



JPB Board of Directors  
Meeting of June 4, 2026

Correspondence as of May 15, 2026

#     Subject

1.     URGENT: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View
2.     Request for partnership with Dovetail Games for Caltrain recreation
3.     Re: WORLD biggest fandom BTS ARMY – *Staff response*
4.     Re: Frequent 511 Braking & Delays
5.     Complaint #1009325 — Repeated Runaround and No Action Since 03/30/2026

**From:** [Yukun Chen](#)  
**To:** [director@countyroads.org](mailto:director@countyroads.org)  
**Cc:** [District5@bos.sccgov.org](mailto:District5@bos.sccgov.org); [city.clerk@mountainview.gov](mailto:city.clerk@mountainview.gov); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** URGENT: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View  
**Date:** Sunday, May 10, 2026 11:52:12 AM  
**Attachments:** [Official\\_Petition\\_Central\\_Expressway\\_Sound\\_Wall\\_RexManor\\_Neighborhood.pdf](#)

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

TO: Director Harry of Roads and Airports Santa Clara County Roads and Airports Department

CC: Supervisor Margaret, District 5; Mountain View City Council; Caltrain Board of Directors

Dear Director and Honorable Supervisors,

I am writing to formally request a comprehensive noise and safety evaluation for the installation of a permanent masonry sound wall along the section of **Central Expressway** bordering the **Mountain mountain View Rex Manor** neighborhood, specifically between **Farley Street** and **Beatrice Street**.

Our community is uniquely positioned between two major transit arteries: **Central Expressway** and the **Caltrain corridor**. This creates a compounded noise environment that severely impacts the health, safety, and quiet enjoyment of our homes. Currently, our neighborhood is separated from these high-speed corridors only by a basic chain-link fence and ivy, which is insufficient for the following reasons:

- 

**Documented Excessive Noise Levels:** Based on initial noise monitoring conducted at our property line during peak hours, ambient noise levels have consistently reached **67 decibels (dBA)**. This level meets the threshold for "noise impact" under federal and state guidelines (23 CFR 772). This compounded noise environment—the constant tire roar from the expressway combined with frequent Caltrain operations—severely impacts the health and quiet enjoyment of our homes. (See Attachment A)

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**Infrastructure Inconsistency and Inequality:** There is a stark disparity in the

County's infrastructure along this corridor. Neighboring residential segments along Central Expressway have already been equipped with standard masonry sound walls, while our stretch remains neglected. We request the same level of environmental protection and infrastructure investment afforded to our neighbors. (See Attachment B and C)

- **Critical Safety and Liability:** A simple chain-link fence offers no structural protection against high-speed vehicle runoff accidents from the expressway. Furthermore, the lack of a reinforced barrier poses a significant liability risk should unauthorized pedestrians or pets breach the fence and enter the high-speed expressway or the adjacent live train tracks.
- **2025 Caltrain Service Expansion:** Following the full implementation of Caltrain's electrification and the **significant service expansion in 2025**, the frequency of train operations past our neighborhood has nearly doubled. This increased service volume means our community is now subjected to near-constant noise and vibration throughout the day, leaving zero intervals of quiet. The pre-2025 noise environment has fundamentally changed, necessitating a new, updated acoustic study.

We believe that closing this "gap" in the sound-wall system is a matter of public safety and equity. We respectfully request that the County Roads and Airports Department, in coordination with Caltrain where applicable, conduct a formal assessment of this site.

We also urge the **City of Mountain View** to actively advocate on behalf of its residents by formally supporting this request to the County. As our primary municipal representatives, your endorsement is critical in ensuring that our neighborhood receives the same environmental and safety standards as other sections of the Central Expressway corridor.

I look forward to your written response regarding the timeline for this evaluation and the steps our neighborhood can take to support this essential infrastructure improvement.

Attached is a formal petition signed by residents of **Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View**. We have already sent the original petition with "wet signatures" to the Santa Clara County Roads and Airports Department via certified mail (Tracking # 9589071052702588399191).

We look forward to your response.

Sincerely,

**Yukun Chen** On behalf of the **Rex Manor Bonny Street and Beatrice Street** residents

Yukun Chen  
153 Bonny Street  
Mountain View, CA, 94043  
05/09/2026

**Attn: Director of Roads and Airports** Santa Clara County Roads and Airports Department 101  
Skyport Drive San Jose, CA 95110

**CC: Supervisor Margaret Abe-Koga, District 5 (Santa Clara County Board of Supervisors)**  
**CC: Mountain View City Council CC: Caltrain Board of Directors**

**Subject: Formal Request for Sound Attenuation and Security Barrier along Central Expressway (Addressing Compound Noise from Expressway and Caltrain)**

Dear Director and Honorable Supervisors,

I am writing to formally request a comprehensive noise and safety evaluation for the installation of a permanent masonry sound wall along the section of **Central Expressway** bordering the **M mountain View Rex Manor** neighborhood, specifically between **Farley Street** and **Beatrice Street**.

Our community is uniquely positioned between two major transit arteries: **Central Expressway** and the **Caltrain corridor**. This creates a compounded noise environment that severely impacts the health, safety, and quiet enjoyment of our homes. Currently, our neighborhood is separated from these high-speed corridors only by a basic chain-link fence and ivy, which is insufficient for the following reasons:

- **Documented Excessive Noise Levels:** Based on initial noise monitoring conducted at our property line during weekend morning hours, ambient noise levels have consistently reached **67 decibels (dBA)**. This level meets the threshold for "noise impact" under federal and state guidelines (23 CFR 772). This compounded noise environment—the constant tire roar from the expressway combined with frequent Caltrain operations—severely impacts the health and quiet enjoyment of our homes. (See Attachment A)
- **Infrastructure Inconsistency and Inequality:** There is a stark disparity in the County's infrastructure along this corridor. Neighboring residential segments along Central Expressway have already been equipped with standard masonry sound walls, while our stretch remains neglected. We request the same level of environmental protection and infrastructure investment afforded to our neighbors. (See Attachment B and C)
- **Critical Safety and Liability:** A simple chain-link fence offers no structural protection against high-speed vehicle runoff accidents from the expressway. Furthermore, the lack of a reinforced barrier poses a significant liability risk should unauthorized pedestrians or pets breach the fence and enter the high-speed expressway or the adjacent live train tracks.

- **2025 Caltrain Service Expansion:** Following the full implementation of Caltrain's electrification and the **significant service expansion in 2025**, the frequency of train operations past our neighborhood has nearly doubled. This increased service volume means our community is now subjected to near-constant noise and vibration throughout the day, leaving zero intervals of quiet. The pre-2025 noise environment has fundamentally changed, necessitating a new, updated acoustic study.

We believe that closing this "gap" in the sound-wall system is a matter of public safety and equity. We respectfully request that the County Roads and Airports Department, in coordination with Caltrain where applicable, conduct a formal assessment of this site.

We also urge the **City of Mountain View** to actively advocate on behalf of its residents by formally supporting this request to the County. As our primary municipal representatives, your endorsement is critical in ensuring that our neighborhood receives the same environmental and safety standards as other sections of the Central Expressway corridor.

I look forward to your written response regarding the timeline for this evaluation and the steps our neighborhood can take to support this essential infrastructure improvement.

Sincerely,

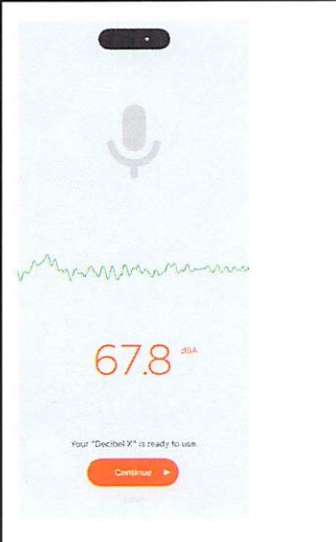
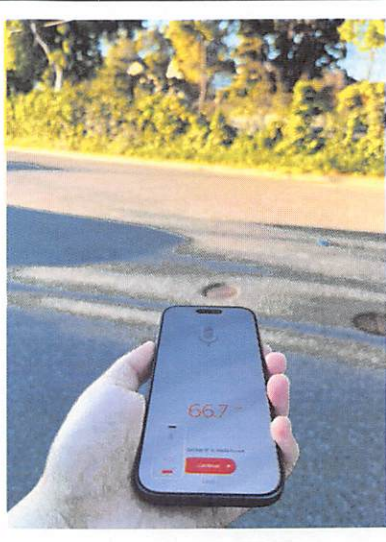
*Yukun Chen 05/09/2026*

**Yukun Chen**

**8143215151**

**cykustc@gmail.com**

Attachment A. Initial Noise Measurement Results.

Location	Time	Screenshot	Photo proof of measurement
Noise measurement taken at the property line bordering Central Expressway (Meridian Way)	Weekend morning hours		

Attachment B. Existing standard wall in adjacent neighborhood



Attachment C. Current inadequate fencing at our location



**PETITION: Request for Sound Barrier and Security Wall along Central Expressway**

To: Santa Clara County Roads and Airports Department & Board of Supervisors **Location:** Central Expressway between **Farley Street** and **Beatrice Street**.



**We, the undersigned residents of M mountain View Rex Manor** neighborhood, formally petition Santa Clara County to install a permanent masonry sound barrier and security wall along the segment of Central Expressway bordering our community.

Our neighborhood is currently facing an unprecedented "double-impact" environment—situated between the high-speed traffic of **Central Expressway** and the active **Caltrain corridor**. We are only separated from these transit arteries by a basic chain-link fence, which is insufficient for the following reasons:

1. **Documented Noise Impact:** Initial noise monitoring shows levels reaching **67 decibels (dBA)** during even weekend morning hours, meeting federal and state "noise impact" thresholds.
2. **2025 Service Expansion:** Since the 2025 Caltrain service expansion, the frequency of train operations has nearly doubled, resulting in near-constant noise and vibration throughout the day.
3. **Safety & Security:** A chain-link fence offers zero structural protection against high-speed vehicle runoff accidents and fails to prevent unauthorized access to the expressway and live train tracks.
4. **Infrastructure Inconsistency:** Neighboring residential segments already have masonry sound walls. We demand the same standard of protection and infrastructure investment for our section of the corridor.

Name (Printed)	Address	Signature	Date
1. Yukun Chen	153 Bonny St	<i>Yukun Chen</i>	04/17/2026
2. RAHUL KANDAR	141 BONNY ST	<i>R. Kandar</i>	04/17/2026
3. Dimas R. Putro	180 Beatrice st	<i>Dimas R. Putro</i>	04/17/2026
4. Jose Rojas	165 Bonny st	<i>Jose Rojas</i>	04/17/2026
5. MARK FENWICK	154 BONNY ST	<i>Mark Fenwick</i>	4/17/2026
6. Jessie Gonsalves	142 Bonny St	<i>Jessie Gonsalves</i>	4/25/26

**CONTINUATION OF PETITION: Sound Barrier along Central Expressway Current Conditions (2026):** Measured noise at **67 dBA** and increased **2025 Caltrain frequency**. We, the undersigned, support the formal request for a masonry sound wall to address noise, safety, and infrastructure inequality.

Name (Printed)	Address	Signature	Date
7. Shawn Burns	166 Bonny St		5/3/26
8. Daniel (Carter)	121 Beatrice St		5/3/26
9.			
10.			
11.			
12.			

**From:** [Shane VanHoven](#)  
**To:** [Jason Baker](#); [Navdeep Dhaliwal](#); [Board \(@caltrain.com\)](#)  
**Subject:** Request for partnership with Dovetail Games for Caltrain recreation  
**Date:** Monday, May 11, 2026 11:35:05 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Mr. Baker Ms. Dhaliwal and the Caltrain Government Affairs Team,

I am writing as both a rail enthusiast and a supporter of Caltrain to encourage the agency to explore a licensing partnership with Dovetail Games for an updated “Peninsula Corridor” route in Train Sim World.

The existing Peninsula Corridor route has been popular with train simulation fans for years, but it represents Caltrain prior to electrification. Since Caltrain’s modernization and introduction of electric service, I believe there is a great opportunity to create a remastered version featuring the new electric fleet, updated stations, and current operations.

Train Sim World has a large international audience of rail enthusiasts and transit fans. An updated Caltrain route could serve as a unique form of public outreach by showcasing the Peninsula Corridor, promoting sustainable transportation, and highlighting the success of Caltrain electrification to people around the world.

Many rail agencies internationally have benefited from being represented in train simulators, which help generate enthusiasm for rail transportation and preserve interest in railroad operations and history. Caltrain’s modern electric service would make an excellent addition to the game and would likely be very well received by the simulation community.

I hope Caltrain will consider working with Dovetail Games to make this possible. Thank you for your time and for the continued investment in improving rail transportation on the Peninsula.

My understanding is that Caltrain formerly had a licensing agreement with Dovetail, but I would’ve willing to help with getting you in contact with them if you need.

Sincerely,

Shane VanHoven

**From:** [Caltrain BOD Public Support](#)  
**To:** [mf17182772@gmail.com](mailto:mf17182772@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: WORLD biggest fandom BTS ARMY  
**Date:** Tuesday, May 12, 2026 12:44:32 PM

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Thank you for reaching out regarding service at Stanford Station. At this time, Caltrain does not plan to open Stanford Station for the BTS concert as the nearby Palo Alto Station is much better equipped to serve the large crowds the concert is expected to draw.

Stanford Station has physical and operational limitations that make it unsuitable for large concert and special event crowds. The station is not ADA accessible and lacks the space and facilities needed for major events. Caltrain will be deploying staff and wayfinding at Palo Alto Station to help guide BTS army concertgoers on the short walk to Stanford Stadium.

We appreciate your interest, so please spread the word to encourage riders attending events at Stanford Stadium to use Palo Alto Station as it will be a much better experience for everyone.

Have fun at the concert!

Sincerely,  
Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Sent:** Thursday, May 7, 2026 7:44 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: WORLD biggest fandom BTS ARMY

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**From:** Mll \_Bochinche <mf17182772@gmail.com>  
**Sent:** Thursday, May 7, 2026 1:32 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** WORLD biggest fandom BTS ARMY

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Hello

We BTS ARMY kindly asking in many ways possible some have called some have email asking for Caltrain to add the Caltrain Stop to Stanford stadium for concert days May 16-17 and 19

Please do your research this is the biggest fandom in the WORLD there it not only locals but international fans coming to the bay some asking about transportation be aware of it and help Bay Area good representation in transport thank you BTS ARMY

**From:** [Ryan Globus](#)  
**To:** [Caltrain BOD Public Support](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Frequent 511 Braking & Delays  
**Date:** Thursday, May 14, 2026 8:33:36 AM

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Hello,

Caltrain 511 just emergency braked again between Santa Clara and Lawrence. I have not heard anything from Caltrain other than vague platitudes, so I ask again:

**What is Caltrain doing to fix these PTC issues? When can riders expect this issue to be fixed?**

Thanks,  
Ryan Globus

On Wed, May 6, 2026 at 3:12 PM Caltrain BOD Public Support  
<[CaltrainBODPublicSupport@caltrain.com](mailto:CaltrainBODPublicSupport@caltrain.com)> wrote:

Dear Ryan Globus,

Thank you for taking the time to share your concerns regarding Train 511 and the repeated braking and delay events between San Jose Diridon Station and Sunnyvale Station.

We're very sorry to hear about the impact these delays have had on your commute and your husband's appointment. We understand how frustrating and disruptive it is when service reliability affects time-sensitive plans.

Your concerns about frequency, service reliability, and overall system readiness have been documented and will be shared with the appropriate technical and planning teams for investigation.

We appreciate your long-standing ridership and your willingness to share this detailed feedback.

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@[caltrain.com](#)) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Sent:** Wednesday, May 6, 2026 11:27 AM  
**To:** Caltrain BOD Public Support <[CaltrainBODPublicSupport@caltrain.com](mailto:CaltrainBODPublicSupport@caltrain.com)>  
**Subject:** FW: Frequent 511 Braking & Delays

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**From:** Ryan Globus <[ryanglobus@gmail.com](mailto:ryanglobus@gmail.com)>  
**Sent:** Wednesday, May 6, 2026 6:27:24 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@[caltrain.com](mailto:caltrain.com)) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** Frequent 511 Braking & Delays

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To the Caltrain Board of Directors,

I take Caltrain 511 several days a week to commute to work. Over the past several weeks, Caltrain 511 has hit the brakes and stopped for a long time between San Jose and Sunnyvale. These delays put me at risk of being late to work. Today, my husband joined me on 511 and is now at risk of being late to his doctor's appointment.

I've been a regular Caltrain rider for over 15 years, but if these delays continue, I may have to start driving to work to ensure I arrive on time.

**What is Caltrain doing to fix these PTC issues? When can riders expect this issue to be fixed?** This is unacceptable given EMUs have been in service for over a year and Caltrain is asking taxpayers for more money this fall.

Thanks,  
Ryan Globus  
San Jose resident

**From:** [Armen Sadakian](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Complaint #1009325 — Repeated Runaround and No Action Since 03/30/2026  
**Date:** Thursday, May 14, 2026 10:00:41 AM

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Board Members,

I am writing regarding Complaint #1009325, which remains unresolved.

I first reported this issue on 03/30/2026. Since then, I have contacted Caltrain customer service multiple times:

03/30/2026 — email  
04/02/2026 — phone call  
04/17/2026 — email  
04/24/2026 — email  
04/29/2026 — phone call  
05/01/2026 — email  
05/12/2026 — phone call with Merly

Each time, I am told a work order has been issued, yet the graffiti remains. Regular customer service has given me the runaround.

This is the same Replacement Parking Track wall that last year took more than 4 months and 15 calls to get repainted. In the meantime, the graffiti continues to grow every few days. What could have been handled with a few hours of power washing or a few gallons of paint has now become a much larger cleanup job.

Please escalate this immediately and provide a firm date for removal.

**Location:**

San Mateo Replacement Parking Track on the trackside wall along the southbound side of Railroad Avenue between 10th Avenue and 14th Avenue, near 1399 Railroad Ave, San Mateo, CA 94402.

**Exact location:**

<https://maps.app.goo.gl/UZ6s1QUY78wDDR5v9>

Photos are embedded below.





















Thank you,  
Armen Sadakian