

**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 MAY 21, 2020**

**MEMBERS PRESENT:** J. Alba, C. Bargar, J. Brazil, O. Semonin, M. Guevara, M. Munowitch, N. Rodia

**STAFF PRESENT:** L. Low, R. McCauley, J. Navarro, S. Petty, D. Provence

Chair Bargar called the meeting to order at 5:48 p.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

None.

**APPROVAL OF MINUTES OF JANUARY 16, 2020**

Motion/Second: J. Brazil / O. Semonin

Ayes: J. Alba, C. Bargar, J. Brazil, O. Semonin, M. Guevara, M. Munowitch, N. Rodia

Absent: S. Johnson, J. Malmo-Laycock

**CALTRAIN BUSINESS PLAN UPDATE**

Sebastian Petty, Director, Caltrain Policy Development, presented:

- Process Overview
- Rounding out the Long Range Vision
  - Station Access and Connectivity
  - Existing Opportunities and Challenges
- Making It Happen – Delivering Improved Caltrain Service Before 2040

Mr. Semonin asked for clarification on the revenue numbers.

Mr. Petty said they are long-range projections, noting that right now the annual operating budget is around \$150M; and that if all the service is running in 2040, it will be closer to \$400M operating budget, but that's not driving this model.

Mr. Semonin noted he's seeing a lot of people using bikes right now, and asked that given the current circumstances that affects the math in terms of prioritization, such as having as many parking spots for bikes as there currently are for cars.

Mr. Petty said they're always watching trends, and noted that converting car parking spaces to bike parking is something that can be done iteratively over time.

Chair Bargar noted it could be worthwhile to track the MTA managed parking at 22nd Street that recently introduced pricing for street parking as he knows several people who made an adjustment to bike share due to it.

Chair Bargar stated support for Seamless efforts, including improving connections, schedules, and streamlining fares. He noted that over the past few years the Committee has sent letters to engage with local street traffic departments in corridor cities.

Chair Bargar asked Mr. Petty how the BAC can more proactively engage in improving bike and pedestrian connections, aside from the station work Mr. Provence is conducting.

Mr. Petty said hiring Mr. Provence was a big first step in having a resource at Caltrain that's tracking these items. He noted that if Caltrain were to be a comprehensive access manager over a 50 mile corridor more staff would be needed. Mr. Petty said that along the Peninsula a number of cities have bike planners and managers who are thinking proactively about their bike infrastructure so Caltrain has been building partnerships.

Chair Bargar said it was his intuition that expanding car parking supply is not the direction to head in, but he's glad to see actual analysis that showed from an actual budget and ridership perspective that expanding non-auto modes will benefit the railroad more. Chair Bargar noted that jurisdictions who are considering spending lots of money on building large parking garages near downtown train stations could learn from this.

Mr. Brazil noted the City of San Jose's planning efforts around Diridon Station area with SamTrans and Caltrain. He also said the City is updating its access and mobility plan and is releasing a new bike plan and is coordinating with SamTrans and Caltrain.

Mr. Semonin noted the curbside pick-up needs for Lyft and Uber and asked if Caltrain has a mechanism to recoup any revenue lost because it gives up parking spaces for rideshare curbside space.

Mr. Petty noted it's been challenging for public agencies to keep up with what's happening in the TNC space, and even more so right now as business models are in severe turmoil. Mr. Petty noted that once the dust settles regarding the shared mobility marketplace they can think more about what a Caltrain policy would be.

Chair Bargar shared his appreciation for the Business Plan's work in these areas, especially the equity analysis and the comparison with parallel service.

Chair Bargar noted concern with the slide that showed MUNI as faster from Bayshore to SOMA, and said that light rail is even slower, which may point to the utility of an Oakdale Station.

Mr. Petty said he would look into it.

Chair Bargar said those connections should be better known, and noted the need for signage at the station.

Public Comment

None.

**BICYCLE E-LOCKER CONTRACT UPDATE**

Dan Provence, Principal Planner of Station Access, presented:

- Caltrain and Bikes
- Bike Parking Options Today
- Future Caltrain Plans
- E-Lockers
- Contract Details
- Funding
- Schedule

Vice Chair Alba noted the standard e-locker size doesn't work for some bikes and asked for an update on adding longer or taller lockers.

Mr. Provence said the G5 model is what most people are familiar with, but the new G6 model is longer and is also being discussed. Mr. Provence said what's available might not work for everyone, but he'll look into other solutions that can help accommodate riders.

Vice Chair Alba asked about bike facility cleaning and sanitizing practices due to COVID-19.

Mr. Provence said they're currently working with the operators at 4th and King regarding reopening plans.

Ms. Rodia asked for the reasoning behind the three-year timeline

Mr. Provence said while working to get the contract in place, he's talked with BART about their experience, as well as with the vendor about the time needed to deliver large orders. He also noted the desire to get feedback and learn from previous installations.

Mr. Semonin asked what was meant by creative pricing.

Mr. Provence noted that it needs to be competitive with the free onboard option; yet, there need to be a structure in place that encourages turn over so multiple users have an opportunity to use the lockers. Mr. Provence said they're weighing the pros and cons of the different pricing structures.

Mr. Brazil noted that e-locker pricing is a tool to maximize the organization's goals, and since increasing e-locker use is the primary goal over creating revenues, playing with pricing structures is useful. .

Chair Bargar asked if the BAC could get a heads up before the e-locker item goes to the Board in case anyone wanted to attend the meeting digitally.

Chair Bargar asked how many keyed lockers there are and said given that utilization is so low, he assumed this would be a net of more people leaving their bikes at stations.

Mr. Provence noted there is a waitlist for the keyed lockers so there is demand, so there are most likely people who are bringing their bikes onboard that would gladly leave them at a station.

Chair Bargar asked how hard it would be to move lockers once they're installed, in case demand increases at a certain station.

Mr. Provence noted that BART's moved theirs, and the City of San Mateo moved some for a construction project, and so it is possible for the vendor to move them at cost due to demand at a station.

Public Comment

None.

**BIKE BUMP PRESENTATION FOR 2019**

Lori Low, Government & Community Affairs Officer, presented:

- Overview
- Bumps by Station
- Bumps by Trains
- Bumps by Month

Public Comment

None.

**CORRIDOR SLOW STREETS LETTER**

Cliff Bargar, Chair of the Caltrain Bicycle Advisory Committee, introduced the letter, noting many cities along the corridor are rolling out slow streets initiatives.

Mr. Brazil asked for clarification on the goal of the letter.

Chair Bargar said it's related to Caltrain's corridor and passengers, and a way to help facilitate passenger mobility without driving.

Vice Chair Alba said she appreciates the opportunity to help create slow or healthy streets at this time. She noted if the Committee feels a letter must have a specific ask, then perhaps they shouldn't send this one; but if they agree that applauding efforts and encouraging more regional coordination between the cities and jurisdictions along the corridor is desired then she would highly recommend approving this letter.

Mr. Guevara said he's supportive.

Ms. Munowitch noted that the recent slow streets effort has helped allow local residents to take local trips, especially in San Francisco, and since Caltrain is a commuter service, this is at a different scale.

Chair Bargar acknowledged that the emphasis thus far may not have been to facilitate commutes; however, he noted there are people who are still required to be physically at work, and this is relevant for people as they return to work, as there should be an opportunity for them to choose more sustainable modes.

Ms. Munowitch said she supports the letter.

Mr. Semonin said he was supportive of the letter and would like to see Caltrain make a similar statement.

Motion/Second: J. Alba/O. Semonin

Ayes: J. Alba, C. Bargar, J. Brazil, O. Semonin, M. Guevara, M. Munowitch, N. Rodia

Absent: S. Johnson, J. Malmo-Laycock

### **CHAIRPERSON'S REPORT**

- 2020 Work Plan

Ms. Low noted that if the Committee had ideas about what they'd like to get out of the city/county bike plan item that would be helpful.

Mr. Provence said a summary of city/county efforts was shared in a previous meeting.

Chair Bargar recommended moving the item to "committee suggestions."

### **STAFF REPORT**

Lori Low, Government & Community Affairs Officer, presented:

- a. Bike Bump Report YTD
- b. COVID-19 Update
- c. Hillside Station Temporary Closure Update

Dan Provence, Principal Planner of Station Access, presented:

- a. Bike Improvements at Stations Update
- b. Bike Parking & Micromobility Study Update

Chair Bargar noted his disappointment that the micromobility pilot might not occur, and thanked Mr. Provence for his efforts, noting they would one day be fruitful.

### **WRITTEN CORRESPONDENCE**

Chair Bargar summarized the correspondence packet.

### **COMMITTEE REQUESTS**

Mr. Brazil said the City of San Jose has worked for two years on a new bike plan and will have a public draft in June which will be released with a virtual town hall. He noted that it's a 600 mile network for all ages and abilities with unique features and a quick build strategy, and it's main goals are mode shift and equity. Mr. Brazil said he would send Ms. Low information to distribute to the Committee.

**DATE, TIME AND LOCATION OF NEXT MEETING**

The next BAC meeting is on July 16, 2020. .

Meeting adjourned at 7:57 p.m.