



JPB Board of Directors
Meeting of October 3, 2019

Correspondence as of September 27, 2019

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| 1. | Behavior on Caltrain |
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From: [Jose Cao-Garcia](#)
To: [Board \(@caltrain.com\)](#)
Subject: Drunken louts on game day
Date: Tuesday, September 24, 2019 5:51:17 PM

I have been a regular Caltrain rider since about 2014. Having to commute with loud, unruly, drunken baseball fans whenever there is a game is a regular occurrence for anyone commuting back to San Francisco on game days. This is an easy problem to solve, and there really is *no* excuse for it. Some questions:

Why are there no quiet cars on Caltrain?

This is an obvious solution to an obvious problem that every other commuter rail system I have ever ridden employs. You could implement it for free, and thousands upon thousands of your customers would appreciate it.

Given that there is no quiet car: why is alcohol permitted on the train?

Its one thing to not have a quiet car, and altogether another to make matters worse by allowing people to get drunk on the train. This is so poorly thought out as to seem malicious towards your regular commuter ridership.

Additionally: why is it that no measures are taken to prevent the absolutely disgusting stench of the toilets from spilling out into the train cars on crowded days? Notably: this problem is made ten-times worse by allowing alcohol from being consumed on the train.

These policies (or lack thereof) demonstrate a total disregard and contempt for Caltrain's most consistent paying customers: people like me who must commute by Caltrain every single day.

I am currently sitting here, breathing in the toxic stench of the toilet, while some insipid sorority girl screams her head off about god-knows-what while the conductor does absolutely nothing to maintain a civilized environment. Why does caltrain not understand that *nobody* wants to commute in a rolling sports-bar/bio-hazard.

Please. Do. Something. This is awful, disgusting, and entirely preventable for little-to-no cost.

Fed-up,
- Jose

KILROY REALTY CORPORATION

September 25, 2019

100 First Street, Suite 250
San Francisco, CA 94105Chair Gillian Gillet
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, 2nd Floor
San Carlos, CA 94070

Dear Chair Gillet,

On behalf of Kilroy Realty Corporation, I would like to encourage the Peninsula Joint Powers Board (JPB) to adopt the Moderate Growth Caltrain Business Plan, which would result in a 400% increase in Caltrain service to South San Francisco.

As the developer of Oyster Point, a 2.5 million-square-foot office campus in South San Francisco along the Caltrain corridor, we are a strong supporter of bringing better Caltrain service to the City. South San Francisco is currently leading the way in job creation in San Mateo County and the Oyster Point project is projected to add 15,000 of the predicted increase of more than 30,000 jobs in South San Francisco by 2040.

With the new South San Francisco Caltrain Station opening in mid-2020, Oyster Point is well positioned for office workers commuting from other Bay Area cities to avoid contributing to traffic congestion by instead utilizing public transit. However, South San Francisco's recent study as part of the new Master Transportation Plan for the area East of Highway 101, showed that 81% of the workers in this area are driving alone to work due to the current infrequent service and long commute times. We expect that without the changes proposed by the Moderate Growth Caltrain Business Plan, many more people would drive than would otherwise do so with faster and more reliable public transit service.

The Moderate Growth Business Plan, which adds more frequent service and faster travel times, creates more capacity for new residents and office users to commute using Caltrain. This will not only make it possible for more jobs to be created in South San Francisco, boosting the City's economy, but would result in reduced traffic congestion and, in turn, significantly reduced greenhouse gas emissions.

As a major stakeholder in the City, Kilroy Realty Corporation strongly urges the Board to adopt a new Moderate Growth Caltrain Business Plan, which provides increased and more streamlined service, as soon as possible to South San Francisco. In order to continue supporting the City's jobs, it is essential to provide at least eight trains per hour in the short term, and look at increasing this even further in the long term to accommodate future job growth and facilitate reduced traffic congestion in South San Francisco.

Respectfully,



Matt Griffin

SVP Northern California, Kilroy Realty Corporation

CC: Mike Futrell, City Manager
Members, Joint Powers Board
Members, San Mateo County Transportation Authority
South San Francisco City Council

From: [Jeremy Smith](mailto:Jeremy.Smith@redwoodcity.org)
To: council@redwoodcity.org
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Board \(@samtrans.com\)](mailto:Board (@samtrans.com)); wslocum@smcgov.org; [Sequoia Center Vision](#)
Subject: The Gravity of RWC Station
Date: Friday, September 27, 2019 10:05:59 AM

Esteemed council members,

I am one of the “young” people riddled with worry about climate change and how the destruction it poses to our world and local communities. Living densely around transit is one of the best ways we in the Bay Area can reduce our carbon emissions and maintain economic growth per a UC Berkeley report in 2017 and several others since then. Personally, I use Caltrain every day to get to my graduate school at Stanford M-F (by the way it takes 19 mins door-to-door from my parent’s home on Opal Ave/Brewster).

Development at Sequoia Station is **critical** to Redwood City’s future for many reasons I’m confident you understand. But I’d like to underscore how important the Redwood City Transit Center is to this future. Here are some points from a blog post that illustrate my views on what should be considered for the station:

- Think Big. Redwood City is one of the few stops on the peninsula rail corridor not surrounded by a sea of low-density single-family housing. Intensive land use and transportation must fit together to achieve a dynamic yet sustainable low-carbon future.
- Form follows function. No amount of architectural flourish or amenity can make up for a poor station design. Optimize for convenient access, easy transfers between trains and buses, short walks, direct and intuitive routes.
- Put the station at the center of the action, right over Broadway. Don't shove it to the north, out of the way of the development. The city rendering at right shows precisely what NOT to do.
- Configure the station as two island platforms to facilitate cross-platform transfers, without time-consuming vertical circulation or platform changes. The Caltrain business plan's staff-recommended service vision relies **entirely** on these Redwood City cross-platform transfers; every single train that pulls into Redwood City will make a timed transfer to another same-direction train docked at the opposite edge of the same platform. Denoting express tracks as 'F' for Fast and local tracks as 'S' for Slow, the optimal layout is FSSF with two islands, resulting in F-platform-SS-platform-F. Again, the city rendering shows precisely what NOT to do: passengers would not only have to change platforms, but also cross the tracks at grade.
- Elevate the train station to reconnect the street grid and make the railroad permeable to pedestrians, bikes, and other traffic. A busy four-track station is fundamentally incompatible with at-grade railroad crossings, and the only reasonable way to grade separate at this location is by elevating the entire station. Obstacles to pedestrian circulation such as the Jefferson Avenue underpass would be removed. Once again, the at-grade city rendering shows what NOT to do.
- Use four-track approaches from the north and the south. Cross-platform transfers are most efficient if trains do not have to arrive and depart sequentially using the same track, which adds about 3 minutes of delay. The best transfer is one where the two same-direction trains can arrive and depart simultaneously on their own separate

tracks. Temporal separation is efficiently established by having the local train stop one station away from Redwood City (southbound at San Carlos or northbound at a new Fair Oaks station at Fifth Avenue) at each end of a new four-track segment that will ultimately measure four miles. In this arrangement, the express trains naturally gain on the local trains without a single passenger being delayed at Redwood City.

- Include turn-back tracks. Preserve room in the right of way north and south of the station for turn back pocket sidings, between the central slow tracks. Dumbarton rail corridor trains may not necessarily "interline" or continue on the peninsula rail corridor, so it's important to give them a convenient place to transfer and turn around without fouling other train traffic on the express tracks (hence FSSF arrangement). Same thing for a possible San Mateo local, which could serve the more densely spaced stops north of Redwood City.
- Don't be constrained by discrete city blocks. It could make sense to build structures or connect them over and across the tracks, more tightly knitting the station complex into surrounding mixed-use neighborhoods. This has some surmountable safety and liability implications, but buildings on top of busy stations are a common feature of successful cities around the world.
- Plan for long 400-meter platforms, not Caltrain's standard 700-foot platform length (again as seen in the city rendering of what NOT to do). While statewide high-speed rail plans currently do not include a stop in Redwood City, it is becoming enough of a destination and a regional transportation node that it makes sense to build a station large enough to future-proof it for service by long high-speed trains, regardless of what the California High-Speed Rail Authority might have to say about it.
- Think ahead about construction sequencing. Redwood City should be grade separated in one project from Whipple to Route 84, including the elevated station, taking advantage of [Caltrain's land holdings](#) to minimize the use of temporary tracks. A shoo-fly track would have to be built on Pennsylvania Avenue (within the railroad right of way) to make room for construction of the western two-track viaduct. Trains would begin using the elevated station while a second eastern two-track viaduct is constructed. Pennsylvania Avenue could re-open later, under the new four-track viaduct. Construction sequencing may drive how much extra land is needed for the railroad, so it's important to think it through up front.

"Risk and Opportunity in Redwood City"

<https://caltrain-hsr.blogspot.com/2019/09/risk-and-opportunity-in-redwood-city.html>

"Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030":

http://turnercenter.berkeley.edu/uploads/right_type_right_place.pdf

"To save the planet, the Green New Deal needs to improve urban land use":

<https://www.brookings.edu/blog/the-avenue/2019/01/15/to-save-the-planet-the-green-new-deal-needs-to-improve-urban-land-use/>

Sincerely,
Jeremy Smith

From: [Luis Galindo](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Introducing a student fare product
Date: Friday, September 27, 2019 11:31:02 AM

Dear Peninsula Corridor Joint Powers Board,

I am a first-year university student at Notre Dame de Namur University. Now after all the financial aid and associated cost of attending a school of higher education. I was appreciative of the very reasonable \$48 dollar a month 1-zone pass for eligible discount fare with free local ride/ ride credit on Samtrans at any time.

I'm writing to you to finally adopt a student monthly pass with the same benefits currently applicable to the eligible discount monthly pass holders at a comparable price if not the same. Although just adopting this without maintaining the current interagency transfers available to every single holder an eligible discount monthly pass would be in vain.

It's time for not only Caltrain but the entire bay area to adopt affordable fares for students who go to higher education. Not only helping students with a little that goes a long way but expanding the Caltrain rider base. This should've been a given by now.

Best Regards,
Luis Galindo Leyva lfgljr2001@gmail.com

From: [Patti Fry](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Fwd: Survey problem
Date: Monday, September 23, 2019 8:24:18 AM

> Thanks for attempting to seek resident opinions about Caltrain. Unfortunately when i tried to respond via my mobile device, i could only respond to one screen of questions. The Next button took me back to the beginning. I believe none of my and others responses will be counted.

>

> So here is what a longtime Caltrain commuter and frequent flier from Menlo Park says:

> More frequent service and faster trains at all hours to more cities (Menlo Park home if Facebook please!) is critical. Thanks. So is much better connections with Bart and Samtrans buses. It is a travesty currently that these connections, are virtually nonexistent. The problems are worse early and late when travelers are forced to use other means of transportation or risk being stranded for an hour+ in the dark.

>

> If Caltrain is serious about service improvements, it would invest in grade separations -especially for smaller towns with fewer riders-rather than require every city and small town to plan for and pay for the infrastructure that Caltrain and our region as a whole need.

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> Last, fix the signage! We live in an area frequented by visitors, many of whom are unfamiliar with the bay area and possibly the English language. It is laughable and embarrassing that Caltrain signage refers to track numbers rather than a general destination name (e.g., San Francisco) and direction (e.g., north) that would have more meaning to a visitor or newcomer to Caltrain Please fix this!

> I have enjoyed using Caltrain. But it needs major service and infrastructure improvements.

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> Patti Fry

> Menlo Park

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> Sent from my iPhone...pls excuse typos