



**PUBLIC COMMENTS RECEIVED FOR
Tuesday October 29, 2019
Working Group Meeting #8**

From: Adina Levin <adina.levin@friendsofcaltrain.com>

Sent: Mon 10/28/2019, 7:21 PM

To: North Ventura Coordinated Area Plan

Subject: Re: North Ventura Coordinated Area Plan Working Group Meeting

Hello, NVCAP team,

Unfortunately I will not be able to attend this week's meeting, but would like to share this as a comment to the group.

As the Working Group approaches the next steps, there is some important new information that is helpful to consider in looking at the medium and long-term future of the North Ventura area.

At its board meeting earlier this month, the Caltrain board approved the Caltrain Business Plan Service Vision, which sets direction for improvements starting with electric service (which is under construction and planned to start in 2022), and adding improvements to provide a regular, clockface schedule that is more frequent not only at peak commute period but during the day, evening, and weekends. Caltrain estimates that there is pent-up demand to increase ridership by 3-4 times the level today, the equivalent of taking another Highway 101's worth of cars off the road.

This direction creates additional opportunities for the North Ventura area, since people will be able to rely on Caltrain for more kinds of trips than peak hour commuting, such as going to a restaurant for lunch or dinner, with more opportunities to reduce the amount of driving needed.

A few thoughts about the implications and opportunities:

- * The exact schedule for California Avenue and other stations has not yet been set. Caltrain will start to plan its schedule for initial electric service in the next couple of years. Residents who want more service at Cal Ave should watch out for Caltrain's planning process for the initial electric schedule.

- * Caltrain's planned improvements include level boarding, which will provide greater accessibility for people with disabilities (and strollers, and luggage, and bicycles)

* Caltrain's plan includes corridorwide grade separations, supporting the directions of Palo Alto and other cities (but continuing to leave the details of design up to cities)

* Improved service will require funding for running the service more frequently all day, and capital investments to enable longer trains and more frequent peak service.

So, in the scenarios that are envisioned for North Ventura, it is reasonable to consider scenarios with better rail service, though the exact level and rollout of improvements is not yet known.

For more information, here is the presentation that was given to the Caltrain board at the meeting where the board approved the Service Vision.

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-10-03+Caltrain+Business+Plan+Vision.pdf

For those who aren't familiar, Friends of Caltrain is a nonprofit focusing on stable funding and successful modernization of Caltrain in the context of a connected regional network of sustainable transportation. We focus on education and advocacy, and have no organizational connection to the transit agency.

Thanks for your consideration,

Adina Levin

Friends of Caltrain

<https://greencaltrain.com>

650-646-4344

From: David Hirsch

Sent: Tue 10/29/2019, 5:01 PM

To: North Ventura Coordinated Area Plan

How can the City and the Ventura Representatives find common ground for an inclusive program if the owner/developer finds housing unprofitable and notes that there is significant economic value to the entire Fry's building as a commercial structure, remaining as a huge incumbrance to the development of this site? How do you propose to work with the developer to resolve this issue?

David Hirsch.