

JPB BOARD MEETING
May 2, 2019

Correspondence Packet as of
April 25, 2019, 5 pm

From: Shikada, Ed <Ed.Shikada@CityofPaloAlto.org>
Sent: Wednesday, April 3, 2019 5:36 PM
To: Hartnett, Jim; Board (@caltrain.com)
Cc: Tom DuBois (external); Cormack, Alison; Kou, Lydia; Rice, Danille
Subject: Palo Alto City Council request for meeting regarding Stanford GUP

Please forward this message to Joint Powers Board Chair Gillian Gillett and Executive Director Jim Hartnett

Dear Chair Gillett and Executive Director Hartnett,

I am writing to you on behalf of the Palo Alto City Council, to request a meeting regarding the Stanford General Use Permit and Caltrain Business Plan efforts.

As you may know, the City of Palo Alto is currently undertaking a significant community planning effort to evaluate and advance railroad grade separation strategies across our city. Given that the Caltrain corridor effectively bisects our community, this is a critically important effort to ensure that Caltrain's potential growth can be safely and effectively accommodated through Palo Alto. As you may also know, the City is concurrently engaged in discussions with Stanford University and the County of Santa Clara to mitigate the anticipated impacts of the Stanford University General Use Permit (GUP) application currently being considered by Santa Clara County.

These major concurrent planning efforts have the potential to significantly affect quality of life in Palo Alto for decades to come. As such, the Palo Alto City Council established an Ad Hoc Committee with members Alison Cormack and Tom DuBois to advance the City's interests regarding the Stanford GUP. Through the work done to date by the Ad Hoc Committee, it has become clear that it is important for the City to identify and build on the issues of common interest between the City and Caltrain. On behalf of the Ad Hoc Committee, and Palo Alto's representative to the Caltrain Local Policy Makers Group (LPMG) Lydia Kou, I would therefore like to request a meeting with you to discuss the common interests between our agencies and potential steps forward to ensure coordination and maximize opportunities for alignment. Recent discussions at the LPMG suggest that the Caltrain Business Plan work ahead will also be an important vehicle for this coordination, and we would appreciate an opportunity to discuss how this might be accomplished.

Please let me know if you would like to further discuss the specifics of a meeting, or refer this request to your appropriate staff to calendar a date.

Respectfully,

Ed Shikada
City Manager



Ed Shikada
City Manager
250 Hamilton Avenue | Palo Alto, CA 94301
Ph: (650) 329-2280
ed.shikada@cityofpaloalto.org

From: Rod Sinks <rodsinks@gmail.com>
Sent: Thursday, April 4, 2019 3:09 PM
To: Board.Secretary
Cc: Board (@caltrain.com)
Subject: VTA Board Agenda Item 6.16 - Caltrain Corridor Capacity Improvements

Dear VTA Board Members,

Please support Caltrain Corridor Capacity Improvements in item 6.16 that will help expand transit ridership from south San Jose and South County and to job centers to the north. **We need to strengthen Caltrain as our most effective backbone transit system with more frequent service.**

Employees at our largest tech companies have a good transit option in private buses. For all the rest of us, we need to create better service in our major corridors from housing-rich centers to jobs-rich centers. Too many folks that make our economy work, including teachers and service workers, are leaving our area because they can't stand to commute from the places they can afford to live. While we work to build more housing in all our cities, we must also work on improving backbone transit service.

Thanks,

Rod Sinks
Councilmember
City of Cupertino

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:34 PM
To: Chris
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Received. RE: New electrified train bike cars

Dear Mr. Holland,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration

1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Chris <paperplanepilot@yahoo.com>

Sent: Monday, April 8, 2019 5:36 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>

Subject: New electrified train bike cars

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Thank you,
Chris Holland
San Jose, CA
650 766 5873

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:35 PM
To: Javier Trueba
Cc: Board (@caltrain.com)
Subject: Received. RE: Bikes on Trains

Dear Mr. Trueba,

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Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Javier Trueba <JTrueba@uct.com>
Sent: Tuesday, April 9, 2019 8:24 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Bikes on Trains

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Thanks

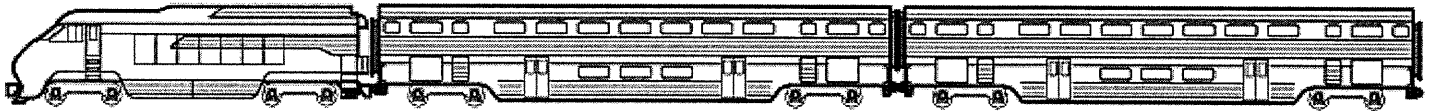
Javier Trueba | QA Inspector IV - Lead | Ph 650-754-2353 | jtrueba@uct.com
UCT | South San Francisco | USA

www.uct.com

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From: Patricia sSperanza <pcs@ptsitransportation.com>
Sent: Monday, April 8, 2019 12:30 PM
To: Board (@caltrain.com)
Subject: Compendium of Rail Fares

PTSI Transportation



PTSI Transportation

Presents

COMMUTER RAIL FARES (CRF)

Now, available for the first time, CRF is a subscription service that provides the current fare structure, including levels of fares, types of basic fares, and promotional fares, of every commuter rail service in the United States and Canada.

CRF is updated and distributed quarterly to all subscribers, and includes all fare increases or changes occurring on any commuter rail service in that period.

Please open this PDF file [SampleCRF.pdf](#) to see the following extracts from CRF:

- **Section A** - Lists each of the commuter rail services included in the Report.
- **Section B** - Lists the date and type of the last fare change made by each commuter rail service.
- **Section C** - - Describes in detail all of the elements of the Report, including approach and methodology.
- **Section D** - Compares the fare types sold by each commuter rail service. Included is the Summary Comparison of Fare Types, and Part 1 (Page 1) – the Comparison of Monthly Fare Types. Parts 2

through 5 (included in CRF) compare each of these other fare types: Weekly, 1 day pass, One Way and Annual Pass.

- **Section E** - Compares the fare levels of each commuter rail service based on weighted average fares. Included is Part 1 – the Comparison of Monthly Fare Levels, listed first in (A) rail service order and then in (B) rate per mile order. Parts 2 through 5 (included in CRF) compare the same fare types listed in Section D above.
- **Section F** - Contains a separate table presenting the detailed fare structure of each of the 46 commuter rail services in the United States and Canada.

Included are fare tables for the following rail services: ACE, GO Transit, Long Island Rail Road, SEPTA and Trinity Railway Express.

SUBSCRIBE TO COMMUTER RAIL FARES BECAUSE:

- A subscription to CRF is the only practical and cost effective way to receive the current fare structure of every commuter rail service in the United States and Canada.

(Alternatively, a rail service could hire a consultant or devote staff time to produce similar information, but the cost would be many, many times the cost of a subscription to CRF, and require a long delay instead of instant availability.)

- CRF directly compares the major differences that exist between all commuter rail services in terms of fare types, fare levels, discounts and promotional fares. This enables the user to easily identify the fare structure elements of one rail service that may be considered for use by another rail service.

SPECIAL INTRODUCTORY OFFER - \$100 OFF YOUR FIRST SUBSCRIPTION OFFER EXPIRES JUNE 30, 2019

To subscribe to Commuter Rail Fares, please contact:

PTSI Transportation

71 Union Ave, Suite 106

Rutherford, NJ 07070-1272, USA

Ph: 201-933-5530

E-mail: mrw@ptsitransportation.com

Website: www.ptsitransportation.com

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650 766 5873

From: Christina Turner <Christina.Turner@morganhill.ca.gov>
Sent: Monday, April 8, 2019 9:45 PM
To: Board (@caltrain.com)
Subject: FW: Morgan Hill's Caltrain Business Plan Comments
Attachments: Caltrain Business Plan Comments 4.8.2019.pdf

From: Christina Turner
Sent: Monday, April 8, 2019 5:19 PM
To: Caltrans_Director@dot.ca.gov
Cc: CityCouncil <CityCouncil@morganhill.ca.gov>; Leslie Little <Leslie.Little@morganhill.ca.gov>; Chris Ghione <Chris.Ghione@morganhill.ca.gov>; Edith Ramirez <Edith.Ramirez@morganhill.ca.gov>; board.secretary@vta.org; boardmembers@hsr.ca.gov; AllCouncilMembers@ci.gilroy.ca.us; Brian.Annis@calsta.ca.gov; Chad.Edison@calsta.ca.gov; Gabe Gonzalez <gabe.gonzalez@cityofgilroy.org>
Subject: Morgan Hill's Caltrain Business Plan Comments

On behalf of Mayor Rich Constantine, please see the City of Morgan Hill's attached comments on Caltrain's Draft Business Plan. Thank you for engaging with us and we look forward to our continued partnership.

Regards,
Christina

CITY OF MORGAN HILL

Christina J. Turner, CPA
City Manager

17575 Peak Avenue, Morgan Hill, California, USA 95037
d 408.776.7382 | c 408.839.1705
e christina.turner@morganhill.ca.gov | www.morganhill.ca.gov
[Facebook](#) | [Twitter](#)



17575 Peak Avenue
Morgan Hill, CA 95037-4128
TEL: (408) 779-7271
FAX: (408) 779-3117
www.morganhill.ca.gov

April 8, 2019

The Peninsula Corridor Joint Power Board
12509 San Carlos Ave.
San Carlos, CA 94070

RE: Caltrain Business Plan

Dear Caltrain Board:

On behalf of the Morgan Hill City Council, I would like to thank the Caltrain Board for engaging Morgan Hill and the rest of the communities in South Silicon Valley on the Caltrain 2040 Business Plan efforts. I want to take this opportunity to acknowledge Sebastian Petty and Casey Fromson for their diligent efforts on the outreach and communications. Your staff has been very helpful and attentive. We appreciate their partnership and their good work.

The purpose of our letter is to share some comments on the Caltrain 2040 Business Plan and request a response on how these issues listed herein can be incorporated into the final 2040 Business Plan. We have also included some comments/questions regarding existing and near future train service we hope you can respond to.

1. LEVEL OF SERVICE

Under the current Moderate and High Growth Scenarios listed in the Draft Business Plan, Morgan Hill would get two trains per hour during weekday peak times and one train per hour during non-peak and weekends. We are pleased to see increased service under these two scenarios. As indicated in your most recent update, the number of available Caltrain riders in our community is much larger than the number of riders currently using the Morgan Hill Caltrain Station. We believe many of our residents are traveling to a station in San Jose due to the limited train service in Morgan Hill.

We must work to provide adequate service to Morgan Hill and surrounding communities. As you well know, communities south of San Jose are growing at faster rates than other communities, providing housing for the growing Bay Area workforce. Morgan Hill has been growing at a steady rate of approximately 2%. Gilroy is the fastest growing City in Santa Clara County and many people are commuting to communities south of Gilroy due to the high costs of housing.

Highway 101 no longer seems to be a viable commuting option as it is severely congested. Local streets like Monterey Road and Hale Avenue are bearing the brunt of this congestion and have become regional transportation corridors (without regional funding to manage the wear and tear).

We recognize that in order to move people efficiently we need a public transit system that offers consistent service. **We recommend 2 trains per hour during peak time and one train during non-peak times be identified as the minimum level of service acceptable for South County.**

We request that this increased level of service be implemented as soon as feasible. Morgan Hill's train ridership has gone up 70% since 2011 and we believe that the demand will grow as the Diridon

station grows with the expansion of Google and Adobe. We are also increasing jobs in Morgan Hill. Currently, we have 6.2 million square feet of industrial space and another 2 million of job square feet in the pipeline. Our Downtown is quickly transforming into the transit-oriented development center envisioned in our Specific Plan. We have over a dozen projects that range from luxury market rate apartments to a boutique hotel. The parking lot at the Caltrain Station is filled with train riders as well as corporate shuttle bus riders. **Morgan Hill needs increased train service now.**

2. ELECTRIFICATION

The service level assumptions stated in the Draft Caltrain Business Plan are based on the electrification of the entire system. The electrification of the South County corridor is currently envisioned through a blended system with High-Speed Rail. The assumption is that High-Speed Rail will secure usage or ownership of the tracks from Union Pacific Rail Road (UPRR), electrify the right-of-way and share the electrified track system with Caltrain. It is our recommendation that the Caltrain Business Plan should acknowledge the efforts, goals and aspirations of High-Speed Rail. However, the Caltrain Business Plan should stand on its own and plan for the electrification of the tracks independent from High-Speed Rail's efforts. **We recommend that the Caltrain Business Plan include a plan for electrification of the South County corridor independent of High-Speed Rail's plans for electrification.**

It is important to clarify that the most paramount issue for Morgan Hill is increased service. While we believe electrification of the system is important for the long-term viability of Caltrain, Morgan Hill needs and wants additional service today, regardless of the form (diesel locomotive or electrified train). **We support electrification but not at the expense of delaying added service to South County.**

3. MORGAN HILL TRAIN STATION

The electrification of the tracks will require improvements to the Morgan Hill station. These improvements include adding a second platform and replacing the at grade crossing with an underground crossing. The City of Morgan Hill requests the immediate attention of Caltrain, High-Speed Rail and VTA to engage on the planning of the Caltrain Station so that the City can best plan for the future Transit Station and adjacent sites (sites that would be impacted by these improvements). Regardless of what agency (High-Speed Rail or Caltrain) cause the improvements to the Station, we all benefit by collaborative developing design solutions for the station. This work cannot wait. **Therefore, we request that Caltrain lead the effort in the design of the new Station and bring together the agencies that need to be part of the discussion and planning.**

It is important to note that the Caltrain Station offers over 400 parking spaces of which approximately half are used by corporate buses that are a big part of the transportation eco-system in Morgan Hill.

4. SERVICE ENHANCEMENTS

Residents in South County were promised a fourth train under Measure B approved in 2016. Unfortunately, this fourth train cannot be operational until the locomotive rehab work is done. It is our understanding that the fourth train will be running by 2021. We are anxious to have this train operational. **Please confirm the date by which the fourth train is expected to be available.** Also, please let us know when we can expect information about the proposed schedule (timeslot) for this fourth train.

Finally, the existing third train is to be rescheduled to an earlier timeslot to increase ridership. **Please confirm expected date of when this schedule will take place and what is the new timeslot recommended for this third train.**

5. HIGH-SPEED RAIL & GRADE SEPARATIONS

High-Speed Rail is scheduled to announce their preferred alignment and issue the project EIR report by the end of 2019. High-Speed Rail's EIR will environmentally clear a certain amount of train capacity for high speed trains along the corridor. **We want Caltrain's projected service (as envisioned in the Draft Caltrain Business Plan 2040) be accounted for in High-Speed Rail's Draft EIR.**

We do not know when (if ever) High-Speed Rail will be constructed and operated. **In the interim, we want Caltrain to be able to use the environmental capacity cleared by High-Speed Rail.**

Finally, the projected level of train service added to South County between Caltrain and High-Speed Rail warrant a conversation about pedestrian and vehicular safety. Tennant Avenue and Dunne Avenue in Morgan Hill have some of the highest Average Daily Trip (ADT) crossings in the entire Bay Area. **We request that High-Speed Rail, VTA and Caltrain join us on a productive conversation about the need (if any) of grade crossings in Morgan Hill.**

Morgan Hill and surrounding communities are growing fast without the support of much needed public transportation services. We are supportive of Caltrain's efforts to plan for a service that meets the needs of all customers and communities alike. We believe public transit is one of the ways we can be just and equitable. South County is long overdue to receive adequate, fair and just service. We urge you to move forward with your business plan and consider us your friend, advocate and ally as you move forward with these efforts. We thank you for allowing us an opportunity to comment of the Draft Business Plan.

We hope you find this information useful. Please feel free to contact me or Edith Ramirez, Economic Development Director at edith.ramirez@morganhill.ca.gov with any questions or clarifications for the above.

Sincerely,



Rich Constantine
Morgan Hill Mayor

Cc: Morgan Hill City Council, CityCouncil@morganhill.ca.gov
Valley Transportation Agency Board of Directors, board.secretary@vta.org
California High-Speed Rail Authority Board Members, boardmembers@hsr.ca.gov
Gilroy City Council, AllCouncilMembers@ci.gilroy.ca.us
California Department of Transportation, Laurie Berman, Director, Caltrans_Director@dot.ca.gov
California State Transportation Agency, Brian C. Annis, Secretary, Brian.Annis@calsta.ca.gov
California State Transportation Agency, Chad Edison, Deputy Secretary, Chad.Edison@calsta.ca.gov

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:35 PM
To: Javier Trueba
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Subject: Received. RE: Bikes on Trains

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UCT | South San Francisco | USA

www.uct.com

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Sent: Wednesday, April 10, 2019 10:14 AM
To: Osborn, Jennifer; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:@caltrain.com]; 'bikesonboard@sonic.net'
Subject: RE: bike space on caltrain

Dear Ms. Osborn,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Kind Regards,

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave

San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Osborn, Jennifer <Jennifer.Osborn@ucsf.edu>
Sent: Wednesday, April 10, 2019 9:07 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; 'bikesonboard@sonic.net' <bikesonboard@sonic.net>
Subject: bike space on caltrain

Gentle persons:

I'm so excited about the new electric trains.

I ride my bike in SF and take it on Caltrain and wanted to emphasize how important it is to me that there are enough bike spaces on the trains and that I can sit somewhere near my bike (when able). At present, I get bumped because the bike car is already full which is so frustrating – more bike capacity is key.

I read that the minimum bike spaces per 7-car train should be 84. I'd encourage that number to be even higher if possible, peak commute hours can be brutal. At worst, unused bike space becomes viable space for passengers to stand.

I would love, come 2022, to know that I can board the train I want to catch when I'm with my bike.

Best,
Jennifer Osborn

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 4:46 PM
To: 'Bikes on Board'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: RE: Alternatives for EMU reconfiguration for April 17 workshop

Dear BIKES ONboard,

Thank you for taking the time to send us your thoughts and for sharing your ideas at the joint workshop that occurred on April 17. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

Best,
Lori Low

From: Bikes on Board [mailto:bikesonboard@sonic.net]
Sent: Monday, April 15, 2019 10:56 AM
To: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: Alternatives for EMU reconfiguration for April 17 workshop

Dear Chair Gillett and Directors of the Joint Powers Board,
Thank you for taking public input on EMU reconfiguration. Please see the attached file for our recommendations with to-scale drawings for bike-car reconfiguration for consideration at the April 17 workshop.
Please let us know if you have any questions.
Respectfully,
BIKES ONboard Team

Alternatives for Caltrain Electric Train Reconfiguration

Overarching Requirements

1. 8:1 ratio of seats-to-bike-spaces as mandated by the Joint Powers Board
2. At least half as many seats as bike spaces within view of bikes (same as today) to deter bike theft and keep trains on time

Capacity Cheat Sheet

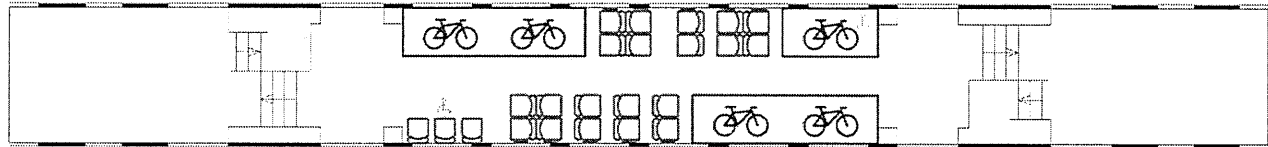
	Bike Cars	Bike Spaces	Seats	Satisfies seats within view of bikes	Ratio of seats-to-bike-spaces
Today's diesel fleet	2 or 3	77	687	Yes	8.9 to 1
6-car EMU (electric multiple unit)	2	72	567	No	7.9 to 1
7-car EMU limited to 3 bike cars	3	72	667	No	9.3 to 1
7-car EMU recommendation #1	4	80	661	Yes	8.3 to 1
7-car EMU recommendation #2	7	84	660	Yes	7.9 to 1

6-car EMU train; 7th car will be E (powered)

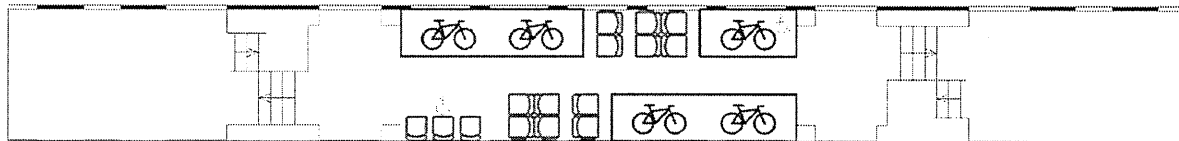


Recommendation #1: Four bike cars

D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset

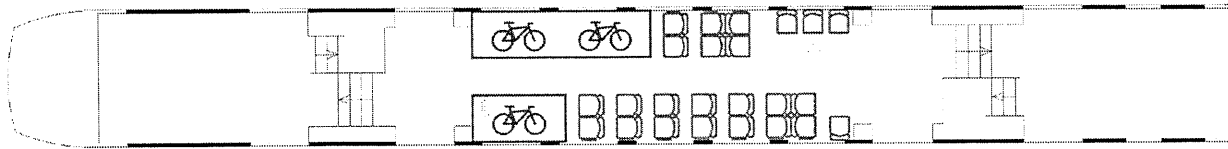


Features:

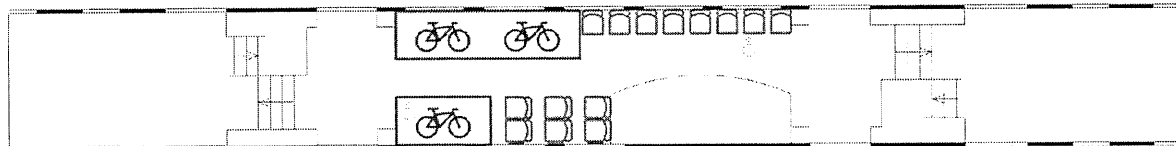
- ✓ Each bike car has at least half as many fixed seats as bikes to deter bike theft and keep trains on time
- ✓ All bike cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at four cars to reduce dwell time (time train waits at the station for boarding/deboarding)

Recommendation #2: Bikes in Every Car

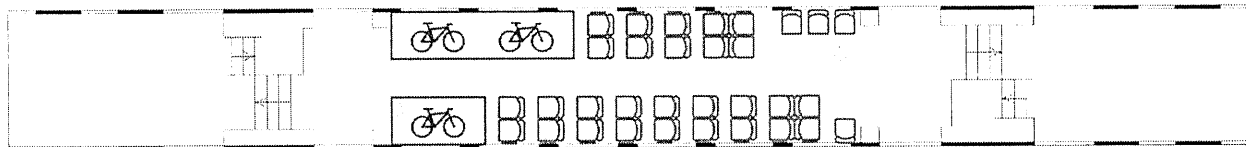
B car (cab)



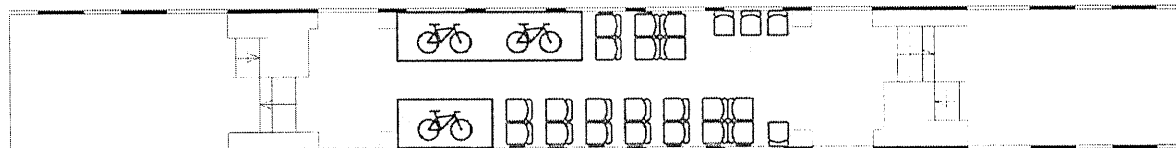
C car (bathroom)



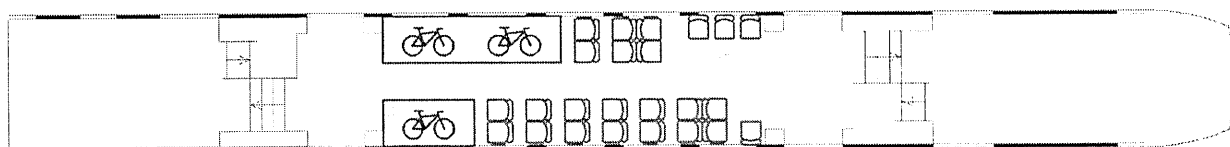
D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



A car (cab)



Features:

- ✓ All but one car have more fixed seats than bike spaces to deter bike theft; the bathroom car has half as many fixed seats as bike spaces plus 9 folding seats to deter bike theft
- ✓ All cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at all cars to reduce dwell time
- ✓ Readily scalable to longer trainsets

Both recommendations include the following space-saving measures:

- No tables between seats in the bike area
- Two bike corrals have been combined with no separator in between

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Monday, April 15, 2019 8:04 AM
To: Tracy Rydel
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org; Board (@caltrain.com)
Subject: RE: I support seats in view of bikes on the new Caltrain bike cars

Hello,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Kind Regards,

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070

Tel: 650-508-6242
Seamansd@samtrans.com

-----Original Message-----

From: Tracy Rydel <tracyrydel@gmail.com>
Sent: Saturday, April 13, 2019 2:26 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

Please know that I ride Caltrain daily to Stanford from San Jose, and it is essential that bikers have seats on the same car as their bike in view of their bike. I rely completely on my bicycle; losing it would be akin to having one's car stolen.

Also, please know that bikers need to sit during the train ride! We work during our commute, too, and we really need that time with our computers to add productivity to our work day.

Please keep us in mind when designing your new bike cars, and THANK YOU for providing such an incredible commute for Bay Area bikers!

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Monday, April 15, 2019 8:05 AM
To: Sachs Ielmorini; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain@caltrain.com]; bikesonboard@sonic.net
Subject: RE:

Hello,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242

Seamansd@samtrans.com

-----Original Message-----

From: Sachs Ielmorini <sielmorini@gmail.com>

Sent: Friday, April 12, 2019 11:05 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject:

Thanks for listening to the public about bike capacity and organization. We really need seats within view of our bikes.

Please remember that seven-car trains need 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Today's diesel trains have 77 bike spaces per train on average.

Bike riders are often bumped today, so we'll need more bike capacity in 2022 when electric trains start running.

Please do a good job with this.

Sacha Ielmorini

Sent while on the go between here and there.

From: Jason Muehring <jmuehring@gmail.com>
Sent: Monday, April 22, 2019 10:45 AM
To: Board (@caltrain.com)
Subject: Union Pacific Trains Wrecking People's Lives in Downtown San Jose

Dear Caltrain Board Members,

My name is Jason Muehring, and I've in Downtown San Jose for the last twenty years. I would like to make you aware of a significant crisis facing several downtown neighborhoods. For at least the last twenty years, the residents of Downtown San Jose had become accustomed to a Union Pacific train traveling though our city a few times per week and sometimes twice in one day, always in the middle of the day. In February of this year, Union Pacific implemented a major change to their operating schedule. The new schedule now has six to eight trains running per day including four trains in the middle of the night. On a day last week, the train came at 11 PM, 3:15 AM, 4:25 AM, 4:55 AM, and several more times that morning! This has made sleeping practically impossible.

There are thousands of our city's people who are affected by the noise and at least hundreds who are affected severely. One of my former neighbors at 350 North 2nd Street in San Jose sent me this video captured on March 1st at 2:07 AM. This is directly outside his window. <https://youtu.be/twEZTs8rQYk>

I live about one and half blocks from the train tracks and am one of the thousands affected by the noise. I'm woken up almost every other day despite having double-pane windows and using white noise devices and earplugs. I know I am more fortunate than many of my neighbors who live closer to the tracks and cannot afford costly noise mitigation solutions. I'm mostly working here on their behalf, for the residents who live in one of the hundreds of housing units built directly adjacent to the tracks. Their lives, including the lives of many infants and school-age children, are in total disarray from Union Pacific's new middle of the night schedule.

Unfortunately our city leaders are a bit embarrassed and helpless here. They simply did not anticipate this kind of behavior from Union Pacific since there was no history of night trains going back at least twenty years, and by some long time residents' accounting, no history within the last forty years. The only remedy San Jose can implement is the establishment of a "quiet zone" that gives the nearby residents relief from the 120 decibel train horn blasts. San Jose has approved the study that will begin in May, but this will take at least two months and possibly many more months or years to build.

US Congresswoman Zoe Lofgren is also engaged on this issue. She is trying to work an agreement in Washington DC with the Federal Railroad Administration. However, this could also take months to years before any progress is made. Meanwhile, we are really suffering from constant sleepless nights in San Jose.

Several motivated community members have learned that the trains passing through Downtown San Jose in the middle of the night merge onto Caltrain tracks. We learned Union Pacific leases use of these tracks from Caltrain in its route to South San Francisco. Since our city and state have no jurisdiction to influence federally regulated Union Pacific's operating schedule, and Union Pacific has been completely unwilling to consider any changes to its schedule, we are looking at other dependencies they have to help resolve this nightmare situation.

We know Union Pacific has a major dependency on Caltrain.

We are formally and urgently requesting Caltrain discontinue allowing Union Pacific from using Caltrain's train tracks between the hours of 11pm and 6am until San Jose can implement its quiet zone crossing enhancements.

Please help us resolve this assault by Union Pacific on our community.

Sincerely,
Jason Muehring
(650) 823-5348

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:34 AM
To: 'Clark Gates-George'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Workshop on Bike-Car Reconfiguration - April 17, 2019

Dear Clark,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you know, on April 17, Caltrain hosted a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Clark Gates-George [mailto:clark.gates.george@gmail.com]

Sent: Tuesday, April 16, 2019 8:56 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:cacsecretary@caltrain.com]; bikesonboard@sonic.net

Subject: Workshop on Bike-Car Reconfiguration - April 17, 2019

To whom it may concern:

Thanks very much for planning this public workshop on bike car reconfiguration, I've been so grateful to take my bike on Caltrain the past several months and plan to continue doing so.

At the workshop we would love to:

- View complete plans for all 7-car layouts to understand how the new cars will impact the experience of bringing bikes on the train
- Hear the overall plans and thinking behind them in greater detail
- Remind the board that the 7-car trains will need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Note that today's diesel trains have 77 bike spaces per train on average
- Thank you again for giving us an opportunity to share our perspective

Bike riders are often bumped today and we want to make sure capacity accommodates the need for space when the new trains start service in 2022. I love using my bike for transit and I love seeing others do the same - it breaks up the work day perfectly, keeps us happier and healthier, is better for the environment, and so much more.

Please help us by considering the impact of these new car designs.

Thanks for reading,

Clark

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:47 AM
To: 'Chris'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: New electrified train bike cars

Dear Chris,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Chris [mailto:paperplanepilot@yahoo.com]

Sent: Monday, April 08, 2019 5:36 PM

To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]

Subject: New electrified train bike cars

It has come to my awareness that Caltrain is considering not having seats in the bike car when the new electrified system takes effect. I understand you are trying to create more bike space with this approach, however, the idea does it the expense of my bike's security. Having people in seats is a deterrent to some stealing and walking away with my bike. As a daily bike train commuter since 2001, I urge you to not follow through with this idea.

Thank you,
Chris Holland
San Jose, CA
650 766 5873

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:16 PM
To: 'David Edwards'; Mccauley, Ryan
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Caltrain EMU Layout proposals

Hi Dave,

Thank you for the additional feedback. The Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop held on April 17, included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

We agree that a bike share program along the Peninsula and corridor is extremely important. Our new station access planner is currently developing a strategic plan for corridor-wide bike share. He's also looking to implement e-locker system-wide and is reworking management of the keyed lockers.

Thank you again for your input as we work to improve the system for all our riders.

Best,
Lori

From: David Edwards [mailto:daveedward@gmail.com]
Sent: Tuesday, April 02, 2019 10:06 PM
To: Mccauley, Ryan
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Caltrain EMU Layout proposals

Hi Ryan,

Thanks for writing back and the quick response.

I am aware of the current initiatives. Unfortunately I am unable to attend the meeting of the board this Thursday due to work commitments, so wanted to make sure to add my voice to the other bike riders who want to ensure that the current bike capacity & bike ratios are being maintained or enhanced. No one likes to have to stand on a full train, but standing on the train is better than being bumped, as has happened to me a few times with my bike.

I'm sending these emails to you & the Caltrain board since the board meeting time makes it hard for commuters to attend and have a chance to voice concerns that the proposals being putting forward at the April 17th event are not going to meet capacity levels and provide theft-deterrence; none of the three suggested proposals do. I'd intended to attend regardless of it making me late for work, but I have a meeting that I am not able to avoid. It is still important that board understand that riders are expecting them to honor levels of bike capacity they previously unanimously agreed upon, and also to provide seating for bike rides that is in view of their bikes to deter theft.

I would love to participate in a dockable bikeshare program and not have to deal with bringing a bike onto the train, but as I live further down the peninsula, no one seems interested in providing one, at least with access to Caltrain stations. We have had several bike share programs start and fail. Bay Area bikeshare never had a California Avenue station for all the time I have been riding, and they pulled out of Palo Alto Caltrain with no replacement. (Which was a bit of a moot point as there was no endpoint station near my work, unfortunately). I would love to take advantage of bike lockers & secure bike parking. However the bikable part of my commute is to/from my work, and Caltrain bike racks - especially overnight or the weekend - are just shops for thieves.

All the bike lockers are full, have long waiting lists, and there are no signs of new lockers being built and no announcements of any new ones being built in south bay, especially at CalAve. there also don't seem to be any updates posted to the bike parking proposal for almost 18 months at this point, and I have a feeling this means the south bay won't be seeing any usable expansions under that plan. New initiatives might benefit riders in San Francisco, but there's very trickle down to the south bay, and looks like per usual we're being left hung out to dry.

Since current options that don't involve putting my bike on Caltrain are unlikely to be viable for me in any reasonable time frame, I need to make sure that Caltrain remains bike friendly;, otherwise Caltrain will have one less rider and the roads will have one more car, a situation I believe the Caltrain board and myself would not want to see come about.

Thanks,
Dave

On Tue, Apr 2, 2019 at 1:15 PM Mccauley, Ryan <MccauleyR@samtrans.com> wrote:

Hi David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Ryan McCauley, Gov. & Community Affairs Specialist

1250 San Carlos Ave. San Carlos, CA 94070

Direct: 650.622.8087 Cell: 650.730.4022

San Mateo County Transit District



From: David Edwards <daveedward@gmail.com>

Sent: Saturday, March 30, 2019 6:57 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject: Caltrain EMU Layout proposals

Hello Caltrain Board,

I am writing this email to lend my voice to the people asking that you please do not allow the current seat-to-bicycle space ratio to be lowered.

I am a near daily rider on Caltrain, and the current proposals for bike spaces on Caltrain are insufficient. We need to have space for more bikes, not less, and the bikes need to be kept visible to riders to deter theft that is rampant in the state and the bay area with the reduction of penalties for petty theft.

My workplace fortunately allows me to be flexible with my arrival and departure from work which allows me take less-crowded off-peak trains in the morning. If it this were not the case, it would be very difficult for me to be able to use my bicycle with Caltrain as my commute, and would need to reconsider using Caltrain and possibly go back to driving.

I ride from Diridon to California Avenue, and the peak morning trains especially are always nearly full. I don't believe that the leveling off of bike ridership on Caltrain represents a leveling off of demand, but the reality that trying to juggle a bike in a bike car that is at or near capacity isn't something most people want to go through daily, and a bicyclist wouldn't need to be bumped from their train very often to make them decide to commute through other means. I fear that is what would happen to me if the current EMU train layout proposals are implemented that reduce bicycle capacity.

Thank you for your time and attention,

David Edwards
Resident of Campbell working in Palo Alto

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:21 PM
To: 'Stephen P. Lambe'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Stephen,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop here). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Stephen P. Lambe [mailto:stephenlambe@gmail.com]

Sent: Wednesday, March 27, 2019 11:19 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net

Subject: Bikes on Caltrain

To whom it may concern,

As a San Francisco resident and Mountain View company employee, I bike to/from Caltrain 3-4 days per week (the rest I cycle or work remotely). Caltrain is a great option for commuters and I want Caltrain to continue to be viable for bike commuters as the trainset transition starts. To that end, it's important that bike commuters be thoughtfully incorporated into the layout choices. For the upcoming workshop on April 17, Caltrain staff needs to give more flexibility. Specifically:

1/ staff should provide drawings of *all* seven cars to workshop attendees

2/ continue to honor the 8:1 ratio for seats-to-bike spaces that was approved by Caltrain's board back in 2015.

This means 84 bike spaces per seven-car EMU train

One final comment about bike, scooter and other micromobility sharing options, all of which I am a big supporter. This is a very dynamic time period for these companies as they seek profitable business models, with lots starting and stopping. While I believe options will continue to expand, it's unwise for Caltrain to count on a certain level of service as it conducts planning on this time horizon. More importantly, the suburban cities of the peninsula need to make major investments in higher density housing, office space and road infrastructure before these become realistic options for commuters.

Thank you for your time and consideration,

Stephen Lambe

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:22 PM
To: 'Juan Martinez-Sykora'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: workshop: drawing and 8:1 ratio

Dear Juan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop here). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Juan Martinez-Sykora [mailto:jumasy1980@gmail.com]

Sent: Tuesday, March 26, 2019 6:51 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: workshop: drawing and 8:1 ratio

Hi,

I would like to ask that (1) staff should provide drawings of all seven cars at the workshop, not just three cars, and (2) honor the 8:1 ratio of seats-to-bike spaces unanimously approved by the board in 2015, that is, 84 bike spaces per seven-car EMU train.

Thanks.

Juan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:26 PM
To: 'Yoichi Shiga'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Biker-passengers are people too!

Hi Yoichi,

I apologize the link wasn't working, here's the information about the [17% increase in onboard bike capacity](#).

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop [here](#)). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

All best,
Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]
Sent: Tuesday, March 26, 2019 11:30 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Biker-passengers are people too!

Hi Lori,

Thank you for the email. I appreciate the response and while you listed a lot of things that you say Caltrain is doing to help meet the needs of bike passengers, the actions Caltrain is taking makes it seem like Caltrain's own business goals are targeted towards keeping bike passengers to a minimum. The link that you provided here : *"Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#)."* does not work so I cannot evaluate this claim. The comment about trains are getting busier and so you can't remove seats doesn't make sense *"While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes"* - isn't Caltrain designing new cars as we speak? This seems like the time to think hard and make a sustainable plan for the future. And the statement about how the ridership *"the landscape has drastically changed with ridership nearly doubling since the beginning of this decade."* seems a bit out of touch - it has been a gradual change - I have watched it as a rider for the past 6 years and Caltrain seems to always be catching up rather than pro-actively planning for changes.

Second, the bike security task force is a good start but from personal experience - when I have had lights and fenders stolen off of my bike as it sits on the train and I go to tell the conductor, the conductors are defensive and repeat the same line "Caltrain is not responsible for any of your belongings - you are responsible for keeping track of your own belongings on the train" - which while I know is legally correct sure makes it seem like they don't care. Conductors don't provide any information about who to report the theft to nor do they

provide information about going to the Caltrain website. I don't think a taskforce needs to be assembled to have this simple policy enacted. It is really awful to have your stuff stolen and on top of that to then get all muddy from the rainy roads without a fender or even worse have to ride in the dark because a light was stolen.

I really think Caltrain can do a lot of good here with respect to bike passengers and should welcome these challenges as ways to improve it's service

Regards,
Yoichi

Yoichi Shiga
yshiga@carnegiescience.edu
yoichishiga@gmail.com

On Tue, Mar 19, 2019 at 1:50 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Yoichi,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who

want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]

Sent: Tuesday, March 05, 2019 1:51 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: Biker-passengers are people too!

Dear Caltrain Board,

In the recent rider survey a question was posed that clearly shows the bias of Caltrain as an organization that pits walk-on passengers against passengers that bring their bikes on board. It is unfortunate that Caltrain does not treat its passengers equally and that bike-passengers are treated as second class riders. Getting bumped from a train is an experience that NO walk-on passenger would tolerate and yet it is okay for bikers to have to endure. Additionally, Caltrain is pitting walk-on passengers against bike-passengers - a toxic continuation of Caltrain 's trend to demonize bike-riders - as evident by Caltrain's organization and staff continual disrespect and blame of issues on bike riders. Caltrain continues to treat bikers as problem passengers rather than a dedicated, lively, active core group of passengers who will not give-up on Caltrain - something many walk-on passengers will do during delays and timing issues. All passengers deserve respect and Caltrain needs to be an agent of positive change rather than a stoker of irrational fear and negativity. The future of Caltrain depends on doing service to all of its riders and Caltrain would be failing if that goal if they reduced bike capacity on future train designs.

Biker-passengers are people too!

Think about it...

Yoichi

(bike-Caltrain-bike commuter)

Yoichi Shiga
yoichishiga@gmail.com

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 9:55 AM
To: 'Karen Stevenson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: I attended the Bike Reconfiguration workshop last week

Dear Karen,

Thank you for participating in the workshop, and for making a bike and Caltrain part of your commute. Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design, and the Electrification Project brings a 17% increase in onboard bike capacity. Insights and feedback from the workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

As you know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan. While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your additional thoughtful feedback is much appreciated and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Karen Stevenson [mailto:kkes422@gmail.com]
Sent: Wednesday, April 24, 2019 3:20 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: I attended the Bike Reconfiguration workshop last week

Hello Caltrain board,

I am writing to thank you for holding the Bike Car Reconfiguration workshop last week. I hope that the comments made to rethink the current options for the bike car design are taken seriously.

I would like to ask that you continue to honor the ratio that was set up by the board in 2015 that allows 84 bike spaces per train. I think it was obvious from the workshop this is really hard to do that with limiting the bike cars to 2 or 3 cars. Might you consider 4 cars to better accommodate seats and bikes?
It so important to be able to have seats within view of the bikes to deter theft.

Also, after the meeting as I was riding the Caltrain home, I was thinking about the proposal of the group that had seats by the entrance and exit and the bike spaces in the middle. While it may sound like it could deter theft, it really is an impractical idea. The width of the train does not allow someone to pass through easily with their bike between seats - it would certainly inhibit the flow of getting on and off with bikes.

Lastly, I really appreciate being able to bring my bike on board. By riding my bike, I get exercise, leave less of a carbon footprint, and save 45 minutes each day on my commute (compared to when I have no bike). Since my commute is typically 1 hour 20 min one way, 45 min is huge!

Thank you for considering my comments.

Sincerely

Karen Stevenson

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 9:48 AM
To: 'Terry Rolleri'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bicycle Access to New Train Cars

Dear Terry,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop here). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Terry Rolleri [mailto:terryrolleri@yahoo.com]

Sent: Tuesday, April 23, 2019 9:55 PM

To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: Bicycle Access to New Train Cars

Dear Caltrain Board:

It has come to my attention that Caltrain will soon be ordering new rail cars. As a long time passenger, this is probably a good time for me to weigh in on the layout of these new cars.

I've been a Caltrain passenger since the early 1980s, before the trains carried bicycles. My mother lived in San Carlos and I would often take the train from San Francisco to San Carlos to visit her. Back then it took quite a while to get from my house to my mother's house. I live in the outer Richmond District of San Francisco. It takes two MUNI buses and about one hour to reach the station at 4th and King. After my train ride to San Carlos I would get off and spend another hour walking to my mother's house. (Sam Trans did not provide any other option.) Sometimes I would not bother taking the train because I discovered that I could actually cycle from my house in San Francisco to my mother's house in San Carlos in approximately the same amount of time. This all changed in the early 90s when Caltrain began carrying bicycles. I could then ride to the San Francisco station in about half the time it took by bus. When I detrained in San Carlos, it took only 20 minutes to cycle to my mother's house. The train/bike combo was a huge time saver for me, as it still is today.

I tell you this story to emphasize how useful the bicycle/train combo is both for passengers with bikes as well as for Caltrain. Bicycle passengers save Caltrain money because we do not require the construction of expensive, subsidized parking lots. Neither do we require subsidized bus service to reach the stations. In the world of transportation, we are the "cheap date."

For those not familiar with Caltrain in the early 1990s, the first trains offering bicycle access only carried 12 bikes in one car. The bike program was, understandably, incredibly popular and quickly grew to 24 bikes, still in one car. Today Caltrain carries even more bikes in two or three cars and should expand to all cars. For those who do not ride a bike, let me explain why the train/bike combo is so useful. A bicycle is like a car. It goes where YOU want it to go, when YOU want it to go there. It runs on YOUR schedule. It is a private vehicle. The only limitation is how far and how fast. But the train turns this all on it's head making it possible for people of average physical ability to commute greater distances than would normally be possible. This is how San Francisco residents routinely commute by bicycle to the Silicon Valley or locations even further south.

Quite simply, the bicycle is not as useful without the train, and the train is not as useful without the bike. Caltrain would be well advised to accept this reality and do everything possible to increase bicycle capacity, whether it be on the trains or in the stations. The bike station at 4th/King is a good example of how to reduce demand for on-board access without turning away passengers. Whenever I do not need my bike at the other end of my trip, I leave it safely at the bike station. Perhaps in the future we will need more of these bike stations. One thing is certain, the train/bike combo is going to appeal to more and more passengers and we will definitely need as much on-board capacity as the trains can provide.

Caltrain should be proud of the various options it provides to the travelling public. If we want to reduce congestion and pollution, and if we want to get people out of their cars, then we must continue to innovate and provide the public with as many transportation options as can be envisioned.

Sincerely,

Terry Rolleri

From: Karen Stevenson <kkes422@gmail.com>
Sent: Wednesday, April 24, 2019 3:20 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: I attended the Bike Reconfiguration workshop last week

Hello Caltrain board,

I am writing to thank you for holding the Bike Car Reconfiguration workshop last week. I hope that the comments made to rethink the current options for the bike car design are taken seriously.

I would like to ask that you continue to honor the ratio that was set up by the board in 2015 that allows 84 bike spaces per train. I think it was obvious from the workshop this is really hard to do that with limiting the bike cars to 2 or 3 cars. Might you consider 4 cars to better accommodate seats and bikes?
It so important to be able to have seats within view of the bikes to deter theft.

Also, after the meeting as I was riding the Caltrain home, I was thinking about the proposal of the group that had seats by the entrance and exit and the bike spaces in the middle. While it may sound like it could deter theft, it really is an impractical idea. The width of the train does not allow someone to pass through easily with their bike between seats - it would certainly inhibit the flow of getting on and off with bikes.

Lastly, I really appreciate being able to bring my bike on board. By riding my bike, I get exercise, leave less of a carbon footprint, and save 45 minutes each day on my commute (compared to when I have no bike). Since my commute is typically 1 hour 20 min one way, 45 min is huge!

Thank you for considering my comments.

Sincerely

Karen Stevenson

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Thursday, April 18, 2019 8:07 AM
To: Anthony Sgroi; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]
Subject: RE: Bikes on electric trains

Dear Mr. Sgroi,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration

1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Anthony Sgroi <asgroi@carbon3d.com>

Sent: Wednesday, April 17, 2019 5:21 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; bikesonboard@sonic.net; cacsecretary
[@caltrain.com] <jpbcacsecretary@samtrans.com>

Subject: Bikes on electric trains

Glad to hear that Caltrain is electrifying its trains in the future and taking public input on what we would like to see. Please make sure to increase bike capacity on the new trains. There is nothing more frustrating than getting bumped from the train because there isn't enough room for my bike. My commute is over 2 hours each way and the parts where I ride my bike are the only enjoyable parts.

Thanks

Tony Sgroi

Milbrae > Redwood City

From: Terry Rolleri <terryrolleri@yahoo.com>
Sent: Tuesday, April 23, 2019 9:55 PM
To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycle Access to New Train Cars

Dear Caltrain Board:

It has come to my attention that Caltrain will soon be ordering new rail cars. As a long time passenger, this is probably a good time for me to weigh in on the layout of these new cars.

I've been a Caltrain passenger since the early 1980s, before the trains carried bicycles. My mother lived in San Carlos and I would often take the train from San Francisco to San Carlos to visit her. Back then it took quite a while to get from my house to my mother's house. I live in the outer Richmond District of San Francisco. It takes two MUNI buses and about one hour to reach the station at 4th and King. After my train ride to San Carlos I would get off and spend another hour walking to my mother's house. (Sam Trans did not provide any other option.) Sometimes I would not bother taking the train because I discovered that I could actually cycle from my house in San Francisco to my mother's house in San Carlos in approximately the same amount of time. This all changed in the early 90s when Caltrain began carrying bicycles. I could then ride to the San Francisco station in about half the time it took by bus. When I detrained in San Carlos, it took only 20 minutes to cycle to my mother's house. The train/bike combo was a huge time saver for me, as it still is today.

I tell you this story to emphasize how useful the bicycle/train combo is both for passengers with bikes as well as for Caltrain. Bicycle passengers save Caltrain money because we do not require the construction of expensive, subsidized parking lots. Neither do we require subsidized bus service to reach the stations. In the world of transportation, we are the "cheap date."

For those not familiar with Caltrain in the early 1990s, the first trains offering bicycle access only carried 12 bikes in one car. The bike program was, understandably, incredibly popular and quickly grew to 24 bikes, still in one car. Today Caltrain carries even more bikes in two or three cars and should expand to all cars. For those who do not ride a bike, let me explain why the train/bike combo is so useful. A bicycle is like a car. It goes where YOU want it to go, when YOU want it to go there. It runs on YOUR schedule. It is a private vehicle. The only limitation is how far and how fast. But the train turns this all on it's head making it possible for people of average physical ability to commute greater distances than would normally be possible. This is how San Francisco residents routinely commute by bicycle to the Silicon Valley or locations even further south.

Quite simply, the bicycle is not as useful without the train, and the train is not as useful without the bike. Caltrain would be well advised to accept this reality and do everything possible to increase bicycle capacity, whether it be on the trains or in the stations. The bike station at 4th/King is a good example of how to reduce demand for on-board access without turning away passengers. Whenever I do not need my bike at the other end of my trip, I leave it safely at the bike station. Perhaps in the future we will need more of these bike stations. One thing is certain, the train/bike combo is going to appeal to more and more passengers and we will definitely need as much on-board capacity as the trains can provide.

Caltrain should be proud of the various options it provides to the travelling public. If we want to reduce congestion and pollution, and if we want to get people out of their cars, then we must continue to innovate and provide the public with as many transportation options as can be envisioned.

Sincerely,

Terry Rolleri

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:30 AM
To: 'Tess Hanrahan'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electric trains + bike cars

Dear Tess,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. We're sorry you couldn't make the Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop on April 17, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements, but you can see the materials presented at the workshop here. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Tess Hanrahan [mailto:tess.hanrahan@gmail.com]
Sent: Wednesday, April 17, 2019 5:22 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain@caltrain.com]; bikesonboard@sonic.net
Subject: Electric trains + bike cars

Hi there,

Firstly, I would like to thank you for hosting the workshop tonight - I'm unable to attend but certainly appreciate the outreach.

Secondly, I would like to whole heartedly emphasize the importance of taking into consideration the biker experience when designing the new bike cars. Being able to see my bike is crucial during my commute - I've had lights stolen off of it, and I know others have had their bikes stolen and/or damaged. It wouldn't be expected of other passengers to leave their bags containing their valuables in a separate car - I hope the same won't be true for us. Most of our bikes cost minimum \$500 and are hard to replace. It is also incredibly inconvenient getting through the bike car to get off the train with your bike if you aren't able to sit in the same car - you end up battling through the crowds of normal riders waiting to disembark just to get back into the right car, and then you're pushing through bikers and then scrambling to get your bike off in time!

Thirdly - Being able to bring my bike aboard Caltrain is incredibly important to me. I could only take my job in Palo Alto because I can bike. I literally cannot get to work on time without my bike unless I pay for a cab on both ends (no bus lines near my house, and while there is a Stanford shuttle that goes near my office, it departs right after the trains get in and doesn't come again for an hour so if the trains are delayed and you miss it you're kind of stuck). Getting bumped happens, and is a huge inconvenience. I therefore strongly encourage you all to maintain at least the 8:1 ratio of bike spaces on your seven car trains to try to make room for all of us (numbers that I only imagine will increase?).

Lastly, I hope that those attending the meeting tonight are able to see full drawings of the proposed plans for all cars. We're all very excited about this project, and are crossing our fingers that it can work out for everyone. Thanks for all of your work on it!

Best,

commute through other means. I fear that is what would happen to me if the current EMU train layout proposals are implemented that reduce bicycle capacity.

Thank you for your time and attention,

David Edwards
Resident of Campbell working in Palo Alto

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Ryan McCauley, Gov. & Community Affairs Specialist

1250 San Carlos Ave. San Carlos, CA 94070

Direct: 650.622.8087 Cell: 650.730.4022

San Mateo County Transit District



From: David Edwards <daveedward@gmail.com>

Sent: Saturday, March 30, 2019 6:57 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject: Caltrain EMU Layout proposals

Hello Caltrain Board,

I am writing this email to lend my voice to the people asking that you please do not allow the current seat-to-bicycle space ratio to be lowered.

I am a near daily rider on Caltrain, and the current proposals for bike spaces on Caltrain are insufficient. We need to have space for more bikes, not less, and the bikes need to be kept visible to riders to deter theft that is rampant in the state and the bay area with the reduction of penalties for petty theft.

My workplace fortunately allows me to be flexible with my arrival and departure from work which allows me to take less-crowded off-peak trains in the morning. If it this were not the case, it would be very difficult for me to be able to use my bicycle with Caltrain as my commute, and would need to reconsider using Caltrain and possibly go back to driving.

I ride from Diridon to California Avenue, and the peak morning trains especially are always nearly full. I don't believe that the leveling off of bike ridership on Caltrain represents a leveling off of demand, but the reality that trying to juggle a bike in a bike car that is at or near capacity isn't something most people want to go through daily, and a bicyclist wouldn't need to be bumped from their train very often to make them decide to

On Tue, Apr 2, 2019 at 1:15 PM Mccauley, Ryan <MccauleyR@samtrans.com> wrote:

Hi David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

From: David Edwards <daveedward@gmail.com>
Sent: Tuesday, April 2, 2019 10:06 PM
To: Mccauley, Ryan
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Caltrain EMU Layout proposals

Hi Ryan,

Thanks for writing back and the quick response.

I am aware of the current initiatives. Unfortunately I am unable to attend the meeting of the board this Thursday due to work commitments, so wanted to make sure to add my voice to the other bike riders who want to ensure that the current bike capacity & bike ratios are being maintained or enhanced. No one likes to have to stand on a full train, but standing on the train is better than being bumped, as has happened to me a few times with my bike.

I'm sending these emails to you & the Caltrain board since the board meeting time makes it hard for commuters to attend and have a chance to voice concerns that the proposals being putting forward at the April 17th event are not going to meet capacity levels and provide theft-deterrence; none of the three suggested proposals do. I'd intended to attend regardless of it making me late for work, but I have a meeting that I am not able to avoid. It is still important that board understand that riders are expecting them to honor levels of bike capacity they previously unanimously agreed upon, and also to provide seating for bike rides that is in view of their bikes to deter theft.

I would love to participate in a dockable bikeshare program and not have to deal with bringing a bike onto the train, but as I live further down the peninsula, no one seems interested in providing one, at least with access to Caltrain stations. We have had several bike share programs start and fail. Bay Area bikeshare never had a California Avenue station for all the time I have been riding, and they pulled out of Palo Alto Caltrain with no replacement. (Which was a bit of a moot point as there was no endpoint station near my work, unfortunately). I would love to take advantage of bike lockers & secure bike parking. However the bikable part of my commute is to/from my work, and Caltrain bike racks - especially overnight or the weekend - are just shops for thieves.

All the bike lockers are full, have long waiting lists, and there are no signs of new lockers being built and no announcements of any new ones being built in south bay, especially at CalAve. there also don't seem to be any updates posted to the bike parking proposal for almost 18 months at this point, and I have a feeling this means the south bay won't be seeing any usable expansions under that plan. New initiatives might benefit riders in San Francisco, but there's very trickle down to the south bay, and looks like per usual we're being left hung out to dry.

Since current options that don't involve putting my bike on Caltrain are unlikely to be viable for me in any reasonable time frame, I need to make sure that Caltrain remains bike friendly;, otherwise Caltrain will have one less rider and the roads will have one more car, a situation I believe the Caltrain board and myself would not want to see come about.

Thanks,
Dave

From: Board (@caltrain.com)
Subject: RE: Caltrain Bike-Car Configuration

From: Low, Lori <LowL@samtrans.com>
Sent: Thursday, April 25, 2019 4:41 PM
To: 'bserio7@gmail.com' <bserio7@gmail.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: RE: Caltrain Bike-Car Configuration

Dear Ben,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. We're sorry you couldn't make the Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop on April 17, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements, but you can see the materials presented at the workshop here. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Ben Serio <bserio7@gmail.com>

Sent: Friday, April 19, 2019 10:19 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Ben Serio <bserio7@gmail.com>

Subject: Caltrain Bike-Car Configuration

Caltrain board

I was not able to attend the workshop in San Carlos this week. I hope that you will consider my feedback in this email in my absence.

First, I want to thank you for making the change to electrified trains. This is a great step for the train system and for our environment. Thank you for having the foresight to make this investment.

Thank you for hosting a public workshop on car layout for electric trains. I appreciate your openness to community input. As a daily rider of Caltrain who commutes to and from the train by bike, it is important to me to be able to view my bike while on the train due to theft concerns.

I have tried to do some research on the car layout, but have not been able to find drawings of what each of the cars will look like. Is this something that can be made public so that the community can provide input and feedback?

It is my understanding that seven-car trains need 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. I understand that today's diesel trains have 77 bike spaces per train on average which is below the desired ratio. Remaining in view of my bike is important to be because I am concerned that it could be stolen.

Proper bike car ratios are important because bike riders are often bumped today. When this happens it completely throws off my entire day, often missing at least half of the work day. We need more bike capacity in 2022 when electric trains start running.

Bringing my bike on board is important because there are not enough bike lockers at the Redwood City station for me to leave my bike there. If I can not bring my bike on board I would be forced to 1) drive my car to San Francisco or b) take a ride share which would cost \$20/day or \$100/week more than I currently spend. I can not afford to spend an additional \$100/week on my commute.

I hope that you consider adding more bike capacity to the new Caltrain cars with eyesight of the rider.

Thank you for considering my feedback, and please feel free to reach out to me if you have any questions or need additional information.

--

Ben Serio

2638 Brewster Ave, Redwood City

From: Jason Muehring <jmuehring@gmail.com>
Sent: Thursday, April 25, 2019 4:23 PM
To: Board (@caltrain.com)
Cc: ederuy@bayareanewsgroup.com
Subject: Union Pacific Trains Wrecking People's Lives in Downtown San Jose

CC: San Jose Mercury News

Dear Caltrain Board Members,

My name is Jason Muehring, and I've lived in Downtown San Jose for the last twenty years. I would like to make you aware of a significant crisis facing several downtown neighborhoods. For at least the last twenty years, the residents of Downtown San Jose had become accustomed to a Union Pacific train traveling through our city a few times per week and sometimes twice in one day, always in the middle of the day. In February of this year, Union Pacific implemented a major change to their operating schedule. The new schedule now has six to eight trains running per day including four trains in the middle of the night. On a day last week, the train came at 11 PM, 3:15 AM, 4:25 AM, 4:55 AM, and several more times that morning! This has made sleeping practically impossible.

There are thousands of our city's people who are affected by the noise and at least hundreds who are affected severely. One of my former neighbors at 350 North 2nd Street in San Jose sent me this video captured on March 1st at 2:07 AM. This is directly outside his window. <https://youtu.be/twEZTs8rQYk>

I live about one and half blocks from the train tracks and am one of the thousands affected by the noise. I'm woken up almost every other day despite having double-pane windows and using white noise devices and earplugs. I know I am more fortunate than many of my neighbors who live closer to the tracks and cannot afford costly noise mitigation solutions. I'm mostly working here on their behalf, for the residents who live in one of the hundreds of housing units built directly adjacent to the tracks. Their lives, including the lives of many infants and school-age children, are in total disarray from Union Pacific's new middle of the night schedule.

Unfortunately our city leaders are a bit embarrassed and helpless here. They simply did not anticipate this kind of behavior from Union Pacific since there was no history of night trains going back at least twenty years, and by some long time residents' accounting, no history within the last forty years. The only remedy San Jose can implement is the establishment of a "quiet zone" that gives the nearby residents relief from the 120 decibel train horn blasts. San Jose has approved the study that will begin in May, but this will take at least two months and possibly many more months or years to build.

US Congresswoman Zoe Lofgren is also engaged on this issue. She is trying to work an agreement in Washington DC with the Federal Railroad Administration. However, this could also take months to years before any progress is made. Meanwhile, we are really suffering from constant sleepless nights in San Jose.

Several motivated community members have learned that the trains passing through Downtown San Jose in the middle of the night merge onto Caltrain tracks. We learned Union Pacific leases use of these tracks from Caltrain in its route to South San Francisco. Since our city and state have no jurisdiction to influence federally regulated Union Pacific's operating schedule, and Union Pacific has been completely unwilling to consider any changes to its schedule, we are looking at other dependencies they have to help resolve this nightmare situation.

We know Union Pacific has a major dependency on Caltrain.

We are formally and urgently requesting Caltrain discontinue allowing Union Pacific from using Caltrain's train tracks between the hours of 11pm and 6am until San Jose can implement its quiet zone crossing enhancements.

Please help us resolve this assault by Union Pacific on our community.

Sincerely,
Jason Muehring
(650) 823-5348