

JPB CAC
CORRESPONDENCE

April 17, 2019

Givens, Patrice

From: Clark Gates-George <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 [@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

Givens, Patrice

From: Seamans, Dora
Sent: Wednesday, March 20, 2019 3:13 PM
To: Shirley Johnson
Cc: Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Lois Kell; Ruth Radetsky; Hartnett, Jim; Mau, Carter; Navarro, Joe; Givens, Patrice; Gumpal, Cindy; Brook, Jean
Subject: RE: Public comments help Caltrain - please listen to us

Dear Dr. Johnson – thank you for your kindness. Staff has reviewed your most recent requests and reaffirmed our current practice.

Please note that you may submit written copies for distribution at public meetings, and that materials submitted one week (or earlier) in advance of the Board meetings, are included in the Board agenda packets which are also posted and available online.

Kind Regards,

Dora Seamans

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Wednesday, March 20, 2019 9:17 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell <loiskell@yahoo.com>; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>; Mau, Carter <MauC@samtrans.com>
Subject: Re: Public comments help Caltrain - please listen to us

Dear Ms. Seamans,

Thank you for your response and welcome to your role as JPB secretary. Congratulations!

I would suggest that the written procedure quoted below is outdated, and I'd encourage that it be updated to align Caltrain with other forward-thinking public agencies. For example, I have displayed slides at BART board meetings and the SFMTA enables the public to display slides.

Caltrain staff has displayed slides during public comment at JPB meetings for literally years and this sudden change in practice is a step backwards. JPB directors are very busy and the public needs to be able to convey information efficiently in a short time. In this day and age, projecting slides is common practice for doing so. Slides displayed during public comment benefit JPB directors, staff, public in the meeting room, and anyone watching the video.

If staff does not want to take responsibility for projection, then an alternative is to provide an overhead projector for the public to display documents. If some language from other public bodies would be helpful, here is an excerpt from the SF Board of Supervisors policy:

"Members of the public who want a document placed on the overhead for display should clearly state such and subsequently remove the document when they want the screen to return to live coverage of the meeting."

Staff has kindly displayed slides during public comment for years not only at JPB meetings but also at CAC and BAC meetings. In fact, I have already provided the CAC secretary with slides for tonight's CAC meeting.

I respectfully request that Caltrain follow the modern practice of enabling the public to present slides during public comment. Certainly Caltrain wants to take advantage of the technology available today to improve communication between the public and the agency.

Could staff please display the slides I submitted to the CAC secretary at tonight's CAC meeting?

Thank you for your assistance.

With kind regards,
Shirley

On Tuesday, March 19, 2019, 10:07:32 AM PDT, Board (@caltrain.com) <BoardCaltrain@samtrans.com> wrote:

Dear Dr. Jones, et al, Good Morning,

This is to acknowledge your email and concerns: the public is invited to submit any written materials to the Board or Committee. The recent past instances were not consistent with the Agency's process. The agenda citation is excerpted below and the chair is empowered to set the time limit for public comment.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Committee Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Committee Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Tuesday, March 12, 2019 12:05 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell <loiskell@yahoo.com>; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>
Subject: Public comments help Caltrain - please listen to us

Dear Joint Powers Board,

We would like to share the presentation titled "Denying Service to People with Bicycles Costs Caltrain Ridership and Revenue" that we made during general public comment at the March 7 JPB meeting. The attached slides include notes and references. An appendix shows calculations for the \$3 million loss in ticket revenue in 2018 due to insufficient bike capacity.

Staff told us we could display the attached slides at the JPB meeting, but reneged the evening before the meeting, telling us that Caltrain's practice is not to allow slides during public comment. Yet staff have always displayed slides for us at past meetings. It is unfair to withdraw a commitment at the last minute.

Public comments help Caltrain improve and visuals get the point across better. While staff permitted us to provide handouts to the board, neither the JPB nor the audience had the benefit of slides displayed on the screen where we could use a laser pointer to draw attention to important points in the slides. Staff's refusal to display our slides coupled with the JPB chair cutting public comment to one minute for the TIRCP presentation hurt Caltrain's ability to gain insight from passengers.

Public input is critical for better decision making. A salient example is EMU car layout, where staff decided (with no public input) to design bike cars with no fixed seats within view of bikes, a layout prone to bike theft. It took over a year of public outcry before staff finally conceded to a public process for EMU car layout. Now we're having to go back and fix the faulty layout at a late date, costing Caltrain more money.

Please listen to the public to help avoid future expensive missteps. We request two things in particular:

- (1) Require staff to allow the public to present slides during public comment
- (2) Keep public comment at two minutes per person; do not shorten to one minute

Thank you.

Sincerely,
Shirley

Givens, Patrice

From: Andy Chow <andychow@pobox.com>
Sent: Wednesday, March 20, 2019 12:17 PM
To: cacsecretary [@caltrain.com]
Subject: Improving BART-Caltrain connection in Millbrae

in light of the fact that BART and Caltrain are undergoing system retrofits and upgrades that limited off-peak and weekend service levels. I think that it is long overdue to take a serious effort to coordinate service at Millbrae, particularly in the southbound direction.

I don't think either agencies deliberately design mis-connections, but often times the scheduled connections didn't work out because of minor delays. These delays made the connection much more tighter than it should be and people miss the connection by just mere seconds.

I think a train holding policy should be established at nights and on weekends when trains run at least an hour apart. That way those who took BART and boarded a train that is supposed to connect will have an assurance. The only challenge is how to inform the conductors on Caltrain whether to hold or not, and for how long.

There's a more manual train holding policy in place between VTA and Caltrain for Levi Stadium events. They work most of the time, but failed at last year's Beyonce concert, when the special Caltrain left Mountain View before the last VTA arrived. Since then the staff made changes not to have that happen again.

In case of Millbrae, there should be something other than a manual process because of the amount of timed connections that would need to take place. I would recommend placing large screen monitors on the Caltrain platform showing BART arrival times and CCTV of the station concourse so conductors have accurate information. While train arrival information can be accessed on mobile devices, train conductors cannot use such device while on duty.

The cost for doing this shouldn't be high given the available technologies compared to the time when BART was built at Millbrae.

Andy Chow

Givens, Patrice

From: Mark Sherwood <marksherwood@gmail.com>
Sent: Wednesday, March 20, 2019 2:37 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Cliff Bargar; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: bikes on electric trains

Thanks, I am happy to support the staff.

On Tue, Mar 19, 2019 at 2:57 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Mark,

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, and your idea to educate riders on how to make the system work more efficiently is appreciated. I have shared it with our staff and if they have questions they will definitely reach out.

Again, we thank you for taking the time to send us your thoughts.

Best,

Lori

From: Mark Sherwood [mailto:marksherwood@gmail.com]
Sent: Wednesday, March 13, 2019 9:48 AM
To: Caltrain, Bac (@caltrain.com); Cliff Bargar
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: bikes on electric trains

Hi Lori and Caltrain Bac,

I have discussed the idea of creating a simple bike stacking cartoon with a number of my fellow commuters. The cartoons would be posted in the bike cars on the rails and would help inform new riders how to properly stack their bikes to maximize capacity and cut down boarding time during the busy morning commute. The friendly conductors Lee and Miguel (conductors on #232 in the morning) also support this idea. In fact, Caltrain's estimate of bikes per row is a significant underestimate as compared to bikes stacked with the correct strategy (as laid out below), so you may be able to increase the quoted bike capacity of trains (including the forthcoming 2022 electric cars). Here is example copy for the cartoon:

Take a minute to stack your bikes tightly and your fellow bike commuters will thank you!

(1) Furthest stations stack first.

(2) Stack upright, don't lean.

(3) Alternate handlebar direction (unless same direction stacks tightly).

(4) Rotate pedals to overlap neighboring bike frames.

(5) Secure bike to rail with bungee, do not lock to rail.

A graphic designer would have best vision of the layout, but two ideas would be (a) five rows stacked vertically with cartoons, or (b) the same five rows split into a "Yes" and "No" column showing the correct and incorrect cartoon for each step. I expect that we will need two versions of the visual cartoons, one for the old-style bike cars and one for the new ones. Both have the same written copy, but the visual images should be different because the stacking rails/posts are different.

Does Caltrain support the idea? If so, do you have graphic design resources and/or design guidelines that could help with? I am happy to work with BikesOnBoard (CCed), the Bicycle Advisory Committee, or other agencies to finalize the design.

Thank you and regards,

Mark Sherwood

650-823-9575

On Tue, Mar 5, 2019 at 7:48 PM Mark Sherwood <marksherwood@gmail.com> wrote:

Thanks for the thorough response.

On Tue, Mar 5, 2019 at 4:06 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Mark,

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. 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: Mark Sherwood [mailto:marksherwood@gmail.com]

Sent: Wednesday, February 27, 2019 4:21 PM

To: Board (@caltrain.com)

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

Subject: bikes on electric trains

Hello,

Thank you to Caltrain for planning a public process on car layout for electric trains, and for planning to run seven-car (instead of six-car) electric trains. I would like to urge you to maintain the board-mandated 8:1 ratio of seats-to-bike spaces, or to hold a public hearing on revising this mandate. Note that today's diesel trains average only 77 bike spaces, and as a bike commuter, I get bumped from morning trains about 2 times per month in all but the rainiest months. Especially considering the annual trend of increased ridership, I would like to remind you that we'll need more commuter bike space capacity in 2022 when electric trains start running.

Thank you,

Mark Sherwood

p.s. some background on me:

I have been a Caltrain commuter on and off for the past decade. Some of the time, I have had to use a bike at the origin and/or destination end of my commute, and some of the time, walking has sufficed. It is unequivocally clear to me that bike commuting will remain an essential part of the SF Bay Area. I have seen the rise and fall of tech companies placed throughout the city and peninsula at ranges from 1-5 miles from Caltrain stations where biking is a "last mile" necessity.

Givens, Patrice

From: Givens, Patrice
Sent: Tuesday, March 26, 2019 2:57 PM
To: cacsecretary [@caltrain.com]
Subject: FW: Measure B funds for Cal Train increased service

From: Fromson, Casey
Sent: Tuesday, March 26, 2019 2:55 PM
To: apalmer2005@icloud.com
Cc: Cat.Tucker@ci.gilroy.ca.us
Subject: RE: Measure B funds for Cal Train increased service

Hi Annie,

I received your inquiry via Cat Tucker. As you noted, the VTA Measure included funding for Caltrain associated projects. \$700 million for grade separations and \$314 million for "Caltrain corridor capacity improvements". Link to the VTA Measure B Programs [here](#).

I'll check with our financial team but I don't believe Caltrain has received any significant Measure B allocations yet. However, we are in close coordination with VTA on Caltrain's upcoming projects and needs.

Regarding increased service in South County (the Tamien to Gilroy section), we have been meeting on a regular basis with VTA, Gilroy and Morgan Hill elected officials and staff as well Santa Clara County Supervisors. We anticipate making a helpful timetable change in September and we have outlined a process to add an additional round trip weekday train in 2021.

You may also be aware of the analysis currently underway by Caltrain to develop a long-term service vision for the corridor. The Caltrain Business Plan 2040 Vision includes growth scenarios that would enable dramatic, significant increases in service throughout the Caltrain corridor. You can learn more about that effort here: www.caltrain2040.org

Please don't hesitate to email or call with any additional questions.

Thank you,

Casey

Casey Fromson, Director Gov. & Community Affairs
1250 San Carlos Ave San Carlos, CA 94070
Direct: 650.508.6493 | Cell: 650.288.7625
San Mateo County Transit District



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

From: Council Member Cat Tucker [mailto:Cat.Tucker@ci.gilroy.ca.us]
Sent: Tuesday, March 26, 2019 8:57 AM

To: cacsecretary [@caltrain.com]
Cc: Chavez, Cindy [cindy.chavez@bos.sccgov.org]; Council Member Marie Blankley
Subject: FW: Measure B funds for Cal Train increased service

FYI...can you pls respond?

Best Regards,
Cat Tucker
Gilroy City Council
1-408-500-2523
(<http://www.cattucker.com>)

From: Ann Marie Palmer [apalmer2005@icloud.com]
Sent: Monday, March 25, 2019 10:20 PM
To: Council Member Cat Tucker
Subject: Fwd: Measure B funds for Cal Train increased service

Hi Cat,

My reason for writing is regarding Measure B and provisions for increased service to Morgan Hill and Gilroy on Cal Train.

Understand you are a member of the Cal Train citizens advisory committee representing us living in Santa Clara county. I thought you might be able to provide a status or advise who to contact.

Since the appeal holding up the Measure B funds has been rejected the funds are being released. Per the article in the Mountain View Voice dated 2/1/19 there was 360 million dollars available and that 80 million dollars was being distributed to cities for projects.

I would like to know how much money is being provided to Cal Train for the increased service and how and when the increased service will be implemented.

Regards,
Annie Palmer
Sent from my iPad



Search Powered by Google

The Web VTA

Getting Around

News & Media

Projects & Programs

BART Silicon Valley

About Us

Transparency

2016 Measure B

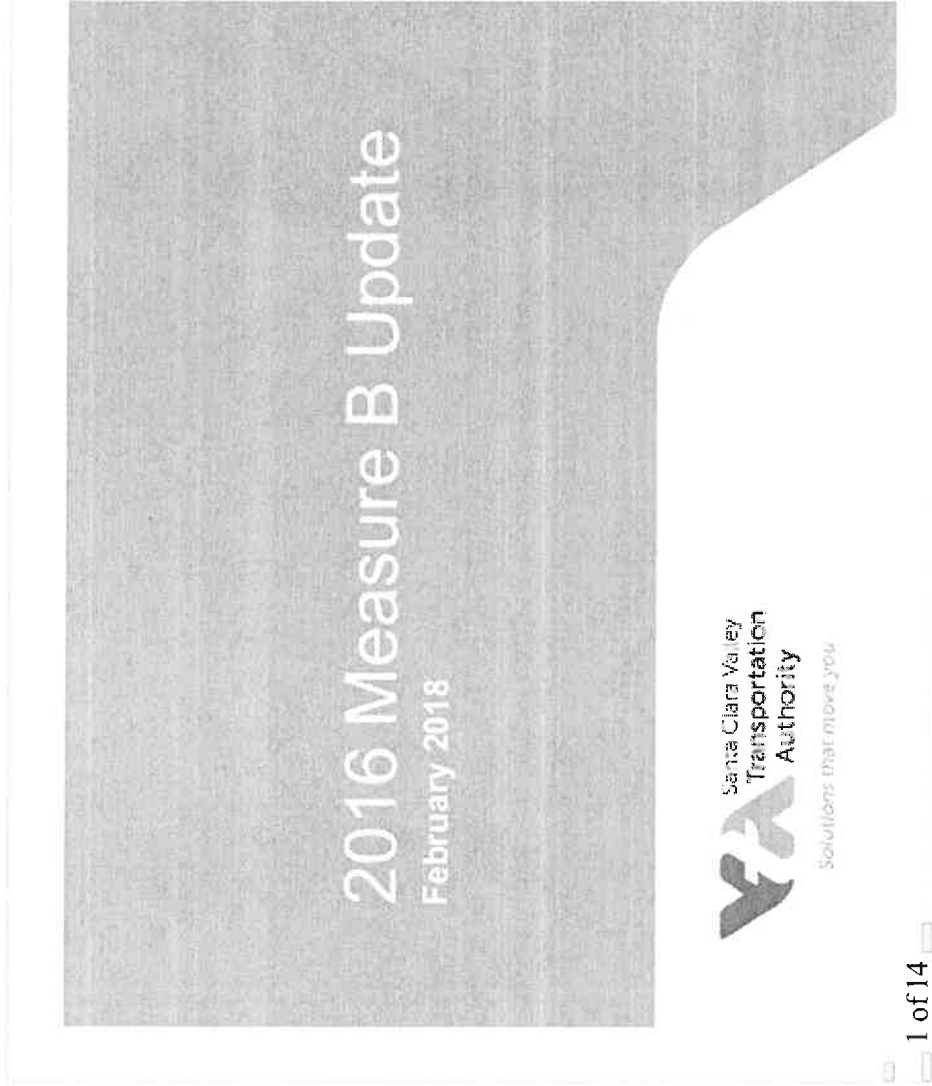
Stakeholders

Project Evaluation

Presentations

Home > 2016 Measure B > Measure B

2016 Measure B



1 of 14

Download the 2016 Measure B update to committees in February 2018.

Santa Clara County voters have approved 2016 Measure B, a 30-year, half-cent

countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The measure passed by nearly 72%, the highest level of support for any Santa Clara County transportation tax.

VTA looks forward to working with the community and our partners including the cities and Santa Clara County to advance the investments this sales tax will enable.

Over the next 30 years, 2016 Measure B is anticipated to generate \$6.3 billion in 2017 dollars. Collection of the tax began on April 1, 2017. VTA is developing a web presence that will track the performance of 2016 Measure B projects and programs and report how funding recipients are delivering on promises made to the taxpayers.

Program Categories and Guidelines

The categories and transportation projects eligible for 2016 Measure B funds are as follows:



CALTRAIN GRADE SEPARATIONS

- SEPARATE TRACKS FROM ROADWAYS
- SAFER FOR PEDESTRIANS, BICYCLISTS, AUTOS
- REDUCE TRAFFIC CONGESTION

COUNTY EXPRESSWAYS

- 20 CANDIDATE PROJECTS
- INTERSECTIONS/INTERCHANGES, WIDENING, GRADE SEPARATIONS
- REDUCE CONGESTION, IMPROVE CONNECTIONS

HIGHWAY INTERCHANGES

- 24 CANDIDATE PROJECTS
- CONNECTORS, ON/OFF RAMPs, WIDENING
- IMPROVE CONNECTIVITY, SAFETY, REDUCE CONGESTION

LOCAL STREETS AND ROADS

- ROAD REPAIRS/IMPROVEMENTS
- COMPLETE STREETS REQUIREMENT
- ALL CITIES/TOWNS RECEIVE FUNDS

STATE ROUTE 85 CORRIDOR

- CORRIDOR TRANSIT STUDY
- TRANSIT AND CONGESTION RELIEF PROJECTS
- NOISE ABATEMENT



The VTA Board of Directors adopted guidelines for each of the nine Program Categories at their October 2017 and November 2017 meetings. These guidelines are intended to direct the implementation of each program category and propose how the program category funds should be allocated.

- BART Phase II Program Guidelines
- Bike & Ped Program Guidelines
- Caltrain Corridor Capacity Improvements Program Guidelines
- Caltrain Grade Separation Program Guidelines
- County Expressways Program Guidelines
- Highway Interchanges Program Guidelines
- Local Streets & Roads Program Guidelines
- SR 85 Corridor Program Guidelines
- Transit Operations Program Guidelines

Transportation projects, especially larger projects, are typically built using a variety of funding sources. A countywide sales tax provides a local revenue source that can be leveraged to help obtain additional funds through regional, state and federal fund sources.

What's New

A lawsuit challenging the validity of 2016 Measure B was filed in 2017. Nearly two years after Santa Clara County voters approved 2016 Measure B followed by a drawn out judicial process, the California Supreme Court refused to hear an appeal on a meritless legal challenge. This paved the way for the lower court, which also ruled against that challenge, to allow VTA to begin dispersing the accumulated funding in escrow, as of January 30, 2019.

As the challenge and subsequent appeal worked its way through the legal process, funds were collected and held in escrow until the lawsuit could be resolved.

Citizens Oversight Committee

At its September 2017 meeting, the VTA Board of Directors appointed seven individuals to serve on the 2016 Measure B Citizen' Oversight Committee.

An orientation for the members of the committee was held on December 5, 2017.

Contact Us

Please email us at community.outreach@vta.org with any questions, input or feedback about this program.

Select Language | ▼

VTA is committed to operating its programs and services in accordance with federal, state and local civil rights laws and regulations. The following VTA programs are designed to ensure compliance:

- American's with Disabilities Act (ADA)
 - Reasonable Modifications
 - Title VI
 - Public Participation Plan
 - Limited English Proficiency Plan
- Individuals or organizations interested in receiving information about upcoming public meetings or events can sign-up on our outreach list.

Downtown Customer Service

Center:

55-A West Santa Clara Street
San Jose, CA 95113 Map
Weekdays: 9 a.m. - 6 p.m.
Closed weekends and most holidays

River Oaks Administrative

Offices:

3331 North First Street
San Jose, CA 95134 Map
Weekdays: 8 a.m. - 4:30 p.m.
Closed weekends and most holidays

Customer Service Call Center:

(408) 321-2300

Automated information available 24 hours in English and Spanish
(800) 894-9908 outside Santa Clara County
(408) 321-2330 TTY
customer.service@vta.org

Givens, Patrice

From: Yoichi Shiga <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 muddied 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 its 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.

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. 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

Givens, Patrice

From: Dave Maltz <david.maltz@gmail.com>
Sent: Tuesday, March 26, 2019 11:53 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike capacity on Caltrain is essential - please include 7-car designs

Dear Caltrain board members,

I've been a Caltrain bike commuter since 1999. I am disappointed at the approach that Caltrain staff have been taking with respect to future bike capacity as described in the thorough and logical rebuttal document that I recently reviewed.

I urge the board to hold staff to the 8:1 ratio endorsed in 2015 and to require that designs exploring bike capacity on all 7 cars be developed. Spreading the load across all train cars will help with at least 3 important elements:

1. Allow cyclists to sit near their bikes to prevent theft and facilitate destination shuffling
2. Speed turnaround at stations by reducing clustering at certain cars
3. Eliminate "newbie" confusion by allowing boarding with a bike on any car (like BART!)

Please do the right thing for the environment, for Caltrain, and for the riders.

Best,
David Maltz
San Francisco, CA

Givens, Patrice

From: Juan Martinez-Sykora <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

Givens, Patrice

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, March 27, 2019 10:20 AM
To: 'Dave Maltz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain is essential - please include 7-car designs

Dear 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.

Best,
Lori

From: Dave Maltz [mailto:david.maltz@gmail.com]
Sent: Tuesday, March 26, 2019 11:53 AM

To: Board (@caltrain.com)

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

Subject: Bike capacity on Caltrain is essential - please include 7-car designs

Dear Caltrain board members,

I've been a Caltrain bike commuter since 1999. I am disappointed at the approach that Caltrain staff have been taking with respect to future bike capacity as described in the thorough and logical rebuttal document that I recently reviewed.

I urge the board to hold staff to the 8:1 ratio endorsed in 2015 and to require that designs exploring bike capacity on all 7 cars be developed. Spreading the load across all train cars will help with at least 3 important elements:

1. Allow cyclists to sit near their bikes to prevent theft and facilitate destination shuffling
2. Speed turnaround at stations by reducing clustering at certain cars
3. Eliminate "newbie" confusion by allowing boarding with a bike on any car (like BART!)

Please do the right thing for the environment, for Caltrain, and for the riders.

Best,

David Maltz

San Francisco, CA

Givens, Patrice

From: Stephen P. Lambe <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

Givens, Patrice

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Thursday, March 28, 2019 10:37 PM
To: Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com
Subject: Caltrain workshop issues & rebuttal to staff's slides
Attachments: Workshop_Issues&Rebuttal_to_Staff_Presentation_20190328.docx.pdf

Please see the attached letter.

March 28, 2019

Dear Chair Gillett and Directors of the Joint Powers Board,

We are excited about the workshop on April 17 to reconfigure EMU trains. Thank you for supporting this workshop.

While the concept for the workshop is commendable, it appears that this workshop cannot satisfactorily solve the layout problem because options are too constrained.

Staff said they will offer three options (all of which we find unacceptable):

Option 1: Two bike cars, no reconfiguration (current design)

Option 2: Reconfigure two bike cars

Option 3: Reconfigure three bike cars

Requirements:

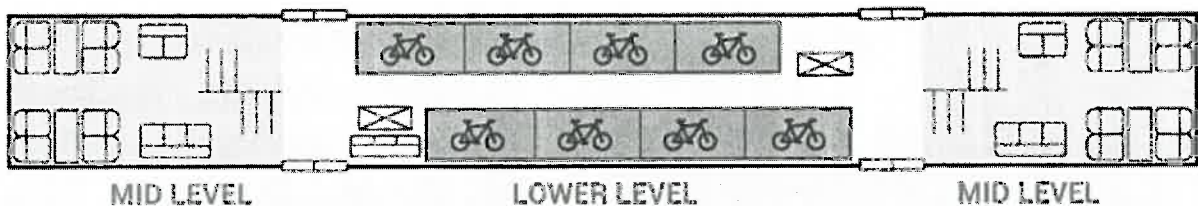
1. 84 bike spaces per seven-car train to meet the board-mandated 8:1 ratio of seats-to-bike spaces
2. At least half as many seats as bike spaces within view of bikes (same as today) to help prevent bike theft

None of staff's proposed options can meet both requirements, no matter how the cars are reconfigured.

Staff should provide drawings of all seven cars and let workshop attendees work with the full train, not just three cars, to be able to meet both requirements.

Here's an explanation of the three options.

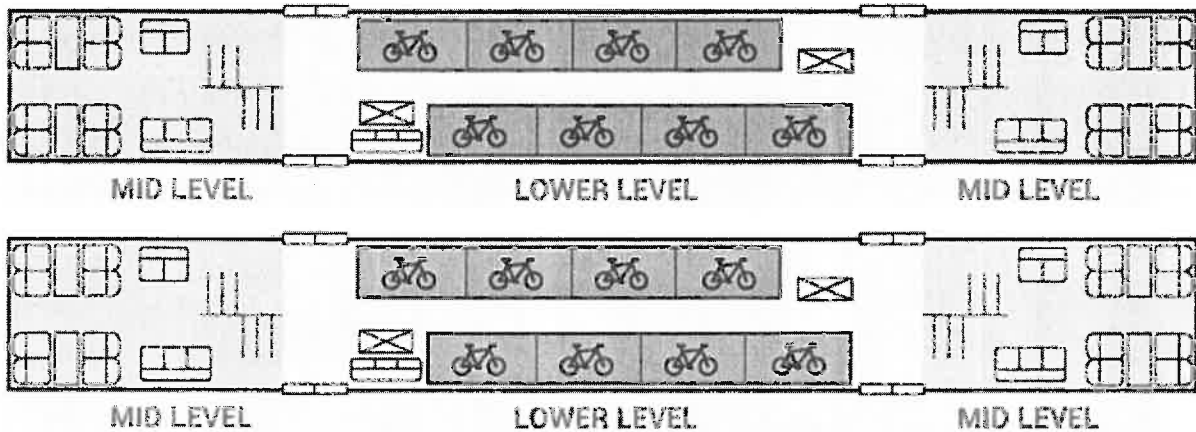
Option 1: Two bike cars, no reconfiguration (current design)



The current design has no fixed seats within view of bikes. Two bike cars hold 36 bikes each (four on each rack) for 72 bikes per train. One of the bike racks is at the same location as wheelchair space (marked with an x in a rectangle). The other wheelchair space has three folding seats.

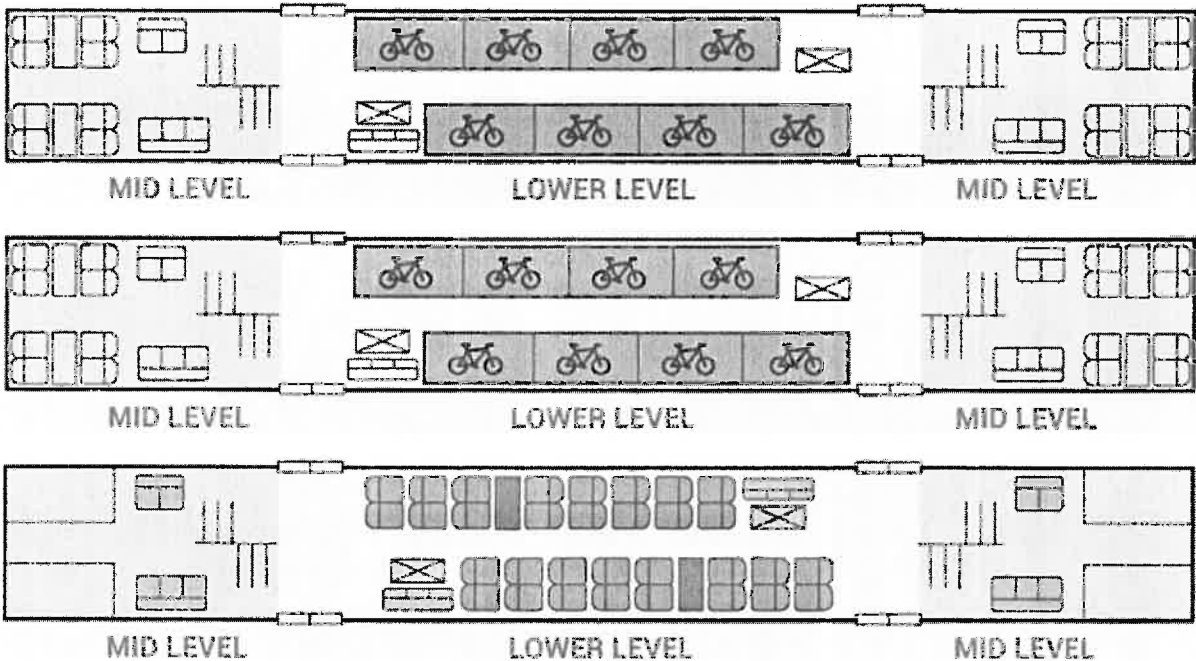
Option 1 is a throw away. The current design encourages bike theft. Staff took no public input on this design, and it took over a year of public outcry about bike theft to get staff to finally reconsider. Option 1 is the whole reason staff agreed to hold a workshop.

Option 2: Reconfigure two bike cars



Option 2 is a non-starter. The only way to put seats within view of bikes is to remove bike racks to add seats in each bike car, reducing bike capacity. EMU trains already have fewer bike spaces (72 per train) than today's diesel trains (77 per train). Reducing bike capacity even further would be an even bigger step backwards. Furthermore, this would not meet the board-mandated 8:1 ratio of seats-to-bike spaces.

Option 3: Three bike cars



Option 3 won't have enough seats within view of bikes, even after seats and bike racks are swapped among the cars. To meet the 8:1 seat-to-bike ratio, each bike car would need 28 bike spaces for 84 bikes per train. There would be at most eight fixed seats within view of bikes in each bike car. Eight seats is

not enough to guard 28 bikes. Bike cars today have at least half as many seats as bikes and bikes still get stolen. We need to match today's trains, not make matters worse with fewer seats within view of bikes.

The workshop must offer additional options to be an earnest attempt to solve the layout problem:

1. Reconfigure four bike cars
2. Allow bikes in every car

Four or more bike cars would allow sufficient seats within view of bikes, reduce dwell time by distributing bike boardings at more doors, and simplify operations with better consistency among cars.

We want to work with Caltrain toward a viable solution, but staff has not offered viable options. We have asked for two things to make the workshop productive:

- Provide drawings of all seven cars at the workshop
- Provide electronic drawings in advance of the workshop

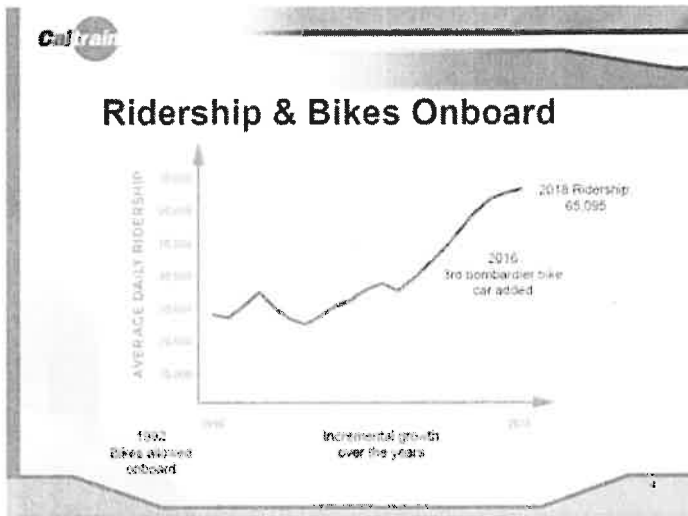
Caltrain staff has refused both our requests.

Caltrain staff now claims the board-mandated 8:1 ratio of seats-to-bike spaces no longer applies, but this goes against board-approved policy. The board approved the 8:1 ratio for the RFP in 2015 and again in 2016 for the contract, which included 96 cars. Nonetheless, staff is moving forward as though the ratio has been abandoned.

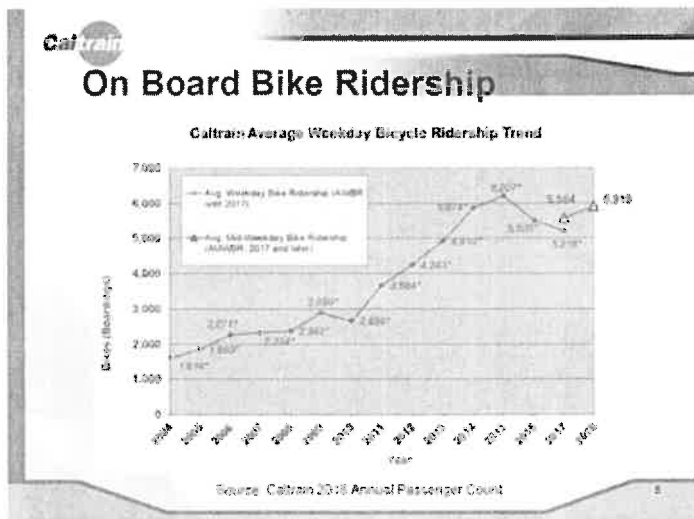
The options staff is offering at the workshop indicate they don't want to increase bike capacity to 84 bike spaces on seven-car EMU trains (original plan was six-car EMU trains with 72 bike spaces). In fact, option 2 sets the stage to decrease bike capacity.

Staff Presentation at the Workshop & Our Rebuttal

Caltrain staff will give a presentation at the start of the workshop similar to [the presentation](#) provided at the March 7 Joint Powers Board meeting. We are concerned about the bias against bikes on board and we offer a more balanced view by adding context to slides from staff's presentation, as shown below.



Slide 4: This slide shows total boardings including walk-on boardings and bike boardings. Walk-on boardings continue to rise, but bike boardings have dropped (see slide 5 below) leading to leveling off of total boardings.



Slide 5: Bike boardings fell off in 2016. Staff claims this is due to wet weather in February, when the passenger counts are taken. This is not plausible. While February 2017 was very rainy, February 2016 and 2018 were very dry as shown in the chart below. Bike boardings are capped by limited bike capacity. The decline in bike boardings is most likely due to maxed out bike cars forcing people with bicycles off the train and back into their cars onto the crowded freeways.

Total rainfall for February in San Francisco

Days	Year	Inches	Millimetres
2	2018	0.4	11
19	2017	7.6	193
4	2016	1.0	25
3	2015	1.5	37
13	2014	5.8	148
4	2013	0.9	22
10	2012	1.1	28
8	2011	4.9	125
11	2010	3.4	87



2015 Context

- Daily ridership: ~58,000
- Daily bike boardings: 6,207

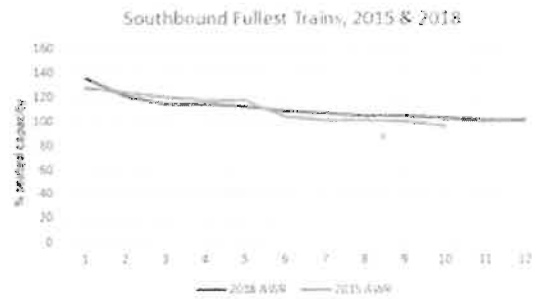


2018 Context

- Daily ridership: ~65,000 (**up 12% from 2015**)
- Daily bike boardings: 5,919

Slides 6 and 7: Bike mode share is dropping. In 2015, 11% of passengers brought a bike on board. In 2018, only 9% of passengers brought a bike on board. Bikes-on-board passengers were Caltrain's fastest growing passenger segment, until bike capacity ran out. Walk-on boardings continue to rise because walk-on passengers are allowed to stand when seats are full, but people with bicycles are left behind on the platform, discouraging use.

Slide 7 shows in bold that ridership has increased 12% since 2015, but Caltrain has since added capacity with the Bombardier cars purchased from Metrolink. In fact, the fullest trains in 2015 and 2018 were comparably full, as shown by the graphs below for average weekday ridership (AWR). To suggest trains are more full today than in 2015 simply isn't accurate.



Caltrain

Today - Bikes on Train

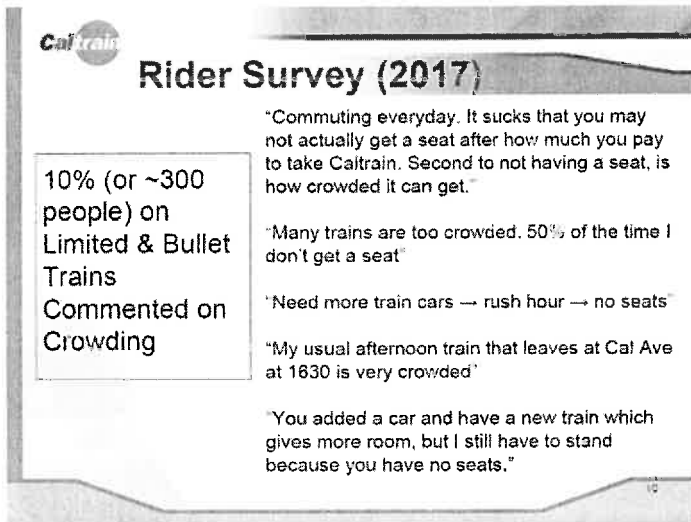
- Caltrain carries more bikes onboard than any commuter rail in the country
- A person bringing a bike onboard is taking up two spaces (bike and seat)

Slide 8: Caltrain can be proud to be a national leader in bike carriage on trains. Other transit agencies surely envy Caltrain's bicycle mode share.

"A person bringing a bike on board is taking two spaces (bike and seat)" To clarify, one bike rack, which holds four bikes, takes the same space as four seats. Caltrain should think beyond just space on the train and consider how passengers access the stations. Caltrain's bikes-on-board program brings economic benefits to the transit system. Bikes-on-board passengers do not use expensive parking lots or take seats on heavily subsidized feeder buses or shuttles, reducing the number of costly buses and shuttles that transit agencies must purchase and operate. Bikes-on-board passengers also bring societal benefits by reducing traffic congestion, reducing pollution, and improving public health.

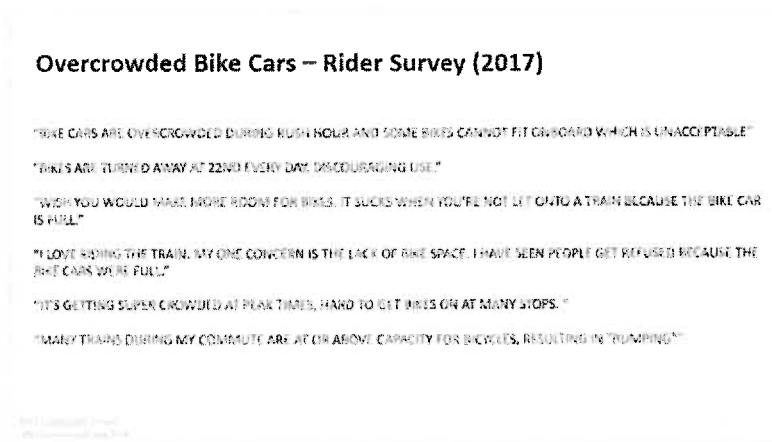
Many people have stuff to bring with them to make Caltrain a viable travel option. According to the 2018 customer satisfaction survey, 25% of passengers brought a large item with them. Mothers bring strollers, travelers bring luggage, bike riders bring bikes. If these folks can't bring things along, they won't be able to ride Caltrain.

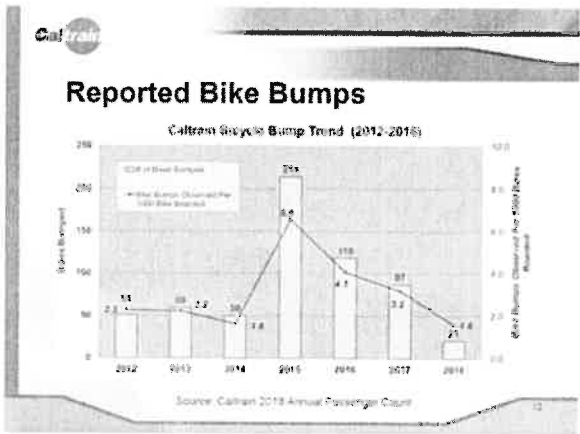
Caltrain should focus on serving the needs of all passengers, not just those Caltrain considers more desirable for whatever reason.



Slides 11: Some peak trains have standees, but just because customers complain about crowding doesn't mean they want to throw other passengers off the train. It's a plea for more capacity for everyone.

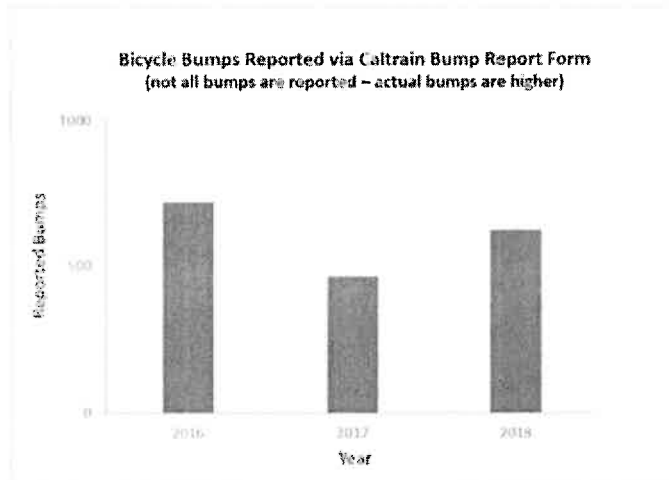
Staff selected quotes about too few seats, but omitted all quotes about bike bumps and over-crowded bike cars. This gives a very one-sided view of the situation. We compiled a sampling of complaints about over-crowding in bike cars below.





Slide 12: Caltrain counts bumped bikes during its annual passenger counts. In 2012 through 2017, 460 trains were counted, but in 2018 only 184 trains were counted resulting in a lower bump count in 2018. Caltrain attempted to normalize the results by showing a line for “bike bumps observed per 1000 bikes boarded,” but if too few trains are counted, then this calculation is meaningless. As an extreme example, if only one train is counted and it happened to bump no people with bikes, then a calculation of bike bumps per 1000 bikes boarded would be zero, even if other trains bumped many people with bikes.

Bicycle bumps reported via Caltrain’s bicycle bump form for the full year have increased as shown by the graph below, suggesting that Caltrain counted too few trains in the 2018 passenger counts to provide an reliable comparison with previous years.



Caltrain

Morning Capacity – 2018

NB Train	Over Capacity		SB Train	Over Capacity	
	Seats	Bikes		Seats	Bikes
205			206		
207			208		
309			310		
211			212		
313	X		214		
215	X		216		
217	X	X	218		
319	X		320		
221	X		222		
323	X		324	X	X
225	X	X	226		
227	X		228		
329	X		330	X	
231			232		X
233	X	X	134		

Slide 13: This comparison of full seats and full bike cars is misleading. People with bikes are denied boarding when bike cars are full, so over-full bike cars are an anomaly due to a kind conductor who decided to let more bikes on instead of bumping them. In contrast, walk-on passengers are allowed to stand when seats are full. It is deceptive to show seats and bikes in the same table when they aren't comparable due to differences in policy.

Caltrain's standing capacity is not maxed out. From Caltrain's 2018 annual passenger counts:

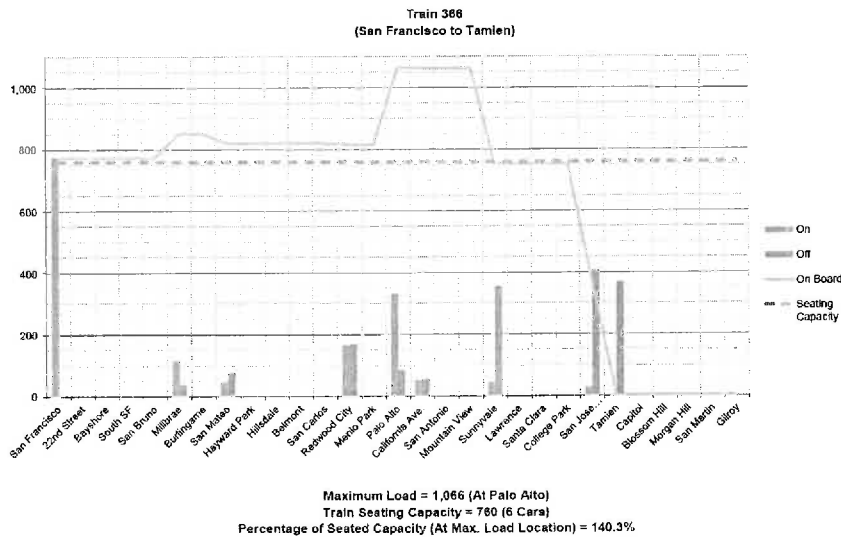
Table 12: FULLEST TRAINS – SOUTHBOUND (AT 95% SEATED CAPACITY OR ABOVE)

Southbound					
Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Seated Capacity
b 366	3:38 PM	Palo Alto	1,066	760	140.3%
b 376	5:38 PM	Millbrae	852	760	112.1%
b 324	7:59 AM	Millbrae	898	760	118.2%
b 360	4:12 PM	Palo Alto	767	650	118.0%
b 278	5:56 PM	Millbrae	825	760	108.6%
g 368	4:55 PM	California Ave	850	700	121.4%
b 330	6:35 AM	Millbrae	712	650	110.0%
b 370	5:16 PM	Millbrae	803	760	105.7%
b 272	5:27 PM	San Francisco	822	760	108.0%
b 262	4:23 PM	California Ave	802	650	123.4%
b 258	3:34 PM	California Ave	679	650	104.5%
b 360	6:16 PM	San Francisco	673	650	103.5%

g = Golden Gate; b = Bay Area Rapid Train
 Note: Train capacity is average seated capacity and based on the scheduled fleet assignment. Trains with capacity of 760 are the ones with their capacity assigned.

The fullest train was 140% of seated capacity. For comparison, BART’s peak trains run 250% of seated capacity, suggesting that Caltrain still has standing space available to serve walk-on passengers.

Passengers are willing to stand for short durations. Caltrain’s fullest trains are over seated capacity for a period of time, not for the full duration of the trip. For example, passenger load on the fullest train, train 366, is shown below. Some passengers exit the train at each station stop, so a standee has a chance of getting a seat at the next station stop, a trip duration of 3 to 15 minutes.



Train Operations (Today)

- Bike boarding/deboarding a significant cause of delay
 - Bikes board first project aimed at reducing boarding time
- Conductor resources used to oversee bike cars
- Number of bike cars should be limited in order to limit excessive dwell times

Slide 14: This slide is especially dubious. Let's clarify a couple things. All passengers cause dwell time delays – the more passengers boarding/deboarding, the longer the dwell time (time the train sits at the station). Caltrain has no evidence that bikes cause dwell time delays. Bikes are required to board last, so they get blamed for delays, but Caltrain's carefully conducted 2010 [*Bike Count and Dwell Time Study*](#) shows that bikes do not cause dwell time delays.

We applaud the “[bikes board first](#)” procedure implemented on March 11, 2019, because walk-ons can board at other doors. Distributing boarding at all doors is the fastest way to load the train.

Limiting the number of bike cars will extend dwell time, not reduce it. Restricting one passenger segment to a limited number of cars will result in longer dwell times. BART understands this and permits bikes in all cars, except the first. BART passengers self-distribute to load trains as fast as possible. Below is a screen shot from BART's website:

Frequently Asked Questions about Bikes on BART

1. Why doesn't BART designate one car just for bicycles?

Because BART trains stop for only 15 to 30 seconds at almost all stops, attempting to load and unload all bicycles in one car will likely cause delays. BART's strategy is to disperse cyclists along the length of the train allowing multiple bikes to enter and exit simultaneously—utilizing up to 18 doors rather than just two (since bikes are not allowed in the first car, a 10 car train has 18 doors on 9 cars for bicyclists to use).

Future Operations (2022)

- 7-car electric trains (max 667 seats)
 - Seating capacity equivalent to a 5-car diesel train
- Incremental commissioning/decommissioning trainsets requires electric trains to have at least the seating capacity of a 5-car train
- Remaining diesel Gilroy trains will continue to provide more seated capacity
- Future demand satisfied by combination of seating capacity and increased frequency (6 per hour, up from 5)
- Assess next increment through Business Plan

Slide 15: The first bullet point shows the main problem. Electric trains will have no more capacity than today's diesel trains. Caltrain runs a mixture of five- and six-car diesel trains today with average seating capacity of 687 seats per train.

The second bullet point seems to be a nearly found issue. It was never mentioned with six-car EMU trains, which have only 567 seats. It seems odd that this has suddenly become a priority. Could staff be using this as an excuse to try to convince the board to abandon the 8:1 ratio of seats-to-bike-spaces so they don't have to add bike capacity to seven-cars EMU trains?

Future demand will not be "satisfied by combination of seating capacity and increased frequency." One more train per hour will bring only ~25% more line capacity as shown below, and the increase in seating capacity is primarily due to the high-capacity, seven-car diesel trains in the fleet, not the EMU trains.

Train Capacity	Seats	Bikes
Today's diesel fleet	687	77.6
Seven-car EMU trains	655	84
Seven-car diesel trains	910	72
Mixed fleet (79% EMU & 21% diesel)	708	81.5

Line Capacity	Seats per hour	Bikes per hour
Peak service today (5 trains per hour)	3437	388
Peak service 2022 (6 trains/hr)	4249	489
Peak line capacity increase in 2022	23.6%	26.0%

See [this spreadsheet](#) for more details.

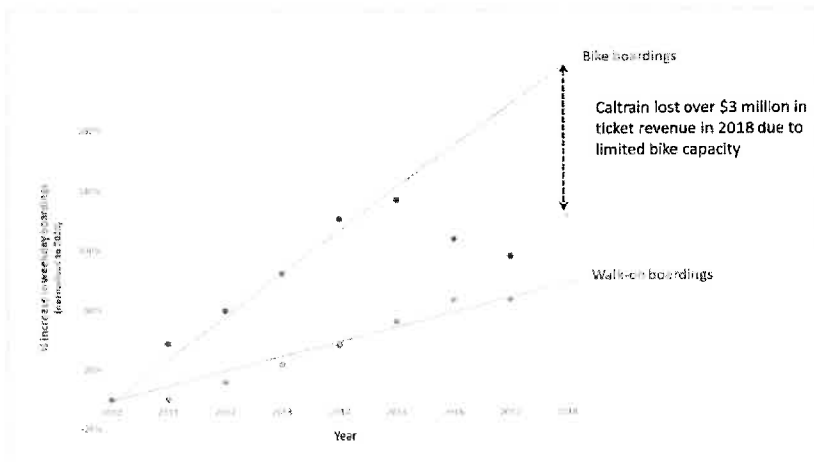
Some trains are already running over 125% seated capacity today, let alone in 2022. Caltrain needs to run longer, more frequent trains to meet future demand. Caltrain is spending \$2 billion to electrify its line to run trains that have less capacity than today's trains. Low capacity is the problem with this program, not not bikes.

Financial Implications: Onboard Bikes

- Initial electric vehicle purchase: \$551M for 16 six-car trainsets (\$34.4M per train)
- Six-car trainset = 567 seats + 72 bike spaces
 - 72 seats removed to install bike spaces
- Per seat replacement cost = \$53.8k
- Per trainset seat replacement cost = \$3.88M
- \$62M investment in additional rolling stock needed to provide equivalent seat replacement
- Legislation precludes charging for bikes onboard

Slide 16: The financial data are terribly misleading. The cost is based on an entire new train, but the train has already been purchased. Hey, why stop at just a new train? Why not add cost of electrical infrastructure and catenary wires? You get the point. The relevant financial implication is the retrofit cost to replace bike racks with seats. If bike capacity is underutilized in the future as a result of improved wayside facilities, Caltrain could swap bike racks for seats. This retrofit cost would not be \$53,800 per seat!

The decrease in bike boardings costs Caltrain ridership and ticket revenue. If bike boardings had continued to rise linearly the same as walk-on boardings, then Caltrain would have made over \$3 million more in ticket revenue in 2018 alone, as indicated by the graph below based on [Caltrain annual passenger counts](#) and an [average ticket price](#) of \$4.80. The additional ticket revenue from more bike capacity on EMU trains could be used in the future to retrofit trains to replace bike racks with seats if bike capacity goes underutilized due to improvements in wayside facilities.



Bike & Scooter Share Today

- Much learned since original Bay Area Bike Share pilot, w/ Lyft & Uber owning & operating more integrated systems
- San Francisco 4th & King is the busiest bike share station in the Bay Area



Slide 21: Bike and scooter share will work for some people and we support providing as many alternatives as possible to get people out of their cars. Bike share is most suitable in a dense network with short trips, so it works in San Francisco. Bay Area Bike Share failed on the Peninsula and the bikes were removed. Two private companies tried dockless bike share on the Peninsula, but those bikes were also removed. We cannot rely on bike share to replace bikes on board, particularly on the Peninsula.

Best Practices Around the World

As ridership increases, we must look to places around the world with higher bike ridership




Rotterdam



Tokyo

Slide 23: We fully support improved wayside options to increase bicycle mode share. However, before bike parking at Caltrain stations can look like Rotterdam or Tokyo, our urban sprawl must be converted to dense housing near stations, businesses must relocate to be near stations, and public transit must be vastly improved. Once all that has been accomplished, then people won't need their bikes at both ends of their commutes, but that won't happen by 2022 when Caltrain electrifies. Bikes on board provide the


most environmentally friendly solution to the first/last-mile problem besides walking. The vast majority of people live/work too far from stations to walk, but a bicycle extends their range to several miles.



Bikes Security on Electric Trains

- Bike community desires seats next to bikes
- Caltrain can review possible configuration options

Slide 29: “Bike community desires seats next to bikes” To clarify, the bike community desires rearranging seats and bikes along the whole train, not replacing bike racks with seats. Seats within view of bikes is critical to allow passengers to guard their bikes against theft. Seats near bikes will also help keep trains on time because passengers need to be in bike cars to be able to help rearrange bikes in stacks according to destination to smooth boarding and exiting.




Next Steps

- Identify strategies for configuration of existing bike cars and seventh car to address bike security concerns
 - Maximize seated capacity
 - Minimize impact on cost, bike capacity
 - Not constrained by 1:8 bike to seat ratio
- Make bike parking and micromobility at stations more viable solutions

31

Slide 31: “Maximize seated capacity” should be “maximize ridership.” It’s clear that walk-on riders are willing to stand (walk-on boardings continue to rise), but limited bike capacity reduces ridership (bike boardings have leveled off). If Caltrain really wants to maximize seats, they should run more seven-car diesel trains in the mixed fleet as originally planned. Seven-car diesel trains have over 900 seats compared with fewer than 700 seats on seven-car EMU trains.

“Not constrained by 8:1 ratio” goes against the policy approved by the Joint Powers Board in 2015. The JPB unanimously approved the 8:1 ratio with the understanding that there would be no fewer seats than today. Seven-car EMU trains have nearly the same number of seats as trains today. Seven-car EMU trains with 84 bike spaces per train would adequately fulfill the board’s directive.



Outreach Process

Item	Audience	Date
Outreach Process Update	CAC, BAC Subcommittee, Bike Conditions	February
Outreach Process Input / Process	Board	March
Joint Workshop: Electric Train & Bikes Onboard Configuration	CAC and BAC	March
Possible broader outreach (survey and/or station pop-up events)	General Ridership	March / April
Staff Recommendation	CAC & BAC	May
Board Decision	Board	June

Slide 32: The CAC/BAC workshop has been scheduled for April 17. The outreach process states “possible broader outreach.” We encourage broader outreach, because this is an important decision and should be carefully considered by a wide range of stakeholders.

We hope this letter helps clarify the issues and highlights the benefits of bikes on board. Thank you for your support of using bicycles to solve the first and last mile problem.

Respectfully,

Shirley Johnson

Leader, BIKES ONboard Project

Contact us: bikesonboard@sonic.net

Website: SFBCmomentum.org/bob

Givens, Patrice

From: David Edwards <daveedward@gmail.com>
Sent: Saturday, March 30, 2019 6:57 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.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

Givens, Patrice

From: David Edwards <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 Caltain 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 \[@caltrain.com\]](mailto: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

Givens, Patrice

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 09, 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.

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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

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

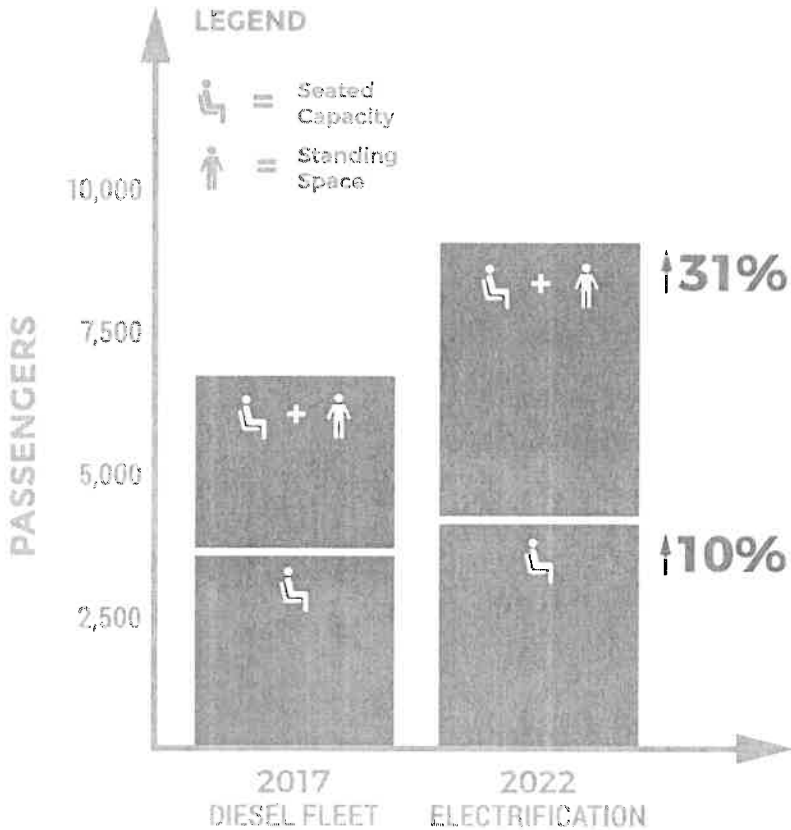
It has come to my awareness that Caltrain is considering not having seats in the bike car when the new electrified system takes effect. I understand you are trying to create more bike space with this approach, however, the idea does it the expense of my bike's security. Having people in seats is a deterrent 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

CALTRAIN ELECTRIFICATION CAPACITY INCREASE

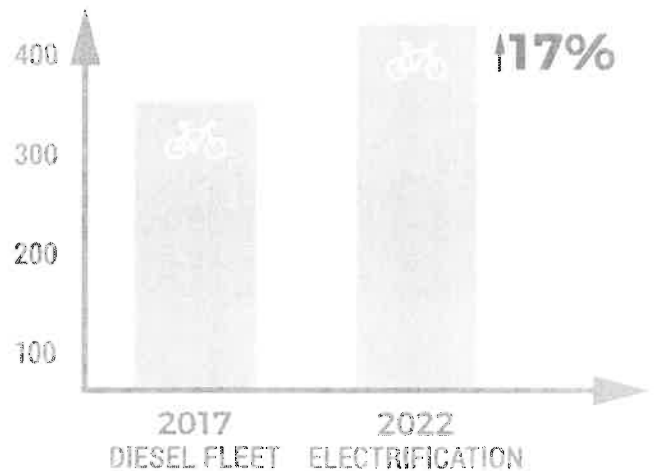
The CalMod program lays the foundation for continued capacity growth on the corridor.

PASSENGER CAPACITY (PEAK HOUR, PEAK DIRECTION)



Accurately calculating capacity means accounting for many variables, including frequency, travel time, and space utilization. Final turnover rates and increased service will result in capacity increases above and beyond those indicated here.

BIKE STORAGE (PEAK HOUR, PEAK DIRECTION)



HOW DOES IT WORK?



EFFICIENCY

Electric trains provide more efficient service by accelerating and decelerating faster which reduces travel time.



FREQUENCY

Electrification means Caltrain stations will receive more frequent service.



FLEXIBILITY

With increased frequency and more stops, every seat and bike space will be utilized by more riders during each trip. More efficient utilization means room for more riders.



RELIABILITY

Newer trains mean more reliable service and fewer service interruptions due to breakdowns.



POTENTIAL

CalMod upgrades give us room to grow. High performance vehicles allow us to add more cars and still maintain optimal service.

Figures and percentages subject to changes as EMU design elements and new service schedules are finalized.

Givens, Patrice

From: Osborn, Jennifer <Jennifer.Osborn@ucsf.edu>
Sent: Wednesday, April 10, 2019 9:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; '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

Givens, Patrice

From: Council Member Cat Tucker <Cat.Tucker@ci.gilroy.ca.us>
Sent: Wednesday, April 10, 2019 9:36 AM
To: cacsecretary [@caltrain.com]
Subject: FW: Morgan Hill's Caltrain Business Plan Comments
Attachments: Caltrain Business Plan Comments 4.8.2019.pdf

Hi,

Pls forward this letter to all the CAC members. Thank you.

Best Regards,
Cat Tucker
Gilroy City Council
1-408-500-2523
(<http://www.cattucker.com>)

From: Christina Turner [Christina.Turner@morganhill.ca.gov]
Sent: Monday, April 08, 2019 5:18 PM
To: Caltrans_Director@dot.ca.gov
Cc: CityCouncil; Leslie Little; Chris Ghione; Edith Ramirez; Board Secretary;
boardmembers@hsr.ca.gov; All Council Members; Brian.Annis@calsta.ca.gov;
Chad.Edison@calsta.ca.gov; Gabe Gonzalez
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
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Facebook<<https://www.facebook.com/morganhillengage/>> |
Twitter<<https://twitter.com/CityofMorganHil>>



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

Givens, Patrice

From: Seamans, Dora on behalf of Board (@caltrain.com)
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@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.

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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.

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>
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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

Givens, Patrice

From: Sachs Ielmorini <sielmorini@gmail.com>
Sent: Friday, April 12, 2019 11:05 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net

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.

Givens, Patrice

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 [@caltrain.com]; bikesonboard@sonic.net
Subject: RE:

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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.

Dora Seamans, MPA, CMC

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-----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] <jobbcacsecretary@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.

Givens, Patrice

From: Bikes on Board <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
Attachments: Alternatives for EMU Reconfiguration_20190415.pdf

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

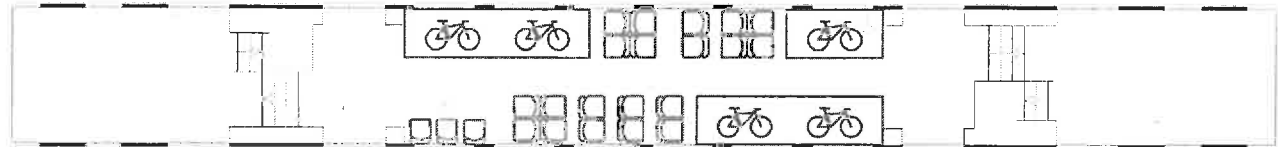
	Bike Cars	Bike Spaces	Seats	Satisfies seats within view of bikes	Ratio of seats-to-bike-spaces
Today's diesel fleet	2 or 3	77	687	Yes	8.9 to 1
6-car EMU (electric multiple unit)	2	72	567	No	7.9 to 1
7-car EMU limited to 3 bike cars	3	72	667	No	9.3 to 1
7-car EMU recommendation #1	4	80	661	Yes	8.3 to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

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

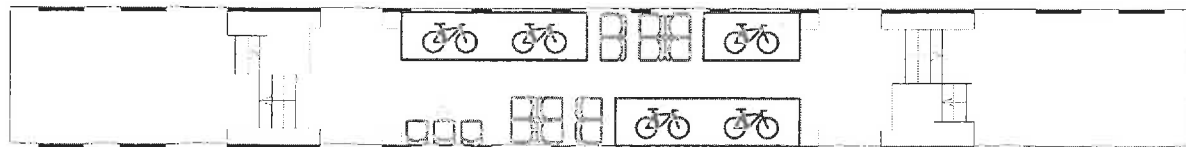


Recommendation #1: Four bike cars

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



E car (powered) -- two per trainset

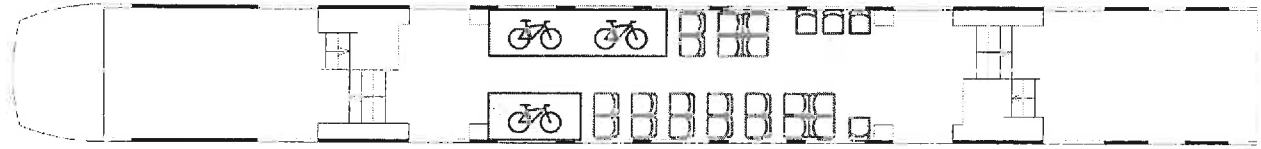


Features:

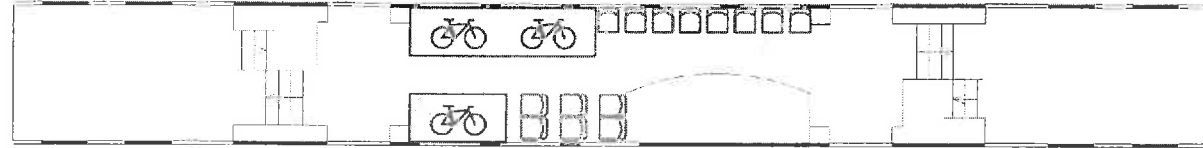
- ✓ Each bike car has at least half as many fixed seats as bikes to deter bike theft and keep trains on time
- ✓ All bike cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at four cars to reduce dwell time (time train waits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

Recommendation #2: Bikes in Every Car

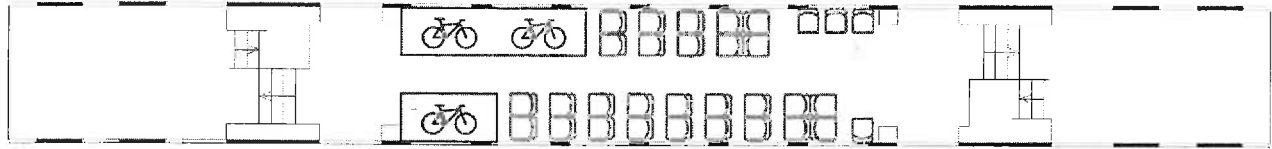
B car (cab)



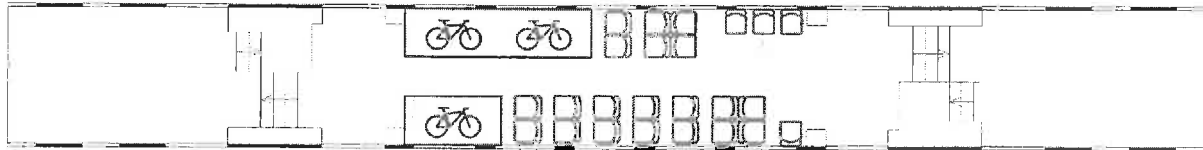
C car (bathroom)



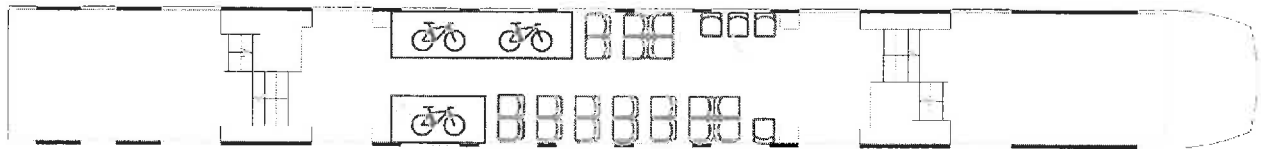
D/F car (unpowered) -- two per trainset



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

Givens, Patrice

From: mike wong <mikewong@giardiacorp.com>
Sent: Monday, April 15, 2019 3:15 PM
To: cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); janice@sfbike.org; info@sfbike.org
Cc: m.reilly@bayareametro.gov
Subject: Caltrain Joint BAC/CAC Workshop

dear caltrain committees,

i was delighted to receive an invitation from the SF bicycle coalition (i am a member) to the workshop for caltrain bike car inputs.

i cannot attend, so here are my inputs:

i know the workshop is for interior design, but i have one suggestion for the exterior: a projecting light/sign that allows a passenger to look down the length of the train and immediately see where the bike cars are. the sign would not need to project that much to be visible all the way down, and could be as simple as a blue light. if there are regulations governing exterior signal lights, perhaps it could be engineered to only activate when the train is not in motion.

for the interior, the current system is great because it can hold a lot of bikes.

one thing to change would be ensuring seating areas have unobstructed views of the bike areas. i was on a train recently where passenger 1 was able to alert passenger 2 (a complete stranger) that passenger 2's bike had been taken off the train by a thief. passenger 2 was able to recover the bike. he was not sitting in view of his bike, so he was very lucky.

security cameras and signage pointing out the cameras could be another theft deterrent.

hong kong airport busses have a camera trained on a luggage area near the boarding door, with output displayed on the upper deck of the bus. this approach could work for caltrain, to provide a view of the bikes if there is no physical line of sight available.

have fun at the workshop !!

.....mike wong.....
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