



Minutes SPECIAL PUBLIC MEETING

**Sponsored By
ATHERTON CALTRAIN CORRIDOR
SUBCOMMITTEE**

**Tuesday
January 27, 2004
7:00 p.m.**

**TOWN COUNCIL CHAMBERS
94 Ashfield Road
Atherton, California**

Subcommittee Chair James R. Janz called the meeting to order at 7:00 p.m.

1. INTRODUCTION BY COUNCIL MEMBER JAMES R. JANZ

Subcommittee members present included:

**James R. Janz (Chair), Christopher Cobey, Fred Wolin, Mike McPherson,
Philip Lively, Jerry Carlson, Doris Kellett, Malcolm Dudley, Gustavo
Eydelsteyn, Rosemary Maulbetsch**

Members absent: Phil Mitchell, Jack Ringham, Alan Carlson

City Manager Jim Robinson was also present.

**SubCommittee Chair Janz announced the next Subcommittee meeting will be held
Tuesday, February 3, 2004, 7:00 p.m. He also announced two public workshops on the
Caltrain Draft Strategic Plan to be held by the Joint Powers Board, January 28, 2004, at
the SamTrans Administrative Building in San Carlos, and on January 29, 2004, in San
Francisco.**

**A High Speed Rail forum, sponsored by other organizations including the League of
Women Voters, will be held in San Jose on January 29, 2004 at 1:30 p.m.**

**The Peninsula Corridor Joint Powers Board will hold a public hearing on Thursday,
February 5, 2004 in San Carlos. Petitions gathered in support of retaining current
Atherton train service, and comments from this meeting will be presented to the Caltrain
Board at the meeting.**

2. HISTORY OF THE CALTRAIN CORRIDOR - ART LLOYD

Peninsula Corridor Joint Powers Board Member Art Lloyd gave a brief presentation on the history of train service on the peninsula.

3. HISTORY OF CALTRAIN CORRIDOR SCHEDULE CHANGES – COMMITTEE MEMBER PHIL LIVELY

Committee Member Phil Lively reported on changes in train service over the last 12 years.

4. PRESENTATION FROM CALTRAIN ON THE PROPOSED CHANGES IN SERVICE/IMPLEMENTATION OF BABY BULLET

Chuck Harvey, Caltrain Chief Operations Officer, reported on issues facing Caltrain's operation of the local commuter service. He noted that the Board is facing severe economic constraints caused in part by plummeting ridership figures since the dot.com crash and 9/11. He stated that Atherton's weekend ridership is the lowest of all the stations, but that a new proposal for weekend service, an Option D Schedule, will be published tomorrow.

5. PUBLIC COMMENT / DISCUSSION

The following members of the audience spoke:

**Jim Dobbie, Atherton
Terri Train, Atherton
Margaret Monroe, Menlo Park
Bob Huber, Atherton
Barbara O'Neill
Sharam Shirazi, Atherton
Carol Berg, Atherton
Jerry Carlson, Atherton
Carla Campbell, Menlo Park
Rosemary Maulbetsch, Atherton
Paul Woollomes Atherton
John Maulbetsch, Atherton
Steve Van Pelt, Menlo Park
Linda Erickson, Atherton
Alicia Seebold, Atherton
Dean Holman, Atherton
Chris Cobey, Atherton
Pat Dobbie, Atherton,
Robert Cronin, Menlo Park
Doug DeLong, Mt.View
Andrew Gross, Atherton**

Shirley Carlson, Atherton

6. SUMMARY, CONCLUSIONS AND POSSIBLE RECOMMENDATIONS TO CALTRAIN REGARDING PROPOSED CHANGES TO CALTRAIN SERVICE – COUNCIL MEMBER JANZ

Chair Janz summarized the issues heard during public comments. It is the intent of the Caltrain Corridor Subcommittee to present the following issues, along with the petitions collected, to the Caltrain Board at their February 5, 2004 public hearing.

- 1. Consider Atherton residents' contributions as taxpayers not just as fare payers.**
- 2. More service is needed at peak hours.**
- 3. Consider that the Baby Bullet project might be a wasted effort.**
- 4. What is called Limited Service currently is not really "express" service.**
- 5. The schedule should go to half hour service rather than the proposed hourly service.**
- 6. The per capital ridership is high in Atherton compared to other stops.**
- 7. Consider the impact the proposed schedule will have on schools served by Caltrain.**
- 8. After the last schedule change in August of 2002, there was a noticeable decrease in use at the Atherton Station. People tried other stations and found them not satisfactory, with the conclusion that a lot of people have stopped taking the train because of that service reduction.**
- 9. The Atherton Station is convenient for local people because parking is free here, and residents have the opportunity to leave their vehicles parked for multiple days.**
- 10. It is local sales tax funds that pay for the operating subsidies of the train, whether residents are train riders or not.**
- 11. The Tamien Station issue should be considered as Tamien versus all the stations along the peninsula.**

The next meeting of the Caltrain Corridor Subcommittee will be February 3, 2004, at 7:00 p.m.

7. ADJOURN

The meeting adjourned at 9:15 p.m.

Submitted by:

Sharon Barker, City Clerk

