who will be hidden behind the underpass wall prior to reaching the driveway. Bicyclists won't see the buses, because the wall will block visibility. Bus drivers will be looking west - away from eastbound bicyclists that the cities proposal would force into this dangerous crossing - to make the turn onto the street. This is the most dangerous possible bicycle-vehicle crossing design, as it is completely blind. The city's proposal to install signage and paint would not provide adequate protection for children and this multilingual community. Instead, bicycle traffic should be routed on the south side of the road, where sight lines are adequate to prevent collisions.

Thank you for your consideration,

James Higbie  
San Mateo Resident and Caltrain rider

**From:** [Daniel Liang](#)  
**To:** [Public Comment](#)  
**Subject:** South San Francisco Station Improvements  
**Date:** Sunday, November 1, 2020 7:31:53 PM

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The Caltrain South San Francisco Station improvement construction project has not been properly managed by the JPB construction management team. That results in substantial construction delay and cost overruns.

When the concern of mismanagement was brought up to the attention of the JPB CM team, the whistleblower was met with vicious retaliation. He was subsequently removed from the project and banned from working on JPB projects for life.

Please note that wasteful spending of public funds is not only unethical, it is also illegal.

I hope the JPB committee will look into this matter.

Daniel Liang of Daly City