

**Citizens Advisory Committee & Bicycle Advisory Committee  
Joint Workshop  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF APRIL 17, 2019**

CAC Chair Shaw called the meeting to order at 5:51 p.m.

**WORKSHOP PARTICIPANTS**

Board Members Present: C. Brinkman, J. Bruins, G. Gillett

CAC Members Present: A. Brandt, K. Burke, P. Escobar, L. Fernandez, L. Klein, B. Shaw, C. Tucker, R. Valenciana

BAC Members Present: J. Alba, C. Bargar, J. Brazil, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia

BAC Members Absent: M. Velasco

Staff: M. Bouchard, C. David, P. Givens, C. Fromson, L. Low, R. McCauley, J. Navarro, D. Provence

**PUBLIC COMMENT**

James Rozzelle thanked Caltrain for increasing capacity and making it more reliable over the past 20 years. He noted that if wasn't able to bring his bike onboard it would impede his ability to use Caltrain. Mr. Rozelle encouraged creative thinking and accommodating as many cyclists as possible.

Cara Dodge, a Caltrain rider and a mom, thanked Caltrain for running one of the most reliable transit systems in the Bay Area and noted her excitement regarding electrification. She shared the experience of being bumped, because of which she was not able to pick up her child, and urged that capacity be considered.

Scott Yarbrough said special event trains can be crowded and with the Warriors coming the crowding may be year-round. He noted that people tend to stand and congregate in the bike cars, and encouraged that the space in those cars be considered multi-use space that can accommodate special event passengers, strollers, and other uses.

**UPDATE ON TIRCP PROJECT: EMU CONFIGURATION & BIKE IMPROVEMENTS AT STATIONS**

Director Brinkman thanked everyone for coming, including JPB Chair Gillett and Director Bruins, and said they are excited for this opportunity to improve bike access and bikes as a first and last mile solution. She noted there are constraints and that the reconfiguration does not have funding identified, but was optimistic that solutions could be found working with the bike community. Director Brinkman noted feedback, along with feasibility and financial impacts, would factor into the eventual Board decision.

Michelle Bouchard, Chief Operating Officer, Rail, provided a presentation and update on the Transit and Intercity Rail Capital Program, electric train configuration, and the bicycle and micromobility program at stations. Ms. Bouchard discussed current and future capacity, financial implications and its relation to the Caltrain Business Plan and projected growth in the corridor and security of bikes.

Ms. Bouchard introduced Dan Provence, Principal Planner, Station Access, who continued the presentation with the focus on the station bicycle and micromobility improvements he's working on.

Mr. Provence introduced Casey Fromson, Director of Government and Community Affairs, who presented the overall outreach process and details of the workshop.

Ms. Fromson led a station bike and micromobility improvement activity to get feedback on what station improvements are most important.

Ms. Fromson then led an interactive car reconfiguration exercise that provided the opportunity for participants to weigh in on bike security solutions that work for all riders. Working in small groups, participants received a set of train parts to arrange on train car layouts and were encouraged to create two different reconfiguration options which were shared with the larger group.

Miguel Guevara thanked staff for the opportunity for the workshop. He said he felt some of the checklist questions were biased and wanted more clarity on who were "all riders" and who are the critical users who take Caltrain everyday.

Kevin Burke said it's important to get a sense for who's the most affected, noting if a space was added for bikes, he would like to better understand how that impacts standing room, and found that information difficult to parse out.

CAC Chair Shaw thanked staff for putting together the workshop and the Board members for their input and observations.

JPB Chair Gillett thanked everyone for coming and staff for putting the workshop together. She encouraged the public to continue to offer feedback and noted that it's important to bring the public into the discussion as they contemplate increasing the ridership three or four-fold with the Business Plan.

#### Public Comment

Yoichi Shiga said as a daily commuter on Caltrain, he appreciates the workshop and that Caltrain has been a leader with bikes onboard. He noted that it's worth taking the time to be thoughtful, and worth investing in something that will keep Caltrain as a prominent leader in this area.

Janice Li of the San Francisco Bike Coalition thanked Chair Gillett, the CAC and BAC members, and staff. She noted the importance of working towards visionary goals, such as 20% of riders accessing Caltrain by bike. Ms. Li encouraged looking to 30% or even 50 plus percent of riders accessing transit by bike, noting that when envisioning

this not all bikes can be brought onboard, and that the workshop should think about the needs of today and the future. Ms. Li urged maximizing space for bikes on the electric trains and noted their desire for a third bike car.

Emma Shlaes, Director of Policy and Advocacy at the Silicon Valley Bike Coalition (SVBC), who rides the system everyday—previously with a bike onboard and now with bike share—thanked everyone for participating. She said the exercise helped bring the decision-making to the public and urged staff to continue to bring the community and public into the process as it moves forward. She noted that SVBC would like more biking, more trains, and more capacity and encouraged everyone to continue to work together towards those shared goals.

Scott Yarbrough thanked everyone for their participation and discussed subsidies, noting those who drive to Caltrain and park have the biggest subsidy; therefore, those who access Caltrain by bike save the system money. He also said that the dip in bike boardings was a financial loss to Caltrain. He noted that it was not due to weather, but rather the lack of reliability, which causes people to then choose to drive.

Jeff Carter, a Caltrain rider since 1977, thanked everyone for a productive workshop. He said he uses a bike on both ends of his commute and can't do bikeshare or lock a bike at 22<sup>nd</sup> Street Station. He noted the importance of convenience to riders and applauds the expansion of wayside bike capacity and facilities.

Vincent De Martel noted the display boards some public members exhibited in the entryway. He said since only the electric train car shells are being built, the trains are not yet complete, and so there isn't a cost because it would only be a redesign. He noted that 4-car and 7-car reconfiguration options have been suggested and he would like a cost estimate done on those.

Curt Relick said the workshop was well run and that the public table outcome was good, noting that the staff member who handled the public table was impressive in her facilitation. He stated capacity is the most important issue in the short-term, and being bumped is upsetting. Mr. Relick also requested that Caltrain consider being more flexible, stating he understood why there were size limitations on the bikes, but when the cars are empty, longer bikes like a recumbent should be allowed onboard. He asked that the conductors be trained to be more empathetic.

Kyle Barlow said if the ratio doesn't make sense, a business or operational explanation should be able to stand on its own merit, rather than using the argument that it costs money to reconfigure something that doesn't exist yet. He noted that Copenhagen has a train system that has seen increases in ridership and revenue since increasing its onboard bike capacity. Mr. Barlow stated he would rather see quantitative rather than anecdotal evidence regarding losing riders due to crowding.

Theo Martinez said currently Caltrain enjoys a leadership position regarding bikes on board and he urged the position be enhanced, not retreated from. He suggested extending the trainsets to eight-cars during commute and smaller trains during the

midday for more flexibility. Mr. Martinez said he appreciates being able to take his bike on the train and it's worth pursuing another funding source.

Tian Harter said he's been bumped before and understands why bumps occur, but noted that on Saturdays there's often room in the bike car. He asked that he be allowed to bring a tandem bike onboard at that time, and that conductors learn to see that the bike car is empty rather than just think in terms of peak load.

Shirley Johnson thanked staff for the opportunity for public input and encouraged committee members to view the poster Mr. De Martel referred to and the handout they brought in. She said it includes a reconfiguration option with bikes in more cars and half as many seats in view of bikes. Ms. Johnson discussed the 8:1 ratio approved by the Board in 2015, and said she can appreciate the need for flexibility when brainstorming, but would have liked to have flexibility in the number of cars looked at as well. She said that the cost per seat should have included the infrastructure cost, and urged that retrofit costs be considered.

A workshop reflection questionnaire was distributed for the collection of additional feedback.

Meeting adjourned at 8:29 p.m.

# Electric Train Reconfiguration and Station Bike Improvement Workshop



Name	Email	Photo Release (Initial)
Scott Vurbrough		
Karen Stevenson		
Alan Williams		
BRIAN OGDON		
James Rozzelle		
MIGUEL LOPEL SAENZ		
CURT REZICK		
Ava Lopez		
Andrew Hsu		
Kyle Barlow		
Tian Harter		
Emma Shlaer		
Jared Seking		

# Electric Train Reconfiguration and Station Bike Improvement Workshop



Name	Email	Photo Release (Initial)
ZOLTAN DEWITT	[REDACTED]	[REDACTED]
Yoichi Shiga		
CLIFF BRYAN		
Catherine David		
DUNCAN KEEFE		
Teodoro Martinez		
Shannon Ficame		
SARAH EDWARDS		
Samuel Kes		

# Electric Train Reconfiguration and Station Bike Improvement Workshop



Name	Email	Photo Release (Initial)
Cheryl Brinkman		
Billiau Corilztt		
Janice Li		
CARA DODGE		
JUSTIN VERDONGEN		
JOHN LUK		
VINCENT DE MARTEL		
Jeremy Frisch		
CHRIS DEMBIA		
JEFF CARTER		
Shirley Johnson		

# CAC/BAC Joint Workshop: April 17, 2019

## Station Bike Improvements Activity

BAC/CAC Sticky Notes	
Motivators	Barriers
<ul style="list-style-type: none"> <li>Seamless switching between platforms.</li> <li>Discounts for microtransit coming from Caltrain (public-private partnerships?)</li> <li>Reliability of connecting transit options (buses)</li> <li>Micromobility availability</li> </ul>	<ul style="list-style-type: none"> <li>Lack of options</li> <li>Secure parking</li> <li>Lack of information/barriers to enter</li> <li>Need a bike on 6th car</li> </ul>
<ul style="list-style-type: none"> <li>Signage and talking to people</li> <li>Apps/tech vs. keys for one-time use</li> <li>Non commercial bike share</li> <li>Bike valet</li> <li>Reliability/quick for commuters</li> </ul>	<ul style="list-style-type: none"> <li>Security/theft</li> <li>Habits for the 85% that access the station and figure out other modes than driving</li> <li>Need to have bikes on both ends</li> <li>Financial</li> <li>Contractual - working with cities and vendors</li> <li>Space and maintenance</li> <li>Origin of bike first mile/owner's home too far from bike share</li> </ul>
<ul style="list-style-type: none"> <li>Coupons</li> <li>Discounts tied to monthly Clipper</li> </ul>	<ul style="list-style-type: none"> <li>Parking bikes - secure, convenient</li> <li>Need for last mile</li> <li>Using bike share/micromobility - parking availability access/safe/convenient facilities at stations</li> <li>Bike parking options</li> </ul>
<ul style="list-style-type: none"> <li>Availability</li> <li>Security</li> <li>Weather proof</li> <li>Quick in and out</li> <li>Bike share - availability, discount with Caltrain pass</li> </ul>	<ul style="list-style-type: none"> <li>Need bike at both destinations</li> <li>Lack of availability</li> <li>No safe parking</li> <li>No docks for micromobility</li> </ul>



<ul style="list-style-type: none"> <li>• Day use, first-come, first serve lockers....might be insufficient #s to rely on getting one</li> <li>• Subsidize folding bikes</li> <li>• Must solve problem at both ends</li> </ul>	<ul style="list-style-type: none"> <li>• No bike share in my town</li> <li>• No secure bike parking</li> <li>• Some days I will ride my bike one way, train the other way</li> </ul>
<ul style="list-style-type: none"> <li>• Partnering with cities</li> <li>• E-bike pilots - participation and incentives</li> <li>• More options <ul style="list-style-type: none"> <li>○ “Try free for a month”</li> </ul> </li> <li>• Secure bike stations</li> <li>• Lots of micromobility devices, not a broken one three blocks away</li> <li>• Access to stations</li> </ul>	<ul style="list-style-type: none"> <li>• Not enough space for storage</li> <li>• Presence of micromobility options at stations (diversity/disparate offerings)</li> <li>• Finances</li> <li>• Security</li> </ul>
<ul style="list-style-type: none"> <li>• Automated (all bikes) non-keyed bike locker system</li> <li>• Bike share available at all systems</li> <li>• Publicized which station</li> <li>• Discount if Caltrain and biking (partnership)</li> </ul>	<ul style="list-style-type: none"> <li>• Knowledge/awareness</li> <li>• Commitment and flexibility (parking lockers)</li> <li>• Both ends</li> </ul>
<ul style="list-style-type: none"> <li>• Ensure access to last-mile options at all stations</li> <li>• Offer incentives (fare discount/credit)</li> </ul>	<ul style="list-style-type: none"> <li>• Never know if your bike will be there when you return</li> <li>• If you’re late maybe there won’t be any shared bikes left</li> <li>• Capacity</li> </ul>
<ul style="list-style-type: none"> <li>• Safe increased parking (shared)</li> <li>• Available options on both ends</li> <li>• Safe routes for riding</li> <li>• Education at stations/campaign</li> <li>• Spending: parking improvements/bike/micromobility share partnerships education/outreach</li> </ul>	<ul style="list-style-type: none"> <li>• Security: bike, accessories, components</li> <li>• Weather: rain and sun</li> <li>• Time: adds to commute time</li> <li>• Cost</li> <li>• Requires asymmetric commute</li> <li>• Availability - both ends of commute</li> <li>• Reliability</li> </ul>
<ul style="list-style-type: none"> <li>• Offer discount fares for bike parking</li> <li>• Offer free shuttle service</li> <li>• No scooter, not safe</li> </ul>	<ul style="list-style-type: none"> <li>• Not secure enough (type)</li> <li>• Not enough spaces (quantity)</li> <li>• Not enough options at other ends of trip for last mile</li> <li>• E.g.: scooter, bike share, second bike</li> </ul>

	<ul style="list-style-type: none"> <li>● Not enough reliability for 1-3 <ul style="list-style-type: none"> <li>○ I.e. needs to be available all the time, not most of the time</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>● Free secure parking close to platform</li> </ul>	<ul style="list-style-type: none"> <li>● Security of my bike while on Caltrain</li> <li>● Not enough lockers or not convenient location</li> <li>● Can't guarantee to have a bike storage</li> <li>● Not bike share at start or end of commute predicament</li> </ul>
<ul style="list-style-type: none"> <li>● Provide more secure, convenient and inexpensive bike parking at stations</li> <li>● Provide more last mile solutions on other end of train that are reliable, inexpensive, and reach all destinations</li> <li>●</li> </ul>	<ul style="list-style-type: none"> <li>● Lack of availability <ul style="list-style-type: none"> <li>○ Day-use lockers</li> <li>○ Rich, useable bike share network (not just at station)</li> </ul> </li> <li>● Need for use of bike at both ends</li> <li>● Speed, convenience, predictability, cost, security</li> </ul>
<ul style="list-style-type: none"> <li>● Ban bikes on crowded trains</li> <li>● More frequent bus service</li> <li>● Pulse with train arrival</li> <li>● Charge more for car parking</li> </ul>	<ul style="list-style-type: none"> <li>● Smaller stations have very limited spacing</li> <li>● Any loss to parking spots would not be good</li> <li>● Security and theft</li> <li>● Availability of secure bike storage</li> <li>● Need for bikes at both ends of trip</li> <li>● Lack of bike share</li> <li>● Last mile and end</li> </ul>
<ul style="list-style-type: none"> <li>● More bike lockers or bike cages or daily storage</li> <li>● Have micromobility at key stations</li> <li>● Improve bike storage with bike stations/cages</li> </ul>	<ul style="list-style-type: none"> <li>● On mobility <ul style="list-style-type: none"> <li>○ Existing last-mile services don't have an acceptable coverage</li> </ul> </li> <li>● Bike share does not exist at many stations</li> <li>● Station areas prioritize cars (Hillsdale, SSF, SC, Belmont)</li> </ul>
<ul style="list-style-type: none"> <li>● A reliable and secure parking system, that is easy to use and enroll to.</li> </ul>	<ul style="list-style-type: none"> <li>● Security + theft</li> <li>● Availability of secure bike storage</li> <li>● Need to bike both ends of trip</li> <li>● Lack of bike share</li> <li>● Last mile end</li> </ul>
<ul style="list-style-type: none"> <li>● Secure parking, bike share</li> <li>● Awareness</li> <li>● Easier access to bikes at stations</li> <li>● <i>Additional comments illegible</i></li> </ul>	<ul style="list-style-type: none"> <li>● Lack of options</li> <li>● Secure parking</li> <li>● Need a bike on both ends</li> <li>● Lack of information</li> <li>● Barrier for entry</li> </ul>

General Public	
<ul style="list-style-type: none"> <li>● Encourage more use of folding bikes</li> <li>● Run more trains</li> <li>● More bike storage like the one at 4th and King</li> </ul>	<ul style="list-style-type: none"> <li>● Theft/security</li> <li>● In view of populated area</li> </ul>
<ul style="list-style-type: none"> <li>● Discounted rides</li> <li>● Incentives</li> <li>● Hours/times that are below capacity</li> </ul>	<ul style="list-style-type: none"> <li>● Bike secure parking</li> <li>● I have personal bike that I cannot replace</li> <li>● Security and cage availability</li> </ul>
<ul style="list-style-type: none"> <li>● Guidance with signage in Caltrain App, etc.</li> <li>● Ubiquity/reliability <ul style="list-style-type: none"> <li>○ Also real-time status</li> </ul> </li> <li>● Secure/monitor storage of personal bikes</li> <li>● Free no-cost options</li> <li>● Volunteer staff “guarding” bikes</li> </ul>	<ul style="list-style-type: none"> <li>● Availability of parking (actual as well as perceived)</li> <li>● Availability of share/mobility options of at mile</li> <li>● Payment “friction”</li> </ul>
<ul style="list-style-type: none"> <li>● Clipper discounts for Caltrain and bike share</li> </ul>	<ul style="list-style-type: none"> <li>● Road/bike infrastructure near Caltrain stations</li> </ul>
<ul style="list-style-type: none"> <li>● Bike parking to count towards a discount on bike share</li> </ul>	<ul style="list-style-type: none"> <li>● I need to rely on a bike being there on both ends of my trip</li> <li>● Not enough density to support bike share</li> </ul>
<ul style="list-style-type: none"> <li>● Cash subsidies for bike share</li> </ul>	<ul style="list-style-type: none"> <li>● Opportunity cost of not using an owned bike</li> </ul>
<ul style="list-style-type: none"> <li>● Attended bike parking</li> <li>● Reliable micromobility at destinations</li> </ul>	<ul style="list-style-type: none"> <li>● Unreliable - micromobility</li> <li>● Companies come and go</li> <li>● Having my own bike is the only reliable way to commute</li> </ul>
<ul style="list-style-type: none"> <li>● Bike share options at other end</li> </ul>	<ul style="list-style-type: none"> <li>● Vandals/thiefs</li> <li>● Reliability of other options</li> </ul>
<ul style="list-style-type: none"> <li>● Free bike lockers</li> </ul>	<ul style="list-style-type: none"> <li>● First mile and last mile requires bikes at both ends</li> <li>● Bike share is not reliable or cost effective</li> </ul>
<ul style="list-style-type: none"> <li>● Work with companies like Apple and Google to integrate and improve their bike share</li> </ul>	<ul style="list-style-type: none"> <li>● Cost on passengers</li> <li>● Security</li> </ul>

<ul style="list-style-type: none"> <li>• Bike reservations</li> <li>• BRT</li> <li>• Safer bike infrastructure</li> </ul>	
<ul style="list-style-type: none"> <li>• Better security and protection from weather/physical damage</li> <li>• More last mile options bike ride/share etc.</li> <li>• Online/app sharing parking availability in real-time</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of apparent options</li> <li>• No signage that explains what to do or how to use lockers, where bike share is, etc.</li> <li>• Security for own bike</li> </ul>
<ul style="list-style-type: none"> <li>• Bike parking with security guard</li> </ul>	<ul style="list-style-type: none"> <li>• Cost</li> <li>• Parking</li> </ul>
<ul style="list-style-type: none"> <li>• Free bike share use (included in price of ticket)</li> </ul>	<ul style="list-style-type: none"> <li>• Locking/secure parking</li> <li>• I have a \$3000 bike that I can't replace</li> <li>• Security is huge and only second to availability</li> </ul>
<ul style="list-style-type: none"> <li>• Motivate perhaps free bike share/lockers</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of parking/bike share</li> <li>• Security</li> <li>• Need bike on both ends for medical reasons</li> <li>• Availability of bike share</li> </ul>
	<ul style="list-style-type: none"> <li>• Bikesharing is not financially viable for any operator along stops on the entire Peninsula</li> <li>• No one will want to run these businesses</li> </ul>
	<ul style="list-style-type: none"> <li>• For bike share, riders getting off a train all at once will create a lot of competition for a limited # of bikes to make the last miles</li> </ul>

# Electric Train Reconfiguration and Station Bike Improvement Workshop

Group #1



## Group Member Names, Affiliations:

John Brazil  
Brian Shaw  
Kevin Burke

Nicole Rodia  
Andrew Olson

### CHECKLIST - DESIGN OPTION 1

Configuration type for this option (circle one):

No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

How many seats are there in this reconfiguration? 8x2=16

Did you maximize seat capacity?

Did you enhance security for bike riders?

How many bikes fit in this reconfiguration? 72

Does the solution work for all riders?

Which cost category does this option fall into (circle one):

Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

Potentially condense bike spaces to gallery size to get extra seat?

3/1

### CHECKLIST - DESIGN OPTION 2

Configuration type for this option (circle one):

No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

How many seats are there in this reconfiguration? 20x2 + 12

Did you maximize seat capacity?

Did you enhance security for bike riders?

How many bikes fit in this reconfiguration? 72

Does the solution work for all riders?

Which cost category does this option fall into (circle one):

Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:



# Electric Train Reconfiguration and Station Bike Improvement Workshop

Group #2



M: 4  
F: 1

## Group Member Names, Affiliations:

Larry Klein  
Cliff Bargar

Adrian Brandt  
Jessica Alba  
Paul Escobar

### CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):  
No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types *can*

- How many seats are there in this reconfiguration? 101 *20 per car*
- Did you maximize seat capacity? *No, but helped*
- Did you enhance security for bike riders? *Some / Yes*
- How many bikes fit in this reconfiguration? 35 car / 70 train
- Does the solution work for all riders? *ok*
- Which cost category does this option fall into (circle one):  
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

- \* Question about flip & bike sharing
- \* How much space/leaning space when no bikes

### CHECKLIST - DESIGN OPTION 2

- Configuration type for this option (circle one):  
No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 53 *1/2 train*
- Did you maximize seat capacity? *No, but helped*
- Did you enhance security for bike riders? *Yes*
- How many bikes fit in this reconfiguration? 72 *1 train*
- Does the solution work for all riders?
- Which cost category does this option fall into (circle one):  
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

- \* ~~flips~~ facing bikes
- standard seats

- \* ~~flips~~ if 3rd car too tight losing a flip seat better than losing a rack

# Electric Train Configuration and Station Bike Improvement Workshop

4+  
2M

Group #3



## Group Member Names, Affiliations:

Ricardo Valenciana

Cat Tucker

Miguel Guevara

Lauren Fernandez

Kaley Lyons

Giovanna Guevara

### CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):  
No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 12  
2 std / 10 fup
- Did you maximize seat capacity? NO
- Did you enhance security for bike riders? yes.
- How many bikes fit in this reconfiguration? 24
- Does the solution work for all riders? only for bikes
- Which cost category does this option fall into (circle one):  
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

- Bike security
- load bikes faster
- maximize for flexibility of space

### CHECKLIST - DESIGN OPTION 2

- Configuration type for this option (circle one):  
No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 34 ~~17~~ / 17
- Did you maximize seat capacity? NO
- Did you enhance security for bike riders?
- How many bikes fit in this reconfiguration? 12 / 10
- Does the solution work for all riders? Riders that prefer tables,
- Which cost category does this option fall into (circle one):  
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

- Does not maximize bike capacity.
- flexible space

\* consider straps for standing riders.

# Electric Train Reconfiguration and Station Bike Improvement Workshop

Group: Public



Group Member Names, Affiliations:

Public

Public

## CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):  
No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 34
- Did you maximize seat capacity? No
- Did you enhance security for bike riders? Y/N
- How many bikes fit in this reconfiguration? 92
- Does the solution work for all riders? Y/N
- Which cost category does this option fall into (circle one):  
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

Security camera, bike emergency button  
flow arrows

## CHECKLIST - DESIGN OPTION 2

- Configuration type for this option (circle one):  
No Change Two-car Three-car

**Note:** You must explore two different reconfiguration types

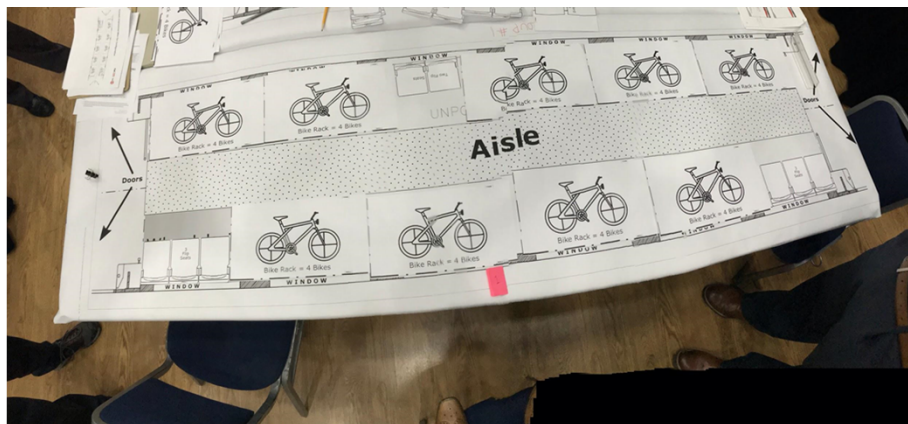
- How many seats are there in this reconfiguration? 8
- Did you maximize seat capacity? No
- Did you enhance security for bike riders? No
- How many bikes fit in this reconfiguration? 80
- Does the solution work for all riders? No
- Which cost category does this option fall into (circle one):  
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

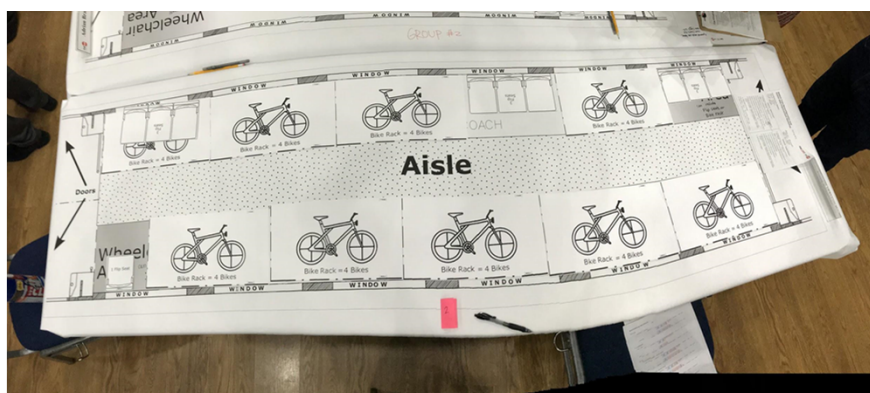
bike security camera, bike emergency button  
flow arrows  
more design options



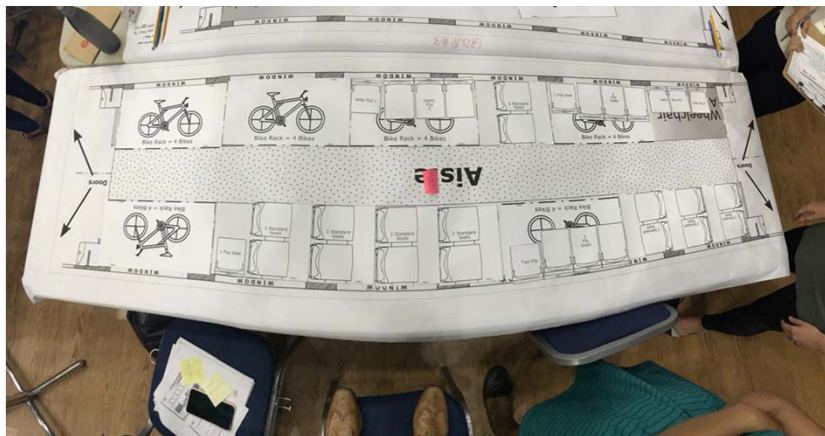
## Group #1: Two-Car Reconfiguration



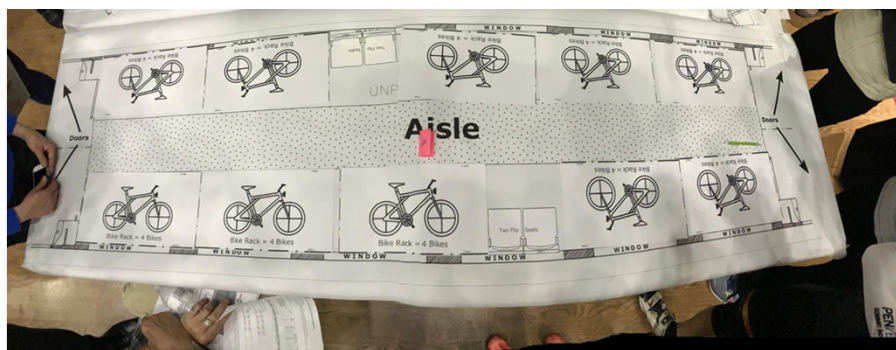
## Group #2: Two-Car Reconfiguration



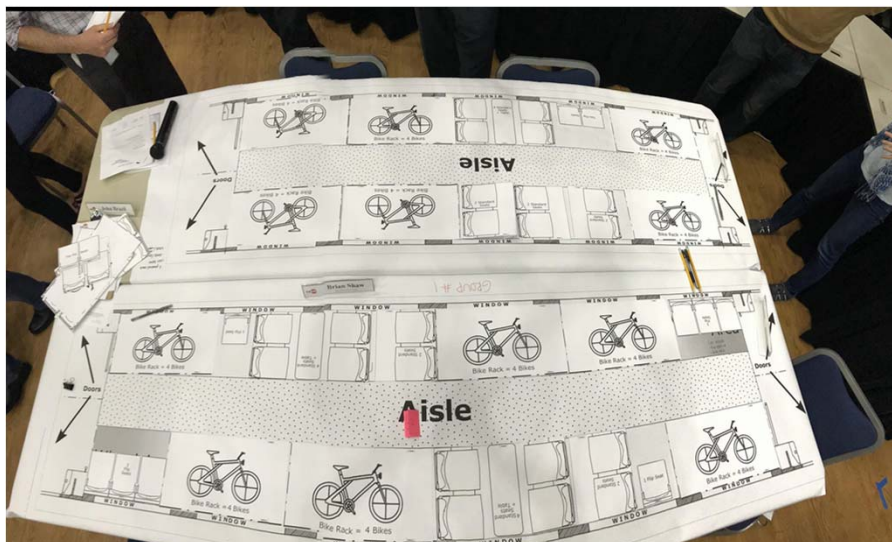
## Group #3: Two-Car Reconfiguration



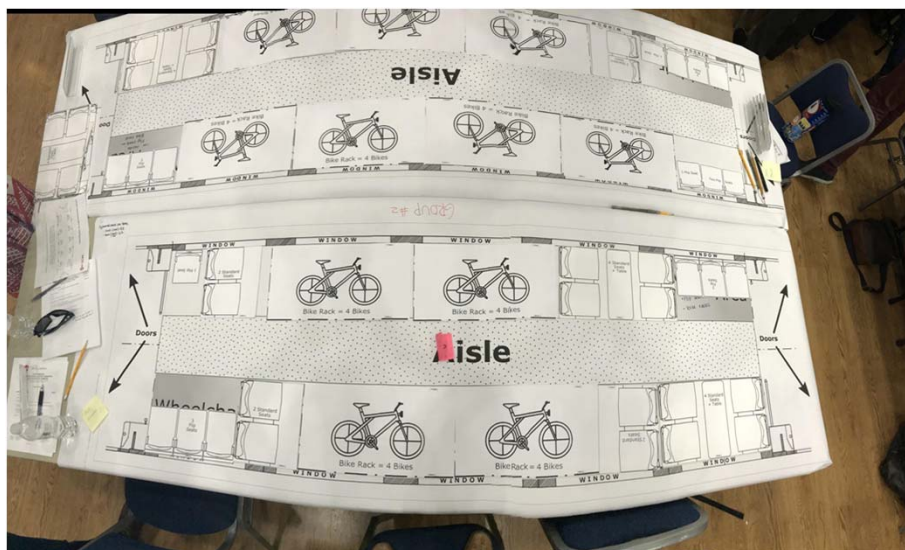
## Public Group: Two-Car Reconfiguration



## Group #1: Three-Car Reconfiguration

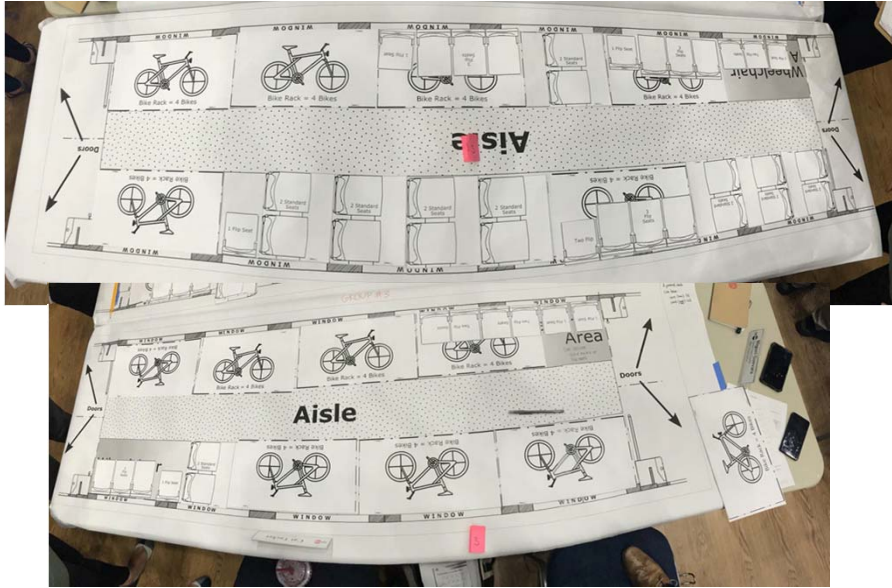


## Group #2: Three-Car Reconfiguration





### Group #3: Three-Car Reconfiguration



### Public Group: Three-Car Reconfiguration



**Electric Configuration and Station Bike Improvement Workshop**

Entry #	Do you feel many riders would be well-served by bike parking improvement and bike share micro mobility programs? Why?	Do you have a better understanding of the elements, constraints and challenges that go into electric train bike car configuration after completing this workshop?	Did this workshop give you an opportunity to share your viewpoints and concerns?	Additional Comments
1	Yes	Yes	Most of them, yes	In order to have more ecofriendly commute options, havign bikes aboard is essential, given the limited trains frequency, location, distance from destination. Rode careless for three years and connect to marin county, by bike and mass transit. To support carbon neutrality and lead, to do this sooner than 2045 more bike not fewer are needed.
2	Some will, some won't -- depends where they live	Yes -- it was helpful to walk through	Somewhat -- wish had more time for public comments during the configuration. *I really appreciate the work of the staff to promote this opp.	NA
3	Yes, but I worrk this is morea bout the cities on the Peninsula and land use decision than Caltrain	Yes	Yes	My priority would be to fit as many humans on board as possible and reduce dwell(?) time as much as possible. I wish Caltrain would take a more active role in local land use decisions along the corridor. Caltrain pays a penalty because cities aren't interested in building good bike infrastructure.
4	Some, yes. Many, no. We are a state, national, and international leader by allowing onboard bicycles. We should be advancing our leadership position, not retreating from it.	Slightly	Yes	I'm guess that this is late in the game, but I'm going to say it anyway. Have you thought about opportunities in boarding platform height and door floor height? While other agencies have had problems with hgh platforms, I still think they are worth considering. High boarding platforms and matching door floor heights serve both bicyclists and disabled riders.
5	Yes! Better station access as ridership increases.	No, felt that the problem addressed in the workshop was overly constrained.	Yes	NA
6	Yes. They might be more likely to ride on a bike to the station	Yes	Yes Thank you so much for organizing this! It was great.	NA
7	Yes. Provide more options to just bringing bike on board.	Yes. Very helpful and enlightening	Yes! Well done and thoughtful workshop	NA

				<p>Checklist was biased;</p> <ol style="list-style-type: none"> <li>1. Define "user"</li> <li>2. Maximize seats vs A) maximize bike storage B) maximize <u>all</u> passenger (bike riders, seated, standing, luggage, wheelchair)</li> </ol> <p>Would have loved to be able to check plans out beforehand. Current layout was available, but a few other options to ruminate over.</p> <p>Why limited to only redesign <u>one</u>? We wanted to design both as a complimentary pair: one to maximize seats, the other to bike storage.</p>
8	YES! <u>we're #1 in carrying bikes last-mile solutions suck.</u>	Not really...wasn't really clear what the original design was vs what we're actually changing.	YEP	
9	Yes, but only to a certain degree. (what does "many" mean" Not ">50%")	Yes	Somewhat -- public table was overloaded; let to "too many cooks" problem and an incomplete solution (that said this was a <u>terrific</u> exercise -- kudos to staff)	NA
10	With a holistic approach and strong collaboration with corridor cities to improve access to stations, yes.	Yes	Yes, see following side for longer(?) comment.	<p>Since we are looking significant budget implication if we were to change the configuration in the new cars, could staff analyze the RETROFIT cost implication of removing a few seats in all cars to reach capacity of 72 bikes by spreading them across all seven cars. This way one minimize dwell time, which should also be estimated.</p> <p>Thanks for a great workshop!</p>
11	I feel that some riders will be served by these alternatives, but that the nurses, teachers, police officers, and others who work/live too far from the station will be forced back into their cars.	Yes -- knowing that there are not any seats in cars being build makes it essential to expand options to 5, 5, 6, or 7 cards w/ bikes on board.	Yes & grateful to all of the participants for their collaborative approach. My concern that the discussion was a forced choice between 2 options that fail to meet the requirements that Caltrain "shall" ensure the 8:1 seat to bike ratio was disappointing and of questionable legality.	NA
12	Yes but need time to test. Not mature enough yet.	Only partially -- no clarity on actual costs.	Only partially. It was very good to spend an evening talking about bikes.	NA
13	Yes, of course! More people could ride trains.	I am already deep into this and had read everything before :)	First, thanks for doing this! In the future, I would like to see a more open feedback process, with less bias about what the parameters of the exercise were. It seemed like staff was trying to push a preconceived narrative.	
14	Yes -- confidence, reliability, flexible	YES!	waiting to comment...	NA
15	Bike parking improvement should be top priority. Insufficient secure parking primary reason for not taking trips on Caltrain to desirable destinations (SF). Bike share/metro mobility not robust enough.	Yes, definitely learned how we're optimizing useability for all users, including cyclists demographic	Attended to catch up on Caltrain/Bike developments. I live next to a Caltrain station, at great cost, to reduce the friction of getting around by Caltrain instead of dealing with these last mile/first mile scenarios.	NA