

**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 19, 2018

MEMBERS PRESENT: C. Bargar, J. Brazil, G. Buckley, M. Guevara, A. Olson, N. Rodia, D. Thoe

STAFF PRESENT: C. David, Y. Hanakura, M. Jones, L. Low, Jo. Navaro, J. Navarrete,

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

PUBLIC COMMENT

Roland Lebrun noted that the email he sent to the San Francisco Supervisors (cc'ing the BAC) regarding the downtown extension included attachments, which will be included in the next correspondence packet.

APPROVAL OF MINUTES OF MAY 17, 2018

Motion/Second: Bargar / Guevara

Ayes: Bargar, Buckley, Guevara, Olson, Rodia, Thoe

Abstain: Brazil

Absent: Alba, Provence

MTC BIKE SHARE PRESENTATION

Melissa Jones, Caltrain Senior Planner, noted Caltrain's support of bike share, stating Caltrain continues to work with city partners to site city-approved bike share at stations. Ms. Jones introduced Kara Oberg, MTC Active Transportation Planner.

Ms. Oberg presented:

- Bike Share Overview
- Bike Share in the U.S. and Bay Area
- Bike Share and Plan Bay Area 2040 Targets
- MTC and Ford GoBike
- Bike Share Capital Program
- Access
- Operations
- Bike Share and New Mobility Guidelines

Mr. Guevara asked how does the ridership growth compare to the forecast.

Ms. Oberg noted ridership is tied to deployment; and that deployment has been slower than anticipated.

Mr. Bargar asked if MTC has a role in speeding up deployment.

Ms. Oberg noted that permitting, public right-of-way, and repurposing the curb occurs at the local level, and that these continue to be big challenges. She said MTC assists at a more regional level, for example, at the Port of San Francisco or regional transit hubs.

Mr. Bargar asked if MTC is helping incentivize or encourage bike share to locate near transit stations or bus stops. He also asked how MTC is encouraging transit users to use bike share.

Ms. Oberg said they are not directly encouraging providers to locate near transit as every company knows that bike share is used for first and last mile. She noted that Motivate is committed to sharing the Clipper Card ID at the trip level, which will help them know more about the intersection of transit and bike share. Ms. Oberg said they will be the first in the nation with that transit data, which is a good first step to understanding what's occurring, and then how to effectively incentivize bike share.

Mr. Bargar asked what MTC is doing to encourage local cities and counties to allow bike share to operate in their jurisdictions.

Ms. Oberg said they did a survey at the beginning of the year, and in March their working group focused on bike share, pairing the results to find out who's operating bike share, who wants to, and what the challenges are. Ms. Oberg said about half the respondents were interested in learning more; and the other half already had bike share and like it. She noted the difficulty is finding commonality in the region; however, MTC is collecting and analyzing data.

Mr. Bargar asked if the acquisition of bike share companies by Uber and Lyft changes MTC's relationship with Motivate or how they anticipate bike share will evolve in the region.

Ms. Oberg said that it doesn't affect their contractual relationship because it was an acquisition and Motivate will continue to operate the system. She noted that Lyft brings the possibility of more capital and e-bikes, better outreach, and a potentially accelerated timeline. She also said public right-of-way will remain a challenge, but with more people excited to get people on bikes, she's cautiously optimistic.

Mr. Bargar asked if there's anything MTC is doing to encourage more competition in the bike share space.

Ms. Oberg said their role is helping set guidelines and principles and putting the public good at the forefront, and then letting the market respond.

Mr. Bargar noted seeing dockless bikes at the Mt. View Station and asked Ms. Jones if Caltrain has developed an official bike share policy yet.

Ms. Jones said Caltrain is currently exploring a policy right now. She noted that the City of Mountain View has a pilot program with Ofo and Lime, and that other cities are considering bike share.

Ms. Buckley noted she's seen Lime scooters onboard and was wondering if that was allowed.

Ms. Jones replied no.

Mr. Bargar asked if Caltrain had a policy on bikes and scooters being left on the platform.

Ms. Jones said when Caltrain works with companies, the direction is the items need to stay off the platforms. She noted when passengers leave items, sometimes the conductors, station staff, or companies have to move them. Ms. Jones said an official policy would include citing.

Ms. Rodia asked if the targets in slide 4 were developed by MTC.

Ms. Oberg confirmed they're MTC's and explained they are part of their OTP's active transportation category.

Ms. Rodia asked if bike share can contribute to improving safety.

Ms. Oberg noted that bike share trips are generally safer than a regular personal bike and that a vehicle is 40 times more likely to be in a crash than a bicycle. She also said they've aligned with Caltrans in working towards zero deaths by 2030 and will be launching a safety initiative to collect data to better understand crash data.

Ms. Rodia asked for more details on the bike share versus personal bike data.

Ms. Oberg said she didn't have the numbers off the top of her head, but they want to make streets safer to prevent crashes; whereas helmets are more reactionary.

Mr. Brazil noted bike share has been in San Jose for five years as one of the original partners. He thanked MTC for being a good partner and noted bike share is a dynamic environment. Mr. Brazil reported that San Jose is supportive of micro-mobility devices as long as they're appropriately regulated and they are currently developing a policy. He also noted that San Jose has a high portion of bike share for all users and that pilots are an important way to begin since the landscape changes so quickly.

Vice Chair Olson asked if Lime Bikes are Clipper based.

Ms. Jones said no, they're app based.

Mr. Bargar thanked Ms. Oberg for MTC's recognition that starting with safe streets is important.

Mr. Brazil thanked MTC and suggested members encourage their cities to think about the use of public space. He noted that with so many groups wanting to use the space, cities must decide if they want to commoditize it, make it a public asset, or think about how sidewalks and parks are used to create the kind of communities people desire.

ANNUAL PASSENGER COUNT PRESENTATION

Catherine David, Principal Planner, introduced Senior Planner Yu Hanakura to the Committee and then presented:

- Purpose of Annual Count
- Count Methodology
- 2018 Challenges
- 2018 Count Results
- Summary
- Next Steps

Ms. Thoe asked about Gilroy ridership and the change in past ridership due to the dot com boom and bust.

Ms. David noted that was detailed in last year's annual report.

Mr. Guevara asked why one slide showed growth on the local trains at midday and night, while another showed decreases in ridership at midday and night.

Ms. David noted there are only a couple of locals that were in the category for peak period.

Ms. Buckley noted the increase in fare and how it might have an inequitable effect on midday riders whose employers don't fund their trip.

Mr. Bargar asked why there might be such a large drop in midday and nighttime service.

Ms. David said they're considering that as part of their planning efforts and that the Business Plan is examining midday service.

Mr. Bargar asked if an AMWR estimate was done for prior years.

Ms. David said they wanted to provide comparable data.

Mr. Bargar asked if Caltrain would conclude that this is Caltrain's highest ridership year ever.

Ms. David said she had not done that specific analysis.

Mr. Brazil asked for clarification on the difference between passenger boardings and maximum passenger load.

Ms. David noted the passenger boardings are the total passenger boardings for the entire length of the trip; whereas the maximum load is any point during the trip with the highest number of people onboard.

Ms. Rodia thanked Ms. David for the presentation and asked if they looked at confidence intervals on the overall ridership numbers.

Ms. David asked if she was talking about error statistics.

Ms. Rodia noted that there's random variation in how many people might be riding the train every day, so if a conclusion was being drawn regarding on average how many more or fewer people rode the train, one would have to look at the error in confidence.

Ms. David said they use a fare sales based revenue model, where they look at the ticket sales for each product type to estimate ridership, but she noted there have been a lot of fare product shifts. She noted the annual count is based on every train, every door; whereas fare based is based on tickets.

Ms. Rodia asked if adding the following train substantially changes the numbers.

Ms. David noted they are aware that many Silicon Valley office workers travel later to work, but for comparison purposes and to have year to year comparisons, they use a specific period for comparison.

Mr. Bargar thanked Ms. David for comparing the survey bike bumps with the self-reported bike bumps. Mr. Bargar asked if the information could be added into the minutes.

[Self-Reported Bumps vs. Annual Count Bike Bumps

- 2018 Self-Reported Matches: No Exact Matches
- 2017 Self-Reported Matches: 1 Bump on NB Train 261 on Tues 2/28/17 at San Carlos
- 2016 Self-Reported Matches: 5 matches total, 4 Bumps at Mt View on NB Train 323 on Tues 2/9/16 & 1 Bump at Mt View on NB Train 135 on Wed 1/20/16]

Ms. David said she looked at the day by day and train by train with the self-reported but she noted there was sometimes missing information so it's hard to do an exact correlation.

Ms. Rodia asked if there were many or a few stations that had a decrease in bike ridership and what the distribution looks like over all stations.

Ms. David said there will be information in the report that has station rankings and comparisons from this year to last.

Ms. Rodia asked about the breakdown in ridership between Baby Bullet service and local weekend service, and if Baby Bullet service also decreased.

Ms. David noted this year had some different train numbers than prior; however, using departure times they can see how ridership on the weekend shifted, and that the details would be in the report.

Ms. Rodia asked if the increase in ridership is due to demand or supply?

Ms. David noted that many of the Baby Bullet trains are at capacity and that perhaps that might influence a person's decision whether to shift off a crowded train to a limited.

Vice Chair Olson asked about the capacity of the six-car and eight-car EMUs and diesels.

Ms. Low said the eight-car EMU capacity isn't known yet as the configuration would still need to be determined. She noted that for the six-car EMUs there would be a 10% seated capacity increase and an over 30% seated and standing capacity increase per peak hour per direction.

Ms. Rodia asked if the reason for running five-car diesels and six-car diesels is because of limited capital?

Ms. David noted the limited number of 6-car galleries and 6-car bombardiers, with the rest of the fleet being 5-car galleries, and stated they need to prioritize use and also incorporate equipment availability and different turns.

Ms. Rodia asked if there were plans to expand the fleet before the EMUs arrive.

Ms. David said she would need to look into that.

Public Comment

Mr. Lebron suggested that the decrease in San Francisco is because in the evenings, cyclists who live closer to 22nd Street will get off that station; but in the mornings they will ride to SF Station to prevent getting bumped. On the southern end he suggested increasing ridership by originating Baby Bullets out of Gilroy. Mr. Lebron noted that the Clipper data should be reviewed and suggested that automatic passenger counters be used on the current fleet.

Ms. Rodia asked what the EMU seat number is.

Ms. Low said it was previously 573, but after working with the bike community, some flip seats were removed and so the seat total per trainset is now 567.

BIKES BOARD FIRST UPDATE

Jennifer Navarrete, Customer Experience Communications Lead, presented:

- Pilot Description
- Methodology
- Communication

- Findings
- Next Steps

Mr. Brazil asked if there were plans to make sure the behavior would stick over time.

Ms. Navarrete said they're thinking through procedures for this.

Ms. Thoe asked if the plan was for bikes to board first eventually everywhere, and if there was any reason not to expand it.

Ms. Navarrete said she would need to check on that, but they hadn't seen anything negative.

Ms. Rodia asked if there was a way to modify the gallery cars so that the entrance railing with the wider side was always closest to the bike area.

Ms. Navarrete said they have noticed that issue, which is why Bikes Board First is helpful, so that there is more efficient boarding, even with the rail in the way.

Public Comment

Mr. Lebron suggested boarding bikes through one door while disembarking through the other on the Bombardiers. Mr. Lebron continued his earlier comment and suggested Baby Bullets increase to seven cars to reduce dwell times and help with capacity.

ELECTRIC TRAIN ONBOARD BICYCLE STORAGE CAPACITY & SECURITY LETTER

Cliff Bargar, BAC Member, introduced the draft letter. Committee members asked for clarification and suggested changes.

The following change was agreed upon:

"When bicycle owners can see their bikes it reduces the risk of theft. The BAC also recommends that, without reducing overall bike capacity, each bike car have at minimum half as many seats in view of the bikes as there are bike spaces to allow passengers to watch their bikes to guard against theft."

Motion/Second: Thoe/Guevara

Ayes: Bargar, Brazil, Buckley, Guevara, Olson, Rodia, Thoe

Public Comment

Mr. Lebron said Bombardier is the only train builder on the market who could create an interior design that could meet ridership needs.

TOWNSEND CORRIDOR IMPROVEMENT PROJECT LETTER

Cliff Bargar, BAC Member, introduced the letter and offered background information on the project's history, status, and relation to Caltrain's 4th and King Station.

Committee members asked for clarification and suggested changes:

- Paragraph 2, change 1200 to "1400 average weekday bike boardings"

- Paragraph 2: "Towsend's two docs are the busiest in the bike sharing system"

Motion: Brazil / Buckley

Ayes: Bargar, Brazil, Buckley, Guevara, Olson, Rodia, Thoe

Public Comment

Mr. Lebron commented on the San Francisco downtown extension and noted its possible impact on pedestrians, bikes, and vehicles.

CHAIRPERSON'S REPORT – Andrew Olson

- 2018 Work Plan

Mr. Brazil noted his desire to learn more about the principal planner as the position relates to the work plan.

Ms. Thoe requested the new planner attend the first meeting after hiring to be introduced to the Committee.

Ms. Low said a person has accepted the position and they are anticipated to start in August.

Vice Chair Olson noted that this agenda item be added to the September 20 meeting.

Ms. Thoe asked for more information on the fleet sizing suggestion.

Ms. Low said it was more a general overview of how the fleet typically works, which she had gone over at a previous meeting. She noted the item was general and not as bike oriented.

Mr. Bargar noted the presentation from SFMTA could be delayed; however, he was interested in hearing from VTA potentially in November.

Mr. Brazil suggested an update on Diridon Station area planning.

STAFF REPORT – Lori Low

- Bike Bump Report
- Principal Planner (Station Access) Update
- Caltrain Business Plan
- Funding Update
- Sunnyvale Station Rehabilitation Project

Member Brazil left at 8:05 p.m.

WRITTEN CORRESPONDENCE

Vice Chair Olson noted a large portion of the packet was related to the EMUs, which the letter they decided to send addresses.

COMMITTEE REQUESTS

None

DATE, TIME AND LOCATION OF NEXT MEETING

September 20, 2018 at the Central Auditorium in San Carlos.

Meeting adjourned at 8:08 p.m.