



JPB Board of Directors  
Meeting of February 3, 2022

Correspondence as of January 21, 2022

# Subject

1 25th & 28th Avenue Traffic Study & Protected Bike Facilities

January 20, 2022

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

**Re: 25th & 28th Avenue Traffic Study & Protected Bike Facilities**

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

The Caltrain Bicycle and Active Transportation Advisory Committee (BATAC), a committee of Caltrain riders representing the interests of passengers who access the train by bicycle and other forms of active transportation, celebrates the opening of the new Hillsdale Station and completion of all three planned grade separations at 25th, 28th, and 31st Avenues by the City of San Mateo and Caltrain, while expressing support for the city's efforts to improve pedestrian, bicycle, and transit safety and connectivity on the street network around the station. We urge the city to act fast in selecting and implementing these improvements, and urge in particular the implementation of protected bike lanes on all three grade separated streets.

The new Hillsdale Station and accompanying grade separations improve connectivity between the Bay Meadows and Hillsdale neighborhoods through the construction of two new crossings; however, the creation of eight net new vehicle lanes bordering the station entrances redirects (and likely induces) significant amounts of vehicle traffic through the station area and Bay Meadows neighborhood. While it is important to balance roadway capacity for all modes, we urge you to prioritize high-quality pedestrian, bicycle, and bus facilities over vehicle throughput near Hillsdale Station, historically San Mateo's highest ridership train station.

The planned traffic studies on 28th and 25th Avenues are an important step which will hopefully demonstrate the feasibility of and need for implementing protected facilities for both Caltrain passengers and the broader community. For instance, 4-to-2 lane road diets on these streets would create the necessary space for protected bicycle facilities on 25th and 28th Avenues while lowering traffic speeds, discouraging illegal U-turns, and reducing crossing distances for pedestrians. As 31st Avenue is also directly connected to the station it should also be included in studies to determine the feasibility of adding protected bicycle lanes or classifying the wide sidewalks as shared use paths.

Ideally the City of San Mateo should replicate practices of other cities along the Caltrain corridor and implement some of these improvements sooner on a pilot basis with quick-build materials, engaging with Caltrans if necessary to facilitate a pilot. This is one of the highest ridership

Caltrain stations, next to one of San Mateo's leading transit-oriented developments and a high school. The safety of pedestrians, bicyclists, and other active transportation/transit users should be prioritized in this space. We support the city's efforts and response to community feedback, and encourage more effective protection to be studied and implemented on the streets surrounding the station.

Sincerely,

The Caltrain Bicycle and Active Transportation Advisory Committee

Cc:

City of San Mateo Sustainability and Infrastructure Commission

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San Mateo City Council