

From: Laurence Kinsella <[REDACTED]>
Sent: Friday, July 19, 2019 7:04 PM
To: General Plan <generalplan@cityofsanmateo.org>
Subject: Caltrain ridership down again in 2019

Hello,

Would you be able to distribute the email below to members of the Planning Commission and those organizing the upcoming Study areas for the City of San Mateo?

Thank you.

Laurence Kinsella

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The link below is important ACTUAL Caltrain data for 2018-2019, just released some 5 days ago.

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-07-11+JPB+Annual+Passenger+Count.revised.pdf

The numbers show factually that ridership was down AGAIN at 18 stations in 2019, as it was in 2017 and 2018 (Caltrain changed its passenger count methodology in 2018 and it would have gone down using the existing methodology, but went up using a new methodology which included only counting midweek passengers rather than every weekday).

This is important data to counter the sustained, unverified developer and NGO TOD claims/narrative that are used when applying for development approvals, in that it contradicts the TOD assumptions about proximity to Caltrain/high density housing and Caltrain ridership with actual ridership data directly from Caltrain.

The fact is that Caltrain ridership has been DOWN FOR THE LAST THREE YEARS in a row, even with all the added TOD developments in those years and even with the new 'friendly' count methodology used in 2018.

So the blunt fact is that new residents at TOD developments clearly don't automatically use Caltrain.

This fact contradicts the TOD assumptions that have regularly asserted when trying to get these high density projects around the tracks approved through the City of San Mateo.