

From: [Caltrain BOD Public Support Board \(@caltrain.com\)](#)
To: [Jan Alexis Salandanan; Blytha Bowers](#)
Cc: [Jan Alexis Salandanan; Blytha Bowers](#)
Subject: FW: Letter for the Caltrain board
Date: Monday, August 26, 2024 8:22:24 AM
Attachments: [caltrain-let-8-23-24.pdf](#)

FYI- Letter addressed to M. Bouchard.

From: Dave Price <price@padailypost.com>
Sent: Friday, August 23, 2024 11:41 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@Caltrain.com>
Subject: Letter for the Caltrain board

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Please deliver the following two-page letter to the members of the Caltrain board.

Dave Price
Editor and Publisher
The Daily Post
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(650) 328-7700
price@padailypost.com



Palo Alto Daily Post
385 Forest Ave., Palo Alto, CA 94301
(650) 328-7700

Aug. 23, 2024

Michelle Bouchard, Caltrain CEO
and the Caltrain Board of Directors
1250 San Carlos Ave.
San Carlos, CA 94070

Dear Ms. Bouchard,

In response to your letter of Aug. 23, we're only asking that Caltrain report on a same-day basis whether a death has occurred on the tracks. We're not asking for you to say immediately whether the death was intentional or accidental. We understand that determination can take months.

Commonly, police departments will report that a death has occurred on the same day it occurred. It might take police and the coroner days or weeks to determine the cause and manner of death, but they promptly report when a death occurs.

If Caltrain remains silent when a death takes place, speculation will grow in the community. When a Menlo-Atherton student died Aug. 11, information giving his name and where he died spread throughout the community the next morning. Your policy of silence made things worse by creating an information gap that was filled with erroneous and inappropriate information. Authoritative information from Caltrain would have stopped the whispers.

The idea of refusing to provide any information on deaths runs contrary to the document you cited in from the World Health Organization. Those guidelines assume that the basic information about a death would be released to the public. The guidelines deal with how the media should use the information about a death. I'm not aware of any media guidelines that call for an information blackout. Caltrain's policy is outside the mainstream of public agencies in the United States.

Your policy is flawed because you developed it in a vacuum without consulting with the media or experts on suicidology. You didn't even hold a public hearing on it. Had the policy been developed in an open process, you would have learned that the Werther Effect (the copycat theory) has been debunked — other researchers have been unable to replicate its results.

Finally, I question the statistical validity of Caltrain's three-month test (two deaths from May to July). Over the years, under the old policy, there have been many three-month periods when there were only one or two deaths. For instance, between January 2023 to July 2023, Caltrain only had two deaths — and that's under the old policy.

Caltrain's information blackout is outside the mainstream when it comes to public information policies of government agencies. Sweeping a problem under the rug won't make it go away. Instead of hiding information, you should focus your attention on preventing suicides. Censorship is never the answer.

Sincerely,

Dave Price
Editor and Publisher



August 26, 2024

Emil Lawrence
1000 Twin Dolphin Dr Unit 14/B
Redwood City, CA 94065

Dear Mr. Lawrence:

This letter is regarding the inquiry received about your Redi-Wheels Paratransit application submitted in February of this year. The Eligibility staff had received your application and tried several attempts to reach you at 650-254-4126 but unfortunately, they have not been successful in reaching you.

We are once again sending you a Paratransit Application to complete and return to their office. Once received they will contact you to set up your initial interview. Should you have any questions please feel free to contact them directly at 650-366-4856.

Sincerely,

SamTrans Accessible Transit Services

Emil Lawrence MBA
Paralegal Investigator
Hotel Shores Landing
Second Floor-Unit 14/B
1000 Twin Dolphin Drive
San Carlos/RWC CA 94065
Cell-650-254-4126

July 16, 2024

PCJPB Board and CEO
SamTrans/Caltrain
1250 San Carlos Avenue
San Carlos, CA 94070

Re; The PCJPB RediWheels No Show since January 2024. One Can Write or Call, but the Handicap auxiliary "ain't going to do nothing."

PCJPB Board Members:

What actually has to happen at the PCJPB, to make it more responsible? What has to happen to make this Board work for the county, instead of for the extra time in private sessions? One of the most powerful forces on this planet is the "denial" of Caltrain transportation assaults. I am still reverberating from the two minutes in citizen-speaking time given me in March of this year. Maybe we need the media to be involved, or a federal investigation of PCJPB practices-on racial hostility-by the white-collar division of the FBI, or the California state Transportation Committee.

On 12/29/23, I was hit by a car in the rain-on the Redwood Shores Parkway (RWSP)-about 8 PM. There is no sidewalk at the bus stop-on the RWSP-so I was crossing the street with three white bags of groceries. Before I knew it, the vehicles at the red light were racing from the light and one was right on my back. I turned sideways, while this vehicle's bumper caught my pants and foot. I went down with a slam on one knee in the rain. None of the vehicles stopped, until they got to the next light. "A hit and run." People got out of their cars, including the vehicle that hit me. But, there I was on the side of the road, sitting in the rain until an ambulance showed up. At one point, there were ambulances, fire trucks, and the police. The RWC police took my ID while I am in the ambulance. The officer never came back. At the SF Veteran's Medical Center (SFVAMC), I found that I had many bruises and two broken toes. Soon, I caught COVAD-19, and was hospitalized at the (SFVAMC) for a week.

However, later, I found-more incompetence-the RWC police officer-who may have grown up in Mexico-never interviewed the victim-me-nor did he get any license plate numbers. Without talking to the victim, he amended the complaint to an "incident," and now it is not an "accident." So, I fire off a letter to the RWC police captain. But, not hearing from the RWC captain's office, I shoot a letter to the County Sheriff. As of this date, I'm still waiting for their replies. I will be writing to the District Attorney.

As of today, this is another case of San Mateo County's "Due Diligence." Weeks after leaving the SFVAMC, I was limping and using crutches.

In January 2024, I call Caltrans Reddywheels (RW) for assistance. In February 2024, I call RW, again. I am, walking/limping throughout San Carlos and Caltrans. But, I notice RW-always-traveling empty. I have never seen anyone inside the units. In February 2024, the administrator to my building gave me RW forms to fill out and these were sent in within days. Again, I called RW last month. They lost the forms. Then, they claimed someone tried to call me. What, where, when and how? I have no phone, email or hard mail records of this claim. I was limping at the Caltrain station the day your African Conductor denied me access to this transportation venue, and kicked me off the train.

Sincerely,

Emil Lawrence

Emil Lawrence MBA

CC: Warren Slocum, State Transportation Committee