

**BICYCLE ADVISORY COMMITTEE (BAC)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF JULY 15, 2021

MEMBERS PRESENT: J. Alba, C. Bargar, J. Bolka, M. Munowitch, D. Ortiz, N. Rodia, N. Woodmansee

STAFF PRESENT: M. Arbarbian, L. Low, D. Provence, A. Simmons

Chair Bargar called the meeting to order at 5:45 p.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES OF MAY 20, 2020

Motion/Second: J. Alba / Bolka

Ayes: J. Alba, C. Bargar, J. Bolka, M. Munowitch, D. Ortiz, N. Woodmansee

Abstain: N. Rodia

RENGSTORFF GRADE SEPARATION PROJECT

Lori Low, Government & Community Affairs Officer, and Matt Korve, Project Engineer, AECOM, presented:

- Background
- Objectives
- Project History
- Preliminary Design

Public Comment

Mr. Raayan Mohtashemi asked about the Central Expressway intersection noting some of the most dangerous places for cyclists are at intersections.

Mr. Korve said they are providing refuge islands at the crossings and some channelization for cyclists for turning. He also noted vehicles will have to make slower turns and the bike box allows cyclists to pull ahead of vehicles and offers greater visibility.

Mr. Adrian Brandt asked if the staircase could be shifted to lead to the front of the market and allow for a larger plaza area. He also asked if there was a staircase from Chrisanto.

Mr. Korve said they heard a similar comment at a previous public meeting and have made the change requested in their design plans, although it's not reflected yet in the rendering.

Mr. Korve confirmed there is a generously-sized staircase at Christanto and they will look into adding a bike channel in final design.

Mr. Roland Lebrun asked if the presentation was going to the CAC.

Ms Low said the CAC has a work plan that is shared at each of their meetings, and that she would inform the CAC staff about Mr. LeBrun's question.

Mr. Drew noted that freight trains also use the crossing and asked about a bridge span for the bridge. He also asked about high-visibility cross walks, and suggested larger, wider lines that help delineate where to stop.

Ms. Hutabarat Lo said the intersection is owned by the county and subject to their review and approval.

Mr. Ortiz asked about opportunities for bike parking infrastructure near the market as he's noticed a good amount of bikes locked to random items near La Plaza.

Ms. Houghton said bike parking was not considered as part of the project; however, the amount of vehicle parking should remain with a similar orientation and location as the existing lot.

Mr. Ortiz said he has worked closely with independent grocers as a food and agriculture program manager and noted that product distribution can be difficult for markets with small lots, and sometimes randomly parked bikes can block the entrances and exits for big trucks dropping off products.

Vice Chair Alba asked if there are push buttons on the refuge islands.

Mr. Korve confirmed there are push buttons.

Chair Bargar asked about timing and funding.

Ms. Houghton noted different funding sources for the project, including the City and Measure B and that they are pursuing state and federal funding. In regards to schedule, Ms. Houghton said 35% design and environmental is scheduled to be completed early next year and in the interim they would submit for Measure B funds for final design. She noted construction may start as early as 2024/2025 pending funding availability.

Mr. Bargar asked if Central Expressway would need to close.

Mr. Korve said since the project involves major roads and the train, they are already working on conceptual staging plans. He noted the construction process can inform the design, such as the type of span. Mr. Korve said they anticipate Rengtorff would close for a time--first from the south, then from the north; however, Central Expressway would never be fully closed as they would build in halves, allowing one lane of travel in each direction to always be open.

Ms. Hutabarat Lo said they are thinking about transit too, and the community shuttle would be rerouted as well.

Mr. Korve noted a shoofly, which is a temporary track, would be the first order of work so as not to interrupt train service.

Chair Bargar asked if it would be a single track.

Mr. Korve said it would be a dual track.

CALTRAIN STATION & TERMINAL PLANNING

Anthony Simmons, Director, System-Wide Planning, presented:

- Overview
- San Jose
- Redwood City
- San Francisco

Public Comment

Mr. Roland Lebrun asked about the preservation of the historical depot. He noted Redwood Junction would be a better location than Redwood City Station. Mr. Lebrun also asked about Link 21, noting the different operators, alignments, and platform lengths.

Mr. Jeff Carter noted his concern over the Diridon historic station building and that it should be preserved. He stated that the undergrounding at Pennsylvania might not be needed and said moving 22nd Street would be less convenient.

Mr. Adrian Brandt urged that the four tracks at Redwood City be long enough for efficient passing.

Mr. Drew said that if the current Redwood City Station moved north it would make it more difficult for the Fair Oaks community to access it. He noted this was an equity issue and also said four track sections in this area should be connected due to their close proximity. Mr. Drew also said that a second crossbay section should be discussed in relation to DTX.

Chair Bargar asked if the Diridon partners are involved with the bike infrastructure planning.

Mr. Simmons said that while the City might be the lead, the partners bring their perspectives and so the outcome will be holistic.

Mr. Provence said there were Dutch consultants that were involved and bike access and parking was a big part of the discussion.

Chair Bargar asked if Caltrain would look to expand retail or office space due to zoning changes.

Mr. Simmons said the ultimate mix is still being determined.

Chair Bargar suggested Caltrain build more retail or office space and use the revenue to improve rail service.

Mr. Simmons said the decision will be made within the context of the TOD policy.

Chair Bargar asked if a different structure would replace the historic depot.

Mr. Simmons said they're still looking into this.

Chair Bargar asked if in Redwood City its only passing tracks or additional platforms and if there would be a bike room at the Sequoia Station redevelopment.

Mr. Provence said they were preparing projections for a certain amount of bike spaces and that he will need to look into it.

Chair Bargar asked if Caltrain has been engaged with Link 21 and the second transit tube.

Mr. Simmons said they have been in conversations and met with the team working on Link 21.

Mr. Ortiz voiced support for Mr. Drew's comments regarding Fair Oaks, noting that relocation of the Redwood City Station north would be detrimental to the community. Mr. Ortiz said he also feels strongly against moving the 22nd Street Station.

Ms. Alba noted that many of these projects are a decade or several decades away from being built, but that future bike infrastructure investments need to be thought about now so that needed funding is included. She appreciated that Caltrain is coordinating with adjacent jurisdictions and agencies, and that it's critical Caltrain be involved with Link 21. Ms. Alba agreed that 22nd Street is an undervalued station and should be part of the Pennsylvania Avenue Extension discussions.

SUBCOMMITTEE ON THE INCLUSION OF ACTIVE TRANSPORTATION IN THE BAC'S CHARTER UPDATE

Chair Bargar reported on the Subcommittee's work.

Mr. Ortiz summarized Silicon Valley Bike Coalition member feedback, noting there was solid consensus for the Bicycle and Active Transportation Committee name.

Ms. Low said she would include Mr. Ortiz's write up in the minutes.

Ms. Low summarized the results of the Twitter poll on the top three names.

Public Comment

Mr. Drew said he thought Bicycle and Active Transportation Advisory Committee was an interesting compromise that he supports, and noted some may not know what active transportation on its own means.

Mr. Jeff Carter said while he prefers BAC, he agrees with Mr. Drew that Bicycle and Active Transportation is a good compromise.

Mr. Adrian Brandt said he's fine with BAC, but as people may not know what active transportation means and there could be questions about electric bikes and scooters, the word bicycle is important to include.

Mr. Raayan Mohtashemi noted the pros and cons of different names and supported keeping bicycle in the name to keep people involved. He said the name Bike and Active Transportation Advisory Committee is a good compromise.

Mr. Roland Lebrun said active transportation means non-motorized transportation and modes that make one's metabolism work.

Chair Bargar said he would prefer Bicycle and Active Transportation Advisory Committee over the BAC, but wants collective agreement.

Vice Chair Alba appreciated the discussion over the past months and the work that Caltrain did gathering feedback from the poll, and the bike coalition's feedback. She noted the name Bicycle and Active Transportation Advisory Committee was growing on her. Vice Chair Alba said pedal assist e-bikes are active transportation because they cover significant distances and use calories to do so.

Mr. Bolka said the name Bicycle and Active Transportation Advisory Committee was growing on him as well.

Mr. Ortiz said he echoed Mr. Drew and Mr. Mohtashemi's comments--that the name Bicycle and Active Transportation Advisory Committee was an interesting compromise and he appreciates the Committee's willingness to embrace a unique name to bridge a gap.

Ms. Rodia said she appreciated everyone's thoughtful feedback and is supportive of the Bicycle and Active Transportation name.

Ms. Woodmansee voiced agreement.

Vice Chair Alba motioned to rename the Bicycle Advisory Committee to the "Bicycle and Active Transportation Advisory Committee."

Motion: Alba/Rodia

Ayes: J. Alba, C. Bargar, J. Bolka, D. Ortiz, N. Rodia, N. Woodmansee

Abstain: M. Munowitch

Absent: Mr. Brazil, Ms. Malmo-Laycock

Chair Bargar thanked Vice Chair Alba and Ms. Malmo-Laycock for their work on the subcommittee and noted the subcommittee's work was now complete. He also thanked Mr. Ortiz and Ms. Woodmansee for working with the Silicon Valley Bike Coalition on member feedback.

CHAIRPERSON'S REPORT

- 2021 Work Plan

Public Comment

Mr. Jeff Carter asked if the Committee had considered meeting monthly instead of every other month.

Chair Bargar noted he felt bi-monthly meetings were sufficient at this time.

STAFF REPORT

Lori Low, Government & Community Affairs Officer, presented:

- a. Bike Bump Report
- b. San Mateo 28th Avenue/Hillsdale Station and Bikes Update

Dan Provence, Principal Planner Station Access, presented:

- c. San Francisco 22nd Street Study
- d. San Francisco Station Scooter Pilot Update

Mr. Provence also announced new eLockers at Burlingame Station.

Public Comment

Mr. Roland Lebrun offered his thoughts on San Francisco considerations, including 22nd Street Station, 7th Street, Cesar Chavez and 16th Street.

Ms. Madeline said she supports a quick build pilot project for protected bike lanes near Hillsdale Station.

Mr. Raayan Mohtashemi said he attended a June 30 public meeting regarding bikes and 28th Avenue near Hillsdale Station. He said he supports a pilot project road diet, as he's concerned that if a traffic study is done within a year, vehicle numbers will have increased.

Mr. Drew said there could be potential site distance/blind spot issues and conflict between pedestrian and bicycle traffic at the 28th Avenue Hillsdale Station entrance/exit, and asked that this be improved upon for future projects, in particular the Broadway Burlingame Grade Separation Project.

Mr. Jeff Carter voiced concern with the Peninsula Avenue Extension and advocated for 22nd Street's current location, and asked for it to be upgraded so it's more accessible.

Chair Bargar said he was thinking of drafting a letter to the City of San Mateo regarding a quick build on 28th Avenue, but kept this item as informational to hear others' thoughts.

Ms. Low encouraged folks to watch the June 30 meeting recording and read the FAQs posted at www.caltrain.com/25thGS.

Chair Bargar asked that Ms. Low share the link with the Committee after the meeting as well. He also noted they previously sent a letter to the City regarding their bike master plan, encouraging improved bicycle access at all three of their Caltrain stations.

Mr. Ortiz said SVBC is also encouraging quick action prior to next spring.

Chair Bargar encouraged a more accessible 22nd Street Station.

WRITTEN CORRESPONDENCE

Chair Bargar summarized the correspondence packet.

Public Comment

Mr. Roland Lebrun discussed South San Francisco Station and noted his correspondence in the packet.

Chair Bargar said thinking through visibility at future stations such as Broadway, is important. He said regarding 22nd Street, he hoped SFCTA would study possibly tearing down the northern end of Interstate 80.

COMMITTEE REQUESTS

Chair Bargar asked when in person meetings might resume.

Ms. Low said she would check with the board secretaries.

Chair Bargar suggested the Committee have a consistent input process on grade separations and station redesigns.

Ms. Low said the new capital project leadership is committed to bringing grade separation projects to the Committee at 35%, 65%, and 95% design moving forward.

Public Comment

Mr. Roland Lebrun discussed the governor's executive order in relation to in person meetings.

Mr. Drew said it's important to have an opportunity for feedback early in the process in regards to grade separations and stations redesigns, and noted the benefit of value engineering.

Mr. Raayan Mohtashemi appreciated that staff is going to bring grade separation projects to the committee, but noted that staff can change and encouraged that bringing these projects to the committee be part of its scope.

DATE, TIME AND LOCATION OF NEXT MEETING

The next BAC meeting is on September 16, 2021.

Meeting adjourned at 8:09 p.m.