



JPB Board of Directors  
Meeting of December 5, 2019

Correspondence as of November 27, 2019

# Subject

- 1 New car configuration
- 2 City of South San Francisco, Biotech Town Hall

## Seamans, Dora

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**From:** Seamans, Dora on behalf of Board (@caltrain.com)  
**Sent:** Wednesday, November 27, 2019 10:16 AM  
**To:** 'giuliano carlini'  
**Cc:** Narayan, Renuka  
**Subject:** RE: New car configuration

Dear Giuliano Carlini – I am confirming receipt of your email on behalf of the Caltrain Board, but could you please kindly resend your pictures separately as an attachment? Unfortunately, we cannot get it to download/appear.

Thank you,

Dora

Dora Seamans, MPA, CMC  
Executive Officer/District Secretary  
SamTrans, Executive Administration  
1250 San Carlos Ave  
San Carlos, CA 94070  
Tel: 650-508-6242  
[Seamansd@samtrans.com](mailto:Seamansd@samtrans.com)

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**From:** giuliano carlini <giuliano@carlini.com>  
**Sent:** Saturday, November 23, 2019 11:25 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** New car configuration

Board,

Just rode up to SF a few days ago on a morning train out of Hillsdale.

15 to 20+ folks standing in the aisle with all seats full so we can keep an eye on our bikes. I have no idea how that many folks (all seats filled + at least 15 more in the aisle) are possibly going to work out on the new configuration. Don't know if it's too late for y'all to reconsider, but I sure hope you can. If you don't now, you'll have to after you get the new cars and it'll be a lot harder and more expensive then.

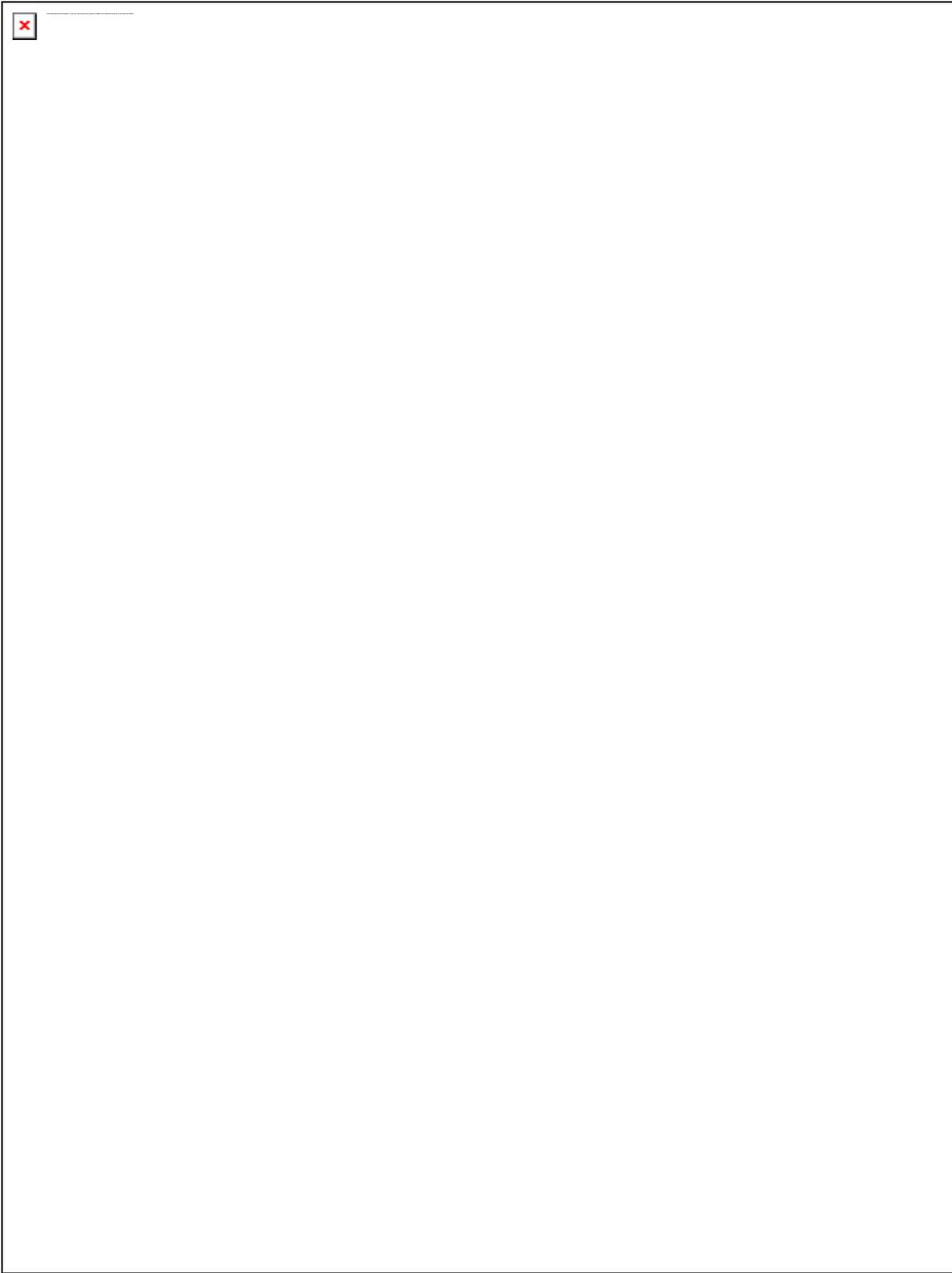
That many bikes on one car, with a bunch of folks crammed into the aisles, are going to cause havoc. Folks who didn't fit in, and had to go to other cars, will have to fight there way through to get to their bikes and then off. Dwell time will be hit hard. And a little queueing theory shows that decreasing per train capacity just a bit, so bikes can go on every car, with the resulting dwell time reduction, will result in a significant increase in daily system capacity. Which I thought was the point of cramming all the bikes onto one car. Naive solution makes the problem worse. Smart solution achieves the increased capacity goal. Bikes on every car, by staff's estimates as I recall, reduce capacity by 7 seats. 1%. I'm curious if staff contracted with someone who is versed in queueing theory to construct a system model. It's a pretty simple model. Shouldn't be that expensive.

Nice side effect, for us riders, is that it let's us watch our bikes better reducing theft. And that will increase ridership further.

giuliano

Pix of my trip up to SF a few days ago with folks jammed in the aisle. Y'all should take that trip some time and see for yourselves. Talk to folks. Apologies if you have and I'm assuming you have not.

7+ folks in front of me. You can't even see everyone cause some folks block others. An equal number standing behind me:



A bit later that same trip, I think a bit after leaving 22nd St station. You can see even more folks. Not quite representative as it's close to SF. But all these riders are in the aisle to keep an eye on their bikes. They wouldn't be doing that if theft wasn't an issue. Staff may not recognize that, but those of us in the aisle do.

**Seamans, Dora**

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**From:** City of South San Francisco <leslie.arroyo@ssf.net>  
**Sent:** Monday, November 25, 2019 9:05 AM  
**To:** Board (@caltrain.com)  
**Subject:** ONE WEEK AWAY! Biotech Town Hall | Monday, Dec. 2nd, 4:30 p.m. @ Merck



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## *BIOTECH TOWN HALL*

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You are cordially invited to join us for a Biotech Town Hall to hear the latest updates regarding the City of South San Francisco, transportation and housing, and the biotech community.

[\*\*RSVP HERE\*\*](#)

**SAVE THE DATE!**



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# **BIOTECH TOWN HALL**

at

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**MERCK**  
**(AUDITORIUM)**

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**4:30 - 6:00 PM**

**MON, DEC. 2**

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213 EAST GRAND AVENUE  
SOUTH SAN FRANCISCO, CA

RSVP@ <https://bit.ly/2NfDu64>  
QUESTIONS: LESLIE.ARROYO@SSF.NET

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City of South San Francisco, 400 Grand Avenue, South San Francisco, CA 94080

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