

# Meeting Minutes

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**Distribution:** Tim Chan, BART

**From:** Daniele Petrone, Jessica ter Schure

**Date:** March 7, 2011

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**Project Title:** BART Daly City Station Access Improvement

**Meeting:** Community Meeting

**Location:** Woodrow Wilson Elementary School  
43 Miriam Street, Daly City, CA 94014

**Time & Date:** 10:00 AM to 12:00 PM, 2/12/2011

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**Present:** BART: Tim Chan, Molly Burke, Tom Radulovich  
SF MTA: Frank Markowitz  
City of Daly City: Tatum Mothershead  
Nelson|Nygaard: Daniele Petrone  
Community Members: Marc Christensen, Charles Tillman, Stephen Heide, Jared Garrusso, Rogelio Foronda Jr., Cynthia Ashton, Judith Christensen, Sonia M. Reyes, Sylvia Lynch, Raquel R., Amiee Walden, Charles Blue, Sr.

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## 1. Introduction and Presentation

Tim Chan introduced himself and the Daly City BART Station Access Improvement Plan (SAIP). His presentation included an overview of the project, what the study will focus on, and general information on current and future conditions at the Daly City BART station.

The SAIP will focus on transit operations, pedestrian and bicycle access, safety concerns, and patron experience. The goals of the plan are to (1) efficiently and effectively accommodate planned increases in bus and shuttle service, (2) provide more efficient drop off, pick up, and layover areas, (3) improve the bus and shuttle transfer environment and experience, (4) improve bicycle and pedestrian conditions and connections, (5) reduce impacts on nearby neighborhoods, (6) preserve future TOD sites owned by BART, and (7) evaluate the feasibility of a potential at-grade crossing at John Daly Boulevard and Niantic Avenue.

## 2. Questions and Comments from Community Members

Throughout Tim Chan's presentation, various community members asked questions and made comments on current conditions at the BART station. Others suggested topics the SAIP should include in its analysis, and suggested possible interventions and solutions. These questions and comments are presented below. Questions are followed by answers by BART staff, presented in *italics*.

Question: Regarding the 14L Mission line extension to Daly City BART. It's going to be only diesel buses making the trip down here – does that mean you'll have to wait down here for the next diesel bus (as opposed to the electric trolleys)? Yes.

Comment: It would be great to have an electronic board posting bus lines and arrival times in real time, similar to what AC Transit does in downtown Berkeley.

Comment: The pedestrian underpass is not used because no one knows where it leads – there are no signs informing people this will take them across the street to the station.

Comment: Restrooms remaining closed is a problem. People are urinating on the trains.

Question: What is the security reason for the bathroom closures? *The closures are only happening at downtown stations, as suggested by the Department of Homeland Security.*

Comment: Additional custodians are needed.

Comment: I support the Niantic crosswalk, but traffic is a safety concern. It must be a safe crossing that improves accessibility.

Comment: People need to be able to cross, but you need to look at the circulation and traffic issues: how will traffic back up and what effects will this have. You need to figure out the timing for pedestrians – do we have people cross half of the street then wait for another light cycle? If so, there needs to be a safe waiting place with a bench so seniors, the disabled, and mothers with children can rest.

Question: Who owns the Junipero Serra right of way? *It is a Daly City street, but Caltrans controls the timing of the traffic lights.*

Comment: The southwest corner of the BART property is a waste of space that could be utilized for buses. The whole area should be looked at and reconfigured.

Comment: When moving the 28 bus closer to the San Francisco State shuttle, there need to be signs warning pedestrians of the dangers of crossing – something to get their attention.

Comment: The concrete benches at the station are horrible.

Comment: You have to fine people when they're occupying free-flow lanes or handicapped parking spaces at the station. Enforcement is key.

Comment: The escalators and elevators being out of order is an accessibility issue.

Comment: The fencing on Niantic and John Daly Boulevard is a traffic hazard. When you're trying to make that right turn onto John Daly Blvd you can't see over the fencing and shrubs.

Comment: The county line is a barrier to common sense planning and access concerns. We have to sync the efforts of both cities/counties for the sake of this station.

Question: Would it make sense to fill in the lower layer between the BART tracks and the parking lot (Niantic)? This way you could have fair-gates right off of the platform and buses could be moved to the new top deck. There should be enough room. *This is a great suggestion that BART staff will look into.*

Comment: Bus drivers don't always notice pedestrians crossing the bus pads. If you filled in this area and created a direct connection between the platform and the street, it would be safer and easier for those with disabilities. The existing bridge over the lower area is narrow and not a direct route.

Comment: BART electrical replacement is taking too much time. It is not acceptable for the escalators and elevators to be out of service for five months. BART must plan for future breakdowns and expedite repair.

Comment: In the upper east parking lot, the only place to sit down is at the bus stop. There need to be benches along the pathway to the station so the elderly and disabled can rest along the way.

Comment: Signage is needed to direct people to places like Mission Street, the community center, the mall, parking lots and garages, the right platform for trains to the airport, etc. Directional signs (north, east, south, west) would be helpful as well.

Comment: There needs to be signage in other languages so those that don't speak English can still easily use the station.

Comment: Signage should use universal symbols that everyone can understand, be in a big font, and be color coordinated.

Comment: Once the 14L comes in, schedules should be coordinated with train arrivals/departures.

Comment: We should allow the Daly City station to be on the MUNI fast pass system. It really is a San Francisco station.

Comment: You should use the Daly City Community Center in the evenings for future meetings. More people will come if you do. It's located at 2120 Junipero Serra Boulevard.

Comment: The Park Merced Shuttle schedule should be coordinated with the train schedule.

Comment: We need to continue to plan for the M Line extension.

Question: Should we have a citizen's advisory committee to help keep things moving along? *It's a possibility. Those who are interested in this should talk to us after the meeting.*

Comment: You should put advertising everywhere to generate more revenue for BART.

Comment: Ads are ok, but fewer, better placed ads are better than ads everywhere because at some point you get a diminishing return.

Comment: The San Francisco State shuttle needs to remain frequent, convenient, and safe.

Announcement: The San Francisco State Neighborhood Task Force is meeting on March 2<sup>nd</sup>.

### **3. Meeting Conclusion**

Tim Chan and Molly Burke thanked community members for participating in the meeting, and encouraged everyone to remain involved in the planning process. Various plan alternatives will be presented to the community at a meeting this summer.