

Bicycle Advisory Committee

**Correspondence
as of**

November 18, 2020

Mccauley, Ryan

From: Howard <wongaia@aol.com>
Sent: Saturday, September 19, 2020 5:43 AM
To: Board (@caltrain.com); cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: DTX ACCELERATION: THINK MOON SHOT ON LAND

DTX - DOWNTOWN CALTRAIN EXTENSION



ACCELERATE DTX

FASTER ECONOMIC STIMULUS ♦ **BIGGEST JOBS CREATION** ♦ **REGIONAL TRANSIT BENEFITS**

Challenge: Make DTX a model of project speed and efficiency. Legally-mandated by Proposition H (1999), the long-delayed DTX (Downtown Caltrain Extension) has a regional urgency that warrants accelerated schedules and construction---with innovative funding (bonds, loans, leveraged future revenues, assessments, private equity/ tax incentives, grants, donations), phasing, fast-tracking, multiple/ simultaneous tunneling/ projects, prefabrication, double/ triple work shifts, innovative technology and systems. History shows that longer schedules usually mean high cost overruns anyway. With 5% annual inflation, accelerated construction costs could be offset by low-interest loans, public/ private partnerships and earlier revenue-generation. With the pandemic-recession, faster schedules create more immediate jobs and economic ripple effects. The Beijing-Shanghai high-speed railway (818 miles long) was constructed in 38 months. For the relatively tiny 1.3-mile DTX, let's demonstrate America's and California's skills and prowess.

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ASIA TIMES: China mega-projects cue up new building bonanza <https://asiatimes.com/2020/04/china-mega-projects-cue-up-new-building-bonanza/> Maglev lines, high-speed railways and a cobweb of metro links. These are part of a long list of mega-projects being unveiled by China's provincial authorities that may herald a new bonanza of infrastructure investment. The projects will dwarf in size and significance Beijing's 4 trillion yuan (US\$565 billion) stimulus package rolled out to buoy up the sagging economy back in 2008.

YOUTUBE: Why China Is so Good at Building Railways <https://www.youtube.com/watch?v=0JDoll8OEFE>

GLOBAL CONSTRUCTION REVIEW: Why China can build high-speed rail so cheaply <https://www.globalconstructionreview.com/sectors/why-china-can-build-high-speed-rail34socheaply7365/> For one thing, the sheer scale of China's rail programme and the state's firm commitment to it unleashed the country's technical and manufacturing capabilities. The declaration of a credible plan to build 10,000 km of high-speed rail over six to seven years energised the construction and equipment supply community, the paper says. Assured of very high volumes, companies and state institutions ramped up capacity quickly and invested in innovative techniques.

RAILWAY TECHNOLOGY: Beijing-Shanghai High-Speed Line <https://www.railway-technology.com/projects/beijing/>

It was opened in June 2011, only 38 months after construction began [818 miles long].

TRANSPORTATION FOR AMERICA: Creative Approaches to Financing Transit Projects <http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf> But all is not lost. There are ways to pay for new transit investments without waiting so long, and a growing number of communities are pursuing them. But doing so requires more sophistication in the art of project finance than has been needed in the past.



HIGH-SPEED CONSTRUCTION

YOUTUBE: 1,500 Chinese workers build train station in nine hours <https://www.youtube.com/watch?v=YtEQCOIGqr0> and <https://www.youtube.com/watch?v=87PBCurKinc>

YOUTUBE: How are high-speed rail tracks laid in China? https://www.youtube.com/watch?v=6_uwrue9cnY and <https://www.youtube.com/watch?v=qrhP0F5zv6g>

ARCHDAILY: The World's Longest Immersed Road and Rail Tunnel, between Denmark and Germany, Receives Green Light <https://www.archdaily.com/947651/the-worlds-longest-immersed-road-and-rail-tunnel-between-denmark-and-germany-receives-green-light>

AATLANTIC: Building a Hotel in Six Days: A Time-Lapse of China's Construction Miracle <https://www.theatlantic.com/china/archive/2013/07/building-a-hotel-in-six-days-a-time-lapse-of-chinas-construction-miracle/465792/>

BBC: The mega-machines helping China link the world <https://www.bbc.com/news/world-asia-china-41206772>

DIPLOMAT: The Message Behind China's Insta-Hospital <https://thediplomat.com/2020/02/the-message-behind-chinas-insta-hospital/> Prefabricated construction – or prefab – involves mass producing and assembling building components in a factory, and then transporting the completed assemblies to the construction site. At the Huoshenshan site, four of the days were dedicated to clearing the ground and laying the foundations, while the prefabricated hospital units were assembled over only six days.

YOUTUBE: Watch a 57-Story Building Go Up in 19 Days https://www.youtube.com/watch?v=N6f_sayw0mM

YOUTUBE: Hi tech, China's high speed rail is how to build <https://www.youtube.com/watch?v=T7hdo9tL6u0>

YOUTUBE: Huoshenshan: the hospital built in 10 days in China over coronavirus outbreak <https://www.youtube.com/watch?v=I2QfufpwwfdY>

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DTX ALIGNMENT

The newly-created Executive Steering Committee needs to verify that the current alignment really works for both DTX and High-Speed Rail far into the future---for constructability, length of stations relative to length of trains, fouling of tracks, operations and future expansion and technology.

STREETS BLOG: City Staff Aligns Behind a Pennsylvania Ave. Tunnel for Downtown

Connector <https://sf.streetsblog.org/2018/05/30/city-staff-aligns-behind-a-pennsylvania-ave-tunnel-for-downtown-connector/>

City and County planning staff united behind the so-called Pennsylvania Avenue alignment, which is similar to the “surface alignment” but has a much longer tunnel to eliminate grade crossings in San Francisco. If the plan is approved and the city moves forward, construction on this option would be completed in 2027 and would cost around \$6 billion. The justification for the extra tunneling and cost? “It was decided that leaving grade crossings at 16th Street and Mission Bay Drive was unworkable, as far back as 2012 and even earlier,” explained Gygi in a follow-up call. Gygi said that given the additional train volumes, crossing gates would be lowered for roughly a third of every hour, a serious problem for ambulances headed to UCSF Medical Center.

SOCKETSITE: Results of SF’s Railyard, Tracks and I-280 Redevelopment

Study <https://socketsite.com/archives/2018/05/recommendations-for-redeveloping-sfs-railyard-tracks-and-i-280-revealed.html>

POWERPOINT: RAILYARD ALTERNATIVES

STUDY <https://www.sfmta.com/sites/default/files/agendaitems/2016/4-5-16%20Item%2011%20Rail%20Alternatives%20and%20I280%20Feasibility%20Study.pdf>

WHY CAN'T WE?

Regards, Howard Wong, AIA

Mccauley, Ryan

From: eisenharta@samtrans.com on behalf of Alex Eisenhart <eisenharta@samtrans.com>
Sent: Thursday, September 24, 2020 11:38 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain to Hold Virtual Public Meeting on Marin & Napoleon Rail Bridge Improvement Project in San Francisco



September 24, 2020

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain to Hold Virtual Public Meeting on Marin & Napoleon Rail Bridge Improvement Project in San Francisco

Caltrain will host a virtual public meeting to discuss the Marin & Napoleon Rail Bridge Improvement project on Wednesday, September 30. This meeting will allow local residents and community members to learn more about the project and ask questions.

The bridge improvements are needed to ensure the safety of community members and Caltrain passengers. Construction is expected to begin in October 2020 and last up to 14 months.

The Napoleon Street Bridge will need to be fully replaced to reinforce its structural integrity. Work on the Marin Street Bridge focuses on minor safety improvements. Additional track work will occur between Cesar Chavez and Jerrold Street.

Rail Bridge Virtual Community Meeting:

September 30, 2020

5:30 p.m. to 6:30 p.m.

<https://samtrans.zoom.us/j/91541485069>

Call-in: (888) 475-4499 Meeting ID: 915 4148 5069

For more information about the project, visit www.caltrain.com/MarinNapoleon.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
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Mccauley, Ryan

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, September 30, 2020 1:50 PM
To: VTA
Cc: Board (@caltrain.com); MTC Info; SFCTA Board Secretary; BART Board; CHSRA Board; cacsecretary [@caltrain.com]; SFCTA CAC; Caltrain, Bac (@caltrain.com)
Subject: Item 5 Authorization for P3 agreement with Google LLC for the Diridon Station area.
Attachments: 261-34.pdf; Relocated Caltrain parking lot.pdf; Staff memo.pdf

Dear Chair Chavez and Board members,

I am respectfully requesting that you defer authorizing the General Manager to enter into a P3 agreement with Google for the following reasons:

- 1) The staff report makes multiple references to a P3 agreement with Google but there is no draft agreement in the packet for review by Board members or members of the public.
- 2) This item was never presented at VTA or Caltrain subcommittees for review/approval.
- 3) The City of San Jose will execute a Development Agreement with Google with the following steps:
 - Study session (late October/early November)
 - Release of the Draft Development Agreement (DDA) for review by Council and the general public (winter 2021)
 - Council approval of the final version of the Agreement
- 4) VTA proposes to relocate two Caltrain parking lots to Cinnabar Street **without any compensation to Caltrain for loss of ridership and parking revenues.**
<http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=9889&MeetingID=3132>
- 5) There is no mention of any consideration given to the potential for shared parking locations in the area between Park and West San Fernando.
- 6) VTA does not propose any compensation to Caltrain for taking over an entire 2.39-acre Caltrain block for construction staging (APN 261-34-22 attached for your convenience).
Please note that this block is required for staging during the reconstruction of the Caltrain/HSR station
- 7) The staff memo (attached) refers to a “Downtown West application to the City of San Jose” without any link or attachment for this document.
- 8) The agenda packet does not include a link to the 2019 Google MOU.
- 9) **There is no mention of any revenues generated through the sale of the entire light rail right of way between Cahill and Delmas, including the San Fernando station.**

10) Exhibit A included in the Board packet is marked **DO NOT USE**.

Recommendations:

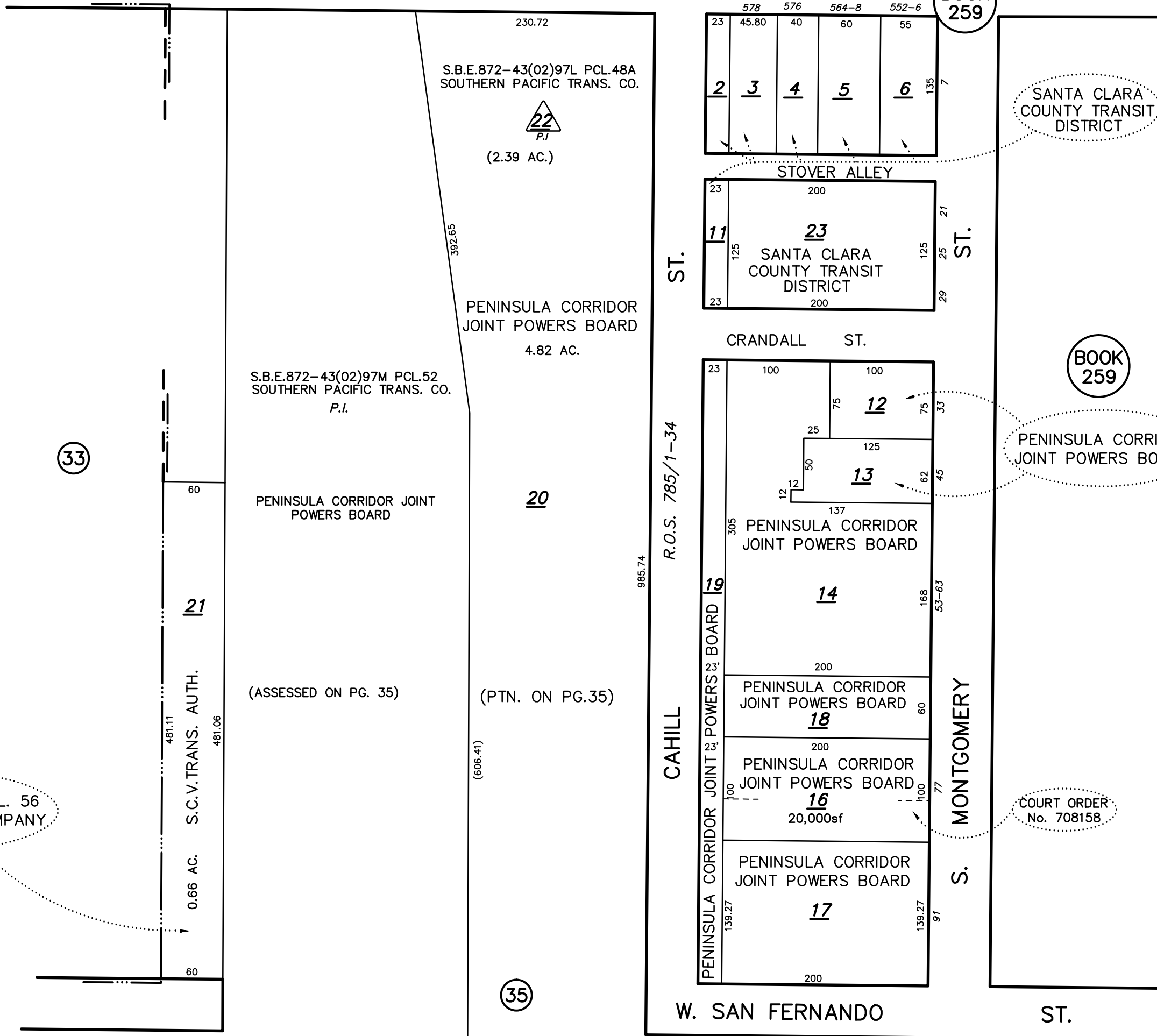
- 1) Defer approval of this item.
- 2) Direct VTA staff to focus on a P3 agreement for the Downtown VTA block to satisfy FTA's EPD requirements.
- 3) Engage Google and BART in the design of an **INTEGRATED** station designed to substantially reduce VTA's proposed BART/LRT/bus footprint at Diridon.
- 4) Consider incorporating VTA's requirements into the City of San Jose's Downtown West Development Agreement.

Respectfully submitted for your consideration.

Roland Lebrun

CC

Caltrain Board
MTC Commissioners
SFCTA Commissioners
BART Board of Directors
CHSRA Board of Directors
Caltrain CAC
Caltrain BAC
SFCTA CAC
VTA CAC

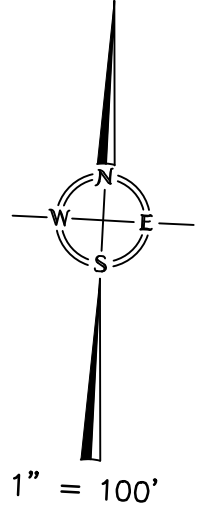


SANTA CLARA COUNTY TRANSIT DISTRICT

BOOK 259

PENINSULA CORRIDOR JOINT POWERS BOARD

COURT ORDER No. 708158



33

35

S.B.E. 872-43-(04)-97N PCL. 56 UNION PACIFIC RAILROAD COMPANY MINERAL RIGHTS ONLY

Exhibit A: Location of P3 Project Area in the Diridon Station Area



September 2020



VTA's BART Phase II Alignment

Temporary Replacement Parking Lot

Proposed Google Development

SAP CENTER

Proposed Construction Staging Area for Current Design

Caltrain/JPB Property (BART Construction Staging Area)

Future BART Station/TOD Entitlements

Google Property (BART Construction Staging Area)

Environmentally Cleared Footprint of Diridon Station

VTA Transit Center



500 Ft



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Santa Clara Valley Transportation Authority



Board Action 7522

Authorization for Public-Private Partnership Agreement with Google, LLC for VTA's BART Silicon Valley Extension Phase 2

Information

Department:	Dept - Real Estate	Sponsors:	Deputy GM/Chief Financial Officer, Raj Srinath
Category:	Real Estate	Functions:	Fiscal Impact, Legal Review Required

Attachments

[Printout](#)
[P3 Agreement Exhibit A](#)
[Exhibit B GC Sec 84308](#)
[Summary of Recommendation](#)
[DO NOT USE Exhibit A](#)

Financial Impact

Through a combination of in-kind contributions, cost savings and shifting of risk to the private partner, the P3 Agreement is projected to create up to \$75 million in value for VTA. The BART Phase 2 project budget would benefit from a reduction of this amount.

Recommendation

Authorize the General Manager to enter into a Public-Private Partnership Agreement (P3 Agreement) and execute all documents necessary to effect a P3 Agreement with Google LLC for VTA's BART Station area at West Santa Clara and Cahill Streets (Diridon BART Station).

Item Discussion

EXECUTIVE SUMMARY:

- The P3 Agreement will:
 1. Include Google's work on air rights entitlements to allow future Transit-Oriented Development (TOD) above the Diridon BART Station for up to 500 residential units in two high-rise buildings, consistent with VTA's Affordable Housing Policy. This is described in Google's "Downtown West" application to the City of San Jose.
 2. Allow VTA to realize substantial benefits from its use of Google's Lot D4 as a Construction Staging Area (CSA) for the Diridon BART Station; and
 3. Allow VTA to realize substantial benefits from a lease to enable it to meet the requirement in the BART Phase 2 environmental document to provide 450 spaces of replacement transit parking during construction.
- The P3 Agreement is intended to satisfy the requirement of the Federal Transit Administration's (FTA) Expedited Project Delivery Program (EPD) for a public-private partnership project in order to be eligible for an EPD funding award.

- Advantage of approval: this item is necessary for a successful EPD application to FTA. Disadvantage of no approval: without this P3 Agreement, VTA will incur substantially higher costs for the Diridon BART Station CSA and would incur greater expense to acquire a site and construct a parking structure for construction replacement parking. Pursuing an alternate P3 agreement would result in considerable delay for the Phase 2 extension due to the time needed to structure, solicit, and draft a new P3 agreement.
- This action advances Strategic Plan goals for innovation in transportation systems funding.

BACKGROUND:

Google's announcement of its "Downtown West" mixed-use development on 84 acres around the future Diridon BART Station, with up to 12 million square feet or more of office, residential, retail, cultural, arts, events, and other uses presents a tremendous opportunity to increase ridership and benefits from VTA's investment in the BART Phase 2 extension.

Recognition of these benefits, as well as understanding the challenges of planning and constructing two adjacent major capital projects, led VTA to enter into a Memorandum of Understanding (MOU) in early 2019 with Google. The scope of the MOU includes land use and transit synergy; high-quality placemaking and "Good TOD"; public transit and automobile parking; transit access and operations; value capture from public investment; and commitments to timely implementation and information sharing.

Since execution of the MOU, VTA and Google staff have worked extensively to evaluate a range of issues and items for potential collaboration that would be of mutual benefit to both projects. This work is shaped by a mutual understanding that both VTA's and Google's project would be improved by working together, and that without such collaboration each project would struggle with additional adverse impacts and additional costs.

DISCUSSION:

The P3 Agreement includes three items that VTA will use to satisfy the public-private partnership requirement for eligibility for an EPD Full Funding Grant Agreement. These elements are the result of extensive design and engineering coordination work between VTA and Google. The locations are shown on Exhibit A:

1. Google's work to include VTA property in its "Downtown West" planning application and environmental review for up to 500 units of high-rise residential in air rights development above the Diridon BART station; with 18,000 square feet of ground floor retail, commercial and service uses; and up to 125 parking spaces reflecting reduced need for parking. (Such a project would need to include at least 20% of the units affordable to low- and very-low income households as set forth in VTA's Affordable Housing Policy).
2. VTA's use via a lease of Google's 1.6-acre "Lot D4" east of the Diridon BART Station for VTA's use as a Construction Staging Area for BART Phase 2, at a cost that is the lesser of \$300,000 per year or five percent below fair market value pursuant to an appraisal, with three percent annual increases, through December 31, 2028. VTA would have three six-month lease options that could extend the term through June 30, 2030. This provides greater benefits to VTA than would be possible through a typical Temporary Construction Easement.
3. VTA's use via a lease of Google's warehouse building at the southwesterly corner of N. Montgomery and Cinnabar Streets. VTA would adaptively reuse the building for indoor parking to meet VTA's obligation to provide 450 transit rider and public replacement parking spaces during BART Phase 2 construction pursuant to the certified environmental document for the project. The lease term would be through June 30, 2030, with two six-month lease options that could extend the term through June 30, 2031. The lease cost is tied to VTA's transfer to Google of approximately 6,800 square feet of unused surplus land adjacent to the Vasona Light Rail tracks (disposal of this site was previously authorized by the Board of Directors), or if that is not possible \$270,000 per year or five percent below fair market value pursuant to an appraisal, with three percent annual increases.

These elements would generate significant project benefits for VTA, including project cost savings, by avoiding the need to pursue a complex and lengthy rezoning effort to provide entitlements for a TOD air rights project; acquiring essential sites for project construction in a more rapid and cost-effective manner; and avoiding the need for VTA to acquire another parcel and construct a parking structure to accommodate the 450 construction period replacement parking spaces. The total value of these benefits to VTA is estimated at up of \$75 million, based on VTA's estimated costs for alternative solutions.

In addition to the P3 Agreement items, VTA and Google are in the process of developing a sub-area Diridon Construction Management Plan to coordinate the respective projects and reduce impacts (this is in addition to the Construction Management Plan that is a mitigation requirement for the BART Phase 2 project). VTA and Google are also conducting preliminary studies to evaluate a range of design, engineering, and development considerations involved in potential future air rights TOD above the Diridon BART Station (a future Board of Directors agenda item would be scheduled prior to commencement of any development-specific negotiations or action to issue a Request for Proposals).

Following Board authorization, VTA and Google will prepare and execute the P3 Agreement so that it can be included in VTA's EPD application to FTA for a full funding grant agreement for BART Phase 2.

ALTERNATIVES:

The Board could direct staff to pursue another P3 project to qualify BART Phase 2 for an EPD submittal. This would delay submittal of an EPD application until well into 2021 or beyond.

CLIMATE IMPACT:

Compared to alternative parking solutions that would require VTA to construct a multi-story concrete parking structure to satisfy the construction period replacement parking mitigation, the proposed P3 Agreement would reduce Greenhouse Gas (GHG) generation.

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Mccauley, Ryan

From: eisenharta@samtrans.com on behalf of Alex Eisenhart <eisenharta@samtrans.com>
Sent: Friday, October 2, 2020 11:13 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Board Adopts 2nd Quarter Budgets, Considers Options for Addressing Full-Year Budget Shortfall as Growing Financial Challenges Loom



NEWS

October 2, 2020

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain Board Adopts 2nd Quarter Budgets, Considers Options for Addressing Full-Year Budget Shortfall as Growing Financial Challenges Loom

Following discussions at their September meeting surrounding Caltrain's projected \$18.5 million annual budget shortfall, the agency's Board of Directors reviewed and adopted a \$35 million 2nd quarter (Q2) Fiscal Year (FY) 2021 operating budget and an amended \$84 million FY2021 capital budget. The Board also reviewed options for resolving a significant shortfall that is expected to be realized over the second half of the fiscal year. A full FY2021 budget is scheduled for a vote at their December meeting.

The budget deficit stems primarily from losses to fare revenue as ridership on the system continues to hover around 5% of pre-pandemic levels. Funding provided by the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act will allow Caltrain to maintain service through the end of the calendar year. The size of the budget shortfall that occurs from January through June will depend on several factors, the important being ridership and fare revenue projections.

The Q2 budget approved by the Board assumes that ridership will continue to hover at around 5% through December. In a best case scenario, if ridership recovers more quickly and continues to recover gradually over the course of FY2021, the size of Caltrain's budget shortfall would be about \$18.5 million. There are several variables that could increase the shortfall including slower ridership recovery.

Proposed strategies for covering the shortfall include:

- Pulling from \$13.7 million currently in reserve
- Applying the remaining \$0.3 million balance from FY2020
- Pulling \$5.3 million from FY2021 State Rail Assistance funds
- Shifting capital funds for select state of good repair projects
- Contract operator furloughs

- Weekend service suspension

Looking ahead, these proposed measures may not be enough without a strong return of ridership revenue and additional budgetary hurdles loom large in FY2022. While recovery scenarios plan for a possible 30% to 75% increase in ridership next year, the agency's financial deficit in the coming fiscal year is estimated to be between \$30 million to \$75 million.

Workforce and service reductions represent significant potential cost savings options in the short term, however, the longer term impacts of that decision would include inadequate specialized skill retention, remobilization costs and negative impacts to the riding public who rely on the commuter rail service.

In the absence of a complete ridership recovery, new revenue sources that could mitigate impending fiscal challenges include the passage of Measure RR and additional federal relief funding.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

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Mccauley, Ryan

From: Low, Lori
Sent: Tuesday, October 6, 2020 3:20 PM
To: Drew; Provence, Dan
Cc: Caltrain, Bac (@caltrain.com)
Subject: RE: Hillsdale Presentation at the BAC

Hi Drew,

I will be looping back to you shortly regarding possible dates for a call. Thanks!

From: Drew <ocean1618@zoho.com>
Sent: Monday, October 5, 2020 1:19 PM
To: Provence, Dan <ProvenceD@samtrans.com>
Cc: Low, Lori <LowL@samtrans.com>; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>
Subject: RE: Hillsdale Presentation at the BAC

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello Dan,

Thanks for the reply. I understand your focus was/is bike access. My focus is as well in this context though I do bring up other modes at times to provide some additional clarity I hope.

I think a phone conversation could be useful where we can "dynamically" go through some items w.r.t. accessing the station from the west/southwest. (I'm assuming Lori will be part of the call, and she has my contact information.)

I believe folks utilizing bikes/scooters that live south of W 31st Ave will generally travel to/from the station on W 31st Ave and not on W 28th Ave. W 31st Ave is a "reasonable" city street to bike on especially now with the speed humps that have been added. Many high school students use it to reach Hillsdale High School. Also, W 28th Ave, while being a bike friendly street, will have additional vehicle traffic on it due to a) being a one of two routes only for vehicle station access and b) now connecting west San Mateo to "central" San Mateo and US101 with the new undercrossing of the Caltrain tracks.

I look forward to discussing further. Thank you,
Drew

----- On Mon, 28 Sep 2020 17:11:33 -0700 **Provence, Dan** <ProvenceD@samtrans.com> wrote -----

Hi Drew,

Thanks for your email and the clarification. I should clarify that I was purely thinking about bike access to the station during my presentation. I agree with you that people walking from the southwest will most likely want to use 31st Avenue. People coming on bike from the southwest *can* use 31st Avenue but it is my belief that the higher quality bike facility planned for 28th Avenue will encourage people on bikes to use 28th Avenue for comfort reasons. The arrow in the presentation was put there to represent the belief that most people coming from all of the west side by bike would feel most comfortable on 28th Avenue. If some people do use 31st Avenue, they will be covered as we will be providing

them with bike parking near the southern entrance to the platform. Sorry I didn't make that more clear at the BAC meeting (I should have had a second 31st Ave. arrow) but I do think we've got bike parking covered for people coming from all directions.

Please let me know if you want to set up a time to talk about this in case I'm still off in my understanding of things.

Thanks,
Dan

From: Drew [mailto:ocean1618@zoho.com]
Sent: Thursday, September 24, 2020 1:32 PM
To: Provence, Dan <ProvenceD@samtrans.com>
Cc: Low, Lori <LowL@samtrans.com>; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>
Subject: Re: Hillsdale Presentation at the BAC

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello Dan,

Thank you for the email.

My public comment wasn't as clear as it could have and should have been. I should have been focused only on the map/diagram that was presented. I understood the limited scope of the presentation and should have stayed focused on that. My disappointment and frustration at the West/Southwest being forgotten about yet again got the better of me. I apologize for that.

I will attempt to convey in this email what I wanted my main points to be in my Public Comments. I'm hopeful the next time there is a presentation, some modifications will be made. This is about the lines on the diagram matching reality and not about physical changes on the ground at this point. It is about representing "all" areas around the station. (About 100 multi-family and 350-400 single family residences where negatively impacted by the station moving north.)

A point of clarification about the station "center/location" that continues to cause confusion I believe. From a vehicle standpoint, there are entrances/exits to the parking lots on E 25th Ave and E 28th Ave. Thus, many times that gets translated into E 28th Ave being the center of the station. This is a vehicle centric view. However, for peds, bikes, scooters, etc., there are additional access points from S. Delaware (as the presentation showed) and from the north side of E 31st Ave (not shown in the presentation) and in the future from the westside from the Michael's store parking lot area when this is turned into a Transit Center which is the long term plan. THUS, the true center of the station is between E 28th Ave and E 31st Ave. I have worked with the City of San Mateo to point this out and slowly things are getting updated. Google Maps generally uses the middle of the platform length as the station locations which means it will be somewhere between E 28th Ave and E 31st Ave on their maps.

With respect to the presentation diagram itself, I've broken into two halves.

For the northern "1/2" of the station area:

The arrows on 28th Avenue make sense. The arrow on S. Delaware St towards E 28th Ave also makes sense. However, I do think a movement is missing. There will be people who come southbound on Palm St (and this general direction/area), turn left onto eastbound E 25th Ave, and then turn into the parking lot entrance off of E 25th Ave and ride through the parking lot to get to Parking Area #1 (versus the extra

time to go on S. Delaware St.). One can make a case either way to show or not show this movement. I bring it up here for completeness only.

For the southern "1/2" of the station area:

First, people coming from the West/Southwest of W 31st Ave are not going to go to W. 28th Ave. (It adds to the time to get to/from the station.) They are going to take W/E 31st Ave into the station area by crossing El Camino Real and W/E 31st Ave to get to the northern side of E 31st Ave and take the ramp up from the sidewalk along E 31st Ave that goes under the Caltrain tracks. W/E 31st Ave (and Edison St.) are on the Bike Masterplan for numerous reasons including this one. W 31st Ave has had traffic/speed calming devices installed to slow down vehicles. This further assists bike/scooter riders and peds to feel safer.

My main frustration was about this entire movement not being represented on the "Bike Parking Areas" slide. I myself along with my neighbors will be using some variation of this movement. There are significant numbers of multi-family and single family homes where the residents who use Caltrain will use the route of W/E 31st Ave as their main way to/from the station (unless they are driving). I have attached a "jpeg" file of this movement drawn in orange. How one traverses the intersection of El Camino Real and W/E 31st Ave will vary depending on the mode someone is using and the signals (e.g., left turn green arrows).

Second, for people coming northbound on S. Delaware St from Pacific Blvd, the blue arrow probably captures much of this movement correctly. However, there will be some who turn left at E 31st Ave and get on the sidewalk and take the ramp up from E. 31st Ave into the station parking area.

Third, for people coming westbound on East 31st Ave, I believe there will be two movements. One set of folks will turn right onto S. Delaware St. and follow the blue arrows into the station. Another set of folks will go straight (e.g., green light, congestion straight ahead or to the left) on E. 31st Ave and switch to the sidewalk along the northside of E 31st Ave and turn right onto the ramp again up into the station parking lot.

I have represented these alternative movements in purple in the attached file.

These movements utilizing the ramp from the northside of E 31st Ave just east of the Caltrain tracks led me to my other thought/question around was there value in having an Area 3 of bike parking. This area would be near the end of the ramp when it reaches the parking lot elevation. In this way, the "crush" of users would be spread out. I'm not claiming Area 3 make sense for other reasons, but I believe it is at least worth a look with some bullet points on the pros/cons. At this point I would not expect it to be added, but it might be an expansion area if needed in the future beyond the current expansion plans. This very rough area is shown in green on the "jpeg" attached.

The fixes I'm talking about can be incorporated the next time this topic and/or similar topics are presented. They do not require spending funds to change things on the "ground". I am familiar all the things you bring up in your email. I think the main item we disagree on is W 28th Ave being the route into/out of the station for folks West/Southwest of the station where W 31st Ave is the more direct/shorter route to the station. I would be happy to discuss any of this further.

Thank you again for reaching out,
Drew

---- On Fri, 18 Sep 2020 16:27:03 -0700 **Provence, Dan** <ProvenceD@samtrans.com> wrote ----

Hi Drew,

I wanted to follow up with you about last night's BAC meeting and the concerns you raised about the map in the Hillsdale presentation. I appreciate your interest in improving station access from the southwest but the effort I'm working on is much smaller in scale and is limited to putting bike parking in at the station. My intent during the presentation was to show that we coordinated with the City of San Mateo so that the on street city bike facilities and the Caltrain bike parking make sense for customers on bikes.

As you probably know, car traffic entering and exiting the parking lot at 28th Avenue will be restricted to right turn in and right turn out only due to a raised median and supports for the tracks. If a bike facility on 28th Avenue kept cyclists on the same side of the street as cars, cyclists would encounter the same restrictions and would be forced to take a circuitous route on one leg of their journey. Instead, we worked with the City to update the bike plan to address this issue. The plan is to put a 2-way path on the north side of 28th Avenue so that cyclists are not affected by this restriction and would have quick access to and from the station. The larger of the two bike parking areas is directly adjacent to that path and near the station entrance so it should work well for people on bikes.

In my map, I showed one arrow coming from the west that was meant to show how I believe cyclists coming from the southwest and northwest would be most comfortable arriving at the station by bike. I think this is the most direct route and the route with the highest comfort bike facility. I apologize if that wasn't clear from the presentation.

While not perfect, I think we have a pretty good plan for biking to the new Hillsdale Station from all directions. Please let me know if you'd like to discuss any of this further.

Thanks,
Dan

Dan Provence, Principal Planner
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave. San Carlos, CA 94070
Phone: 650.339.0586 Website: www.caltrain.com



Bike Parking Areas

25th Ave

1

20th Ave

S. Delaware St

El Camino Real

2

#3?

31st Ave

Mccauley, Ryan

From: liebermand@samtrans.com on behalf of Dan Lieberman <liebermand@samtrans.com>
Sent: Monday, November 2, 2020 10:42 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Seeks New Representatives for Bicycle Advisory Committee



November 2, 2020

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Seeks New Representatives for Bicycle Advisory Committee

Caltrain is seeking new members for its Bicycle Advisory Committee (BAC), which serves as the primary venue for the interests and perspectives of bicyclists to be integrated into the Caltrain planning processes.

The committee is comprised of nine volunteer members from San Francisco, San Mateo and Santa Clara counties. One member from each county represents a public agency staff member, a bicycle advocacy organization member and a Caltrain bike passenger from the general public who uses a bicycle or bike share. Currently, the committee has four openings; a general public member from San Francisco and San Mateo Counties, and representatives from bike organizations in San Francisco and Santa Clara Counties.

Applications are due **Monday, November 30**, and are available at www.caltrain.com/bac or by calling 650.740.6264.

The BAC meets every other month at 5:45 p.m. in San Carlos, just one block from the San Carlos Caltrain Station. All meetings are open to the public, and are currently being held digitally.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at www.caltrain.com and follow on Twitter [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
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November 16, 2020

Millbrae Bicycle and Pedestrian Advisory Committee, and Park and Recreation
Commission
City of Millbrae
Recreation Department
623 Magnolia Avenue
Millbrae, CA 94030

RE: Response to interest for "A Proposal for "Slow Streets" for Bicycling and Walking
Along the Caltrain Corridor"

Dear Commissioner Keefer et al,

Thank you for your interest in providing improved north/south bicycle access to the Millbrae Intermodal Station. Parcel 093-352-020 is being reserved to support the future operational needs of the Caltrain Corridor and is therefore unavailable for the proposed bicycle use and easement. That said, the access issue highlighted in your letter is an important one and is the subject of a broader multi-agency planning discussion related to the Millbrae Intermodal Station and surrounding developments. Your feedback has been noted and will help inform future access discussions regarding the Millbrae Intermodal Station.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Petty", written over a horizontal line.

Sebastian Petty
Deputy Chief, Rail Planning

City of Millbrae
Recreation Department
623 Magnolia Ave.
Millbrae, CA 94030

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Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

94070-242000



August 18, 2020

To: Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

From: Millbrae Bicycle & Pedestrian Advisory Committee, and Park & Recreation Commission

Concerning: Response to interest for "A Proposal for "Slow Streets" for Bicycling and Walking Along the Caltrain Corridor"

Dear Caltrain Bicycle Advisory Committee,

Millbrae, like many Bay Area cities, has experienced a large increase in pedestrian and bicycle activity during the COVID-19 period and this has only served to amplify attention and interest by the community on bicycle and pedestrian resources within the city and the region. We were highly interested in following up with your committee on your encouragement for "improving connections for biking to and from individual Caltrain stations." The Millbrae Caltrain station has very poor bicycle and pedestrian access to and from the station on the North side and the West side of the Station.

We write to you because this has been a long-standing deficiency of bicycle and pedestrian route access to the Caltrain Station. The City has been looking for alternative routes along with the redevelopment of the Millbrae Station Area Specific Plan and alignment with High Speed Rail project to come. The current circuitous route is also the only regional connection for bicycling between Burlingame to San Bruno through Millbrae along the West side of the Caltrain corridor.

While we hope that in the long term, the High Speed Rail project will take into consideration the need for a bike route within or along its Western side of the tracks, within the current time period, the city and the region are seeking Caltrain's support in enabling cyclists/pedestrians an access easement to the station from the North that connects the station to Hillcrest Avenue without using El Camino Real (ECR).

From the West, all access to the station requires the crossing of ECR at either Hillcrest, La Cruz, or Victoria Avenue. It also requires walking along the sidewalk South along ECR to enter the station on Linden Avenue, and while this is acceptable for pedestrians, it is not accessible by bicycle. From the North, there is no direct route to the station that doesn't require the use of ECR.

Without using ECR, the current routes to and from the station from areas West and North of the station requires the cyclist to travel to the South end of the city at Murchison, to then travel East cross ECR, and then circle back North to the station from the South side. This route requires cyclists to utilize a series of downtown Millbrae city streets consisting of Magnolia, Meadow Glen, and Broadway. It is very circuitous and indirect, placing the cyclist in a city center and limiting safe and reasonable access to the Caltrain Station. In short there is a need for a North/South bike and pedestrian route running between ECR and the railway line.

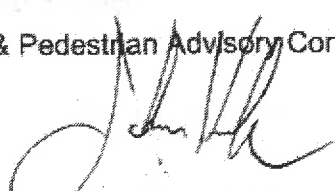
Millbrae has a long-standing interest in securing a connection of the Caltrain station platform to Hillcrest Avenue using a temporary easement along the fence line of housing on Hemlock Avenue consisting of using a 6-8 foot space under the power lines along this section.

The section is identified on assessor Map 93-35, submap 352, lot BK-24 circle #2 (the identified 50-foot-wide lot) running from what was Railroad Ave at the station's Northwest platform to the Southeast corner of Hemlock and Hillcrest where the City of Millbrae has an access point lot for the easement path to connect onto the Hemlock route North or Hillcrest route West. This is only temporary until High Speed Rail breaks ground and flushes out a detailed plan that incorporates improved bicycle and pedestrian access to the station.

We hope you will take our feedback and suggestion into consideration and welcome any and all questions regarding our comments.

Sincerely,

The Millbrae Bicycle & Pedestrian Advisory Committee, and Park & Recreation Commission



John Keefer - Commissioner