

Bicycle Advisory Committee

**Correspondence
as of**

July 11, 2019

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 11:05 AM
To: 'Anita Kari'; Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: Bike layout for electric cars

Dear Anita,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

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

Best,
Lori

From: Anita Kari [mailto:anita.e.kari@gmail.com]

Sent: Friday, June 07, 2019 12:25 PM

To: Board (@caltrain.com)

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

Subject: Bike layout for electric cars

Dear Board,

I am disappointed to see the approved bike car layout for the new electric trains. I have been commuting via Caltrain from the Peninsula to San Francisco for the past three years, and I am very grateful for the ability to bring my bike on the train. Personally, I feel that bike ridership is increasing as more housing has been built in close proximity to Caltrain stations . Bike cars are also becoming more crowded as more people use alternative means of commuting, such as electric bikes and electric scooters. I do not foresee the number of people using the bike cars decreasing, so why is there less bike spaces planned for the new electric trains than what exists currently?

Sincerely,

Anita Rinehart

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 11:05 AM
To: 'Kevin Jude'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Kevin,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Kevin Jude [mailto:kevinmjude@gmail.com]

Sent: Friday, June 07, 2019 12:08 PM

To: Board (@caltrain.com)

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

Subject: Bikes on Caltrain

I'm very disappointed to hear that the Caltrain board has backtracked on its promise to increase bike capacity on electric trains. I commute 3 days a week on BART Caltrain and need my bike for first and last miles and to make connections between services. I learned early on that I will often get bumped if I try to transfer from BART at Millbrae, so instead I bike between Embarcadero and Fourth St. I had hoped that this problem would be alleviated in the future, but alas it seems you have chosen instead to make it worse.

Sincerely

Kevin Jude

voter, citizen, bike commuter

Berkeley, CA

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 12:10 PM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Elaine'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: bikes on CalTrain

Hello Elaine,

Thank you for writing to Caltrain and informing them about bike thefts from the train. It's terrible that Caltrain is leaving you with one option - driving your car to the station.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

Caltrain writes:

The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes. Caltrain would never require people to put their laptops or luggage out of sight in another car, but inexplicably they think that's acceptable for bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Elaine.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 17:01, Caltrain, Bac (@caltrain.com) wrote:

Dear Elaine,

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

Best,

Lori

From: Elaine [mailto:lavendula6654@gmail.com]

Sent: Friday, June 07, 2019 2:30 PM

To: Board (@caltrain.com)

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

Subject: bikes on CalTrain

I am SO SORRY that you decided not to support the use of bicycles in your new CalTrain cars. The bicycle is just the best way to get to and from the train!

Using my CAR to get to and from the Palo Alto Caltrain station entails:

- so much traffic from other cars on the road
- difficulty with parking at the Palo Alto Caltrain station,
- hassle getting to my final destination in SF.

Since taking my car to the station presents all of these problems, I was wondering why you would not support me in choosing to bring my bike onboard instead?

The one thing I cannot do is leave the bike unattended; I know people who have had their bikes stolen off the train before. I also don't want to lock up my bike at the station, as I have had a bike stolen from the Palo Alto train station before myself. So my only option, if you won't provide enough seats in the bike car, is to leave my bike at home and bring my car to the station instead.

Hopefully you plan on spending a LOT of money on car parking lots!



-Elaine Haight, Palo Alto

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 11:04 AM
To: 'Chris Stivers'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Disappointing Decision

Dear Chris,

Thank you for your feedback. Caltrain takes theft very seriously and so I've sent the information you shared with our team. If a bike is stolen or missing, the individual should immediately call the Transit Police at [1.877.723.7245](tel:1.877.723.7245) or fill out their [online theft report form](#). More information can be found [here](#).

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

Best,
Lori

From: Chris Stivers [mailto:stivers.c@gmail.com]

Sent: Friday, June 07, 2019 2:01 PM

To: Board (@caltrain.com)

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

Subject: Disappointing Decision

Dear board members, it is disheartening to learn today that the Caltrain board approved a car layout that fails to incorporate critical input from the cycling community. The limited number of bike spaces and lack of seats in view of bikes is a tragic setback in the promotion of alternative modes of transportation, which is so valuable in the Bay Area. I just returned from a month in Boston, where the local Commuter Rail has no dedicated bike space and only allows bikes during off-hours (i.e., no bikes allowed between 6-10am and 3:30-7:30pm), effectively making the commuter rail unavailable to someone who relies on a bike for the "last mile" commute. Instead of biking to the Commuter Rail, I relied on driving instead. In conversations with friends and colleagues, I applauded the progressive thinking of Caltrain in facilitating the bike-train-bike commute, so it is especially disappointing to hear that Caltrain is now moving in the opposite direction.

Perhaps the most worrying part of the new electric train design is the lack of security for bikes. Just last night, I witnessed someone experience bike theft on Caltrain. (And in case there is a way to report this, the theft occurred on the last train of the night, sometime prior to entering SF 4th & King Station, which is where I witnessed a male individual react to the shock of his bike missing from the bike car when he walked in from the adjacent car.) This is a prime example of the vulnerability we cyclists are faced with when we do not have the appropriate infrastructure on Caltrain. Many of us pour time, money, and love into our bikes and theft is truly a sad and tragic event.

I urge you to reconsider these plans. I know that you are trying to incorporate the needs of numerous parties; however, cyclists are a significant and valuable component of our Caltrain community, and who truly embody the effort to create a truly green commute.

Although I am only one voice in many, please let me know if there is anything I can do personally to help in making strides towards meeting the cycling community's Caltrain goals. I hope that we can collectively find an agreeable path forward.

Cheers,
Chris Stivers

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 10:50 AM
To: 'Sherman Lo'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: bike car decision

Dear Sherman,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

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

From: Sherman Lo [mailto:daedalus@stanford.edu]

Sent: Friday, June 07, 2019 12:05 PM

To: Board (@caltrain.com)

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

Subject: bike car decision

Dear sirs,

I hope you would reconsider your decision to have only 72 bike spaces per train as well as only 7 folding seats per bike train car that can view the bikes. I have been using caltrain since about 2000 and I remember the days of low ridership. It was the bike users that used and saved the service then. I think that this is poor support for some of your most loyal users. Please reconsider having more bike spaces (bike cars are often full) and a better ability to view/secure our bikes.

Best

Sherman

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 10:49 AM
To: 'Katie Winters'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Katie,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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Best,
Lori

From: Katie Winters [mailto:winterskatie@gmail.com]
Sent: Thursday, June 06, 2019 12:36 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best regards,
Katie Winters

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:16 PM
To: 'Jamila Keba'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jamila,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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Best,
Lori

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

From: Jamila Keba [mailto:jamilaleilanikeba@gmail.com]

Sent: Tuesday, June 04, 2019 1:24 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

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~Jamila

Mccauley, Ryan

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Sent: Tuesday, June 4, 2019 1:24 PM
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~Jamila

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 20, 2019 5:01 PM
To: 'Jeremy Hobbs'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jeremy,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Jeremy Hobbs [mailto:jhhobbs@gmail.com]
Sent: Friday, June 07, 2019 2:45 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,
Jeremy Hobbs

Mccauley, Ryan

From: Jeremy Hobbs <jhhobbs@gmail.com>
Sent: Friday, June 7, 2019 2:45 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,
Jeremy Hobbs

Mccauley, Ryan

From: Katie Winters <winterskatie@gmail.com>
Sent: Thursday, June 6, 2019 12:36 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best regards,
Katie Winters

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 6, 2019 9:36 AM
To: 'Jonathan Dirrenberger'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jonathan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Jonathan Dirrenberger [mailto:jonathan.dirrenberger@gmail.com]
Sent: Wednesday, June 05, 2019 5:18 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Caltrain Board,

I am writing to urge you to reject the staff recommendation regarding bicycle capacity at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately. The reason is, given the lack of bike share or sufficient transit coverage on the Peninsula, the vast majority of bicyclists need their own bicycle on at least one, if not both, ends of their journey. This is because our destination is often not near Caltrain and/or we use different Caltrain stations in the morning and evening, and/or we need to visit multiple destinations during the day. Providing more bicycle parking at stations can never solve this. This is the reality of the transit climate in which Caltrain operates.

I appreciate all Caltrain has done thus far to support the demand for bicycles on board. Please do not take a step backward and instead ensure the new trains have as much if not more bicycle storage with at least the same, if not higher, ratio of seats to bicycle racks in each car.

Thank you for your time,
Jonathan Dirrenberger
San Francisco, CA

Mccauley, Ryan

From: Jonathan Dirrenberger <jonathan.dirrenberger@gmail.com>
Sent: Wednesday, June 5, 2019 5:18 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Caltrain Board,

I am writing to urge you to reject the staff recommendation regarding bicycle capacity at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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I appreciate all Caltrain has done thus far to support the demand for bicycles on board. Please do not take a step backward and instead ensure the new trains have as much if not more bicycle storage with at least the same, if not higher, ratio of seats to bicycle racks in each car.

Thank you for your time,
Jonathan Dirrenberger
San Francisco, CA

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 4:09 PM
To: 'Janelle Wong'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: 'janice@sfbike.org'
Subject: RE: Caltrain needs to take bike theft seriously

Dear Janelle,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Janelle Wong [mailto:smongfamily@me.com]
Sent: Wednesday, June 05, 2019 3:57 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Sincerely,

Janelle Wong

Mccauley, Ryan

From: Janelle Wong <smongfamily@me.com>
Sent: Wednesday, June 5, 2019 3:57 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Sincerely,

Janelle Wong

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:47 PM
To: 'Scott Yarbrough'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Scott,

It was great seeing you at the station outreach events. Thank you for your continued engagement and feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Scott Yarbrough [mailto:yarbrough.scott@gmail.com]
Sent: Wednesday, June 05, 2019 5:09 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:43 PM
To: 'Sam Maurer'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sam,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Sam Maurer [mailto:sammaurer@gmail.com]
Sent: Tuesday, June 04, 2019 8:10 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

I have been taking my bike on Caltrain every day from 22nd Street to California Avenue for the past 3 years, and almost always enjoy the experience of riding Caltrain. I had heard in several announcements from San Francisco and Silicon Valley Bike Coalitions about the inadequate bike parking in the new car design, but didn't have a chance to take a look at the design until today. I personally almost never sit near my bike on Caltrain, but even I was surprised by the lack of seating in view of the bike space.

Many people on the Northbound train I take daily (#269) already find that there are not enough seats near the bicycles, and choose to stand downstairs in the bike car to watch their bicycles. This buildup of standing patrons in the bike area (when many seats are available upstairs) appears to cause lengthened loading and unloading times, and sometimes animosity on the train. If the proposed design is put into service, I can imagine many more people standing in the bike car and further delaying the boarding process at each station on crowded trains.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Best regards,
Sam Maurer

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:23 PM
To: 'Justin Collaco'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Justin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Justin Collaco [mailto:juscollaco@gmail.com]
Sent: Wednesday, June 05, 2019 3:19 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting.

My partner used to take Caltrain daily from SF to Redwood City and got her bike stolen because she wasn't able to sit closely to it and because non-bike riders took up seats in the bike cars. It was a huge setback for the both of us and they never caught the thief despite filing a police report.

I urge you to approve **three or more bike cars** to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Best regards,
Justin Collaco

Mccauley, Ryan

From: Justin Collaco <juscollaco@gmail.com>
Sent: Wednesday, June 5, 2019 3:19 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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Best regards,
Justin Collaco

Mccauley, Ryan

From: mj3c <mj3c@mac.com>
Sent: Wednesday, June 5, 2019 3:11 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); janice@sfbike.org
Subject: Re: Caltrain needs to take bike theft seriously

Thank you for the quick & informative reply!

One other suggestion: more prominent signage & reminders from conductors that bike riders have priority seating in the bike cars, would help deter bike theft.

Best regards,
-Michael Coci

On Jun 5, 2019, at 15:07, Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Michael,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

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

From: mj3c [<mailto:mj3c@mac.com>]

Sent: Tuesday, June 04, 2019 12:10 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you —as I sit on Caltrain in the bicycle car, watching my bike—to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,
-Michael Coci

Sent from my iPhone, embarce typos!

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:09 PM
To: 'Janet Stillman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Janet,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Janet Stillman [mailto:janetstillman@gmail.com]
Sent: Tuesday, June 04, 2019 12:07 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:08 PM
To: 'Chris Shaffer'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Chris,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Chris Shaffer [mailto:chris.shaffer@gmail.com]
Sent: Tuesday, June 04, 2019 12:08 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Chris Shaffer
38 Clipper St, San Francisco, CA 94114

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:08 PM
To: 'Kevin Strharsky'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Kevin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

From: Kevin Strharsky [mailto:kstrharsky@gmail.com]
Sent: Tuesday, June 04, 2019 12:09 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:08 PM
To: 'Dan Federman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Dan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Dan Federman [mailto:dfed@me.com]

Sent: Tuesday, June 04, 2019 12:10 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously.

The bike cars as designed have no good way to lock bikes individually to the racks. Either we need to fix that, or we need more bike cars to allow folks to watch their bikes while they travel. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,
- Dan Federman
94117

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:07 PM
To: 'mj3c'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Michael,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: mj3c [mailto:mj3c@mac.com]

Sent: Tuesday, June 04, 2019 12:10 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you —as I sit on Caltrain in the bicycle car, watching my bike—to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,
-Michael Coci

Sent from my iPhone, embarce typos!

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:07 PM
To: 'Lee Bialik Filner'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Lee,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Lee Bialik Filner [mailto:leebialik@gmail.com]
Sent: Tuesday, June 04, 2019 12:11 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,
Lee

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:05 PM
To: 'Marie Francis'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Marie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Marie Francis [mailto:mfrancis@skedulo.com]
Sent: Tuesday, June 04, 2019 12:14 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Cyclists are an important constituency for Caltrain. Those who use “bike + Caltrain” as their primary commuting option extend the reach and value of Caltrain, particularly as they commute to certain neighborhoods that are hard to access by foot from a Caltrain station. By making Caltrain less secure and attractive to cyclists, Caltrain risks limiting its value and reach as a transit option.

Thank you for your consideration.

Marie Francis
12 Raust Street
San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:03 PM
To: 'Derek Mau (Experis)'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Derek,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Derek Mau (Experis) [mailto:v-demau@microsoft.com]
Sent: Tuesday, June 04, 2019 12:14 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

As a regular Caltrain rider between Lawrence and the SF 4th and King station, the bike car is at full capacity by Redwood City – and this is with three bike cars. I can't see how the recommendation for only two bike cars would be a viable solution three years from now.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,

Derek Mau

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:02 PM
To: 'aloha darlingohana'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Bob,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

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

From: aloha darlingohana [mailto:alohadarlingohana@gmail.com]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Bob Darling
San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:01 PM
To: 'CSA ProtonMail account'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Carey,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: CSA ProtonMail account [mailto:caverbook@gmail.com]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Carey

Mccauley, Ryan

From: Heidi Hansen <heidisuzannehansen@gmail.com>
Sent: Wednesday, June 5, 2019 2:50 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: Caltrain needs to take bike theft seriously

Thank you for your refreshingly informative response! Helps give me faith in the process. Well done~

On Jun 5, 2019, at 11:57 AM, Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Heidi,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Heidi Hansen [<mailto:heidisuzannehansen@gmail.com>]
Sent: Tuesday, June 04, 2019 2:59 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve **three or more bike cars to provide adequate seating in view of bike spaces**. Accommodating bike transportation is of central importance going forward.

Caltrain has also made commitments to improving bike parking and bike share connections at stations, and I urge the board to direct staff to actually implement these improvements immediately.

Thank you for your consideration.

Sincerely,

Heidi

Heidi Hansen

heidi@heidihansen.com
858.775.2157

145 Laurel Street #7
San Francisco, CA 94118

<image001.png>

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:29 PM
To: 'mariella de mey van streefkerk'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Mariella,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: mariella de mey van streefkerk [mailto:somnio@mac.com]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Em de Mey

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:28 PM
To: 'caltrainbikes@richardlee.name'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Richard,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Richard Lee [mailto:spam@richardlee.name]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve every car being a bike car, and provide adequate seating in view of bike spaces in every bike car.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Richard Lee

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:28 PM
To: 'Kimberly Garrison'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Kim,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Kimberly Garrison [mailto:kdgarrison.sf@gmail.com]
Sent: Tuesday, June 04, 2019 12:16 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I have been riding Caltrain since 2004 when I first started commuting from SF to high school in Belmont. While I don't ride it everyday anymore, I have seen the ridership increase along with the amount of bikes which in turn has highlighted Caltrain's inability to support the amount of bikes during peak hours.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for everything that you do!

--

Kim Garrison
(c) 415.519.8006
(e) kdgarrison.sf@gmail.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:28 PM
To: 'Josh Grey'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Josh,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Josh Grey [mailto:joshua.kh.grey@gmail.com]
Sent: Tuesday, June 04, 2019 12:16 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

-Josh Grey

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:27 PM
To: 'Ortega, Jacqueline'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jacqueline,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Ortega, Jacqueline [mailto:jackie@audible.com]
Sent: Tuesday, June 04, 2019 12:16 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for your consideration and support,
Jackie Ortega

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:27 PM
To: 'Octavia Hedwig Zahrt'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Octavia,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Octavia Hedwig Zahrt [mailto:zahrt@stanford.edu]
Sent: Tuesday, June 04, 2019 12:16 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,
Octavia

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:26 PM
To: 'AJ Nadel'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear AJ,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: AJ Nadel [mailto:aj.nadel@stanford.edu]

Sent: Tuesday, June 04, 2019 12:17 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. As a frequent rider, I have seen people lose their bikes to theft in front of a whole car of passengers because they were forced to sit out of view of their bike.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
AJ Nadel

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:26 PM
To: 'iSam@apple.com'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sam,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: iSam@apple.com [mailto:iSam@apple.com]
Sent: Tuesday, June 04, 2019 12:21 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Regards,

Sam Brodtkin
Sunnyvale, CA

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:26 PM
To: 'DIANE BRANDT'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Diane,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: DIANE BRANDT [mailto:dsbrandt@icloud.com]

Sent: Tuesday, June 04, 2019 12:21 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you.

Diane Brandt

Sent from my iPad

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:25 PM
To: 'Erik Pawassar'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Erik,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Erik Pawassar [mailto:erik@epphoto.com]
Sent: Tuesday, June 04, 2019 12:29 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,
Erik Pawassar

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:25 PM
To: 'kameroncchan@gmail.com'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Kameron,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

From: Kameron C. Chan [mailto:kameron.c.chan@gmail.com]
Sent: Tuesday, June 04, 2019 12:29 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thank you,
Kameron

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:24 PM
To: 'Gary Shockey'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Gary,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Gary Shockey [mailto:garyshockey@icloud.com]
Sent: Tuesday, June 04, 2019 12:29 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Gary

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:24 PM
To: 'Donald Lobo'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Donald,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Donald Lobo [mailto:donald.lobo@gmail.com]
Sent: Tuesday, June 04, 2019 12:30 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

lobo
Ashbury Terrace, San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:23 PM
To: 'Yiqing Tang'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Yiqing,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Yiqing Tang [mailto:tang_y2@denison.edu]
Sent: Tuesday, June 04, 2019 12:32 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:23 PM
To: 'Laura Chinn-Smoot'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Laura,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Laura Chinn-Smoot [mailto:violaura@sonic.net]
Sent: Tuesday, June 04, 2019 12:32 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

I applaud the BART's decision to make space for bikes and I encourage Caltrans to be bike friendly. I am not able to drive a car, but I can ride a bike. Public transportation and my bike are my main means of transportation.

Thank you for your attention,
Laura Chinn-Smoot

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:22 PM
To: 'Tom Newman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Tom,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Tom Newman [mailto:thomasbnewman@gmail.com]
Sent: Tuesday, June 04, 2019 12:33 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am a regular bicycle commuter and for many years have appreciated Caltrain's bike friendly policies.

I am writing to you to urge you to approve **three or more bike cars to provide adequate seating in view of bike spaces**. (Also, I very much appreciate when conductors remind passengers not to sit in the bike car if they don't have a bicycle. This is still a very common practice.)

While I'm writing, I am 64 years old and am hoping the 22nd St station will become more bicycle-friendly before I am too old to get my bicycle on and off and up the stairs.

Sincerely yours,

-- Tom Newman, MD, MPH

537 Vista Ave, San Carlos, CA 94070

Help us save the planet! Go to www.psr.org

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:22 PM
To: 'Ra E'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Ra E [mailto:mr_rae@hotmail.com]
Sent: Tuesday, June 04, 2019 12:34 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:22 PM
To: 'Fima Zaltsman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Fima,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Fima Zaltsman [mailto:yefim.zaltsman@gmail.com]
Sent: Tuesday, June 04, 2019 12:34 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Yefim Zaltsman, PhD
648 Missouri St, San Francisco, CA 94107

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:21 PM
To: 'Jim Gourgoutis'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jim,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Jim Gourgoutis [mailto:yojimg@gmail.com]
Sent: Tuesday, June 04, 2019 12:39 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. I know several people who have had their bikes stolen from the current Caltrain bike cars – if you limit the seating in bike cars, this problem is only going to get worse I think. It will certainly impact my Caltrain ridership!

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thanks!
-Jim Gourgoutis

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:21 PM
To: 'J. Alan Constant'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear J. Alan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: J. Alan Constant [mailto:jalanconstant@gmail.com]
Sent: Tuesday, June 04, 2019 12:42 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

J. Alan Constant
Member, SF Bicycle Coalition

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:20 PM
To: 'James Goodrum'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear James,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: James Goodrum [mailto:jfgoodrum@gmail.com]
Sent: Tuesday, June 04, 2019 12:43 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Cheers,
James

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:20 PM
To: 'Jeff Brain'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jeff,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Jeff Brain [mailto:jbrain@reedschools.org]
Sent: Tuesday, June 04, 2019 12:43 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

When I ride by homeless camps that trade in stolen bikes within blocks of CalTrain, I'm appalled that Caltrain is not taking bike theft seriously. As bike ridership has skyrocketed, the response of Caltrain is lugubrious at best, and sometimes downright lazy. Please, please, pay attention. You have the chance to be a world leader in mass transportation, but instead, it seems, you want to make a case for world cellar-dweller. You have a choice to be a relevant leader in reducing carbon emissions, increasing ridership, and making headline news. Please make the correct choice.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:19 PM
To: 'Warren Chan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Warren,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

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

From: Warren Chan [mailto:warrenchan@yahoo.com]
Sent: Tuesday, June 04, 2019 12:46 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Bicycles make Caltrain an effective part of multi-modal transport enabling Caltrain riders access for the first and last mile using their bicycles.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best regards,

Warren Chan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:18 PM
To: 'Jan van der Lugt'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

From: Jan van der Lugt [mailto:janlugt@gmail.com]
Sent: Wednesday, June 05, 2019 12:18 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:18 PM
To: 'Larissa Mellor'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Larissa,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Larissa Mellor [mailto:larissamellor@cca.edu]
Sent: Tuesday, June 04, 2019 12:47 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft and space seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations and I urge the board to direct staff to implement these improvements immediately.

Distances from train connections make biking a optimal commuting option in conjunction with the train. The more resources that are provided the more safe everyone (and their property) will be.

Many thanks,
Larissa

Mccauley, Ryan

From: Jan van der Lugt <janlugt@gmail.com>
Sent: Wednesday, June 5, 2019 12:18 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:18 PM
To: 'David Motamed'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear David,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: David Motamed [mailto:djmotamed@gmail.com]
Sent: Tuesday, June 04, 2019 12:49 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Hey Caltrain Board,

PLEASE, please, please include 3(+) bicycle friendly cars. If we don't enable bicyclists to sit with their bikes, they will get stolen, which is not a good feeling.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

-David

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:17 PM
To: 'ANTHONY DiSalvo'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Anthony,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

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

From: ANTHONY DiSalvo [mailto:adisalvo2005@yahoo.com]

Sent: Tuesday, June 04, 2019 12:49 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sent By Two Opposable Thumbs

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:16 PM
To: 'Ben Snyder'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Ben,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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

Best,
Lori

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

From: Ben Snyder [mailto:bensnyd@gmail.com]
Sent: Tuesday, June 04, 2019 12:52 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. I rarely take Caltrain without my bike, and ensuring my that my bike is safe is an important consideration for me when deciding if Caltrain is my best transportation option.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Thank you for working hard to ensure quality public transportation for the Bay Area.

Ben Snyder, San Francisco, 94110.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:16 PM
To: 'Joe Morris'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Joseph,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Joe Morris [mailto:joe@xenotropic.net]
Sent: Tuesday, June 04, 2019 12:54 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation of two bike cars per train, with seven seats per 36-bike bike car, at your upcoming board meeting. I urge you to instead approve three or more bike cars, with a greater proportion of seats to bike spaces, in order to provide adequate seating with a view of bike spaces.

Bicycling is a very low-carbon, health-enhancing form of transit. In order for people to choose bicycling as a mode of transit, it has to be made easy and low stress as compared to the alternatives. You can see this sort of mentality as it has been adopted by city planners, who are now tending to categorize bikeways by whether they are "low stress" or "high stress" rather than by their physical characteristics. If Caltrain will be multi-modal with bikes, such that bicycles are a viable method that can be combined with riding Caltrain, then the bicycle part of it has to be made low stress for the rider.

A bike car where the rider has to be physically separated from their bicycle is higher-stress: every train stop is then a source of anxiety as to whether someone is walking off the train with your bike. In the times I've been on trains and could not ride with my bike, I know that I'm usually peering out the window, wondering if I'll be able to see if someone is trying to get away with a bike. You can read here on StreetsBlog how this is a real concern, with an estimated 27 bikes stolen off of Caltrain in 2017:

<https://sf.streetsblog.org/2018/11/08/caltrain-bike-car-easy-pickins-for-theives/>

So, again: please have more bike cars, with more seating where bike riders can directly view their bikes.

Separately, Caltrain has also made commitments to improving bike parking and bike share connections at stations. I urge the board to direct staff to actually implement these improvements immediately.

Regards,

Joseph Morris

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:15 PM
To: 'Troedson, Shawn'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Shawn,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

From: Troedson, Shawn [mailto:Shawn.Troedson@ngkf.com]
Sent: Tuesday, June 04, 2019 12:55 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve a MINIMUM of three bike cars to provide adequate seating in view of bike spaces. Many times when I try to board a baby bullet train from Palo Alto to SF, there is no more room on the bike cars. It is very frustrating to not have a consistent, reliable commute and limiting new trains to two bike cars is not a positive step forward.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Shawn

NOTICE: This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark Knight Frank is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:15 PM
To: 'Angelo Pelonero'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Angelo,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Angelo Pelonero [mailto:angelopelonero@gmail.com]
Sent: Tuesday, June 04, 2019 12:56 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,
Angelo

angelopelonero@gmail.com
angelo.pelonero@ucsf.edu
415/316-2629

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:14 PM
To: 'James Graham'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear James,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: James Graham [mailto:jamesness78@yahoo.com]
Sent: Tuesday, June 04, 2019 12:56 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I ride Caltrain regularly...with and without my bike. It is a crucial link in the transportation network.

I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
James Graham

www.jamesgrahamdancetheatre.com

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:13 PM
To: 'Brandon Fine'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Brandon,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Brandon Fine [mailto:brandonfinesf@gmail.com]
Sent: Tuesday, June 04, 2019 12:58 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Brandon Fine
CCSF Instructor
30+ year Bike Commuter in SF

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:13 PM
To: 'Agrawal, Abhinav'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Abhinav,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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: Agrawal, Abhinav [mailto:AAgrawal1@epri.com]
Sent: Tuesday, June 04, 2019 12:59 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

*** This email message is for the sole use of the intended recipient(s) and may contain information that is confidential, privileged or exempt from disclosure under applicable law. Unless otherwise expressed in this message by the sender or except as may be allowed by separate written agreement between EPRI and recipient or recipient's employer, any review, use, distribution or disclosure by others of this message is prohibited and this message is not intended to be an electronic signature, instrument or anything that may form a legally binding agreement with EPRI. If you are not the intended recipient, please contact the sender by reply email and permanently delete all copies of this message. Please be advised that the message and its contents may be disclosed, accessed and reviewed by the sender's email system administrator and/or provider. ***

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:11 PM
To: 'Kelsie Eichel'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Kelsie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Kelsie Eichel [mailto:kelsie.eichel@gmail.com]
Sent: Tuesday, June 04, 2019 1:11 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I commute via Caltrain with my bicycle 5-6 times per week. Bike capacity and safety is my upmost concern during my commute

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,
Kelsie Eichel, PhD

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:11 PM
To: 'Roland Wong'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Roland,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

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

From: Roland Wong [mailto:rolandwong212@gmail.com]

Sent: Tuesday, June 04, 2019 1:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:10 PM
To: 'Katharine Bierce'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Katharine,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Katharine Bierce [mailto:kbierce@gmail.com]
Sent: Tuesday, June 04, 2019 1:18 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to **approve three or more bike cars** to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,

Katharine

--

Katharine Bierce
kbierce@gmail.com
415-449-0959

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:10 PM
To: 'Heli-Claire Witherspoon'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Claire,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Heli-Claire Witherspoon [mailto:claire.witherspoon@gmail.com]

Sent: Tuesday, June 04, 2019 1:22 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,

Claire Witherspoon

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:10 PM
To: 'Sarina Seaton'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sarina,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Sarina Seaton [mailto:sarinaseaton@yahoo.com]
Sent: Tuesday, June 04, 2019 1:27 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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Best,

Sarina Seaton

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:09 PM
To: 'Matthew Barney'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Matthew,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Matthew Barney [mailto:matthew_barney@icloud.com]

Sent: Tuesday, June 04, 2019 1:31 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I ride Caltrain every single day and so do several of my coworkers. I choose to use this form of transportation because I prefer not to take a free provided bus from my company, because I think it's better for the environment, healthier for me and more pleasant. However this could easily change if not enough space is provided, and I will change from a happy, paying customer to a user of my companies free bus service. I suspect my coworkers will do the same.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for taking the time to read this, Matthew Barney

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:09 PM
To: 'Flavio Crisciani'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Flavio,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Flavio Crisciani [mailto:fcrisciani@google.com]
Sent: Tuesday, June 04, 2019 1:31 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Flavio

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:08 PM
To: 'Raffaele Gesulfo'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Raffaele,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Raffaele Gesulfo [mailto:rgesulfo@me.com]

Sent: Tuesday, June 04, 2019 1:32 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:08 PM
To: 'Dilip Modi'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Dilip,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Dilip Modi [mailto:dilip_p_modi@yahoo.com]
Sent: Tuesday, June 04, 2019 1:35 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike safety seriously. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitment to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

As you know encouraging bike use would improve the health of people and reduce pollution from reducing use of cars to and from Caltrain to people's destination. It will also increase ridership for Caltrain.

Thanks
Dilip Modi

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:08 PM
To: 'Henry Tonoyan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Henry,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Henry Tonoyan [mailto:htonoyan@gmail.com]
Sent: Tuesday, June 04, 2019 1:36 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:08 PM
To: 'Christopher Wong'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Christopher,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Christopher Wong [mailto:crisobalwong@yahoo.es]
Sent: Tuesday, June 04, 2019 1:47 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks for the consideration,
Chris

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:08 PM
To: 'David Supan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear David,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

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

From: David Supan [mailto:davidsupan@gmail.com]

Sent: Tuesday, June 04, 2019 1:47 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I often bike to the train then to clients and back again. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,

David Supan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:07 PM
To: 'Pamela Wellner'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Pamela,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

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

From: Pamela Wellner [mailto:pwellner@getupstandup.net]

Sent: Tuesday, June 04, 2019 1:48 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Pamela Wellner

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:07 PM
To: 'Anson W Lowe'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Anson,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Anson W Lowe [mailto:lowe@stanford.edu]
Sent: Tuesday, June 04, 2019 1:52 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I have been commuting between San Francisco and Stanford on Caltrain for more than 20 years. I use my bicycle to commute on Caltrain on a daily basis. I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Anson W. Lowe, M.D.
Department of Medicine
Alway Building, Rm. M211
300 Pasteur Drive
Stanford, CA 94305-5187
tel. 650-725-6764
email: lowe@stanford.edu

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:07 PM
To: 'Sarah Boudreau'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sarah,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Sarah Boudreau [mailto:boudreau.sarah.m@gmail.com]

Sent: Tuesday, June 04, 2019 1:56 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks for listening,

Sarah

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:06 PM
To: 'RD Frazier'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear RD,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: RD Frazier [mailto:rdfrazier3@gmail.com]
Sent: Tuesday, June 04, 2019 1:59 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Kind regards,

RD Frazier

rdfrazier3@gmail.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:06 PM
To: 'Luke Bornheimer'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Luke,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Luke Bornheimer [mailto:lukebornheimer@gmail.com]
Sent: Tuesday, June 04, 2019 2:00 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for your work, and best,
Luke | Product Designer | [Linkedin](#) | 617-899-4487

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:06 PM
To: 'Christian Martinez'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Christian,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Christian Martinez [mailto:christianjmartinez82@gmail.com]

Sent: Tuesday, June 04, 2019 2:01 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

To The Caltrain Board,

As a Caltrain rider, I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:06 PM
To: 'John King'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear JB,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: John King [mailto:jbkingsf@yahoo.com]
Sent: Tuesday, June 04, 2019 2:07 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you
JB King
San Francisco CA 94114

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:05 PM
To: 'Aaron Hebert'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Aaron,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Aaron Hebert [mailto:hebert.aaron@gmail.com]
Sent: Tuesday, June 04, 2019 2:07 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I have taken Caltrain for 9 years on my bike 5 days a week.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

I have witnessed bike theft on Caltrain. This particular incident caused a violent confrontation between the bike owner, the thief, and the Caltrain conductor. Not being able to view your bike heightens the risk of that type of incident and I don't think Caltrain should take on that kind of liability. Unless you want your conductors to be enforcement staff or peace officers, I don't think moving bike owners out the cars makes sense.

I also find it very surprising that Caltrain is planning to reduce bike usage on the trains. . The trend I have seen is that more and more bikes take the train, so much so that Caltrain had to increase bike capacity on the trains. Let's not make the same mistake twice; the design of new cars should allow for increased bike use.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for taking my comment.

-Aaron Hebert

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:02 PM
To: 'David Blake'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org; me
Subject: RE: Caltrain needs to take bike theft seriously

Dear David,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: David Blake [mailto:daveblake@me.com]
Sent: Tuesday, June 04, 2019 2:15 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org; me
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am a Berkeley resident with frequent business in San Mateo and Palo Alto. I often take CalTrain from Millbrae and back (though I sometimes take the 1B bus from Union City). I have an expensive (\$700) commute bike I now watch like a hawk, standing in the parking area if I can't get a seat with a view of it. I hope your deliberations take into account the great need for bicyclists to keep watch on their bikes; if future bicycle parking makes it impossible for me to keep an eye on my bike, I'll start locking it to the car.

David Blake

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:02 PM
To: 'Nishant Kheterpal'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Nishant,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Nishant Kheterpal [mailto:nishantkheterpal@gmail.com]
Sent: Tuesday, June 04, 2019 2:16 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Best,
Nishant Kheterpal

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:01 PM
To: 'Jessica Buchsbaum'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jessica,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Jessica Buchsbaum [mailto:jgbuchs@gmail.com]
Sent: Tuesday, June 04, 2019 2:24 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board, I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:01 PM
To: 'John Lisovsky'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear John,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: John Lisovsky [mailto:lisovsky@icloud.com]
Sent: Tuesday, June 04, 2019 2:30 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

As a car-free commuter, I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. While Caltrain is a crucial transit artery for the Bay Area, the suburbs it traverses are impossible to access by the train alone; bike usage is the best "last mile" option for most people, as it requires none of the hugely expensive infrastructure of the foolish "park n ride" boondoggle that Bart has engaged in, at its own very significant cost. While Caltrain must surround its stations with 8 story apartment buildings in the medium term, in the short term, it must make cycling to any from Caltrain safe and convenient.

I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,
John Lisovsky
94117

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:00 PM
To: 'Selby Schwartz'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Selby,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Selby Schwartz [mailto:selbywynn@yahoo.com]
Sent: Tuesday, June 04, 2019 2:38 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations, but I urge the board to direct staff to actually implement these improvements immediately.

The electrification of CalTrain is a move towards sustainable commuting, so it's not clear to me why CalTrain would undermine that move by making it more difficult, more crowded, and less safe for bicyclists.

Sincerely,
Selby Wynn Schwartz
San Francisco, CA

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:00 PM
To: 'Alex Grande'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Alex,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Alex Grande [mailto:alexgrande@gmail.com]
Sent: Tuesday, June 04, 2019 2:41 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:59 AM
To: 'Jim Oerther'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jim,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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

Best,
Lori

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

From: Jim Oerther [mailto:joerther3@comcast.net]
Sent: Tuesday, June 04, 2019 2:45 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to request that you reject the staff recommendation regarding bicycles on Caltrain cars at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. For many of us, our bicycles are our main mode of transportation outside of mass transit such as Caltrain. Therefore, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

In addition, Caltrain has made previous commitments to improving bike parking and bike share connections at stations. I urge the board to follow through with these commitments and to direct staff to implement these improvements immediately.

Sincerely,
Jim Oerther
4343 3rd Street #301
San Francisco, CA 94124
(510) 932-9663

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:59 AM
To: 'Sheryl Leaf'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sheryl,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Sheryl Leaf [mailto:leaflet7@yahoo.com]

Sent: Tuesday, June 04, 2019 2:52 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Regards,
Sheryl Leaf

However, life, too, is probably round ~ Vincent van Gogh

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:59 AM
To: 'Sarah Katz-Hyman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sarah,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

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

Best,
Lori

From: Sarah Katz-Hyman [mailto:skatzhyman@gmail.com]
Sent: Tuesday, June 04, 2019 2:53 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

As someone who used Caltrain bike cars when I first moved to the Bay Area and I'd love to see the multi-modal Caltrain experience improved and our concerns taken seriously.

Thank you -

Sarah Katz-Hyman

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:58 AM
To: 'Ryan Stenson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Ryan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Ryan Stenson [mailto:ryan.stenson@earnest.com]
Sent: Tuesday, June 04, 2019 2:57 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,
Ryan Stenson
San Francisco, CA

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:58 AM
To: 'jon@jonfox.com'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jon,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Jon Fox [mailto:jonmfox@gmail.com]
Sent: Tuesday, June 04, 2019 2:57 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

As a leading alternative mode of transportation, Caltrain needs to support those who are using bikes for the critical last mile.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Jon Fox

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:57 AM
To: 'Heidi Hansen'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Heidi,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Heidi Hansen [mailto:heidisuzannehansen@gmail.com]
Sent: Tuesday, June 04, 2019 2:59 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve **three or more bike cars to provide adequate seating in view of bike spaces**. Accommodating bike transportation is of central importance going forward.

Caltrain has also made commitments to improving bike parking and bike share connections at stations, and I urge the board to direct staff to actually implement these improvements immediately.

Thank you for your consideration.

Sincerely,

Heidi

Heidi Hansen

heidi@heidihansen.com
858.775.2157

145 Laurel Street #7
San Francisco, CA 94118



Heidi Hansen Architect
heidi@heidihansen.com
858.775.2157

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:57 AM
To: 'scott hammesfahr'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Scott,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: scott hammersfahr [mailto:hammesfa@gmail.com]

Sent: Tuesday, June 04, 2019 3:11 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for your consideration

Scott

415.609.0274

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:57 AM
To: 'Justin Flynn'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Justin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Justin Flynn [mailto:arthurtuxedo@gmail.com]

Sent: Tuesday, June 04, 2019 3:12 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Justin Flynn

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:55 AM
To: 'Anton Shuster'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Anton,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Anton Shuster [mailto:brainiac86@gmail.com]
Sent: Tuesday, June 04, 2019 3:28 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for your consideration and please continue to work with cycling advocacy groups like the Bicycle Coalition on bicycle-related policy. I really put my support behind them.

--Anton

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:55 AM
To: 'Sandee Hall'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sandee,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

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

From: Sandee Hall [mailto:sandee94123@gmail.com]
Sent: Tuesday, June 04, 2019 3:48 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Sandee Hall

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:53 AM
To: 'Peter Rothblatt'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Peter,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

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

From: Peter Rothblatt [mailto:peterrothblatt@icloud.com]

Sent: Tuesday, June 04, 2019 4:18 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Peter Rothblatt

Bodywork and Massage

www.peterrothblatt.com

415-845-0678

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:53 AM
To: 'Andy Lieberman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Andy,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

From: Andy Lieberman [mailto:andyliberman@gmail.com]
Sent: Tuesday, June 04, 2019 4:29 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks for your consideration,
Andy Lieberman
South San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:53 AM
To: 'Becky Siegel'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Becky,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

From: Becky Siegel [mailto:beckysiegel@google.com]
Sent: Tuesday, June 04, 2019 4:30 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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Becky Siegel

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:52 AM
To: 'Larry Heller'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Larry,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

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

From: Larry Heller [mailto:lbheller01@gmail.com]

Sent: Tuesday, June 04, 2019 4:40 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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Larry Heller

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:52 AM
To: 'Nicolas Tilmans'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Nicolas,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

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

From: Nicolas Tilmans [mailto:ntilmans@gmail.com]

Sent: Tuesday, June 04, 2019 5:16 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I ride Caltrain with a bike regularly and I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Nicolas

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:51 AM
To: 'Bbg'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Becca,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Bbg [mailto:becca.giang@gmail.com]

Sent: Tuesday, June 04, 2019 5:40 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

I'd also ask you to consider adding a Bike Ramp at the 22nd Street location.

Thank you!

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:48 AM
To: 'Gmail'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Greg,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Gmail [mailto:fenner.greg@gmail.com]
Sent: Tuesday, June 04, 2019 5:55 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars **to provide adequate seating in view of bike spaces.**

As someone who often has a morning commute routing involving taking my bike into Caltrain, I've had conversations with at least 2 or 3 people in the past year who have mentioned their bikes being stolen when they were not in the car (and they weren't there because there was not enough seating for them). This is a real concern that I believe many bike commuters have, and it is a concern founded in real experiences that some bike commuters have had.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

My sincere thanks for hearing my concern,

Greg Fenner
Baker Beach Neighborhood, San Francisco
720.633.1164

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:48 AM
To: 'Joshua Sclar'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Joshua,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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

Best,
Lori

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

From: Joshua Sclar [mailto:joshua.sclar@icloud.com]

Sent: Tuesday, June 04, 2019 5:55 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sent from my iPad

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:47 AM
To: 'Andre'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Andre,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Andre [mailto:scoobysr@comcast.net]
Sent: Tuesday, June 04, 2019 6:04 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Regards,

Andre Jimenez

“Daily commuter on Bike train for 3 ½ years and counting seen and heard of bike thefts on trains due to lack of seating for owner”

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:47 AM
To: 'Leonid Domnitser'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Leonid,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Leonid Domnitser [mailto:lenny@domnit.org]
Sent: Tuesday, June 04, 2019 6:11 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Leonid Domnitser

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:47 AM
To: 'Jennifer Utter'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jennifer,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Jennifer Utter [mailto:aoumiss@sbcglobal.net]
Sent: Tuesday, June 04, 2019 6:12 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

One cannot stand and guard ones bike...and yet this is the only solution if security isn't provided with seating in the bike cars.

Thank you,
jennifer utter

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:46 AM
To: 'Chris Kluthe'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Chris,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Chris Kluthe [mailto:chris@studiobondy.com]
Sent: Tuesday, June 04, 2019 6:19 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Chris Kluthe
San Francisco, 94110

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:46 AM
To: 'Selin Safak'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Selin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Selin Safak [mailto:selinsafak@gmail.com]
Sent: Tuesday, June 04, 2019 6:29 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:46 AM
To: 'Nicholas Virene'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Nicholas,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Nicholas Virene [mailto:nvirene@gmail.com]
Sent: Tuesday, June 04, 2019 6:30 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board, I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:45 AM
To: 'Justin Fraser'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Justin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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

Best,
Lori

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

From: Justin Fraser [mailto:justin@missionwebworks.com]

Sent: Tuesday, June 04, 2019 6:59 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously.

I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for listening! We need to make Caltrain work better for the thousands that bring their bikes on board.

Sincerely

Justin Fraser
1019 Shotwell St
SF CA 94110

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:44 AM
To: 'Julia Malmo'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Julia,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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. Also, congratulations on your new job! Recently, 22nd Street Station had new e-lockers installed, and we will continue to look into how we can improve all our stations bike parking facilities.

Best,

Lori

From: Julia Malmo [mailto:julia.malmo@gmail.com]
Sent: Tuesday, June 04, 2019 7:02 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board, I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

I am about to start a job in Redwood City and will be cycling to the 22nd Street Caltrain station, where there is allegedly no secure bike parking! I appreciate that at 4th and King there is a bike valet and I would love to see that extended to the 22nd Street station.

Thanks!

--



Julia Malmo-Laycock
Master of Urban Planning | McGill University

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:40 AM
To: 'Nicholas Conti'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Nicholas,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Nicholas Conti [mailto:nicholasaconti@gmail.com]

Sent: Tuesday, June 04, 2019 7:06 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:40 AM
To: 'Kevin M Meehan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Kevin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Kevin M Meehan [mailto:kmmeehan24@gmail.com]

Sent: Tuesday, June 04, 2019 7:36 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best Regards,

Kevin

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:39 AM
To: 'Ethan Bodle'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Ethan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Ethan Bodle [mailto:ebodle@stanford.edu]
Sent: Tuesday, June 04, 2019 8:17 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Ethan E. Bodle, MD, MPH

Fellow, Medical Genetics, Dept. of Pediatrics
Stanford University Healthcare & Lucile Packard Children's Hospital
300 Pasteur Drive H315, [Stanford, CA 94305](#)
Tel: [\(650\) 498-6409](tel:(650)498-6409) Fax: [\(650\) 498-4555](tel:(650)498-4555)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:39 AM
To: 'Tracy Ann Rydel'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Tracy,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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

Best,
Lori

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

From: Tracy Ann Rydel [mailto:tarydel_99@yahoo.com]
Sent: Tuesday, June 04, 2019 8:42 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

I love riding Caltrain. Please continue to make it bike friendly!
Tracy Rydel

Sent from my iPad

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:38 AM
To: 'Ellen Koivisto & Gene Thompson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Ellen,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Ellen Koivisto & Gene Thompson [mailto:offstage@earthlink.net]

Sent: Tuesday, June 04, 2019 9:14 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. Are any of them cyclists? Do any of them take their bikes on Caltrain? It seems very very very unlikely. And that is part of why I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Ellen Koivisto

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:37 AM
To: 'Sabeek Pradhan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Sabeek,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Sabeek Pradhan [mailto:sabeekpradhan@gmail.com]
Sent: Tuesday, June 04, 2019 9:22 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Under the status quo, I feel uncomfortable bringing my bike on crowded bullet Caltrains, so I am forced into choosing between a much slower local train or relying on expensive, carbon emitting ride hailing. The staff recommendation would worsen this tradeoff for me and the many other people who rely on biking and Caltrain for their commutes.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you very much. I eagerly look forward to the electrified Caltrain.

Sabeek Pradhan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:37 AM
To: 'Ian Davidson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Ian,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: Ian Davidson [mailto:iandavidson41@gmail.com]
Sent: Tuesday, June 04, 2019 9:34 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Ian

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:36 AM
To: 'Karin Reif'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Karin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Karin Reif [mailto:karin.reif@gmail.com]

Sent: Tuesday, June 04, 2019 9:47 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org; Karin Reif

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank You!

Karin Reif

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:36 AM
To: 'Kristal C'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Kristal,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Kristal C [mailto:kcaidoy@live.com]
Sent: Tuesday, June 04, 2019 9:54 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

I use Caltrain on a regular basis and I make sure to have my bicycle with in my sight.

Thanks,

Kristal Caidoy

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:36 AM
To: 'Reed Sandberg'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Reed,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Reed Sandberg [mailto:reed.n.sandberg@gmail.com]
Sent: Tuesday, June 04, 2019 10:00 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:35 AM
To: 'Max Sadrieh'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Max,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Max Sadrieh [mailto:max.sadrieh@gmail.com]
Sent: Tuesday, June 04, 2019 10:03 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Max Sadrieh

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:34 AM
To: 'SF Carl'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li, SF Bicycle Coalition
Subject: RE: Caltrain needs to take bike theft seriously

Dear Carl,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: SF Carl [mailto:sfcarl@hotmail.com]
Sent: Tuesday, June 04, 2019 10:31 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li, SF Bicycle Coalition
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you at your upcoming board meeting to reject the staff recommendation of only 2 bike cars per train and only 7 seats per 36 bike spaces per car. I am concerned that Caltrain is not taking bike theft seriously. Instead, I urge you to approve 3 or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations, but I urge the board to direct staff to actually implement these improvements immediately.

Sincerely,
Carl Stein

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:34 AM
To: 'Craig Mautner'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Craig,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Craig Mautner [mailto:craig.mautner@alumni.ucsd.edu]
Sent: Tuesday, June 04, 2019 10:36 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am a bike rider and a voter. I have had my bike stolen while locked up in the city. Please do not approve a plan that risks the security of my bike.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:34 AM
To: 'Nathan Brennan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Nathan and Kathleen,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Nathan Brennan [mailto:nathan.brennan@sbcglobal.net]

Sent: Tuesday, June 04, 2019 10:45 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain is a critical transportation link for the Bay Area, please maximize its safety and usefulness.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank You,

Nathan Brennan

Kathleen McNamara

119 Caselli Avenue

San Francisco 94114

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:33 AM
To: 'Ellisa F.'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Ellisa,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Ellisa F. [mailto:ellisafeinstein@gmail.com]
Sent: Tuesday, June 04, 2019 11:16 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously



Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation of having only two bike cars per train, at your upcoming board meeting. I urge you to approve three or more bike cars per train to show that Caltrain takes bike theft seriously.

As someone who has had three bicycles stolen - the third one having been stolen only two weeks ago from my building - I know first-hand that bike theft is rampant in San Francisco and Bay Area.

And why is it important to have three or more bike cars per train?

- 1) Many people rely on their bicycles as their main source of transportation and will not ride their bikes to the train if there is a large risk of it being stolen
- 2) Encourage more people to bike to Caltrain (e.g. one of the main reasons people don't bike in SF is due to fear of theft).

California has a goal to slash its overall emissions to zero by 2045 and Caltrain needs to ensure riders bike to Caltrain versus taking a taxi, car, or rideshare. And this is what people will do if they do not feel that they can securely store their bike on the train (or at train stations). Why? MUNI takes way too long to get to Caltrain for many people. For instance, it would take me at least 50 minutes via two busses to get to Caltrain from my home versus a 20-minute bike ride or 12-minute car ride (so if I'm not sure my bike will be safe, I will take a rideshare or taxi to Caltrain, not MUNI).

To ensure people continue to bike to Caltrain and demonstrate that the Board is serious about the issue, again, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Thank you for your time.

Kind regards,
Ellisa

Ellisa Feinstein
ellisafeinstein@gmail.com



Sender notified by
[Mailtrack](#) _____

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:32 AM
To: 'rnjt@yahoo.com'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Rosetta,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Rosetta Talley [mailto:rnjt@yahoo.com]
Sent: Tuesday, June 04, 2019 11:23 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

[Sent from Yahoo Mail on Android](#)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:32 AM
To: 'Jeffrey Pekrul'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Jeffrey,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

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

Best,
Lori

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

From: Jeffrey Pekrul [mailto:jp89149@gmail.com]
Sent: Wednesday, June 05, 2019 7:11 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Jeff Pekrul
180 Landers St. #1
San Francisco, CA 94114
jp89149@gmail.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:32 AM
To: 'Oren Finard'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Oren,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Oren Finard [mailto:orenfinard@google.com]
Sent: Wednesday, June 05, 2019 8:13 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:31 AM
To: 'Tori Winters'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Caltrain needs to take bike theft seriously

Dear Tori,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Tori Winters [mailto:tennistori@gmail.com]
Sent: Wednesday, June 05, 2019 8:51 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing you to urge you to reject the staff recommendation of two bike cars per train, and only seven seats per 36 bike spaces on each car, at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously, placing unduly amounts of stress and inconvenience to riders who are arriving to Caltrain stations by sustainable modes. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations. In addition, I urge the board to direct staff to implement these improvements immediately. Implementing these quick response actions can help ease overcrowding on bike cars for individuals who do not need their bike on both ends of their Caltrain trip.

Best,
Tori

--

Tori Winters
[LinkedIn](#) || tennistori@gmail.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:31 AM
To: 'Julie Luu'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Julie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,
Lori

From: Julie Luu [mailto:julieluu4@gmail.com]
Sent: Wednesday, June 05, 2019 9:38 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,
Julie

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:02 PM
To: 'Robin Kutner'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Robin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you mentioned on April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

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

Best,
Lori

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

From: Robin Kutner [mailto:robin.kutner@gmail.com]

Sent: Friday, May 31, 2019 11:02 AM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,
Robin Kutner

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 10:48 AM
To: 'Cliff Bargar'
Cc: Janice Li, SF Bicycle Coalition; Emma Shlaes; Caltrain, Bac (@caltrain.com); Board (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Caltrain BAC recommends three bike car option

Dear Cliff,

Thank you for all the time and effort you give to Caltrain to improve the system and service for cyclists. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations. In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program.

Again, thank you for all you do and for your service to the BAC.

Best,
Lori

From: Cliff Bargar [mailto:cliff.bargar@gmail.com]
Sent: Wednesday, June 05, 2019 8:50 AM
To: Brinkman, Cheryl [cheryl.brinkman@gmail.com]; Gillett, Gillian [gillett@graffio.net]; Walton, Shamann [shamann.walton@sfgov.org]; charles@charles-stone.com; Pine, Dave [dpine@smcgov.org]; Collins, Ron [rcollins@cityofsancarlos.org]; Chavez, Cindy [cindy.chavez@bos.sccgov.org]; district6@sanjoseca.gov; Bruins, Jeannie [jbruins@losaltosca.gov]
Cc: Janice Li, SF Bicycle Coalition; Emma Shlaes; Bikes on Board; Caltrain, Bac (@caltrain.com); Board (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Caltrain BAC recommends three bike car option

Dear Directors of the Peninsula Corridor Joint Powers Board,

I want to start by thanking you all for your involvement in this process, in particular for pushing for (and several of you for attending) April's workshop. I also want to acknowledge all of the hard work that Caltrain staff do to keep the system running and to plan for the future; the vast majority of the work that I've seen has been accomplished at a very high level. As the vice chair of the Bicycle Advisory Committee (and because I can't make it to tomorrow's meeting) I wanted to provide you with my own perspective on why I motioned at our last meeting that we support a three bike car option (which was affirmed by a vote of 6 ayes and one abstention). On this issue I don't believe that the staff report or recommendation is sufficiently grounded in actual facts or data to justify the Board's support.

First, there are a number of facts that I think we can all agree on. We know that bike security is a huge issue for riders who bring their bikes on board the train and that thefts are already at a much higher level than previously thought, with no real solutions on the way. Multiple surveys have shown that a large proportion of riders who bring their bikes on board do so because they must travel more than half a mile on both ends of their train ride.

Bike share has been a tremendous resource for a number of riders (myself included) but on the Caltrain corridor is currently limited to San Francisco and San Jose (and only serves a subset of both cities); riders who could rely on bike share or bike parking for one portion of their trip often have no alternative to bringing their own bike to get around on the Peninsula due to the low density land use, lack of reliable transit connections, and lack of secure bike parking.

There is some proportion of current (or potential) train riders who may be deterred from riding Caltrain due to concerns about bike capacity, getting bumped, and being delayed in reaching their destination. There is also some proportion of current (or potential) riders who may be deterred from riding due to frustrations with crowding in general and having to stand for some part of their the (some of these may even be the same people). Finally, the most recent survey (which staff insist is representative of ridership) actually shows a larger fraction of passengers support bike space on board trains than actually use it.

Beyond that, the presentation given to the BAC last month (being shown to the board tomorrow) has a number of misrepresentations or omissions. Some of these are things that Caltrain may have data for or be able to calculate but opted not to. The primary tradeoff being portrayed here is one of space for bikes versus space for people. However, both options under consideration (the two and three car options), having equivalent bike space, dedicate the same amount of space to people. That aside, I don't think we've been given enough information to weigh this tradeoff accurately. There has been no effort to quantify how many non-biking riders may be gained by removing bike spaces or how many biking riders would be lost. The costs presented here attributed to carrying bikes are really just the cost of a whole train, taking into account only seated capacity and ignoring that bikes generally bring fare-paying passengers with them. There's also no comparison of the cost of bike space on board the train with the costs of providing large parking lots, shuttle service, or space for secure bike parking, bike valet, and bike share at stations.

Given that both options represent a substantial compromise (at one bike space for every ~9.3 seats both are a significant departure from the previously promised 8:1 ratio) I encourage the Board not to further compromise on on board bike security by choosing the two bike car option, which would additionally negatively impact operations and dwell time by causing people with bikes to crowd into just those two cars. I also encourage the Board to direct staff to use the currently allocated \$3.5 million in wayside parking improvements more urgently and to develop a plan for restoring bike share services throughout the corridor. Caltrain can and should remain a leader on sustainable transportation, not only in our region but across the country.

Thank you,
Cliff Bargar
Caltrain BAC Vice Chair, representing San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 10:33 AM
To: 'Lawrence Garwin'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Layout of new Train Cars

Dear Lawrence,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Lawrence Garwin [mailto:lawrencegarwin@yahoo.com]

Sent: Thursday, June 06, 2019 12:34 PM

To: Board (@caltrain.com)

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

Subject: Layout of new Train Cars

Caltrain Board,

Please direct your staff to provide additional options for consideration to solve the layout problem, not rubber stamp staff's faulty recommendation:

- Bike cars need at least half as many seats as bike spaces within view of bikes to match today's trains; any fewer will make bike theft even worse.
- You must keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train.
- One recommendation that nearly matches your promise: 4 bike cars, 80 bikes per train.

Calltrain staff's recommendation has only seven folding seats within view of 36 bikes. The ratio of seats-to-bike-spaces is 9.4 to 1 for the seven-car EMU train (you mandated 8 to 1). This recommendation distributes bikes among four bike cars to allow adequate fixed seats within view of bikes and the ratio of seats-to-bike-spaces is 8.3 to 1. Today's diesel trains have 77 bikes spaces per train.

Being able to travel on Caltrain with my bicycle has been crucial to my ability to volunteer at non profit organizations in San Francisco and otherwise do anything else on the peninsula that is not within biking distance of my home.

Thank you for your diligent consideration of my requests.

Lawrence Garwin

Palo Alto, California

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 10:31 AM
To: 'Dylan Harris'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); Janice Li; Provence, Dan
Subject: RE: More seats with views of the bicycles on Caltrain!

Hi Dylan,

Thank you for that input. I've sent your comments to Dan Provence, our station access planner who is working to make bike and pedestrian improvements at our stations and is also working with cities on access.

Best,
Lori

From: Dylan Harris [mailto:teradyl@gmail.com]
Sent: Wednesday, June 05, 2019 4:53 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); Janice Li
Subject: Re: More seats with views of the bicycles on Caltrain!

Thank you for your detailed response.

The next thing I have to say is very specific to my commute, but maybe you can help suggest who I can talk to about improving the bike connections on the roads near caltrain stations

Belmont is the station closest to my destination in Foster City, and often I end up on the bullet train and get off at the Hillsdale station. I need to first ride my bicycle to Belmont, and then cut over.

This sounds easy, however, I feel very unsafe on the Old Country Road riding towards Belmont station. During the sections with a bike lane, the bike lane is on the very edge, full of rocks, and still feels scary with fast moving cars going by. Sometimes the bike lane stops entirely, and people are moving quite fast on that road. Who can I talk to for better and cleaner bike lanes on this road?

When I finally get to Ralston Avenue & and the multi use path bridge, it's like I've reached heaven, but I had to pass through hell to get there!

Thank you!
Dylan

On Wed, Jun 5, 2019 at 4:38 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Dylan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process

directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented “Bikes Board First” program.

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](#).

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: Dylan Harris [mailto:terady@gmail.com]
Sent: Tuesday, June 04, 2019 10:17 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: More seats with views of the bicycles on Caltrain!

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. If we can't lock our bikes on the train, we need to be able to watch them!

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I haven't seen much of this. I commute once or twice a week between San Francisco & Foster City, and would love to see more improvements for me to use bikeshare on days when my own bike is improbable.

Thank you,

Dylan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, July 11, 2019 10:05 AM
To: 'Kevin Wang'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Provence, Dan
Subject: RE: Bicycles on caltrain

Dear Kevin,

Thank you for your thoughtful suggestions. I have shared them with our bike parking and station access planner who will be implementing improvements at stations. On June 6, the Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Kevin Wang [mailto:kjw@leftsock.com]
Sent: Sunday, June 02, 2019 7:48 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycles on caltrain

If you want less bicycles on caltrain, you need more bicycle parking. There's never any locked cabinets available at any of the stations I see (sunnyvale).

Valet parking is of course better; maybe try pairing up with a nearby bicycle shop to staff a locked shipping container as bicycle valet for a few months? \$15/hr * 16 hrs ≈ \$240 per day per station you choose to set up at.

utrecht central station (largest in the world) has bicycle parking for 22,000 bicycle and moves 186,000 passengers per day (12%). By that measure, sunnyvale station which moved AMWR 3,364 in 2018 ought to have 403 bicycle parking spaces. Instead, there are FOUR BikeLink locked bicycle boxes ($4/3364 = 0.1\%$ or 100x less than Utrecht's parking ratio). It's no wonder you have too many bicycles *on* caltrain.

Heck, you'd be getting more money out of me if you had BikeLink lockers at Lawrence station, which is actually closer to my house, but is one zone further away from SF. There are currently ZERO BikeLink locked bicycle boxes at Lawrence station.

I see these "monthly rental" keyed lockers at many stations, but I've never seen a single one used. Many in fact look welded shut. Are they even being used? Can they be retrofitted for a modern electronic pay-per-use lock?

Bicycle security is a real problem. Even if I only use a \$100 beater bike to commute with, it's a huge hassle to get my bicycle stolen. To that end, I have to stand and watch over my bicycle. Doing so is physically painful for me, given my flat feet. Nearby seating would be far preferable.

- Kevin, Santa Clara

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:30 PM
To: 'David Gustafson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Bike Car Design

Dear David,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: David Gustafson [mailto:dwgustafson@gmail.com]

Sent: Friday, June 07, 2019 12:18 PM

To: Board (@caltrain.com)

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

Subject: Bike Car Design

Hello Caltrain board,

I've traveled over 30,000 miles on Caltrain over the past 7 years. I've often biked, the existing cars barely have enough room for bikers to sit and see their bikes.

The decision to approve the faulty bike car design yesterday is very short-sighted.

In practice they will either be stuffed with commuters standing, or will be a dream for the organized bike theft in the bay area.

This is going to be very expensive for you to retrofit when it fails in the field.

I'm not sure why you would host such collaborative-seeming meetings with bike commuters if you never intended to listen to your riders or learn from them.

If you're going make unilateral decisions, just do it - but you should remember this email when the bike cars are criticized.

I wonder how many years and meetings it will take to correct this mistake.

Regards,
David Gustafson

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:29 PM
To: 'Rafael Casanova'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Bad decision on layout for Caltrain

Dear Rafael,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

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

Best,
Lori

From: Rafael Casanova [mailto:Raficas@hotmail.com]

Sent: Friday, June 07, 2019 12:46 PM

To: Board (@caltrain.com)

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

Subject: Bad decision on layout for Caltrain

I use the Caltrain daily from San Francisco to Sunnyvale and back. In my opinion, there are two issues:

#1 Capacity:

I can testify of how many people with bikes cannot get in the train because the capacity is not enough. Yet, you have decided to reduce it further.

#2 Security:

It is not new bicycles are at risk in Caltrain. I have seen 2 people looking for their bikes that were gone from the train. So, I make sure I am always watching my bicycle.

With the new design, people will not be able to keep an eye on their bicycles which scares me. I am a senior citizen who ride an electric bicycle because I need the help with the hills to get to my house from the Caltrain Depot. I will not be able to afford buying another ebike if mine gets stolen.

Please take into account capacity and security.

Rafael Casanova

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:28 PM
To: 'Virginia Smedberg'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: your decision about bikes and train cars

Dear Virginia,

Thank you for your continued feedback. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Virginia Smedberg [mailto:virgviolin@hotmail.com]

Sent: Friday, June 07, 2019 12:26 PM

To: Board (@caltrain.com)

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

Subject: your decision about bikes and train cars

Dear Board:

Why do you refuse to listen to the thoroughly thought through ideas of the people who are affected by this decision - the bike commuters? And why are you willing to break your promise of quantity of bike spaces? Electric trains will have only 7 folding seats within view of 36 bike spaces and 72 bike spaces per train. Today's diesel trains have up to 34 fixed seats within view of 40 bike spaces and 77 bike spaces per train on average.

We are your customers. Who benefits MORE from the designs you approved? We certainly do NOT. And our proposed designs would benefit all riders.

What a step backwards. Instead of designing a good layout for bike cars before they are built, Caltrain will be faced with expensive retrofit costs when the design fails in the field.

I really do not understand your logic. And obviously you have not managed to explain it well enough for all of us bike commuters to understand. You at least owe it to us to prove to us your logic of why your design works better than ours!

Frustratedly yours,
Virginia Smedberg
Palo Alto

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:27 PM
To: 'William Albright'; Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: more bike spaces

Dear William,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: William Albright [mailto:ping@ewilli.am]

Sent: Friday, June 07, 2019 12:46 PM

To: Board (@caltrain.com)

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

Subject: more bike spaces

come on. encourage bicycling! let's catch up to our European counterparts and provide space for bicycles.

for a healthier planet.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:27 PM
To: 'Tom Greene'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Disappointed with your new bicycle car decision

Dear Tom,

Thank you for your feedback. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Tom Greene [mailto:tompgreen@gmail.com]

Sent: Friday, June 07, 2019 12:50 PM

To: Board (@caltrain.com)

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

Subject: Disappointed with your new bicycle car decision

Dear Caltrain Board:

I am deeply disappointed with your recent decision to adopt an inadequate layout for the new Caltrain bicycle cars. The cars hold fewer bikes than current ones (72 vs 77), and the layout of the seats prevents clear view of the bikes and will encourage even more bicycle thefts.

This layout was presented by Caltrain staff at public meetings where it was clearly opposed by a majority of attendees. The public gave constructive feedback and proposed alternatives, but it was clear that your staff was not interested in accepting any public input at those meetings. Instead, you and your staff have rammed an inferior solution down our throats.

This decision is bad for Caltrain and the Bay Area in general. Bicycles are key for coupling commuters to Caltrain in "the first mile" and "last mile" of their journeys because there are few other viable transit options on the Peninsula.

Shame on you for this poor decision that goes against the interest of your riders!
Why does Caltrain accept public funding when you do not take public input seriously?

Sincerely,

Dr. Thomas Greene
416 Crest Dr.
Redwood City, CA

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:26 PM
To: 'Ed Ruder'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE:

Dear Ed,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Ed Ruder [mailto:ed@ruders.org]

Sent: Friday, June 07, 2019 12:54 PM

To: Board (@caltrain.com)

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

Subject:

TWIMC:

I commute between San Jose Diridon and San Francisco 4th and Townsend stations 3 out of 5 weekdays, and have been for more than 7 years.

I ride my bike between my home and Diridon station (~ 2 miles), and between 4th and Townsend and my office on Market & 11th (~ 2 miles), taking my bike on a bike car.

I appreciate the work that Caltrain has been doing to lengthen the electric trains to accommodate more daily riders--I think it's a great commute option that is bound to get more popular with better trains.

I think using bikes to travel to/from train stations using the bike car is an excellent option that will become more popular if the accommodations for cyclists are good.

Unfortunately, the latest bike car designs that Caltrain has approved have a serious flaw--too few seats near the bikes. I think that this is a fatal flaw, as it leaves bikes exposed to easy theft, which will be rampant unless the design is changed.

Please reconsider your approval, and consider other designs for the Caltrain bike cars that provide more fixed seating near the bikes. This will greatly reduce theft, decrease congestion on bike cars, and increase the utility of Caltrain as a commute option.

Sincerely,

Ed Ruder

150 Arroyo Way, San Jose, CA

408-242-1347

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:01 PM
To: 'Adam Buck'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE:

Dear Adam,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Adam Buck [mailto:adambuck@gmail.com]
Sent: Tuesday, June 04, 2019 2:27 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject:

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Sincerely,

Adam Buck

235 Berry St, San Francisco, CA 94158

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:25 PM
To: 'Charles Sowers'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Bad Electric Train Bike layout Decision

Dear Charles,

Thank you for your feedback. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Charles Sowers [mailto:charlessowers@gmail.com]

Sent: Friday, June 07, 2019 1:21 PM

To: Board (@caltrain.com)

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

Subject: Bad Electric Train Bike layout Decision

As per your recent unanimous approval of a faulty staff recommendation, electric trains will have only 7 folding seats within view of 36 bike spaces and 72 bike spaces per train. Today's diesel trains have up to 34 fixed seats within view of 40 bike spaces and 77 bike spaces per train on average.

What a step backwards. Instead of designing a good layout for bike cars before they are built, Caltrain will be faced with expensive retrofit costs when the design fails in the field.

This is very disappointing.

--

Charles Sowers

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:25 PM
To: 'Peter Hand'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please reconsider bicycle car designs

Dear Peter,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Peter Hand [mailto:pkhandwww@yahoo.com]

Sent: Friday, June 07, 2019 1:31 PM

To: Board (@caltrain.com)

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

Subject: Please reconsider bicycle car designs

Dear Board Members,

As one who commutes every day, rain or shine, by bike and CalTrain, I am disappointed by the new design proposal that both reduces bike capacity, and reduces my and other bicyclists' ability to prevent theft of our vehicles.

The cost per mile of my CalTrain commute is already significantly higher all-in than commuting by car would be for me. I imagine the same is true for many bicycle commuters, and any decisions that discourage or reduce bike commuting are going to cost the system and also affect everybody via increased traffic congestion and pollution as cyclists are forced to go back to their automobiles.

I urge you to reconsider the plan. Though not perfect, the current bike cars with seating in the upper level that provides a view of the bike stacks, would be much preferable.

Regards,

Peter Hand

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:24 PM
To: 'Érico Gomes'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Caltrain going backwards with bicycles

Dear Erico,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Érico Gomes [mailto:ericofg@gmail.com]

Sent: Friday, June 07, 2019 1:55 PM

To: Board (@caltrain.com)

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

Subject: Caltrain going backwards with bicycles

Dear Caltrain Board,

It is sad to see that instead of stimulating one of the best and healthiest way of commuting you have taken a step back by reducing the number of bikes allowed and less safety by having cyclists in other cars. More and more people choose bicycles to commute and I've seen the numbers increase year over year. I hope that your decision doesn't turn as bad as I expect once live.

Best of luck,

Erico

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:24 PM
To: 'Katherine Roberts'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Bike theft and bumps

Dear Katherine,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

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

From: Katherine Roberts [mailto:grrlfriday@mac.com]

Sent: Friday, June 07, 2019 2:25 PM

To: Board (@caltrain.com)

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

Subject: Bike theft and bumps

Your new configuration increases, not decreases, the likelihood of bike theft and bumps on Caltrain's bike cars. Please do not implement this design without re-considering this. Any repairs made to this faulty design in the future will cost far more, and cause way more problems, than getting it right the first time. This is your only chance to do this.

Thanks,
Katherine

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:23 PM
To: 'Jeff Munos'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Please reconsider you vote

Dear Jeff,

Thank you for your feedback. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Jeff Munos [mailto:jeffmunos@gmail.com]

Sent: Friday, June 07, 2019 2:25 PM

To: Board (@caltrain.com)

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

Subject: Please reconsider you vote

If there is no seating in the bike car, cyclist will have to either stand the entire duration of their train ride or risk getting their bike stolen.

~Jeff Munos

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:23 PM
To: 'Theodore G Raab'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Wrong-headed decision, re: Seats per visible bikes

Dear Ted,

Thank you for your feedback. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

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

From: Theodore G Raab [mailto:arctictkr@icloud.com]

Sent: Friday, June 07, 2019 2:28 PM

To: Board (@caltrain.com)

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

Subject: Wrong-headed decision, re: Seats per visible bikes

Hello:

Your recent decision as to bike spaces on electric trains is a step backwards. You have increased the risk per passenger with respect to bike-theft, and possible altercations while attempting to secure bikes.

I would ask the Group revisit this decision.

Regards, Ted K Raab

Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 4:17 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: RE: Caltrain Bike Cars

Dear Marina,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: Marina Chow [<mailto:marinaschow@gmail.com>]
Sent: Wednesday, June 05, 2019 9:31 AM

To: Board (@caltrain.com)
Cc: bikesonboard@sonic.net
Subject: Caltrain Bike Cars

Hello Caltrain Board,

I depend on Caltrain to get to and from work every day. I have a lot of affection for Caltrain. I love that Caltrain allows me to get to work without having to drive.

I take my bicycle on Caltrain everyday. I ride 2.5 miles to 22nd St station everyday, and from Palo Alto Station, I ride another 2.5 miles to my office on Page Mill Road. It is critical for me to be able to take my bike on the train. Recently, many cyclists have been bumped at 22nd St in the morning. One conductor suggested that cyclists could buy 2 bikes, one for boarding station and one disembarking station, to avoid having to take our bike on the train. Even though we live in the Silicon Vallley, not everyone makes a techie salary, and buying 2 bikes is not financially viable, especially given the high rates of bike theft.

I would like to ask you to please

1. Add, not subtract bike capacity to trains. During commuting hours, each train should hold 80+ bikes (today's trains hold 77 bikes).
2. Maintain seats in the bike cars to allow cyclists to sit near their bikes to deter bike theft.

Thank you for running Caltrain. Lots of us depend on Caltrain and our bikes to get to/from work, and hope to continue to do so.

-marina

Mccauley, Ryan

From: Board (@caltrain.com)
Sent: Wednesday, July 10, 2019 3:54 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Automatic reply: Bike cars

Hello – We have received your correspondence addressed to the Caltrain Board of Directors.

For your reference:

- All correspondence received by the Board of Directors is posted online weekly.
http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html
- Additionally, all correspondence received up to 24 hours before a scheduled Board meeting is provided to the Board of Directors and posted online.

The Board of Directors values your input and appreciates your support for the transportation system in our community.

Caltrain Customer Service: 1-800-660-4287

Information for hearing impaired: (TTY) 650-508-6448

Mailing Address: P.O. Box 3006, San Carlos, CA 94070-1306 or 1250 San Carlos Avenue, San Carlos, CA 94070

Office Phone: 650-508-6200

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, July 10, 2019 3:54 PM
To: 'Jesse Atkinson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Bike cars

Dear Jesse,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,
Lori

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

From: Jesse Atkinson [mailto:jesse@jsatk.us]

Sent: Thursday, June 27, 2019 9:11 AM

To: Board (@caltrain.com)

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

Subject: Bike cars

The bike car proposal that has been approved is flat out bad. Please listen to and work with the folks at the Bike Coalition.

We don't need more bike thefts.

Mccauley, Ryan

From: Dan Lieberman <liebermand@samtrans.com>
Sent: Monday, July 8, 2019 2:37 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Seeks Representatives for Bicycle Advisory Committee



July 8, 2019

Media Contact: Dan Lieberman, 650.508.6385

Caltrain Seeks Representatives for Bicycle Advisory Committee

Caltrain is seeking people who live or work in San Francisco to apply for its Bicycle Advisory Committee (BAC), which serves as the primary venue for the interests and perspectives of bicyclists to be integrated into the Caltrain planning processes.

The committee is comprised of nine volunteer members from San Francisco, San Mateo and Santa Clara counties. One member from each county represents a public agency staff member, a bicycle advocacy organization member and a Caltrain bike passenger from the general public who uses a bicycle or bike share. Currently, the committee has an opening for the San Francisco general public member.

Applications are due **Friday, August 9**, and are available at www.caltrain.com/bac or by calling 650.508.6391.

The BAC meets every other month at 5:45 p.m. in San Carlos, just one block from the San Carlos Caltrain Station. All meetings are open to the public.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at www.caltrain.com and follow on Twitter [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Cor van de Water <cor_van_de_water@hotmail.com>
Sent: Saturday, June 29, 2019 8:17 PM
To: Bikes on Board; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: I feel betrayed

Thanks for the translation of the political answers I received.
I was afraid that this would happen - trying to talk straight that what is crooked.
Unfortunately all too common....
Cor.

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:59 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Cor van de Water'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: I feel betrayed

Hello Cor,

Thank you for writing to Caltrain and expressing your concern about bike theft and Caltrain's broken promise for electric trains. We are also concerned about the costly retrofits. It would be far better to fix the problem now before the trains are built.

No wonder you feel betrayed - so do many others. Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

Caltrain writes:

The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes. Caltrain would never require people to put their laptops or luggage out of sight in another car, but inexplicably they think that's acceptable for bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Cor.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 17:01, Caltrain, Bac (@caltrain.com) wrote:

Dear Cor,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Cor van de Water [mailto:cor_van_de_water@hotmail.com]

Sent: Friday, June 07, 2019 2:38 PM

To: Board (@caltrain.com)

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

Subject: I feel betrayed

Caltrain promised to improve bicycle access to the train, yet the board approved a much worse proposal than even today's marginal situation for bikes on board.

Since it is NOT ALLOWED to lock bikes on board, it is very important to give bicyclists a seat with view on their bike, yet the decision made provide no fixed seats and only a handful of folding seats with view on the bikes.

Do you want to promote bicycle theft on Caltrain ?!?

And the number of bicycles per train is reduced, against all statistics and promises.

I foresee that there will be costly retrofits to reverse this bad decision by the board, if it is implemented.

Let's avoid this waste of money and implement a good solution from the start, instead of going through the embarrassment of being forced to reverse your last decision.

Regards,
Cor van de Water,
Sunnyvale.

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:56 AM
To: Caltrain, Bac (@caltrain.com)
Cc: '3xdoyle'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Disappointed with the bike car decision

Hello Matt,

Thank you for writing to Caltrain and expressing your concern about the board's decision to restrict seating in bike cars on electric trains. We see Caltrain did not respond to your question about the issues with the proposals we provided, which would have solved the layout problem. We do not know the answer, as Caltrain completely ignored our proposals.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

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It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Matt.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:59, Caltrain, Bac (@caltrain.com) wrote:

Dear Matt,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

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

Best,

Lori

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

From: 3xdoyle [mailto:3xdoyle@gmail.com]

Sent: Friday, June 07, 2019 3:17 PM

To: Board (@caltrain.com)

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

Subject: Disappointed with the bike car decision

Hello,

Not thrilled about the unanimous decision to restrict seating in the bike cars on the electric trains. What were the issues with the car layout proposed by Bikes ONboard? This seems like a step backwards for supporting CalTrain riders.

Thanks in advance for you reply,

Matt

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:53 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Brittany Bogue'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]
Subject: Re: Objection to New Bike Car Layout

Hello Brittany,

Thank you for writing to Caltrain and expressing your disappointment with the board decision that reduces bike capacity and increases the odds of bike theft on electric trains. We likewise encourage the board to revise this decision.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

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Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

Caltrain writes:

The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

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Thank you again for voicing your concerns, Brittany.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:58, Caltrain, Bac (@caltrain.com) wrote:

Dear Brittany,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Best,

Lori

From: Brittany Bogue [mailto:brittanbogue@gmail.com]

Sent: Friday, June 07, 2019 3:25 PM

To: Board (@caltrain.com)

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

Subject: Objection to New Bike Car Layout

Hello,

I am writing to express my disappointment with the recent decision regarding the bike car layout.

The new layout will reduce space for bicycles and increase the odds of theft.

Ensuring cyclists' access to the train is an important aspect of solving the first/last mile problem for using public transportation options, which is also an important aspect of the effort against climate change.

Please consider revising this decision.

Thank you,

Brittany Bogue

San Jose

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:50 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Hesham Naja'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]
Subject: Re: Caltrain Bike Car Layout

Hello Hesham,

Thank you for writing to Caltrain and expressing your concern that the board's decision about bikes on electric trains is contradicts the trend of encouraging more bicycle riding as a solution to traffic congestion. We likewise implore the board to reconsider its decision and approve a more bike-friendly design.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

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It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Hesham.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:57, Caltrain, Bac (@caltrain.com) wrote:

Dear Hesham,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Hesham Naja [mailto:hwnaja@gmail.com]

Sent: Friday, June 07, 2019 3:32 PM

To: Board (@caltrain.com)

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

Subject: Caltrain Bike Car Layout

Dear Caltrain Board Members,

I am disappointed to hear that you have approved the bike car design That places just 36 bicycle spots in each car for a total of 72 on each train. I am even more disappointed that you only placed 7 (folding) Seats within view of those bicycle spots. Currently our diesel trains have 40 bike spots per car and over 30 fixed seats within view! It is so important that Caltrain has more bicycle spaces and seats within view because bicycle ridership is growing and this decision will make the car design outdated before it is even in operation.

Throughout the Bay Area, and in particular the peninsula, city government's are recognizing bicycles as the solution to traffic congestion. As such, they are expanding their bicycle infrastructure which is leading to more people riding bikes as a primary form of transportation. When safe bicycle infrastructure exists and connects, more people ride bikes. An important part of that connected infrastructure design is the Caltrain. The Caltrain has long been heralded as bicycle friendly because very single train has bicycle spaces and this is great, but the decision of the board has ruined the image of Caltrain as a bicycle friendly commuter platform. The new car layout creates a barrier to better bicycle infrastructure in the Bay Area and the peninsula. It is not feasible to leave a bicycle at either end of a Caltrain ride because of the huge issue of theft. Would be riders will now have to find alternatives to the Caltrain which will likely lead to a greater impact on our roads and freeways.

The Bay Area is progressing towards being a more bicycle friendly region and the decision by the Caltrain board directly contradicts that trend. The Caltrain should stand in support of the progress this area is making and not create additional roadblocks. I implore the board to reconsider their decision and create a more bicycle and rider friendly design.

Sincerely,

Hesham W. Naja

A bicycle rider and Caltrain commuter since 2008

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:45 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'jesse miller'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: New bike card design

Hello Jesse,

Thank you for writing to Caltrain and expressing your concern about bike theft and Caltrain's broken promise for electric trains. We agree with your sentiment.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

Caltrain writes:

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Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes. Caltrain would never require people to put their laptops or luggage out of sight in another car, but inexplicably they think that's acceptable for bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Jesse.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:56, Caltrain, Bac (@caltrain.com) wrote:

Dear Jesse,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: jesse miller [mailto:kawriver@gmail.com]

Sent: Friday, June 07, 2019 3:50 PM

To: Board (@caltrain.com)

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

Subject: New bike card design

Dear Caltrain Board,

I am disappointed to hear you chose a car design that does not include adequate seating within view of bikes. As you know, bike thefts are common on Caltrain, and we need to be able to sit where we can watch our bikes.

I am also very disappointed that you have broken your promise to increase bike capacity on trains. We need more bike capacity on trains, not less.

Please reconsider this decision.

Sincerely,
Jesse Miller

(Daily bike commuter, SF -> PA)

Jesse E. D. Miller
Botanist - Ecologist

Lecturer, Stanford University

Research Associate, University of California, Davis

[@Texosporium](#)

<http://jesseedmiller.com>

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:42 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'mark assaf'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: another bike nag...

Hello Mark,

Thank you for writing to Caltrain and explaining how congestion in bike cars will cause chaos and confusion, resulting in increased dwell times.

You've written before and so have many others. Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

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Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

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It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Mark.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:56, Caltrain, Bac (@caltrain.com) wrote:

Dear Mark,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Best,

Lori

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

From: mark assaf [mailto:mark@sciencemonster.net]

Sent: Friday, June 07, 2019 6:17 PM

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

Subject: another bike nag...

I am a bike commuter who has written you guys previously.

Not having room for bikers to keep an eye on their \$500 bikes is going to cause chaos and confusion - and a lot longer dwell times - as each biker will have to work around 31 other bikers standing around, in the aisles and door areas, guarding their bikes, as they struggle to recover their bike and make their way to the exit.

FYI

--

Mark

--

The Gallery Cafe

1200 Mason

San Francisco CA 94108

www.gallerycafesf.com

--

mark assaf

940 Union Street #6

San Francisco CA 94133

(415) 968-9022

www.sciencemonster.net

[ebay:sciencemonster](https://www.ebay.com/str/sciencemonster)

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:37 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Sarah Edwards'; Board (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Re: Thanks for the entertainment

Hello Sarah,

Thank you for reminding Caltrain that bike riders are paying customers. Unfortunately, we have to agree with you that you were duped by Caltrain's charade of taking public input.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

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Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

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Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

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It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Sarah.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:55, Caltrain, Bac (@caltrain.com) wrote:

Dear Sarah,

Thank you for your feedback and for your participation in the workshop. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,

Lori

From: Sarah Edwards [mailto:sarahofedwards@gmail.com]

Sent: Friday, June 07, 2019 6:19 PM

To: Board (@caltrain.com)

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

Subject: Thanks for the entertainment

Hi Caltrain,

I got involved in the process of trying for a better bike car layout because Caltrain's proposal so clearly did not meet the needs of its customers. That's what we are - paying customers.

I was encouraged that Caltrain held its community workshops and I attended, happy to see that input was being taken from the community. Now I understand that I've been duped. It was all a show, a well rehearsed performance that Caltrain was doing the right thing when really you were just putting a tick in the box.

Good luck with the electrification, that part I'm excited about, but standing next to my bike to prevent theft for every train ride? Not so much.

Thanks for the entertainment,

Sarah Edwards

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:33 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Maxim Schillebeeckx'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Frustration with Thursday's Caltrain Board Decisions

Hello Maxim,

Thank you for writing to Caltrain and expressing your strong disappointment with the board's decision to discourage bicycle commuting.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

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Shirley Johnson
[BIKES ONboard Project](#)

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

Best,

Lori

From: Maxim Schillebeeckx [mailto:mschillebeeckx@gmail.com]

Sent: Friday, June 07, 2019 9:34 PM

To: Board (@caltrain.com)

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

Subject: Frustration with Thursday's Caltrain Board Decisions

To whom it may concern,

I'd like to voice my strong disappointment with the board's failure to encourage our community to use their bikes and minimize vehicle traffic. Each weekday, I bike to the BART, ride the BART to Millbrae, and ride Caltrain to Redwood City reaching the office after a 2 mile bike ride. I depend on Caltrain to reach my office and return home safely and timely. During the busiest times of the day, it's not uncommon to be bumped from the Caltrain or struggle to get off or on because of crowding.

I hope you will fight to invest in the bike commuting community.

maxim

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:31 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'iPad Steve'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Bikes on Board

Hello Steven,

Thank you for writing to Caltrain and telling them how bad it is to break their promise to the public for more bike capacity on electric trains. We share your sentiment and likewise encourage Caltrain to reconsider.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

Caltrain writes:

The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes. Caltrain would never require people to put their laptops or luggage out of sight in another car, but inexplicably they think that's acceptable for bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Steven.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:53, Caltrain, Bac (@caltrain.com) wrote:

Dear Steven,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility

improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

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

Best,

Lori

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

From: iPad Steve [mailto:steven.gowin@comcast.net]

Sent: Saturday, June 08, 2019 7:31 AM

To: Board (@caltrain.com)

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

Subject: Bikes on Board

Instead of encouraging alternate (to cars) commenting, your decisions on bikes on Caltrain are discouraging alternate transport. What's more you've broken promises to the cycling community. This looks bad. Very bad. You should A. Be ashamed, and B. Reconsider your policy.

Steven Gowin

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:27 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Marcia Weisbrot'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]
Subject: Re: bicycles

Hello Marcia,

Thank you for writing to Caltrain and expressing your disappointment that they ignored input of the bike community. We share your sentiment and likewise encourage Caltrain to reconsider.

Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. As you stated, a public agency is expected to listen to the public, but Caltrain chose not to.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

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It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Marcia.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:52, Caltrain, Bac (@caltrain.com) wrote:

Dear Marcia,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

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

Best,

Lori

From: Marcia Weisbrot [mailto:weisbrot9@gmail.com]

Sent: Saturday, June 08, 2019 9:06 AM

To: Board (@caltrain.com)

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

Subject: bicycles

To the CalTrain board,

It's very disappointing that you have not considered the input of the bicycle community in your recent design decisions. As a public transportation agency you are expected to do so, and expected to help facilitate and encourage bicycling as an important part of the train commute.

Please reconsider. Now.

Marcia Weisbrot

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:19 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Tess Hanrahan'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]
Subject: Re: Extremely disappointed in final bike layout

Hello Tess,

Thank you for writing to Caltrain and expressing your extreme disappointment about the major step backwards for bike security and bike capacity on electric trains. We completely agree.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bike spaces per peak hour). This so-called 17% increase in line capacity is inflated, because Caltrain assumed an atypical base case to make the future numbers look better. For details, please visit [this spreadsheet](#).

Electric trains will result in a lower percentage of Caltrain passengers being able to bring a bike on board.

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

The workshop looked good on paper, but in fact it was a publicity stunt, not a serious attempt to address bike riders' concerns. Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain completely ignored [our recommendations](#) for alternate car configurations that would have solved the layout problem.

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The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes. Caltrain would never require people to put their laptops out of sight in another car, but inexplicably they think that's acceptable for bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for voicing your concerns, Tess.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:50, Caltrain, Bac (@caltrain.com) wrote:

Dear Tess,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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.

From: Tess Hanrahan [mailto:tess.hanrahan@gmail.com]

Sent: Monday, June 10, 2019 9:38 AM

To: Board (@caltrain.com)

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

Subject: Extremely disappointed in final bike layout

Hello,

I ride the Caltrain with my bike five days a week and I truly cannot express how disappointed I am with the new bike car layout the Caltrain board appears to have agreed upon. I recommend that all of you who voted on this bring one of **your** treasured possessions worth at least \$500 and leave it out of sight on the train for 45 minutes during rush hour. See how confident **you** feel that it will still be there. And having seven folding seats in the car is worth literally nothing - if you've ever ridden in the bike cars (maybe you should try bringing a bike on board one day, if you haven't before), you'd know that those spots are taken over by people with luggage, or groups of people going to games or traveling together since there's more standing room, or just people who don't care that it's a bike car - they just want an easy seat. Once in a blue moon do we see conductors helping to disperse them to make room for bikers (and thank you to those who do!).

This was such a step backwards and a complete indicator that we should have very little trust in you all to make informed decisions. Instead of sticking to your 2015 word to create more bike spaces, we get less. Instead of feeling more confident that we can make it to work on time, and that we won't get bumped, and that our property won't be stolen or damaged, we feel less confident. What a way to get to commute.

Tess Hanrahan

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:13 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Ellen Koivisto & Gene Thompson'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Why?

Hello Ellen,

Thank you for writing to Caltrain and asking why they chose to take a major step backwards in terms of bike security and bike capacity. We have no explanation.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

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It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board completely ignored the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains. We hope Caltrain becomes more customer-focused in the future.

Thank you again for raising your voice, Ellen.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 16:48, Caltrain, Bac (@caltrain.com) wrote:

Dear Ellen,

Thank you for your feedback. As you know, on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

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

Best,

Lori

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

From: Ellen Koivisto & Gene Thompson [mailto:offstage@earthlink.net]

Sent: Monday, June 10, 2019 5:06 PM

To: Board (@caltrain.com)

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

Subject: Why?

Why are you breaking the promise you made in 2015 for more bike capacity on electric trains?

Why are you trying to assist bike theft from the trains?

Why are you reducing both the number of spaces for bikes and the number of seats where cyclists can watch their bikes from?

Why are you taking major steps backwards?

Ellen Koivisto

SF (to SJ on the train)

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Thursday, June 27, 2019 10:20 PM
To: 'Salvavidas 425'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Am I surprised ?

Hello Marcos,

Thank you for writing to Caltrain and explaining your disappointment with the bike-car layout and decrease in bike capacity. You are correct, Caltrain did not listen to public input. It was all just a show.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain writes:

The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board would completely ignore the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains.

Thank you again for raising your voice, Marcos.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 13:37, Caltrain, Bac (@caltrain.com) wrote:

Dear Marcos,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Salvavidas 425 [mailto:salvavidas425@gmail.com]

Sent: Tuesday, June 11, 2019 3:56 AM

To: Board (@caltrain.com)

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

Subject: Am I surprised ?

I do not appreciate your recent decision on the bicycle layout for the new electric cars nor the fact that you broke a promise to the cycling community/green community. I know you most balance the needs of the many against those of the few, but once again you have proven that it all comes down to profit over the environment or people.

As a life-long resident of San Francisco, I'm well aware of the challenges concerning housing and growth versus efficient yet environmentally sound transportation methods. One would have thought that you would have taken these things into consideration before you made your decision. Why ask for input when your minds were made up already. I hope in the future, you will come to more judicious decisions concerning "green" commuting.

Sincerely, Marcos Tapia

Mccauley, Ryan

From: Salvavidas 425 <salvavidas425@gmail.com>
Sent: Thursday, June 20, 2019 4:14 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Am I surprised ?

Thanks for the update.

On Thu, Jun 20, 2019, 2:41 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Marcos,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,

Lori

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To: Board (@caltrain.com)

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

Subject: Am I surprised ?

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As a life-long resident of San Francisco, I'm well aware of the challenges concerning housing and growth versus efficient yet environmentally sound transportation methods. One would have thought that you would have taken these things into consideration before you made your decision. Why ask for input when your minds were made up already. I hope in the future, you will come to more judicious decisions concerning "green" commuting.

Sincerely, Marcos Tapia

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Thursday, June 27, 2019 10:14 PM
To: Caltrain, Bac (@caltrain.com); 'Joe Mendoza'
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Shame

Hello Joe,

Thank you for shaming Caltrain and explaining that if you can't bring your bike on board, you can't ride Caltrain. We are also extremely disappointed that Caltrain made such a bad decision about bike-car layout.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bike spaces per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain writes:

The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board would completely ignore the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains.

Thank you again for raising your voice, Joe.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 13:37, Caltrain, Bac (@caltrain.com) wrote:

Dear Joe,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,

Lori

From: Joe Mendoza [mailto:jmendoza@kobza.com]

Sent: Tuesday, June 11, 2019 11:13 AM

To: Board (@caltrain.com)

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

Subject: Shame

To The Caltrain Board,

Shame on you for breaking your promise not to decrease bike compacity.

Shame on you choosing a car design that will encourage theft.

Shame on you for refusing to listen to the users of Caltrain.

There was no reason to choose such a bad design except as a way to discourage bike usage on Caltrain.

I am a reverse commuter. I live in San Francisco and work in Mountain View. I need my bike to get from the Caltrain Station to my work place.

By bike I can get there in 5 minutes. If forced to take a bus it would take me 45 minutes. If I can't use my bike then I can't use Caltrain. There are a large percentage of Caltrain users in the same predicament.

I am a voter, you are a public servant, I will not forget your actions.

Joe Mendoza,

Architect



2083 Old Middlefield Way

Mountain View, CA 94043

O: 650-961-6103 X:106

F: 650-961-4839

C: 650-400-5777

www.kobza.com

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Thursday, June 27, 2019 10:10 PM
To: 'Jeff Meininger'
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: Re: future bike capacity

Hello Jeff,

Thank you for writing to Caltrain and explaining why more bike capacity is needed.

We are very disappointed that Caltrain continues to mislead the public. For example, in their response to you, Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Thank you again for raising your voice, Jeff.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 13:35, Caltrain, Bac (@caltrain.com) wrote:

Dear Jeff,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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Caltrain is also currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Jeff Meininger [mailto:strowtarget@gmail.com]

Sent: Wednesday, June 12, 2019 11:08 AM

To: Board (@caltrain.com)

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

Subject: future bike capacity

Hello,

I've been riding Caltrain with my bike for years. I've observed cyclist ridership increase during that time. Lately, I observe cyclists being turned away nearly every time I ride. I believe that these events are underreported.

Please consider increasing bike capacity as Caltrain moves into the future.

Thanks so much,

-Jeff Meininger

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Thursday, June 27, 2019 10:03 PM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Kara Baker'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Bike car layout

Hello Kara,

Thank you for writing to Caltrain and explaining how important it is for you to be in sight of your bike. We are also extremely disappointed that Caltrain made such a bad decision about bike-car layout.

We'd like to offer some clarification on Caltrain's response to you, which contains a good dose of misleading information.

Caltrain writes:

Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach.

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

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The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total).

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board would completely ignore the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains.

Thank you again for raising your voice, Kara.

More bikes, no bumps,
Shirley Johnson
[BIKES ONboard Project](#)

On 2019-06-20 13:32, Caltrain, Bac (@caltrain.com) wrote:

Dear Kara,

Thank you for your feedback. As you know on June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,

Lori

From: Kara Baker [mailto:kara.e.baker@gmail.com]

Sent: Wednesday, June 12, 2019 11:27 AM

To: Board (@caltrain.com)

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

Subject: Bike car layout

Dear Caltrain Board,

I was disheartened to see the layout that was approved by your Board for the bike-car layout. As a Caltrain-bike commuter, I have a folding bike which was expensive and I do not feel comfortable leaving it out of eyesight for anyone to pick up and take with them as they exist the train. Without my bike, my commute would not be feasible in under 2 hours time (each way). And without being able to keep an eye on my bike, I am left standing or in a constant state of stress worry about someone taking my bike. Bike theft is a very large issue when it comes to making a bike-Caltrain commute feasible and I am sorry to hear that this issue will persist.

With concern,

Kara Baker

Stanford, CA

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, June 25, 2019 10:04 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Ride Caltrain to SF Pride Parade & Celebration



June 25, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Ride Caltrain to SF Pride Parade & Celebration

Caltrain is proud to offer [extra train service](#) on Sunday morning, June 30, to accommodate crowds heading to the 49th annual [San Francisco Pride Parade and Festival](#). The parade starts at 10:30 a.m. at Beale and Market streets and the festival will take place at Civic Center from 11 a.m. to 6 p.m.

Caltrain will operate four northbound special event trains departing San Jose Diridon station at 8:09 a.m., 8:33 a.m., 9:41 a.m. and 10:28 a.m., respectively. The extra trains will be posted on Caltrain's visual message signs at stations as #651, #653, #609 and #611. Caltrain will also provide additional southbound train capacity after the event, as needed.

In addition to Sunday's extra service, Caltrain ambassadors will be onboard the first five northbound morning trains departing San Jose Diridon Station between 8:09 a.m. to 9:51 a.m. offering free custom "Ride with Pride" stickers while supplies last.

Caltrain is a proof-of-payment system; tickets are not sold onboard trains but can be purchased at station ticket machines. To save time on the return trip, passengers are encouraged to buy a Day Pass or utilize the new [Caltrain mobile app](#). Clipper card users are reminded to tag on and tag off.

Parking at Caltrain stations costs \$5.50 for the day, and permits can be purchased through ticket machines onsite. Paid parking rules are enforced throughout the day.

To help make it a pleasant trip for all, Caltrain reminds fans to drink responsibly and to remember that open alcoholic beverages are prohibited on trains beginning at 9 p.m.

For more information about Caltrain schedules and fares or for help planning your trip, call Caltrain Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit www.caltrain.com.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 20, 2019 1:33 PM
To: 'avk'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain, please take bike theft seriously

Dear Amy,

Thank you for your feedback. On June 6, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

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

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

Best,
Lori

From: avk [mailto:amyv.kaufman@gmail.com]
Sent: Wednesday, June 12, 2019 11:26 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain, please take bike theft seriously

Dear Caltrain Board of

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

There is large and growing demand for bike transport on board your trains, which ensures that your passengers can continue their journey with a zero carbon emissions alternative.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Many thanks for your consideration of this matter.

Best regards,

Amy V. Kaufman

San Francisco, CA

Mccauley, Ryan

From: C. Landolin <chelsea.landolin@gmail.com>
Sent: Tuesday, June 18, 2019 12:22 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: Eliminating bike theft on Caltrain requires good planning

Hi Lori,

I am disappointed to hear the final result. I hope that other changes can be made with regard to bicycle security to allay the concerns of bicyclists (e.g., locks). To that end, I recommend that decision makers personally attempt to take their bicycles on Caltrain during rush hour on more than one occasion in order to gain perspective on the subject, otherwise they may find it difficult to appreciate the needs of this large group of Caltrain riders.

Thanks,
Chelsea

On Jun 5, 2019, at 12:16 PM, Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Chelsea,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,
Lori

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

From: C. Landolin [<mailto:chelsea.landolin@gmail.com>]

Sent: Tuesday, June 04, 2019 12:51 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Eliminating bike theft on Caltrain requires good planning

Dear Caltrain Board,

I hope this finds you well. I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

As someone who rides a family bike, for which even the most inexpensive set ups are at least \$2000, and many upwards of \$5000 (and time consuming to establish), I have to be extremely, extremely careful about it leaving my sight, particularly when my children are with me and splitting my attention. Of course, if bikes can be properly locked, there would be less concern, but this is not always supported in public transit settings. Families always have to bring their bikes on board because our infrastructure doesn't support family bike share, so it's important to consider the needs of families so that more of us can get out of cars and into trains.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately. Please ensure adequate parking for longer bikes to support family use of these facilities - sometimes these spaces need to be specifically designated.

Thanks,
Chelsea

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, June 18, 2019 10:00 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: SamTrans & Caltrain Partner with Miles to Offer Rewards for Riding



June 18, 2019

Media Contact: Alex Eisenhart, 650.622.7850

SamTrans & Caltrain Partner with Miles to Offer Rewards for Riding

Thanks to a new partnership with Miles, travelers can now earn unique rewards simply by choosing to take their trip on SamTrans or Caltrain.

[Miles](#) is a rewards platform and app that delivers value for every mile traveled. Users who choose alternative modes of travel or eco-friendly forms of transportation — such as walking, biking, carpooling or transit — are rewarded even more.

Transit riders who use the Miles app already earn rewards, but the San Mateo County Transit District's partnership will offer exclusive reward opportunities to riders who choose SamTrans and Caltrain for their travel needs. [SamTrans](#) and [Caltrain](#) riders will be eligible to compete in special public transit challenges to earn additional rewards, such as Amazon or Starbucks gift cards, tickets to local events, and special offers from local retailers and merchants.

Available on [iOS](#) and [Android](#), Miles allows anyone with a smartphone to earn miles as they travel. Designed to work seamlessly in the background, Miles automatically logs each trip from point A to B and the mode of transportation, while keeping data completely private.

"Our partnership with Miles will offer commuters an additional incentive to choose public transit over driving alone," said Jim Hartnett, CEO and General Manager of the Transit District. "This pilot is part of our ongoing endeavor to reduce traffic congestion by incentivizing transit and improving our service to better meet the transportation needs of Bay Area residents."

To get started, consumers simply [download](#) the Miles app. Users can easily view their miles earned per trip and receive personalized rewards that are redeemable either online or at a nearby store.

The District is conducting a one-year pilot with Miles. Anonymous travel data received from the pilot program will help inform future transportation planning efforts and to encourage sustainable travel options. The City of Sacramento and Contra Costa Transportation Authority also currently have successful pilots with Miles underway.

"At Miles, our vision is to deliver value for every mile traveled - with alternate or more sustainable forms of travel rewarded even further," said Miles co-founder Paresh Jain. "Together

with Caltrain and SamTrans, we're excited to help incentivize greener travel and reach their goals to encourage ridership through local rewards and challenges."

Based in San Jose, the Miles app first soft-launched in July 2018 and has since seen rapid growth. To date, Miles users have earned more than 375 million miles, redeeming over 55,000 rewards, with an average value of \$20 per reward. More than 125 brands offer exclusive rewards through the platform.

###

About the San Mateo County Transit District: *The San Mateo County Transit District operates 70 SamTrans routes throughout San Mateo County. Funded in part by a half-cent sales tax, the San Mateo County Transit District also provides administrative support for Caltrain and the San Mateo County Transportation Authority. The San Mateo County Transit District has provided bus service to San Mateo County customers since 1976, and commuter rail service since 1992.*

About Miles: *Miles is a universal rewards platform and app empowering anyone to earn miles and accrue value simply by traveling how they do every day. Whether by car (as a driver, passenger or rideshare), plane, train, subway, bus, boat, bicycle, or on foot, the Miles app effortlessly awards users' travel - regardless of where their journey takes them. Users who choose alternate or eco-friendly forms of transportation are rewarded even further. Miles can be saved or redeemed at any time - with the value increasing every month as more merchants accept them as a form of payment. Miles is available to download for free on iOS and Android devices. To learn more about Miles, visit www.getmiles.com.*

Follow Caltrain on [Facebook](#) and [Twitter](#).

Follow SamTrans on [Facebook](#) and [Twitter](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Scott Yarbrough <yarbrough.scott@gmail.com>
Sent: Wednesday, June 12, 2019 1:49 PM
To: Board (@caltrain.com)
Cc: Pine, Dave [dpine@smcgov.org]; Brinkman, Cheryl [cheryl.brinkman@gmail.com]; gillian.gillett@sfgov.org; Davis, Dev [dev.davis@sanjoseca.gov]; Bruins, Jeannie [jbruins@losaltosca.gov]; Walton, Shamann [shamann.walton@sfgov.org]; natalie.gee@sfgov.org; percy.burch@sfgov.org; Stone, Charles [cstone@belmont.gov]; Chavez, Cindy [cindy.chavez@bos.sccgov.org]; hope.cahan@bos.sccgov.org; Collins, Ron [rcollins@cityofsancarlos.org]
Subject: The 2020 Caltrain Tax and Public Support
Attachments: Report_Bicycles_on_Electrified_Caltrain_20190530_final_forPrinting.pdf

To Caltrain Board and Staff,

On June 6, 2019, the Caltrain Joint Powers Board unanimously approved a Caltrain staff recommendation for an electric car configuration and design anticipated to begin in 2022 that Caltrain staff initially attempted to move forward in the absence of public input. Public comments documented in Caltrain's correspondence packets in 2018 overwhelmingly reflected passenger support for an electric train car design in which multiple train cars have open and flexible spaces accessible to passengers, open spaces where standing is possible during commute hours and during special events, and where large items such as wheelchairs, strollers, or bikes can be stowed. Such flexible use spaces increase Caltrain capacity for all riders by expanding the availability of public transportation as an alternative to driving a car along the Caltrain Peninsula service corridor.

Caltrain staff responded to the flood of public comments with a rider survey offered to all Caltrain passengers in the spring of 2019. The survey was referred to by Casey Fromson, the Caltrain Director of Government and Community Affairs, as a "push poll" during her two presentations of the staff recommendations offered during public meetings held in May, 2019. Although the data collected in the survey ([Caltrain Staff Presentation](#)) revealed that almost 40% of Caltrain riders who completed the survey requested more space for riders who require a large item such as a bike, and 30% of riders sought additional standing room options on Caltrain during high use commute hours, Caltrain's JPB voted to accept the original Caltrain staff recommendation for electric car design with a small concession offered to add four seats to the original two cars under consideration for redesign. Approximately 10% of Caltrain's current passengers have space accessible to permit the use of a bike on board the train, so the high demand for a more user-friendly and flexible design option is supported by a broader Caltrain group of passengers in addition to those passengers who carry a bike on board Caltrain. The multiple additional factual errors presented in the staff summary are described in more depth in the report that JPB members were offered in advance of the June 6 Caltrain board meeting and summarized in the attached Bicycles on Electrified Caltrain description of the environmental and economic benefits that result from the use of a bike on board Caltrain and prevent the use of more cars on freeways.

Caltrain now anticipates approaching the voters in San Francisco, San Mateo, and Santa Clara counties to support a sales tax on the 2020 ballot that will provide Caltrain with an independent funding source of revenue. The current JPB oversight authority ignored the recommendation of their 2015 JPB predecessors, who contracted purchase orders for electric train cars that would ensure a ratio of eight seats to each allocated bike space and in the process maintain open and flexible use spaces on Caltrain. The 2019 appointed Caltrain board has demonstrated a disregard for public feedback that can only be assumed is because the members of the current JPB are not directly elected by the public. The members of the 2019 JPB instead suggest that Caltrain passengers not only pay increased fares and support a potential tax increase, but that the passengers

simultaneously enrich privately owned transportation partners in the rideshare industry including Uber and Lyft, while undermining the capacity and reliability of publicly subsidized means of traveling to and from Caltrain stations using Muni, San Trans, and Valley Transportation Authority buses and shuttles. Other ideas proposed in the June 6th meeting by JPB members included recommendations for passengers to purchase costly folding bikes or rely on additional wayside parking so that bicycle commuters can purchase a second bike for storage and use at both ends of their Caltrain commutes. While the affluent Caltrain commuters who work at large tech companies where access to private shuttles is routine are not the passengers likely to incur additional barriers to Caltrain access, those Caltrain commuters in the service economy working, for example, in the retail industry, as nurses in area hospitals, or as teachers in area schools will not have such options.

The 2019 Joint Powers Board has not demonstrated itself worthy of the public trust to use the public transportation assets of the Caltrain system to transport the public, but has instead repeatedly communicated an interest in making as much money as possible from public-private partnerships that enrich micromobility companies such as Uber and Lyft as alternatives to a true public transportation system that serves all members of the community, irrespective of income. Caltrain should seriously reconsider asking the public to pay a Caltrain tax when Caltrain is so unresponsive to public feedback, and members of the 2019 JPB who are appointed by elected officials from Santa Clara to San Francisco to represent those who rely on public transportation should seriously reconsider the meaning of their roles in their positions of public service.

Scott Yarbrough
San Francisco

Bicycles on Electrified Caltrain

May 30, 2019

Prepared by:
BIKES ONboard Project

Email: bikesonboard@sonic.net
Website: SFBCmomentum.org/bob

Executive Summary

We recommend that Caltrain make accommodations to shift mode share for station access from motorized transportation to bicycling.

Our specific recommendations are:

1. Fixed seats within view of bikes, at least one seat for every two bikes spaces, to deter bicycle theft
2. 84 bike spaces per seven-car electric train with a minimum of four bike cars

Number 2 satisfies the ratio of 8:1 seats-to-bike-spaces on electric trains unanimously approved by the board in 2015 and re-approved in 2018 as part of the contract with Stadler. We strongly encourage the board to keep its promise to the public and honor the 8:1 ratio not only as a matter of integrity but also for the economic, environmental, and societal benefits of bikes on board Caltrain.

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1 Introduction

1.1 Purpose of this document

Caltrain, the commuter rail line serving the San Francisco Peninsula, plans to electrify its line in 2022 and has purchased new rail cars, known as electric multiple units (EMUs). The purpose of this document is to explain and justify why electric trains should be designed with more bike capacity than today's diesel trains.

1.2 Bicycles solve the first/last mile problem

Caltrain provides an essential transit service, but that service is rarely door-to-door. Commuters must find a way to get to the station from their starting points and reach their destinations after exiting the train. Public transportation, even when available, does not provide 100% coverage.

Proximity to transit is an important consideration. In the Bay Area, people who live within a half-mile radius of a transit station are three times more likely to use transit compared with those who live farther away.¹ The average person can walk half a mile in about 10 minutes. In that same time, the average bicyclist can cover about two miles, increasing the number of people within easy reach of a Caltrain station by 16-fold, as illustrated in Figure 1. The combination of bicycles and Caltrain represents a practical and environmentally friendly intermodal transportation solution.

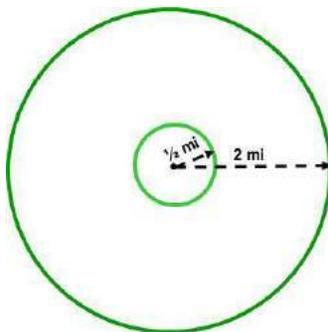


Figure 1. In 10 minutes, the average person can walk $\frac{1}{2}$ mile or bicycle two miles. The concentric circles, with the station at the center point, illustrate that bicycling brings 16 times more people within 10 minutes of a Caltrain station.

1.3 Benefits of bicycle usage with Caltrain

Some of the many benefits of using a bicycle with Caltrain are summarized below:

1. Biking to Caltrain stations is more cost-effective than all station-access modes except walking.
2. Bikes onboard increase ridership. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.²
3. Bikes onboard allow passengers to reach the station and their final destination without using motorized transportation on either end of their commutes, thereby reducing carbon

¹ Metropolitan Transportation Commission's Resolution 3434, Transit-Oriented Development Policy, July, 2006.

² 2007 Caltrain Online Bicycle Survey: Selected Preliminary Results, reported in the agenda for the July 11, 2007 meeting of the Caltrain Bicycle Master Plan Technical Advisory Group.

emissions. California has mandates to reduce carbon emissions, a leading cause of climate change.

4. Biking to and from Caltrain stations frees up seats on shuttles and feeder buses, many of which are crowded.
5. Biking to and from Caltrain stations reduces the need for new shuttles and buses.
6. Bikes onboard reduce traffic congestion, which shortens driving time for commuters who drive, thereby reducing pollution and stress.
7. Biking to Caltrain stations reduces the need for parking spaces at stations, so drivers will be able to find a parking space more easily.
8. Biking to Caltrain stations reduces demand for new parking lots or parking structures. Impermeable surfaces of parking lots damage the environment by sealing the soil surface, preventing rain water infiltration and depriving tree roots of aeration. Furthermore, many Caltrain parking lots are in quaint downtown areas where real estate is at a premium, and the land could be put to more productive use. The only way to increase parking at most stations would be to build multi-level parking structures at a cost of \$50,000 per parking space, and an unsightly parking garage would not be welcomed by most local residents.
9. Biking to stations avoids short automobile trips, which cause excessive pollution due to pollution control devices not reaching optimal operating temperature.
10. Biking to and from Caltrain stations enables commuters to get exercise, improving their overall health and well-being, while at the same time not contributing to air pollution. Less pollution and more exercise mean healthier people, saving health care costs.

1.4 History of increasing bike capacity onboard Caltrain

There has been a long history of incremental improvements toward better bicycle access onboard Caltrain, as shown in table 1.

Year	Bicycle Access
1992	8 bikes allowed per train
1996	24 bikes allowed per train
2002	16, 32 or 64 bikes per train: 32 bikes allowed on gallery bike cars, but only 16 bikes on new Bombardier cars; trains have one or two bike cars
2009	40, 48 or 80 bikes per train – 40 bikes allowed on gallery bike cars (one or two bike cars per gallery train) and 24 bikes allowed on Bombardier bike cars (all Bombardier trains upgraded to two bike cars)
2011	48 or 80 bikes per train – all gallery trains upgraded to two bike cars with 40 bikes per bike car
2016	72 or 80 bikes per train – all Bombardier trains upgraded to three bike cars with 24 bikes per bike car

Table 1: History of bicycle access onboard Caltrain

Caltrain’s bikes-on-board service is so popular that when more bike capacity is added, it is quickly filled. Caltrain now has an opportunity to avoid expensive retrofit costs by designing electrified trains with increased bike capacity to meet increasing demand. Today’s diesel trains hold an average of 77 bikes per train. A nominal increase to 84 bike spaces per seven-car EMU

train along with improvements in wayside bicycle facilities would continue Caltrain’s history of supporting bicycle commuting.

2 Financial Analysis

2.1 Millions of dollars in lost ticket revenue due to insufficient bike capacity

Caltrain conducts annual passenger counts each February on a sampling of trains to assess ridership trends. Figure 2 shows percentage increase in ridership normalized to 2010. Both bike boardings and walk-on boardings were increasing approximately linearly until 2015, when bike boardings fell off. In contrast, walk-on boardings continued their same upward trajectory. Some trains have standing room only during commute periods, but limited seating capacity did not dampen walk-on boardings. This shows that customers are willing to stand on Caltrain. However, customers are not willing to be bumped and left behind on the platform. They’ll abandon Caltrain and find an alternative commute method; most will just drive alone instead.

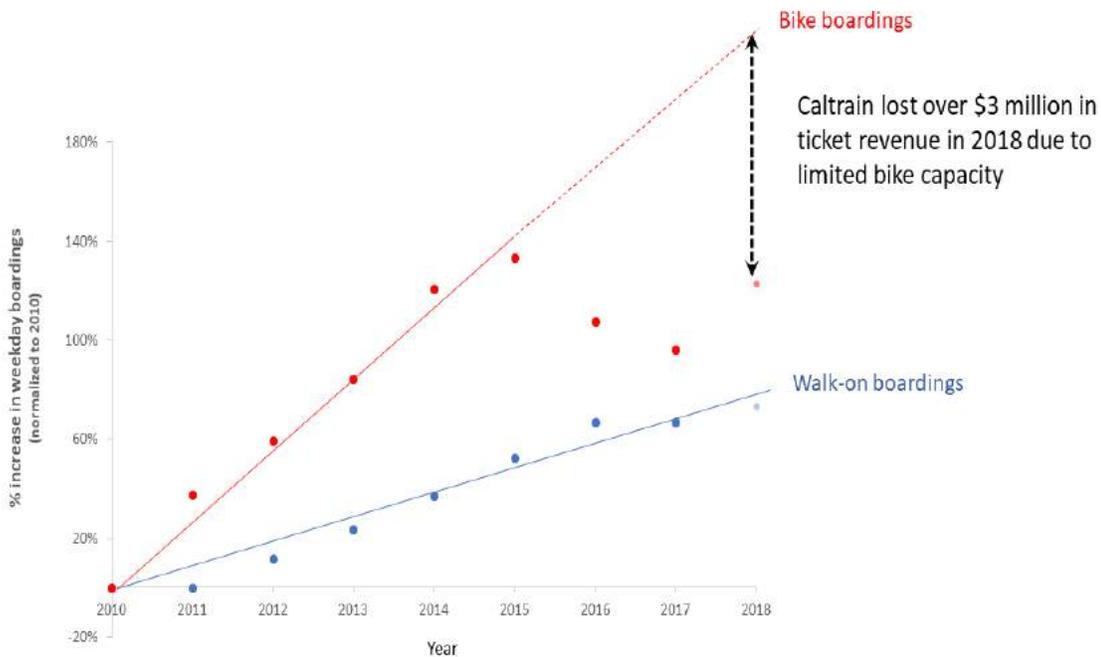


Figure 2: Caltrain boardings according to Caltrain annual passenger counts

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 figure 2,

based on Caltrain annual passenger counts³ and an average ticket price of \$4.80.⁴ 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.

While some commute period trains have standees between the two or three busiest stops, bike cars get full when there are still many empty seats on the trains. Customers with bicycles are denied service or ‘bumped’ before the train even leaves its starting station, San Francisco 4th & King or San Jose Diridon. Appendix A shows photos taken in April 2018 that illustrate the problem. During peak commute periods, full bike cars limit Caltrain ridership.

2.2 Cost comparison of different station access modes

All Caltrain passengers are subsidized. In considering subsidies, one must take into account the mode by which passengers travel to the stations and to their final destinations. We evaluate here four different modes of traveling to and from stations: walking, biking, city bus, and personal automobile. Subsidies arise from the following:

- Caltrain ticket revenue does not cover operating costs, so every Caltrain passenger is subsidized to ride the train. For simplicity, we ignore train car depreciation cost in this calculation; if included, it would add a constant amount to the subsidy for each passenger.
- Bicyclists bring their bikes on board the train without an extra charge, and one bike takes the space of one seat. We assume the bike rider is subsidized the full ticket price for their bicycle.
- Passengers pay a fare for the bus, but the fare does not completely cover operating expenses nor bus depreciation.
- Caltrain charges \$5.50 per day to park a car in a station lot, which does not cover the opportunity cost of using the land for another purpose, for example to generate rental income.

Table 2 shows that bike riders are subsidized less than any other mode besides walking at both ends of the trip. The financial data used to derive the values in Table 2 can be found in Appendix B.

³ Caltrain annual passenger counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>

⁴ Caltrain Fare [Study](#), April 2018

Travel mode to station	Travel mode to destination	Subsidy
walk	walk	\$1.78
bike	bike	\$8.35
walk	bus	\$9.77
bus	bus	\$17.77
drive	walk	\$45.72

Table 2: Estimated subsidies for Caltrain trip plus various methods of getting to and from stations.

Not only do bikes-on-board passengers receive lower subsidy than most other passengers, but bicycling does not add to traffic congestion or pollution. It is often faster to bike to and from Caltrain stations than to take public transportation, because a bike rider does not have to wait for transit connections and is not delayed by heavy motorized traffic during commute periods.

3 Caltrain Ridership Trends

3.1 Increase in bike boardings outpace walk-on boardings

Bikes-on-board passengers have long been Caltrain’s fastest growing passenger segment,⁵ increasing 131% between 2008 and 2018 while walk-on ridership increased only 66%. Over the last decade:

- Average annual increase in weekday walk-on boardings = 5.1%
- Average annual increase in weekday bike boardings = 9.0%

The number of weekday bike boardings peaked at 6,207 in 2015 and then fell off while walk-on boardings continued to rise, suggesting that service denials (bicycle bumps) are taking their toll, forcing people with bikes off the train and back into their cars.

3.2 Caltrain’s national leadership position is in jeopardy

Caltrain has been a national leader in accommodating bicycles on board trains, but other train systems may soon overtake Caltrain’s leadership position. For example, SMART trains in Sonoma County, California have a seat-to-bike-space ratio of 6.6:1 and SMART recently

⁵ Caltrain annual passenger counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>

celebrated its 100,000th-cyclist passenger.⁶ The Caltrain board approved a ratio of 8:1 seats-to-bike-spaces for electric trains, falling behind SMART trains capability to accommodate a higher percentage of passengers with bicycles.

Looking worldwide, Copenhagen has increased bike capacity on S-trains to meet increasing demand. The bicycle-optimized S-trains have a 5:1 ratio of seats-to-bike-spaces and 9 million passengers (nearly 10%) brought bikes on board in 2015.⁷ Caltrain is significantly behind Copenhagen S trains in accommodating bikes on board.

4 Bikes on Board Make Caltrain a Viable Commute Option

4.1 Many passengers need their bikes at both ends of their commute

Most people do not live or work within walking distance of Caltrain stations, but a bicycle solves that problem at both ends of the trip. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.⁸ The alternative to bringing a bike on board is most often driving alone.

4.2 A bike on board provides flexibility

About 40% of cyclists vary their normal commute by sometimes starting or ending at a different station,⁹ a commute pattern that would be impossible if they had a bicycle parked at each end of their normal commute. The flexibility of having a bicycle with them allows irregular trip chaining, such as running an off-line errand on the way home or attending an engagement after work located by a different station than the normal destination station.

4.3 A bike on board effectively increases train frequency

Caltrain's skip-stop train schedule results in some stations with infrequent service, but a bicycle enables a cyclist to use various stations. For example, train service to Belmont is once per hour. A cyclist traveling from San Francisco 4th & King to Belmont could exit at Belmont, but also at Hillsdale, San Carlos, or Redwood City and easily ride to Belmont. By adding the other exit stations for a morning commute, the cyclist can board any of ten trains between 7am and 9am instead of only two trains. Such flexibility would be impossible without being able to bring one's bike on board the train. It is particularly important to be able to bring bikes on board trains for destinations on the Peninsula, where public transport options can be limited and infrequent.

4.4 Bike space is flexible space

Bike space on board trains is flexible space and is often used for stowage of strollers, luggage, and other bulky items especially during off-peak travel times. The availability of this flexible space encourages people to take the train instead of drive. Trains carry very heavy passenger loads for special events such as Giant's games. The bike space is used by standees and more

⁶ Sonoma-Marín Rail Area Transit District, General Manager's [Report](#) – March 2019

⁷ [Copenhagenize.com](#), *Massive Passenger Increase after Bikes Allowed Free on Trains*, November, 2016.

⁸ 2007 Caltrain Online Bicycle Survey, Ibid.

⁹ Loc cit.

people can stand in bike cars than in other cars due to the flexibility of the bike space. The bike cars enable higher ridership when there are many standees.

5 Bike Riders Face Risks on Caltrain

5.1 People with bicycles are the only customers denied service

Only people with bicycles are denied service or ‘bumped.’ Walk-on passengers are allowed to board the train and stand when seats are full, but bike riders are left behind on the platform when bike cars are full.

Bicycle bumps cause Caltrain service to be unreliable. For those commuters who need to get to work on time, it’s not merely an inconvenience; it could cost them their jobs. Many bicyclists have abandoned Caltrain and gone back to driving, because they couldn’t count on Caltrain.

Caltrain implemented a bicycle bump form in March 2015 for users to voluntarily report bicycle bumps. Hundreds of people with bikes are bumped every year as shown in figure 3. There are likely many more people with bikes denied service, because not all bumps are reported.

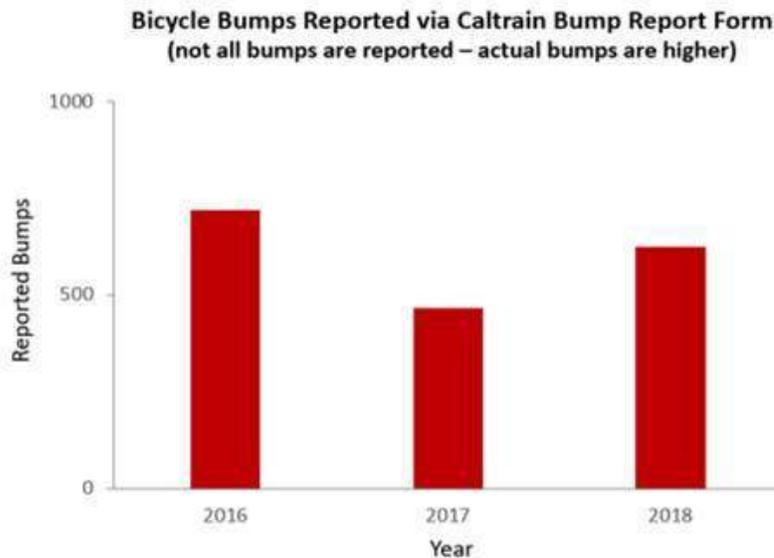
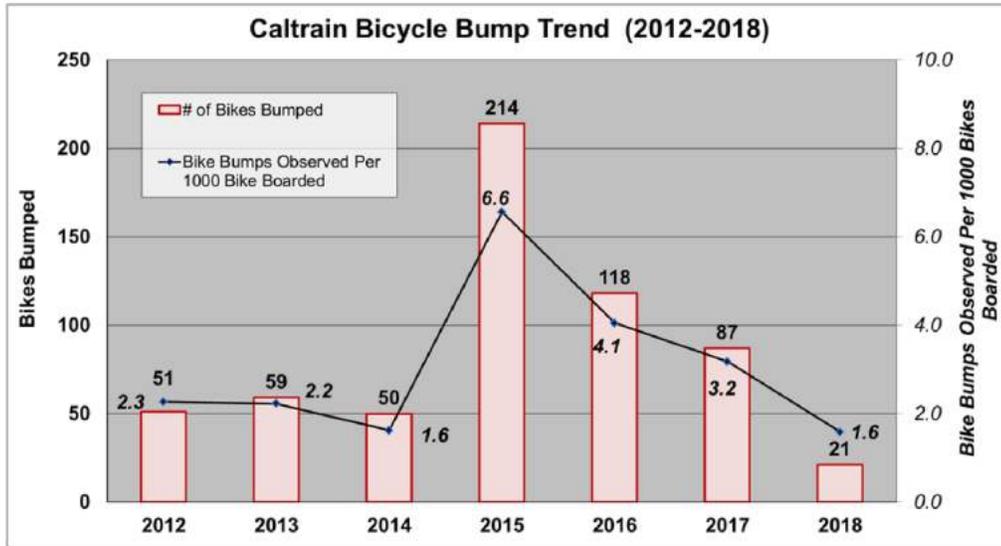


Figure 3: User-reported bicycle service denials

Caltrain started counting bumped bikes in 2012 during its February annual passenger counts on a subset of trains. From 2012 through 2017, 460 trains were counted, but in 2018 only 184 trains were counted resulting in a lower bump count in 2018 as shown in figure 4. 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 inaccurate. 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.

Caltrain likely counted too few trains in 2018, because voluntarily reported bumps actually increased in 2018 as shown in figure 3 whereas counted bumps decreased as shown in figure 4.



2018: Bike Bumps were observed on a total of 184 mid-weekday trains (Tues, Wed or Thur)
 2012-2017: Bike Bumps were observed on a total of 460 weekday trains (Mon-Fri)

Figure 4: Bicycle bumps counted in Caltrain February annual passenger counts on a subset of trains

Caltrain needs more bike capacity to stop bumping bike riders. Bicycle bumps force bikes-on-board passengers off the train and back into their cars, costing Caltrain ridership and revenue as shown in figure 2.

5.2 Bike theft from Caltrain

Bike riders are not permitted to lock their bikes onboard Caltrain because passengers must continually reshuffle bikes to stack them in the order of destination. The bike disembarking first is placed on top of the stack to enable passengers to quickly exit the train. Reshuffling bikes occurs at each stop after new passengers board the train. Each bike is marked with a destination tag to aid in stacking bikes in the correct order.

Bike cars have seats within view of bike to allow passengers to guard their bikes against theft. Figure 5 shows the number of bike spaces and seats within view of bikes in each type of bike car today.

		
 Gallery bike cars	40	28 to 34
 Bombardier bike cars	24	12 to 15

Figure 5: Number of bike spaces and seats within view of bikes in gallery and Bombardier bike cars today

There are not enough seats for every bikes-on-board passenger to sit in the bike car and bikes are stolen from trains today. In 2017, 27 bikes were reported stolen,¹⁰ which is a low-end estimate because many stolen bikes are never reported. While it would be ideal to have at least as many seats as bike spaces within view of bikes, Caltrain certainly should not encourage bike theft by reducing the number of seats within view of bikes compared with today. Therefore, we recommend at least one seat within view of two bikes on EMU trains.

6 Bikes Do Not Cause Dwell Time Delays

Caltrain staff claims that riders who take a bike on board Caltrain are responsible for longer dwell times at stations. A Caltrain study in which train dwell times were collected and analyzed in 2010 negate the assumption that bikes cause dwell time delays.¹¹

Where human behavior was identified as related to increased dwell times, the delay was associated with high overall passenger boardings, including passengers boarding with or without a bicycle. The report includes a table entitled *Dwell time - Overall By Station* (page 23 of the report) with a caption to the table labeled “Dwell time tends to be higher at stations where Baby Bullets trains stop this is due to a higher number of passengers boarding at these stations.” The data show that it takes more time for more people to get on and off the train, and the last passenger to board the train was a walk-on passenger without a bike 57% of the time.

Caltrain implemented a pilot project in 2018 that encouraged conductors to facilitate a “bikes board first” policy at a limited number of high-use stations. The policy was implemented across all stations in March 2019. Bikes boarding first is a good approach for reducing dwell times, because walk-on passengers can choose to board at other doors. However, distributed bike boarding across multiple doors provides a more effective approach when dwell time reduction is a goal. When large numbers of passengers must both exit and board a train, distribution of passenger ingress and egress among train cars is essential for facilitated passenger movement.

Caltrain car and station enhancements that improve passenger flow off and on trains may decrease dwell times at high use stations, where large numbers of passengers both exit and enter trains. Dwell times are influenced by factors more complicated than whether a Caltrain passenger brings a bike on board the train. More onboard bike capacity that is dispersed across all Caltrain cars and that permits passengers with bikes to disperse across the platform is a preventive design strategy to reduce dwell times.

Caltrain staff has proposed a design of two bike cars on EMU trains that will prevent rapid passenger exiting from bike cars. Once passengers have exited a bike car, bike boarding passengers under the proposed bike car design will be delayed in their access to the bike cars due to the confined aisle spaces that will accommodate approximately five boarding passengers with bikes while the remaining passengers with bikes wait on the platform for the first five passengers

¹⁰ Streetsblog, “[Caltrain Bike Car Easy Pickins for Thieves](#),” November 8, 2018

¹¹ 2010 Caltrain On-board Bike Count and Dwell Time Summary [Report](#); Cory, Canapary & Galanis Research

with bikes to stow their bikes. Caltrain staff's recommended layout for EMU bike cars will likely increase train dwell times.

Caltrain staff's proposed bike car layout for EMU trains has only seven folding seats within view of 36 bike spaces. Many passengers will need to stand in the bike car to guard their bikes to prevent theft and damage. A full bike car would mean 36 bikes, seven people seated and 29 people standing. Based on drawings from the train designer, Stadler, a comfortable standing density is four standees per square meter or about 25 people in the lower level of the bike car. There would not be enough room near the bikes to accommodate 29 standees comfortably, let alone enough space for people to restack bikes according to destination to smooth exiting. Even during off-peak travel times when the rest of the train has hundreds of empty seats, the bike car will have standees guarding their bikes. Dwell time will likely increase with the proposed bike car layout.

7 Wayside Options

7.1 *Bike share*

7.1.1 *Bike share survives on density and balanced use*

Shared bikes and to a lesser extent scooters are, in theory, an attractive option to enable more bike users on the Caltrain system. In reality, two-thirds of Caltrain passengers do not have access to bike sharing as shown in table 3. Attempts to expand bike sharing to more passengers have been unsuccessful. The reason for the failure of bike sharing experiments beyond San Francisco and San Jose is structural. This is unfortunately poorly understood by municipalities and transportation agencies which are blinded by the vision of a low-cost, environmentally-friendly, last-mile solution. To operate, bike sharing requires a balanced number of users taking and returning bikes in the zones in which they operate.

Relying on shared bikes creates significant day-to-day challenges for regular commuters: they can be useful only for users who live and work near the train station and there is always a significant risk that a bike will not be available.

Bike sharing is a valuable service in densely populated areas and as such, the growth of bike share should be encouraged in San Francisco and San Jose. However, it cannot accommodate the needs of users today who need a bike at both ends of their commutes or who live and work outside these two cities.

7.1.2 *Insufficient access to bike share for Caltrain passengers*

As shown in table 3, only one-third of Caltrain passengers along the network have a bike share facility available at their Caltrain station, mostly at the San Francisco and San Jose stations. Other cities along the peninsula have experimented with bikeshare but the failure rate has been high, due to a business model which is structurally unprofitable in the absence of public subsidies.

Stations	Percent total passenger boardings ¹²	Currently have public bikeshare	Bike share attempted
Gilroy	0.4%	No	Yes
San Martin	0.1%	No	No
Morgan Hill	0.4%	No	No
Blossom Hill	0.2%	No	No
Capitol	0.1%	No	No
Tamien	2.0%	No	No
San Jose Diridon	7.5%	Yes	Yes
College Park	0.2%	No	No
Santa Clara	1.7%	No	No
Lawrence	1.5%	No	Yes
Sunnyvale	5.2%	No	Yes
Mountain View	7.4%	No	Yes
San Antonio	1.5%	No	No
California Ave	2.6%	No	Yes
Palo Alto	11.9%	No	Yes
Menlo Park	2.7%	No	No
Redwood City	6.5%	No	Yes
San Carlos	2.0%	No	Yes
Belmont	1.2%	No	No
Hillsdale	5.0%	No	Yes
Hayward Park	0.9%	No	Yes
San Mateo	3.5%	No	Yes
Burlingame	1.7%	No	Yes
Millbrae	5.1%	No	No
San Bruno	1.1%	No	No
So. San Francisco	0.7%	No	Yes
Bayshore	0.4%	No	No
22nd Street	3.0%	Yes	Yes
San Francisco	23.7%	Yes	Yes
Total have Bike Share	34.2%	Yes	
Total do NOT have Bike Share	65.8%	No	

Table 3: Only one-third of Caltrain passengers currently have access to bike share at stations; bike share was attempted at more stations, but failed

¹² Annual passenger survey (2018). III: Station Rank By Mid-Weekday All Day Passenger Boardings http://www.caltrain.com/Assets/_Marketing/pdf/2018+Annual+Passenger+Counts.pdf?v=2 (Annual passenger count)

7.1.3 High failure rate of bike share experiments on the Peninsula

The announcement in February of 2019 by Lime to close its bike share operations in multiple cities along the Peninsula brutally leaving local residents without this transport option is only the latest in a series of grandiose announcements, substantial payments by municipalities, and disappointments with bike share experiments on the Peninsula¹³ as described in table 4.

Date	Bike Share news
2019	Lime closes operations in San Mateo, South San Francisco, Burlingame, Sunnyvale
2018	Termination of Social Bikes program in San Mateo (the contract signed in 2016 included a cost for San Mateo of \$1,800 per bike per year, plus a \$23,000 startup fee, for a \$293,000 contract for the first 3 years)
2017	Palo Alto pulls the plug on bikeshare experiment
2017	Due to bankruptcy of bike manufacturer Bixi, the peninsula-wide Bike Share System is terminated
2016	Palo Alto stops bikeshare experience (37 bikes) and aims for a relaunched program with 350 GPS-equipped bikes.
2013	The Bike Share system was launched in 2013 with 700 bikes at 70 docking stations in San Francisco, Redwood City, Palo Alto, Mountain View and San Jose. The Bay Area Air Quality Management District and other local governments allocated \$11.4 million for the bike sharing pilot program.

Table 4: A series of bike share failures on the Peninsula

After the initial wave of enthusiasm globally for bike share and major investments by private investors and spectacular failures (near-bankruptcy of Ofo for instance), operators are most likely to concentrate in large cities where the operation of bike share systems is more likely to be viable in the long run.

7.1.4 Prerequisites for a successful bike share system

The essence of all sharing systems be they cars, bikes or scooters is that the vehicles must be used as many times as possible during the day. For this to happen, the supply of shared vehicles must match the demand at all times. This is also the principle upon which transportation network companies (TNCs) such as Lyft and Uber operate.

¹³ Numerous press articles and blogs have covered the issues of bike sharing over the years:

<https://www.svvoice.com/sunnyvale-re-evaluates-bike-share-program-after-lime-withdraws/>

<https://www.paloaltoonline.com/news/2019/03/21/palo-alto-takes-bike-share-program-on-another-spin>

<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>

http://www.samtrans.com/Planning/Planning_and_Research/BikeSharingProgram.html

<https://www.mv-voice.com/news/2019/02/22/lime-ditches-bikes-for-scooters-leaving-cities-in-limbo>

<https://www.sanjoseinside.com/2017/08/03/rebranded-bike-share-system-expands-in-downtown-san-jose/>

<https://sf.streetsblog.org/2017/06/07/san-mateo-bike-share-update-city-readies-to-double-fleet-to-100-bikes/>

<https://gilroydispatch.com/2018/01/31/limebike-bike-share-helps-gilroy-go-green/>

<https://bikesiliconvalley.org/2018/12/burlingame-extends-bike-share-pilot-through-june-2019/>

<https://www.mercurynews.com/2018/04/24/san-mateo-switches-bike-share-contracts-saving-90000/>

<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>

Daily patterns of transportation tend to be the same across all transportation systems: people tend to all want to go towards the same direction at the same time.

If we take the hypothetical case of a bike commuter, the pattern will be from home to the train station in the morning and from the train station to home in the evening as shown in figure 6. Once a bike has been left at the station in the morning, it is less likely to be used during the day. In the evening, once a bike has been left near someone's home, it is less likely to be used by anyone else.

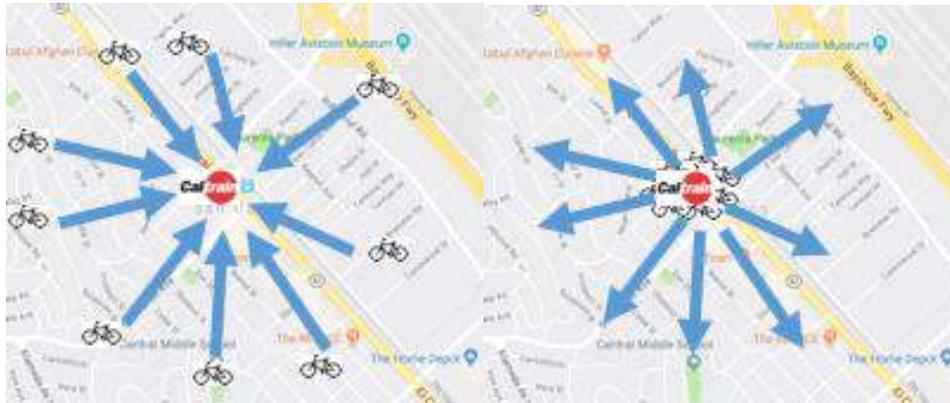


Figure 6: Morning and evening travel patterns

For TNCs, drivers can drive the car where demand is. In contrast, bike and scooter sharing operators try to help match supply and demand through a process known as rebalancing: this consists in having trucks load up bikes in one area and drop them off in another where demand is likely to be higher. Rebalancing is extremely costly. Trucks can carry only a limited number of bikes, labor costs are high, and day time congestion makes the productivity low. In the absence of active rebalancing, bikes or scooters can be left unused on the edges of their operating territory for days.

The key to a successful sharing system is the existence of natural two-way traffic whereby only a limited amount of rebalancing is necessary. The absence of balanced supply and demand is the primary reason why bike share experiments have failed on the Peninsula.

In San Francisco and San Jose, however, one would hope that the sheer population size and the varied nature of users in addition to commuters will create enough demand. These include tourists, office workers doing daily errands, parents at home, retired, etc.

7.1.5 Bike share summary

Bike share is a favorable development and experimentation should continue, especially in San Francisco where supply and demand inside the city are more likely to be balanced. However, the absence of coverage for all locations along the Caltrain corridor and the high failure rate of bike operators means that any reduction in bike capacity on electric trains will unfortunately not be compensated by increased bike share availability.

7.2 Bike parking

Wayside parking improvements are needed and are currently a priority area for Caltrain. According to Caltrain survey results,¹⁴ 16% of passengers who brought their bikes on board did so to minimize the chances of their bikes getting stolen. Caltrain should strive to rapidly implement safe bike parking to reduce pressure for on board bike space. While we fully support improving safe bike parking at stations, there will always be people who need a bike at both ends of their commutes.

Before we can expect even more passengers to park their bikes at stations, 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 economical and 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.

8 Caltrain Electrification

8.1 Low capacity on electric trains is the problem, not bikes

Caltrain will electrify its line in 2022. The public has been told for years that electrification will bring greater capacity, especially for bikes on board. People with bicycles have suffered for over a decade by being left behind on the platform due to limited bike capacity. Unfortunately, the promise of much greater capacity on electric trains did not come to fruition. Electric multiple unit (EMU) trains have lower capacity than today's diesel trains as shown in table 5.

Train Capacity	Seats	Bikes
Today's diesel fleet	687	77.6
Seven-car EMU trains	660	84
Seven-car diesel trains	910	72
Mixed fleet (79% EMU & 21% diesel) in 2022	708	81.5

Table 5: Train capacity assuming the board-mandated 8:1 ratio for seats-to-bike-spaces is met for seven-car EMU trains

Caltrain plans to run one more train per peak hour after electrification, but that will bring only 25% more line capacity as shown in table 6. It's noteworthy that the increase in seating capacity is primarily due to the high-capacity, seven-car diesel trains in the mixed fleet, not the EMU trains.

¹⁴ Caltrain Bike Access Survey, conducted online October 30 to November 16, 2018; 1143 respondents

Line Capacity	Seats	Bikes
Peak service today (5 trains per hour)	3437	388
Peak service 2022 (6 trains per hour)	4273	489
Peak line capacity increase in 2022	24.3%	26.0%

Table 6: Line capacity assuming the board-mandated 8:1 ratio is met for seven-car EMU trains

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 bikes.

Caltrain staff has attempted to address the problem of low EMU capacity by reducing bike space on board, but every bike on board the train brings a paying passenger. Finding ways to reduce bikes-on-board ridership is not the answer.

For more details on train and line capacity, see appendix C.

8.2 Public support for more bike capacity

The Joint Powers Board has received hundreds of emails requesting more bike capacity on electric trains and over 1000 customers signed a petition in support of more bike capacity and seats within view of bikes.¹⁵ It would be prudent for Caltrain to accommodate increasing demand for bikes on board to enhance Caltrain's reputation as a transit agency responsive to its customers.

8.3 Caltrain should serve all customers

People with bicycles are the only customers denied service and left behind on the platform. For lower income folks, this is not only an inconvenience, it could cost them their jobs. A public agency should serve all customers, not favor those who can afford to drive to the stations.

Caltrain plans to put a measure on the ballot for dedicated funding.¹⁶ The measure will need widespread public support to pass at the ballot box. Bike advocates are well-organized and could garner support for such a ballot measure, if Caltrain keeps its promise from 2015 for more bike capacity on electrified trains.¹⁷

Caltrain should be appealing to the three counties, the Municipal Transportation Commission, and the State of California to get funding to serve all passengers. It's the agency's obligation to

¹⁵ Petition, "[More capacity and better bike car layout for electrified Caltrain](#)," 2018.

¹⁶ Meeting minutes of the Joint Powers Board, May 2, 2019

¹⁷ Meeting minutes of the Joint Powers Board, July 2, 2015

reduce greenhouse gas emissions. Denying service to people with bicycles is counter to that goal and is damaging to Caltrain’s reputation in the public eye.

8.4 JPB mandated 8:1 seats-to-bike-spaces on EMU trains

In 2015, the Joint Powers Board (JPB) unanimously approved a ratio of 8:1 seats-to-bike-spaces on electric trains.¹⁸ The contract with Stadler approved in 2016 requires an 8:1 ratio for eight-car EMU train sets.¹⁹ Caltrain did not have enough funds to buy eight-car trains, and ended up purchasing six-car trains that met the 8:1 ratio. The 8:1 ratio was again confirmed to still be in effect in the revised contract with Stadler dating to November 2018.²⁰ Due to the low capacity of EMU trains, the number of bike spaces was only 72 per six-car EMU train compared with today’s 77 on average.

Caltrain received additional funding in 2018 to purchase 37 more rail cars to run seven-car EMU trains.²¹ In order to meet the 8:1 ratio, seven-car EMU trains need 84 bike spaces. However, staff reported to the JPB²² that they want to maximize seat capacity and limit bike capacity to 72 bikes per seven-car EMU train.

Staff held a public workshop on train layout on April 17, 2019 in which they restricted EMU trains to a maximum of three bike cars. Staff’s proposal does not meet the 8:1 ratio. While staff is entitled to their opinion, we expect the board to uphold their promise to the public for an 8:1 ratio of seats-to-bike spaces. We offer recommendations in table 7 to meet that ratio while at the same time providing seats within view of bikes comparable to today’s bike cars.

	Bike Cars	Bike Spaces	Seats	Sufficient 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
7-car EMU with two bike cars (Caltrain staff’s recommendation)	2	72	675	No	9.4 to 1
7-car EMU with four bike cars (our recommendation #1)	4	80	661	Yes	8.3 to 1
7-car EMU with bikes in every car (our recommendation #2)	7	84	660	Yes	7.9 to 1

Table 7: Capacity comparison for different train sets and configurations

¹⁸ Meeting minutes of the Joint Powers Board, July 2, 2015

¹⁹ Meeting minutes of the Joint Powers Board, June 2, 2016

²⁰ Contract #14-PCJPB-P-056 Conformed 11/05/18 Rev2

²¹ Meeting minutes of the Joint Powers Board, December 6, 2018

²² Meeting minutes of the Joint Powers Board, March 7, 2019

8.5 Problems with Caltrain staff's recommended layout for EMU trains

We are deeply disappointed with the "new" bike-car layout that staff is recommending. It is so similar to the old layout that one has to look carefully to discern any difference (see figure 7).

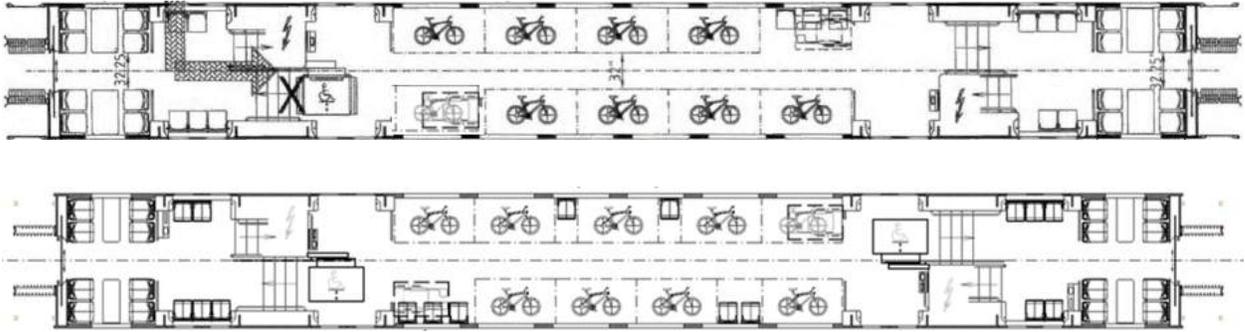


Figure 7: Caltrain staff's original recommended layout (top) and new recommended layout (bottom).

Specific problems with staff's recommended EMU train layout include:

- Encourages bike theft. There are only seven folding seats (three at the same location as wheelchair space) within view of 36 bikes. To match today's bike cars, there would need to be 18 to 31 seats within view of 36 bikes.
- Will likely cause train delays. Standees guarding their bikes will make it difficult to re-stack bikes according to destination, and congestion in bike cars will slow boarding and exiting.
- Less bike capacity than today. Staff is recommending only 72 bike spaces per train compared with today's 77 bike spaces per train.
- The ratio of seats-to-bike-spaces is 9.4 to 1, worse than 8:1 unanimously approved by the board in 2015 and stated in the board-approved contract with Stadler. The 8:1 ratio equates to 84 bike spaces (not 72) per seven-car EMU train.

We call on the Joint Powers Board to direct staff to offer options that solve the layout problem by providing adequate seats within view of bikes and meet the 8:1 ratio of seats-to-bike-spaces.

8.6 Recommended EMU car layouts that meet the 8:1 ratio

We offer two possible layouts for consideration, both of which meet the following criteria:

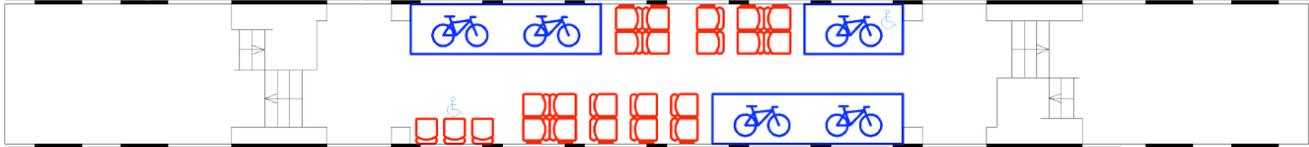
1. Satisfies the 8:1 ratio of seats-to-bike-space as mandated by the JPB
2. Fixed seats within view of bikes, at least one seat for every two bikes spaces (same as today) to deter bike theft

Our Recommendation #1:

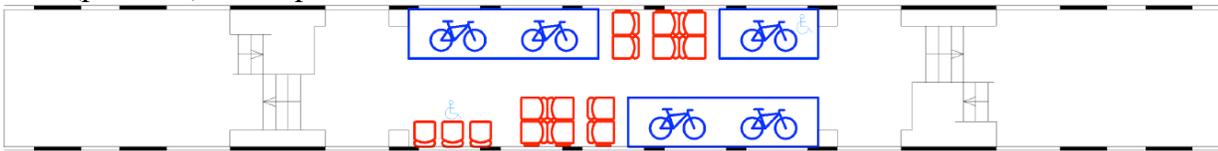
80 bikes per 7-car EMU train
Four bike cars, 20 bikes each
Seat-to-bike-space ratio = 8.3:1

Car Layouts (to scale):

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
- All bike cars have the same layout with regard to bike racks for consistency so passengers know what to expect
- Distributes bike boardings at four cars to reduce dwell time
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

Our Recommendation #2:

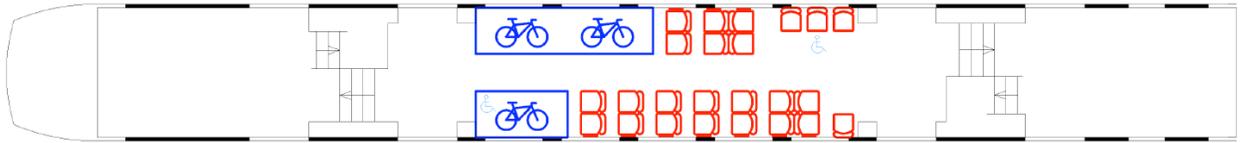
84 bikes per 7-car EMU train

12 bikes in each and every car

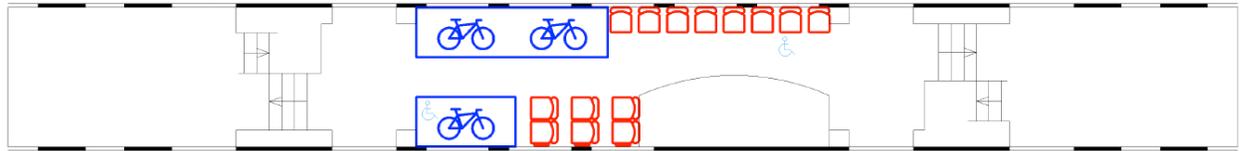
Seat-to-bike-space ratio = 7.9:1

Car Layouts (to scale):

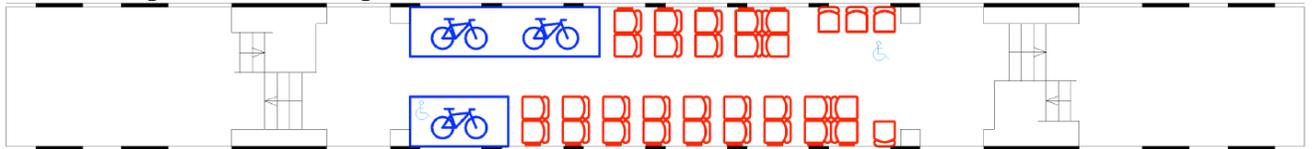
B car (cab)



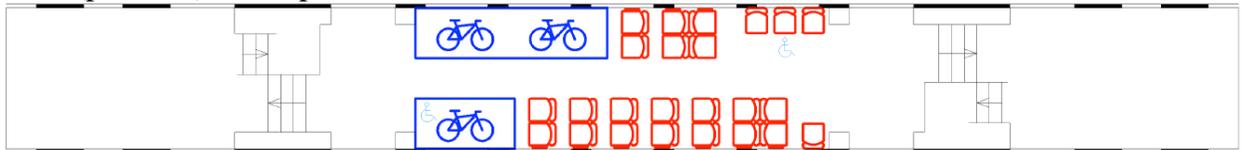
C car (bathroom)



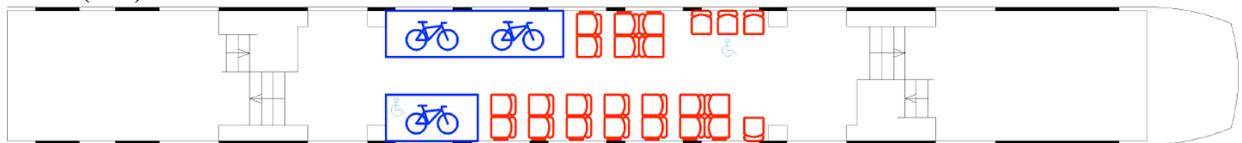
D/F car (unpowered) -- two per trainset



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
- All cars have the same layout with regard to bike racks for consistency
- Distributes bike boardings at all cars to reduce dwell time
- Readily scalable to longer trainsets
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

Both our 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

9 Conclusion

Caltrain has an opportunity to enhance its service with more bike capacity on EMU trains to take advantage of the economic, environmental, and societal benefits of bikes on board. We recommend 84 bike spaces per seven-car EMU train and adequate seats within view of bikes. We encourage Caltrain to find funding to run longer trains to meet overall demand, especially latent demand of bikes-on-board passengers.

10 Appendices

Appendix A: Photos from April 2019 of bike and non-bike cars in the same trains

Appendix B: Financial data to calculate subsidies for various station access modes

Appendix C: Caltrain train and line capacity tables

Appendix A: Photos from April 2019 of bike and non-bike cars in the same trains

Train 313



Overfull bike car



Empty seats elsewhere in the train

Train 360



Overfull bike car



Empty seats elsewhere in the train

Appendix B: Financial data to calculate subsidies for various station access modes

#	Parameter	Value	Reference
1	Average Caltrain fare	\$4.80	Caltrain Fare Study , April 2018
2	Farebox recovery	73%	https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=2ahUKEwiX04CTmMXiAhXyNX0KHSikBAIQFjABegQIBBAC&url=http%3A%2F%2Fwww.caltrain.com%2FAssets%2F_Finance%2FCAFR%2FCT%2FPCJPB%2BCAFR%2B2018.PDF&usg=AOvVaw12tmxgIpA1UIGMpN2hFMK3
3	Annual dwell time delay in hours due to bikers	0	2010 Bike and Dwell Time study , p. 50 - dwell time averages are the same regardless of whether bikes or passengers are the last to board
4	Bus operating cost per passenger	\$6.89	2013, from Short Range Transit Plan , Santa Clara Valley Transportation Authority, FY 2014 - 2023, Fig 2-9
5	Passengers/bus/day	206	In 2013, VTA has 432 buses carrying 32,432,354 passengers per year, according to Short Range Transit Plan , Santa Clara Valley Transportation Authority, FY 2014 - 2023
6	Average bus fare	\$0.89	VTA average fare per boarding for the entire system in FY13, VTA Short Range Transit Plan, Figure 2-9
7	Cost of new bus	\$1,200,000	SFMTA, “ Completing a New Generation of Investment for our Bus Fleet ,” April 18, 2017, p. 13.
8	Bus lifetime in years	8	SFMTA, “ Completing a New Generation of Investment for our Bus Fleet ,” April 18, 2017, p. 3.

#	Parameter	Value	Reference
9	Square feet per parking space	243	Parking space size of 9' x 18' plus 9' x 9' feet maneuvering space: Nonpoint Education for Municipal Officials, Technical Paper Number 5, Parking Lots, p. 3
10	Monthly rent per square foot	\$5.75	Ranges from \$2 to \$10 per square foot on https://42floors.com/for-lease/office-space/us/ca/palo-alto , but much higher in San Francisco, averaging \$72 per square foot according to https://medium.com/initialized-capital/the-outlook-for-bay-area-startup-office-space-in-2017-b7318adf809e
11	Parking space maintenance cost per month	\$86	EPA Parking Spaces/Community Places, 2006, p 10

Appendix C: Caltrain train and line capacity tables

CAPACITY BY TRAIN TYPE

Service year	Train Type	Average seats per train	Bike spaces per train	Mandated ratio of seats-to-bikes	Actual ratio of seats-to-bikes
2018	5-car gallery	609	80	-	7.6 : 1
2018	6-car gallery	731	80	-	9.1 : 1
2018	6-car Bombardier	830	72	-	11.6 : 1
2022	6-car electric*	567	72	8 : 1	7.9 : 1
2022	7-car electric*	660	84	8 : 1	7.9 : 1
2022	7-car diesel	910	72	-	12.6 : 1

*Caltrain received funding in 2018 to launch electrified service with 7-car trains instead of 6-car.

We recommend 84 bike spaces per 7-car electric train, but Caltrain staff claims the 8:1 ratio no longer applies and proposes only 72 bike spaces.

TRAIN CAPACITY IN COMMUTE FLEET (seats & bikes per train)

Today: Caltrain runs 20 train sets to complete 92 runs per day.

Train type	Number in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Five-car gallery	12	609	80	
Six-car gallery	2	731	80	
Six-car Bombardier	6	830	72	
Commuter fleet	20	687.4	77.6	8.9 : 1

TRAIN CAPACITY

OUR RECOMMENDATION

In 2022: Assumption: The mixed fleet will be 19 electric and 5 diesel trains.

Train type	% in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Seven-car electric	79%	660	84	
Seven-car diesel	21%	910	72	
Commute fleet	100%	712.1	81.5	8.7 : 1
Change from today		3.6%	5.0%	

CALTRAIN STAFF'S RECOMMENDATION

In 2022: Assumption: The mixed fleet will be 19 electric and 5 diesel trains.

Train type	% in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Seven-car electric	79%	675	72	
Seven-car diesel	21%	910	72	
Commute fleet	100%	724.0	72	9.7 : 1
Change from today		5.3%	-7.2%	

PEAK LINE CAPACITY (seats & bikes per hour based on average capacity of commute fleets)

OUR RECOMMENDATION

	Seats per hour	Bikes per hour
Peak service is five trains per hour today	3437	388
Peak service is six trains per hour in 2022	4273	489
Peak line capacity increase in 2022	24.3%	26.0%

CALTRAIN STAFF'S PROPOSAL

	Seats per hour	Bikes per hour
Peak service is five trains per hour today	3437	388
Peak service is six trains per hour in 2022	4344	432
Peak line capacity increase in 2022	26.4%	11.3%

Caltrain Staff's Calculations for Six-car Electric Trains

Caltrain calculates line capacity using an arbitrary (and atypical) peak hour of service today.

This peak hour has 80% Bombardier trains today, when the fleet has only 30% Bombardier trains.

This atypical mix of train types results in inflated bike capacity in 2022 (17% increase instead of 11%).

Today - one peak hour of service			
Train number	Train type	Seats per train	Bikes per train
217	Six-car Bombardier	774	72
319	Six-car Bombardier	770	72
221	Five-car gallery	615	80
323	Six-car Bombardier	757	72
225	Six-car Bombardier	789	72
Total per hour ->		3705	368

2022 - one peak hour of service for six-car electric			
Train number	Train type	Seats per train	Bikes per train
305	Seven-car diesel	910	72
113	Six-car electric	567	72
115	Six-car electric	567	72
307	Seven-car diesel	910	72
117	Six-car electric	567	72
119	Six-car electric	567	72
		4088	432
Change in 2022 ->		10.3%	17.4%

Mccauley, Ryan

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, June 9, 2019 10:45 PM
To: Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com
Subject: How could you make such a bad decision about EMU layout?

Dear Chair Gillett and Directors of the Joint Powers Board,

There was a day when Caltrain listened to customer input. That day has apparently passed with your horrible decision to unanimously approve a bike-car layout with only 7 folding seats within view of 36 bikes.

It is shameful that Caltrain has chosen to put passengers' personal property at risk instead of simply swapping seats and bikes among more cars.

You claim that bikes displace paying passengers due a bike taking the place of one seat. **If you really cared about seating capacity, you would run more diesel trains in the mixed fleet until you could afford more EMU cars to run longer EMU trains.** The seven-car diesel trains have over 900 seats compared with less than 700 seats on seven-car EMU trains.

The abysmally low capacity of EMU trains is the problem, not bikes. But if you acknowledged that, then you'd have to take the blame for this debacle. It's apparently more palatable to you to blame your customers instead.

The \$10 million price tag for three bike cars is merely a rounding error on the \$2 billion electrification program. Staff didn't even consider any alternatives for four or more bike cars, so you had no way to know the cost of four or more bike cars. Why didn't you at least ask?

Frankly, I'm shocked at your lack of concern for your loyal riders. You could have solved the layout problem before the cars were built, but instead you chose to move forward with a faulty design. It will cost much more to fix this bad design after it is deployed in revenue service, a disgraceful waste of taxpayer money.

Please redeem yourself by listening to your customers and reconsidering your decision.

Sincerely,
Shirley Johnson

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 6, 2019 10:17 AM
To: 'Bryn Llewellyn'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike space on the new electric Caltrains

Dear Bryn,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Bryn Llewellyn [mailto:bllewell@icloud.com]

Sent: Wednesday, June 05, 2019 9:29 PM

To: Board (@caltrain.com)

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

Subject: Bike space on the new electric Caltrains

I want to persuade you that the new seven-car electric trains need at least 80 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces and seats within view of bikes for these reasons:

—Bike riders are often bumped today. We'll therefore need more bike capacity in 2022 when electric trains start running. Today's diesel trains have 77 bike spaces per train on average.

—To deter bike theft.

It's critical for me that I can bring my bike on board and keep a watch over it. I live in San Francisco and I work in Sunnyvale. I use the Express train between 4th & King and Mountain View every day. Using my car would be dangerous to my safety and health, bad for the environment, and stupidly expensive. And commuting between home and 4th & King, and then Mountain View and my office in Sunnyvale, is simply not practical without my own bike.

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 6, 2019 9:37 AM
To: 'McKenzie Paige Hagen'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: RE: Bike Cars on Electrified Fleet

Dear McKenzie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: McKenzie Paige Hagen [mailto:mphagen@stanford.edu]
Sent: Thursday, June 06, 2019 9:33 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: Bike Cars on Electrified Fleet

Hi!

I'm a avid rider of the Caltrain (it's *really* one of the best parts of my day), and aside from a short bike to get to it, it takes me all the way to work on the Stanford campus! I love that it's a sustainable commute, and I love how convenient it is for me to bike to the train - it's a shorter distance biking straight to the tracks than driving to the parking lot, and I don't have to worry about parking.

Given this, I'm very upset by the current design of the electrified fleet. I'm always worried about my beloved bike being stolen, and, on some mornings, the bike car on the 8:16 out of Milbrae is full or *very* near capacity, leading to a sardines-like experience de-boarding at Palo Alto.

I'd hope that you'd reconsider the design of the bike cars on the fleet, and consider having more than two bike cars *especially* during peak commute hours. I know many people rely on the Caltrain for their commute like me, and not listening to the concerns of the SF Bike Coalition will lead to much stress for those of us who love to combine the train with our bike commute.

Best,
McKenzie Hagen
she/her

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 6, 2019 9:36 AM
To: 'Joseph Lawlor'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: RE: Board Meeting Thursday, June 6, 10 a.m.,

Dear Joe,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Joseph Lawlor [mailto:cjhjoe@gmail.com]
Sent: Thursday, June 06, 2019 8:54 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: Board Meeting Thursday, June 6, 10 a.m.,

Dear Board Members,

At your meeting today please:

- Reject the staff recommendation of two bike cars
- Urge the approval of three or more bike cars to provide adequate seating in view of bike spaces
- Direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations and rapidly growing bike-share

Thank you,

Joe Lawlor
Caltrain Rider

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, June 6, 2019 9:35 AM
To: 'Tessa Burns'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously—from a daily rider

Dear Tessa,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Tessa Burns [mailto:tessib@yahoo.com]

Sent: Thursday, June 06, 2019 7:18 AM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously—from a daily rider

Dear Caltrain Board,

I am a daily rider of Caltrain and bring my bike on board. I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations, but I urge the board to direct staff to implement these improvements immediately.

Regards,
Tessa Burns

Sent from my iPhone

Mccauley, Ryan

From: Lorraine Ling <loriling@stanford.edu>
Sent: Wednesday, June 5, 2019 5:23 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); janice@sfbike.org
Subject: Re: Bikes on proposed Caltrain EMU train cars

Your projections of increased bike capacity via increased train frequency are useless if I get bumped and the next scheduled train doesn't stop at my destination.

Please excuse any typos. Sent from my iPhone

On May 31, 2019, at 5:04 PM, Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Lorraine,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Lorraine Ling [<mailto:loriling@stanford.edu>]
Sent: Thursday, May 30, 2019 8:30 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Bikes on proposed Caltrain EMU train cars

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. My commute involves Caltrain and bicycling to cover “the last” mile at both destinations and I’m sure many riders are in the same situation. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to maintain the same level of bike capacity for the new electric trains. Please approve three or more bike cars and include seats IN VIEW of bikes to prevent bike theft.

Imagine forcing someone to leave her \$1000 laptop in the “electronics/ computers” car and NOT have any seats in view of these devices. No, that wouldn’t be prudent.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,
Lorraine

Please excuse any typos. Sent from my iPhone

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 4:56 PM
To: 'Bikes on Board'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: RE: Bicycles on Electrified Caltrain

Dear BIKES ONboard,

Thank you for the report. We appreciate your continued engagement.

Best,
Lori

From: Bikes on Board [mailto:bikesonboard@sonic.net]
Sent: Friday, May 31, 2019 12:28 AM
To: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: Bicycles on Electrified Caltrain

Dear Joint Powers Board,

Please see the attached report titled "Bicycles on Electrified Caltrain."

Respectfully submitted,
BIKES ONboard Project

Bicycles on Electrified Caltrain

May 30, 2019

Prepared by:
BIKES ONboard Project

Email: bikesonboard@sonic.net
Website: SFBCmomentum.org/bob

Executive Summary

We recommend that Caltrain make accommodations to shift mode share for station access from motorized transportation to bicycling.

Our specific recommendations are:

1. Fixed seats within view of bikes, at least one seat for every two bikes spaces, to deter bicycle theft
2. 84 bike spaces per seven-car electric train with a minimum of four bike cars

Number 2 satisfies the ratio of 8:1 seats-to-bike-spaces on electric trains unanimously approved by the board in 2015 and re-approved in 2018 as part of the contract with Stadler. We strongly encourage the board to keep its promise to the public and honor the 8:1 ratio not only as a matter of integrity but also for the economic, environmental, and societal benefits of bikes on board Caltrain.

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1 Introduction

1.1 Purpose of this document

Caltrain, the commuter rail line serving the San Francisco Peninsula, plans to electrify its line in 2022 and has purchased new rail cars, known as electric multiple units (EMUs). The purpose of this document is to explain and justify why electric trains should be designed with more bike capacity than today's diesel trains.

1.2 Bicycles solve the first/last mile problem

Caltrain provides an essential transit service, but that service is rarely door-to-door. Commuters must find a way to get to the station from their starting points and reach their destinations after exiting the train. Public transportation, even when available, does not provide 100% coverage.

Proximity to transit is an important consideration. In the Bay Area, people who live within a half-mile radius of a transit station are three times more likely to use transit compared with those who live farther away.¹ The average person can walk half a mile in about 10 minutes. In that same time, the average bicyclist can cover about two miles, increasing the number of people within easy reach of a Caltrain station by 16-fold, as illustrated in Figure 1. The combination of bicycles and Caltrain represents a practical and environmentally friendly intermodal transportation solution.

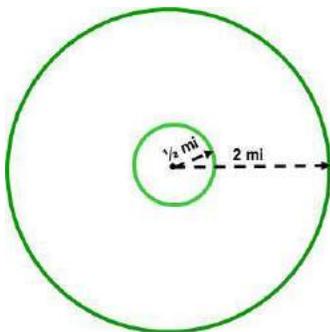


Figure 1. In 10 minutes, the average person can walk $\frac{1}{2}$ mile or bicycle two miles. The concentric circles, with the station at the center point, illustrate that bicycling brings 16 times more people within 10 minutes of a Caltrain station.

1.3 Benefits of bicycle usage with Caltrain

Some of the many benefits of using a bicycle with Caltrain are summarized below:

1. Biking to Caltrain stations is more cost-effective than all station-access modes except walking.
2. Bikes onboard increase ridership. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.²

¹ Metropolitan Transportation Commission's Resolution 3434, Transit-Oriented Development Policy, July, 2006.

² 2007 Caltrain Online Bicycle Survey: Selected Preliminary Results, reported in the agenda for the July 11, 2007 meeting of the Caltrain Bicycle Master Plan Technical Advisory Group.

3. Bikes onboard allow passengers to reach the station and their final destination without using motorized transportation on either end of their commutes, thereby reducing carbon emissions. California has mandates to reduce carbon emissions, a leading cause of climate change.
4. Biking to and from Caltrain stations frees up seats on shuttles and feeder buses, many of which are crowded.
5. Biking to and from Caltrain stations reduces the need for new shuttles and buses.
6. Bikes onboard reduce traffic congestion, which shortens driving time for commuters who drive, thereby reducing pollution and stress.
7. Biking to Caltrain stations reduces the need for parking spaces at stations, so drivers will be able to find a parking space more easily.
8. Biking to Caltrain stations reduces demand for new parking lots or parking structures. Impermeable surfaces of parking lots damage the environment by sealing the soil surface, preventing rain water infiltration and depriving tree roots of aeration. Furthermore, many Caltrain parking lots are in quaint downtown areas where real estate is at a premium, and the land could be put to more productive use. The only way to increase parking at most stations would be to build multi-level parking structures at a cost of \$50,000 per parking space, and an unsightly parking garage would not be welcomed by most local residents.
9. Biking to stations avoids short automobile trips, which cause excessive pollution due to pollution control devices not reaching optimal operating temperature.
10. Biking to and from Caltrain stations enables commuters to get exercise, improving their overall health and well-being, while at the same time not contributing to air pollution. Less pollution and more exercise mean healthier people, saving health care costs.

1.4 History of increasing bike capacity onboard Caltrain

There has been a long history of incremental improvements toward better bicycle access onboard Caltrain, as shown in table 1.

Year	Bicycle Access
1992	8 bikes allowed per train
1996	24 bikes allowed per train
2002	16, 32 or 64 bikes per train: 32 bikes allowed on gallery bike cars, but only 16 bikes on new Bombardier cars; trains have one or two bike cars
2009	40, 48 or 80 bikes per train – 40 bikes allowed on gallery bike cars (one or two bike cars per gallery train) and 24 bikes allowed on Bombardier bike cars (all Bombardier trains upgraded to two bike cars)
2011	48 or 80 bikes per train – all gallery trains upgraded to two bike cars with 40 bikes per bike car
2016	72 or 80 bikes per train – all Bombardier trains upgraded to three bike cars with 24 bikes per bike car

Table 1: History of bicycle access onboard Caltrain

Caltrain’s bikes-on-board service is so popular that when more bike capacity is added, it is quickly filled. Caltrain now has an opportunity to avoid expensive retrofit costs by designing electrified trains with increased bike capacity to meet increasing demand. Today’s diesel trains hold an average of 77 bikes per train. A nominal increase to 84 bike spaces per seven-car EMU train along with improvements in wayside bicycle facilities would continue Caltrain’s history of supporting bicycle commuting.

2 Financial Analysis

2.1 Millions of dollars in lost ticket revenue due to insufficient bike capacity

Caltrain conducts annual passenger counts each February on a sampling of trains to assess ridership trends. Figure 2 shows percentage increase in ridership normalized to 2010. Both bike boardings and walk-on boardings were increasing approximately linearly until 2015, when bike boardings fell off. In contrast, walk-on boardings continued their same upward trajectory. Some trains have standing room only during commute periods, but limited seating capacity did not dampen walk-on boardings. This shows that customers are willing to stand on Caltrain. However, customers are not willing to be bumped and left behind on the platform. They’ll abandon Caltrain and find an alternative commute method; most will just drive alone instead.

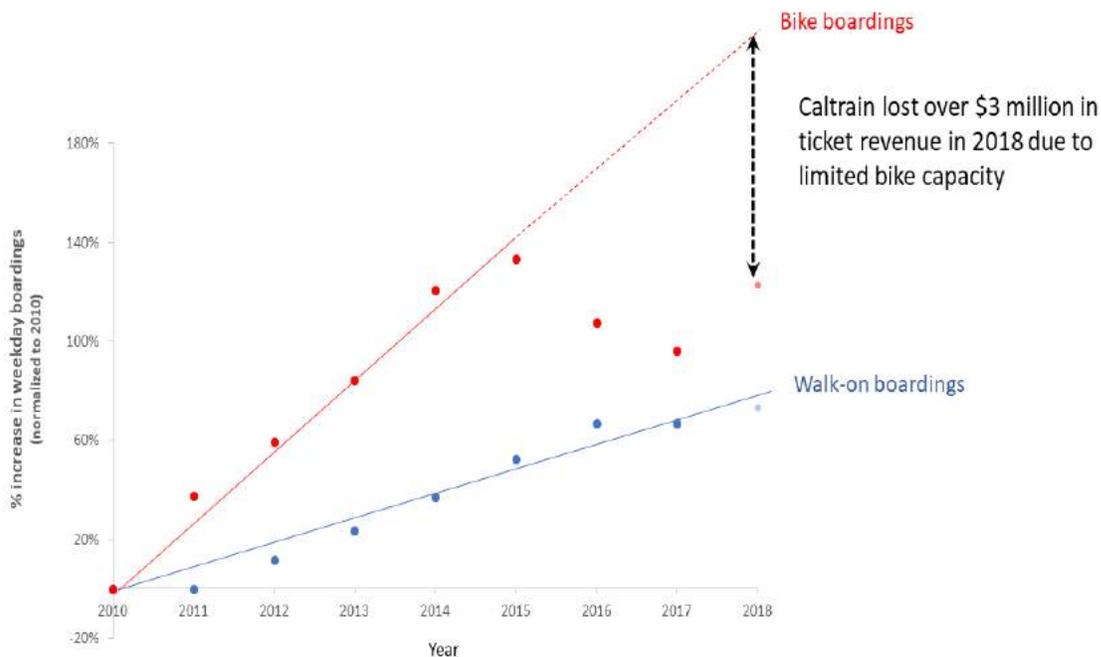


Figure 2: Caltrain boardings according to Caltrain annual passenger counts

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 figure 2, based on Caltrain annual passenger counts³ and an average ticket price of \$4.80.⁴ 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.

While some commute period trains have standees between the two or three busiest stops, bike cars get full when there are still many empty seats on the trains. Customers with bicycles are denied service or ‘bumped’ before the train even leaves its starting station, San Francisco 4th & King or San Jose Diridon. Appendix A shows photos taken in April 2018 that illustrate the problem. During peak commute periods, full bike cars limit Caltrain ridership.

2.2 Cost comparison of different station access modes

All Caltrain passengers are subsidized. In considering subsidies, one must take into account the mode by which passengers travel to the stations and to their final destinations. We evaluate here four different modes of traveling to and from stations: walking, biking, city bus, and personal automobile. Subsidies arise from the following:

- Caltrain ticket revenue does not cover operating costs, so every Caltrain passenger is subsidized to ride the train. For simplicity, we ignore train car depreciation cost in this calculation; if included, it would add a constant amount to the subsidy for each passenger.
- Bicyclists bring their bikes on board the train without an extra charge, and one bike takes the space of one seat. We assume the bike rider is subsidized the full ticket price for their bicycle.
- Passengers pay a fare for the bus, but the fare does not completely cover operating expenses nor bus depreciation.
- Caltrain charges \$5.50 per day to park a car in a station lot, which does not cover the opportunity cost of using the land for another purpose, for example to generate rental income.

Table 2 shows that bike riders are subsidized less than any other mode besides walking at both ends of the trip. The financial data used to derive the values in Table 2 can be found in Appendix B.

³ Caltrain annual passenger counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>

⁴ Caltrain Fare [Study](#), April 2018

Travel mode to station	Travel mode to destination	Subsidy
walk	walk	\$1.78
bike	bike	\$8.35
walk	bus	\$9.77
bus	bus	\$17.77
drive	walk	\$45.72

Table 2: Estimated subsidies for Caltrain trip plus various methods of getting to and from stations.

Not only do bikes-on-board passengers receive lower subsidy than most other passengers, but bicycling does not add to traffic congestion or pollution. It is often faster to bike to and from Caltrain stations than to take public transportation, because a bike rider does not have to wait for transit connections and is not delayed by heavy motorized traffic during commute periods.

3 Caltrain Ridership Trends

3.1 Increase in bike boardings outpace walk-on boardings

Bikes-on-board passengers have long been Caltrain’s fastest growing passenger segment,⁵ increasing 131% between 2008 and 2018 while walk-on ridership increased only 66%. Over the last decade:

- Average annual increase in weekday walk-on boardings = 5.1%
- Average annual increase in weekday bike boardings = 9.0%

The number of weekday bike boardings peaked at 6,207 in 2015 and then fell off while walk-on boardings continued to rise, suggesting that service denials (bicycle bumps) are taking their toll, forcing people with bikes off the train and back into their cars.

3.2 Caltrain’s national leadership position is in jeopardy

Caltrain has been a national leader in accommodating bicycles on board trains, but other train systems may soon overtake Caltrain’s leadership position. For example, SMART trains in

⁵ Caltrain annual passenger counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>

Sonoma County, California have a seat-to-bike-space ratio of 6.6:1 and SMART recently celebrated its 100,000th-cyclist passenger.⁶ The Caltrain board approved a ratio of 8:1 seats-to-bike-spaces for electric trains, falling behind SMART trains capability to accommodate a higher percentage of passengers with bicycles.

Looking worldwide, Copenhagen has increased bike capacity on S-trains to meet increasing demand. The bicycle-optimized S-trains have a 5:1 ratio of seats-to-bike-spaces and 9 million passengers (nearly 10%) brought bikes on board in 2015.⁷ Caltrain is significantly behind Copenhagen S trains in accommodating bikes on board.

4 Bikes on Board Make Caltrain a Viable Commute Option

4.1 Many passengers need their bikes at both ends of their commute

Most people do not live or work within walking distance of Caltrain stations, but a bicycle solves that problem at both ends of the trip. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.⁸ The alternative to bringing a bike on board is most often driving alone.

4.2 A bike on board provides flexibility

About 40% of cyclists vary their normal commute by sometimes starting or ending at a different station,⁹ a commute pattern that would be impossible if they had a bicycle parked at each end of their normal commute. The flexibility of having a bicycle with them allows irregular trip chaining, such as running an off-line errand on the way home or attending an engagement after work located by a different station than the normal destination station.

4.3 A bike on board effectively increases train frequency

Caltrain's skip-stop train schedule results in some stations with infrequent service, but a bicycle enables a cyclist to use various stations. For example, train service to Belmont is once per hour. A cyclist traveling from San Francisco 4th & King to Belmont could exit at Belmont, but also at Hillside, San Carlos, or Redwood City and easily ride to Belmont. By adding the other exit stations for a morning commute, the cyclist can board any of ten trains between 7am and 9am instead of only two trains. Such flexibility would be impossible without being able to bring one's bike on board the train. It is particularly important to be able to bring bikes on board trains for destinations on the Peninsula, where public transport options can be limited and infrequent.

⁶ Sonoma-Marina Rail Area Transit District, General Manager's [Report](#) – March 2019

⁷ [Copenhagenize.com](#), *Massive Passenger Increase after Bikes Allowed Free on Trains*, November, 2016.

⁸ 2007 Caltrain Online Bicycle Survey, Ibid.

⁹ Loc cit.

4.4 Bike space is flexible space

Bike space on board trains is flexible space and is often used for stowage of strollers, luggage, and other bulky items especially during off-peak travel times. The availability of this flexible space encourages people to take the train instead of drive. Trains carry very heavy passenger loads for special events such as Giant’s games. The bike space is used by standees and more people can stand in bike cars than in other cars due to the flexibility of the bike space. The bike cars enable higher ridership when there are many standees.

5 Bike Riders Face Risks on Caltrain

5.1 People with bicycles are the only customers denied service

Only people with bicycles are denied service or ‘bumped.’ Walk-on passengers are allowed to board the train and stand when seats are full, but bike riders are left behind on the platform when bike cars are full.

Bicycle bumps cause Caltrain service to be unreliable. For those commuters who need to get to work on time, it’s not merely an inconvenience; it could cost them their jobs. Many bicyclists have abandoned Caltrain and gone back to driving, because they couldn’t count on Caltrain.

Caltrain implemented a bicycle bump form in March 2015 for users to voluntarily report bicycle bumps. Hundreds of people with bikes are bumped every year as shown in figure 3. There are likely many more people with bikes denied service, because not all bumps are reported.

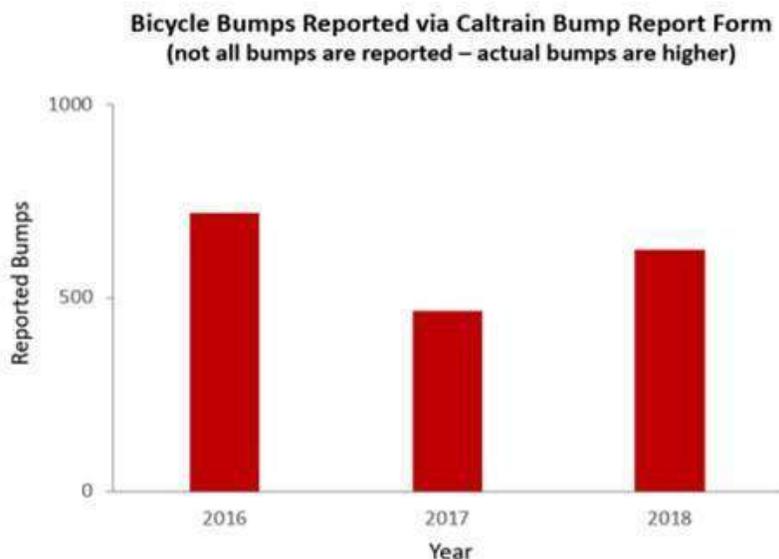
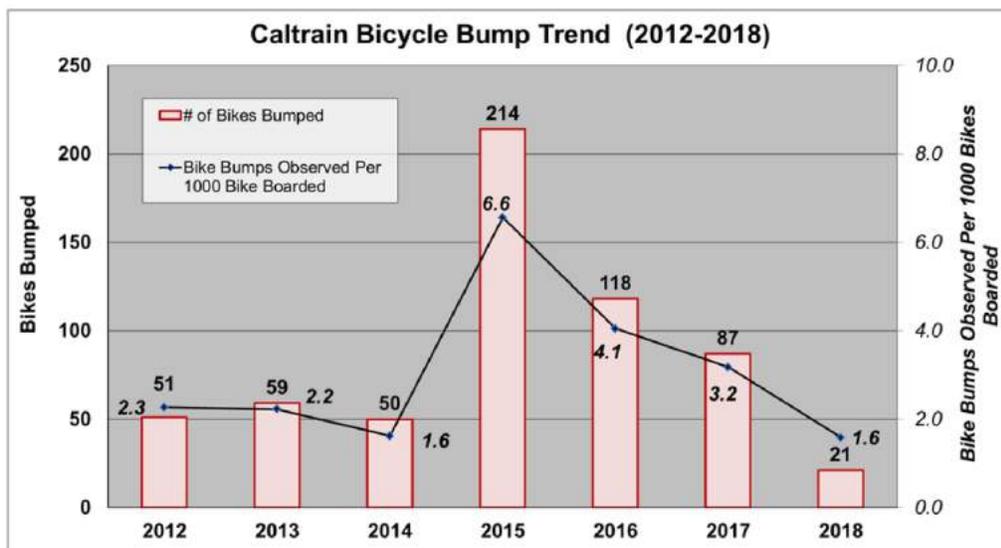


Figure 3: User-reported bicycle service denials

Caltrain started counting bumped bikes in 2012 during its February annual passenger counts on a subset of trains. From 2012 through 2017, 460 trains were counted, but in 2018 only 184 trains were counted resulting in a lower bump count in 2018 as shown in figure 4. 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 inaccurate. 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. Caltrain likely counted too few trains in 2018, because voluntarily reported bumps actually increased in 2018 as shown in figure 3 whereas counted bumps decreased as shown in figure 4.



2018: Bike Bumps were observed on a total of 184 mid-weekday trains (Tues, Wed or Thur)
 2012-2017: Bike Bumps were observed on a total of 460 weekday trains (Mon-Fri)

Figure 4: Bicycle bumps counted in Caltrain February annual passenger counts on a subset of trains

Caltrain needs more bike capacity to stop bumping bike riders. Bicycle bumps force bikes-on-board passengers off the train and back into their cars, costing Caltrain ridership and revenue as shown in figure 2.

5.2 Bike theft from Caltrain

Bike riders are not permitted to lock their bikes onboard Caltrain because passengers must continually reshuffle bikes to stack them in the order of destination. The bike disembarking first is placed on top of the stack to enable passengers to quickly exit the train. Reshuffling bikes occurs at each stop after new passengers board the train. Each bike is marked with a destination tag to aid in stacking bikes in the correct order.

Bike cars have seats within view of bike to allow passengers to guard their bikes against theft. Figure 5 shows the number of bike spaces and seats within view of bikes in each type of bike car today.

		
 Gallery bike cars	40	28 to 34
 Bombardier bike cars	24	12 to 15

Figure 5: Number of bike spaces and seats within view of bikes in gallery and Bombardier bike cars today

There are not enough seats for every bikes-on-board passenger to sit in the bike car and bikes are stolen from trains today. In 2017, 27 bikes were reported stolen,¹⁰ which is a low-end estimate because many stolen bikes are never reported. While it would be ideal to have at least as many seats as bike spaces within view of bikes, Caltrain certainly should not encourage bike theft by reducing the number of seats within view of bikes compared with today. Therefore, we recommend at least one seat within view of two bikes on EMU trains.

6 Bikes Do Not Cause Dwell Time Delays

Caltrain staff claims that riders who take a bike on board Caltrain are responsible for longer dwell times at stations. A Caltrain study in which train dwell times were collected and analyzed in 2010 negate the assumption that bikes cause dwell time delays.¹¹

Where human behavior was identified as related to increased dwell times, the delay was associated with high overall passenger boardings, including passengers boarding with or without a bicycle. The report includes a table entitled *Dwell time - Overall By Station* (page 23 of the report) with a caption to the table labeled “Dwell time tends to be higher at stations where Baby Bullets trains stop this is due to a higher number of passengers boarding at these stations.” The data show that it takes more time for more people to get on and off the train, and the last passenger to board the train was a walk-on passenger without a bike 57% of the time.

Caltrain implemented a pilot project in 2018 that encouraged conductors to facilitate a “bikes board first” policy at a limited number of high-use stations. The policy was implemented across all stations in March 2019. Bikes boarding first is a good approach for reducing dwell times, because walk-on passengers can choose to board at other doors. However, distributed bike boarding across multiple doors provides a more effective approach when dwell time reduction is a goal. When large numbers of passengers must both exit and board a train, distribution of passenger ingress and egress among train cars is essential for facilitated passenger movement.

¹⁰ Streetsblog, “[Caltrain Bike Car Easy Pickins for Thieves](#),” November 8, 2018

¹¹ 2010 Caltrain On-board Bike Count and Dwell Time Summary [Report](#); Cory, Canapary & Galanis Research

Caltrain car and station enhancements that improve passenger flow off and on trains may decrease dwell times at high use stations, where large numbers of passengers both exit and enter trains. Dwell times are influenced by factors more complicated than whether a Caltrain passenger brings a bike on board the train. More onboard bike capacity that is dispersed across all Caltrain cars and that permits passengers with bikes to disperse across the platform is a preventive design strategy to reduce dwell times.

Caltrain staff has proposed a design of two bike cars on EMU trains that will prevent rapid passenger exiting from bike cars. Once passengers have exited a bike car, bike boarding passengers under the proposed bike car design will be delayed in their access to the bike cars due to the confined aisle spaces that will accommodate approximately five boarding passengers with bikes while the remaining passengers with bikes wait on the platform for the first five passengers with bikes to stow their bikes. Caltrain staff's recommended layout for EMU bike cars will likely increase train dwell times.

Caltrain staff's proposed bike car layout for EMU trains has only seven folding seats within view of 36 bike spaces. Many passengers will need to stand in the bike car to guard their bikes to prevent theft and damage. A full bike car would mean 36 bikes, seven people seated and 29 people standing. Based on drawings from the train designer, Stadler, a comfortable standing density is four standees per square meter or about 25 people in the lower level of the bike car. There would not be enough room near the bikes to accommodate 29 standees comfortably, let alone enough space for people to restack bikes according to destination to smooth exiting. Even during off-peak travel times when the rest of the train has hundreds of empty seats, the bike car will have standees guarding their bikes. Dwell time will likely increase with the proposed bike car layout.

7 Wayside Options

7.1 Bike share

7.1.1 Bike share survives on density and balanced use

Shared bikes and to a lesser extent scooters are, in theory, an attractive option to enable more bike users on the Caltrain system. In reality, two-thirds of Caltrain passengers do not have access to bike sharing as shown in table 3. Attempts to expand bike sharing to more passengers have been unsuccessful. The reason for the failure of bike sharing experiments beyond San Francisco and San Jose is structural. This is unfortunately poorly understood by municipalities and transportation agencies which are blinded by the vision of a low-cost, environmentally-friendly, last-mile solution. To operate, bike sharing requires a balanced number of users taking and returning bikes in the zones in which they operate.

Relying on shared bikes creates significant day-to-day challenges for regular commuters: they can be useful only for users who live and work near the train station and there is always a significant risk that a bike will not be available.

Bike sharing is a valuable service in densely populated areas and as such, the growth of bike share should be encouraged in San Francisco and San Jose. However, it cannot accommodate the needs of users today who need a bike at both ends of their commutes or who live and work outside these two cities.

7.1.2 Insufficient access to bike share for Caltrain passengers

As shown in table 3, only one-third of Caltrain passengers along the network have a bike share facility available at their Caltrain station, mostly at the San Francisco and San Jose stations. Other cities along the peninsula have experimented with bikeshare but the failure rate has been high, due to a business model which is structurally unprofitable in the absence of public subsidies.

Stations	Percent total passenger boardings ¹²	Currently have public bikeshare	Bike share attempted
Gilroy	0.4%	No	Yes
San Martin	0.1%	No	No
Morgan Hill	0.4%	No	No
Blossom Hill	0.2%	No	No
Capitol	0.1%	No	No
Tamien	2.0%	No	No
San Jose Diridon	7.5%	Yes	Yes
College Park	0.2%	No	No
Santa Clara	1.7%	No	No
Lawrence	1.5%	No	Yes
Sunnyvale	5.2%	No	Yes
Mountain View	7.4%	No	Yes
San Antonio	1.5%	No	No
California Ave	2.6%	No	Yes
Palo Alto	11.9%	No	Yes
Menlo Park	2.7%	No	No
Redwood City	6.5%	No	Yes
San Carlos	2.0%	No	Yes
Belmont	1.2%	No	No
Hillsdale	5.0%	No	Yes
Hayward Park	0.9%	No	Yes
San Mateo	3.5%	No	Yes
Burlingame	1.7%	No	Yes
Millbrae	5.1%	No	No
San Bruno	1.1%	No	No
So. San Francisco	0.7%	No	Yes
Bayshore	0.4%	No	No
22nd Street	3.0%	Yes	Yes
San Francisco	23.7%	Yes	Yes
Total have Bike Share	34.2%	Yes	
Total do NOT have Bike Share	65.8%	No	

Table 3: Only one-third of Caltrain passengers currently have access to bike share at stations; bike share was attempted at more stations, but failed

¹² Annual passenger survey (2018). III: Station Rank By Mid-Weekday All Day Passenger Boardings
<http://www.caltrain.com/Assets/Marketing/pdf/2018+Annual+Passenger+Counts.pdf?v=2> (Annual passenger count)

7.1.3 High failure rate of bike share experiments on the Peninsula

The announcement in February of 2019 by Lime to close its bike share operations in multiple cities along the Peninsula brutally leaving local residents without this transport option is only the latest in a series of grandiose announcements, substantial payments by municipalities, and disappointments with bike share experiments on the Peninsula¹³ as described in table 4.

Date	Bike Share news
2019	Lime closes operations in San Mateo, South San Francisco, Burlingame, Sunnyvale
2018	Termination of Social Bikes program in San Mateo (the contract signed in 2016 included a cost for San Mateo of \$1,800 per bike per year, plus a \$23,000 startup fee, for a \$293,000 contract for the first 3 years)
2017	Palo Alto pulls the plug on bikeshare experiment
2017	Due to bankruptcy of bike manufacturer Bixi, the peninsula-wide Bike Share System is terminated
2016	Palo Alto stops bikeshare experience (37 bikes) and aims for a relaunched program with 350 GPS-equipped bikes.
2013	The Bike Share system was launched in 2013 with 700 bikes at 70 docking stations in San Francisco, Redwood City, Palo Alto, Mountain View and San Jose. The Bay Area Air Quality Management District and other local governments allocated \$11.4 million for the bike sharing pilot program.

Table 4: A series of bike share failures on the Peninsula

After the initial wave of enthusiasm globally for bike share and major investments by private investors and spectacular failures (near-bankruptcy of Ofo for instance), operators are most likely to concentrate in large cities where the operation of bike share systems is more likely to be viable in the long run.

7.1.4 Prerequisites for a successful bike share system

The essence of all sharing systems be they cars, bikes or scooters is that the vehicles must be used as many times as possible during the day. For this to happen, the supply of shared vehicles

¹³ Numerous press articles and blogs have covered the issues of bike sharing over the years:

<https://www.svvoice.com/sunnyvale-re-evaluates-bike-share-program-after-lime-withdraws/>
<https://www.paloaltoonline.com/news/2019/03/21/palo-alto-takes-bike-share-program-on-another-spin>
<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>
http://www.samtrans.com/Planning/Planning_and_Research/BikeSharingProgram.html
<https://www.mv-voice.com/news/2019/02/22/lime-ditches-bikes-for-scooters-leaving-cities-in-limbo>
<https://www.sanjoseinside.com/2017/08/03/rebranded-bike-share-system-expands-in-downtown-san-jose/>
<https://sf.streetsblog.org/2017/06/07/san-mateo-bike-share-update-city-readies-to-double-fleet-to-100-bikes/>
<https://gilroydispatch.com/2018/01/31/limebike-bike-share-helps-gilroy-go-green/>
<https://bikesiliconvalley.org/2018/12/burlingame-extends-bike-share-pilot-through-june-2019/>
<https://www.mercurynews.com/2018/04/24/san-mateo-switches-bike-share-contracts-saving-90000/>
<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>

must match the demand at all times. This is also the principle upon which transportation network companies (TNCs) such as Lyft and Uber operate.

Daily patterns of transportation tend to be the same across all transportation systems: people tend to all want to go towards the same direction at the same time.

If we take the hypothetical case of a bike commuter, the pattern will be from home to the train station in the morning and from the train station to home in the evening as shown in figure 6. Once a bike has been left at the station in the morning, it is less likely to be used during the day. In the evening, once a bike has been left near someone's home, it is less likely to be used by anyone else.

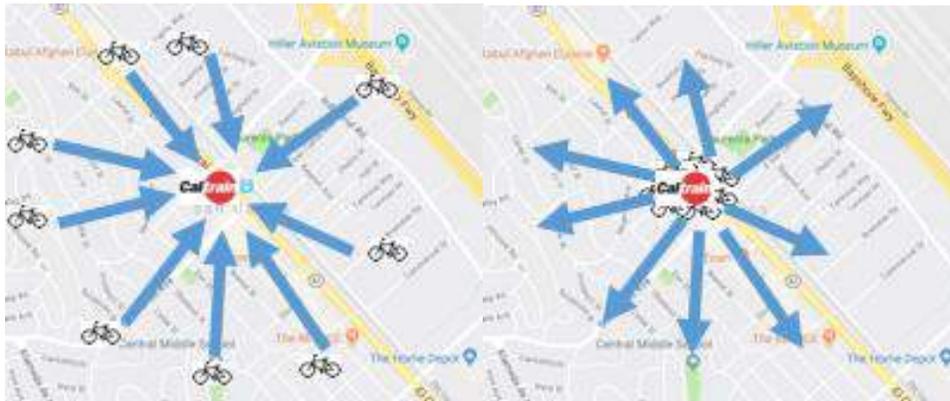


Figure 6: Morning and evening travel patterns

For TNCs, drivers can drive the car where demand is. In contrast, bike and scooter sharing operators try to help match supply and demand through a process known as rebalancing: this consists in having trucks load up bikes in one area and drop them off in another where demand is likely to be higher. Rebalancing is extremely costly. Trucks can carry only a limited number of bikes, labor costs are high and day time congestion makes the productivity low. In the absence of active rebalancing, bikes or scooters can be left unused on the edges of their operating territory for days.

The key to a successful sharing system is the existence of natural two-way traffic whereby only a limited amount of rebalancing is necessary. The absence of balanced supply and demand is the primary reason why bike share experiments have failed on the Peninsula.

In San Francisco and San Jose, however, one would hope that the sheer population size and the varied nature of users in addition to commuters will create enough demand. These include tourists, office workers doing daily errands, parents at home, retired, etc.

7.1.5 Bike share summary

Bike share is a favorable development and experimentation should continue, especially in San Francisco where supply and demand inside the city are more likely to be balanced. However, the absence of coverage for all locations along the Caltrain corridor and the high failure rate of bike operators means that any reduction in bike capacity on electric trains will unfortunately not be compensated by increased bike share availability.

7.2 Bike parking

Wayside parking improvements are needed and are currently a priority area for Caltrain. According to Caltrain survey results,¹⁴ 16% of passengers who brought their bikes on board did so to minimize the chances of their bikes getting stolen. Caltrain should strive to rapidly implement safe bike parking to reduce pressure for on board bike space. While we fully support improving safe bike parking at stations, there will always be people who need a bike at both ends of their commutes.

Before we can expect even more passengers to park their bikes at stations, 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 economical and 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.

8 Caltrain Electrification

8.1 Low capacity on electric trains is the problem, not bikes

Caltrain will electrify its line in 2022. The public has been told for years that electrification will bring greater capacity, especially for bikes on board. People with bicycles have suffered for over a decade by being left behind on the platform due to limited bike capacity. Unfortunately, the promise of much greater capacity on electric trains did not come to fruition. Electric multiple unit (EMU) trains have lower capacity than today's diesel trains as shown in table 5.

¹⁴ Caltrain Bike Access Survey, conducted online October 30 to November 16, 2018; 1143 respondents

Train Capacity	Seats	Bikes
Today's diesel fleet	687	77.6
Seven-car EMU trains	660	84
Seven-car diesel trains	910	72
Mixed fleet (79% EMU & 21% diesel)	708	81.5

Table 5: Train capacity assuming the board-mandated 8:1 ratio for seats-to-bike-spaces is met for seven-car diesel trains

Caltrain plans to run one more train per peak hour after electrification, but that will bring only 25% more line capacity as shown in table 6. It's noteworthy that the increase in seating capacity is primarily due to the high-capacity, seven-car diesel trains in the mixed fleet, not the EMU trains.

Line Capacity	Seats	Bikes
Peak service today (5 trains per hour)	3437	388
Peak service 2022 (6 trains per hour)	4273	489
Peak line capacity increase in 2022	24.3%	26.0%

Table 6: Line capacity assuming the board-mandated 8:1 ratio is met for seven-car EMU trains.

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 bikes.

Caltrain staff has attempted to address the problem of low EMU capacity by reducing bike space on board, but every bike on board the train brings a paying passenger. Finding ways to reduce bikes-on-board ridership is not the answer.

For more details on train and line capacity, see appendix C.

8.2 Public support for more bike capacity

The Joint Powers Board has received hundreds of emails requesting more bike capacity on electric trains and over 1000 customers signed a petition in support of more bike capacity and

seats within view of bikes.¹⁵ It would be prudent for Caltrain to accommodate increasing demand for bikes on board to enhance Caltrain's reputation as a transit agency responsive to its customers.

8.3 Caltrain should serve all customers

People with bicycles are the only customers denied service and left behind on the platform. For lower income folks, this is not only an inconvenience, it could cost them their jobs. A public agency should serve all customers, not favor those who can afford to drive to the stations.

Caltrain plans to put a measure on the ballot for dedicated funding.¹⁶ The measure will need widespread public support to pass at the ballot box. Bike advocates are well-organized and could garner support for such a ballot measure, if Caltrain keeps its promise from 2015 for more bike capacity on electrified trains.¹⁷

Caltrain should be appealing to the three counties, the Municipal Transportation Commission, and the State of California to get funding to serve all passengers. It's the agency's obligation to reduce greenhouse gas emissions. Denying service to people with bicycles is counter to that goal and is damaging to Caltrain's reputation in the public eye.

8.4 JPB mandated 8:1 seats-to-bike-spaces on EMU trains

In 2015, the Joint Powers Board (JPB) unanimously approved a ratio of 8:1 seats-to-bike-spaces on electric trains.¹⁸ The contract with Stadler approved in 2016 requires an 8:1 ratio for eight-car EMU train sets.¹⁹ Caltrain did not have enough funds to buy eight-car trains, and ended up purchasing six-car trains that met the 8:1 ratio. The 8:1 ratio was again confirmed to still be in effect in the revised contract with Stadler dating to November 2018.²⁰ Due to the low capacity of EMU trains, the number of bike spaces was only 72 per six-car EMU train compared with today's 77 on average.

Caltrain received additional funding in 2018 to purchase 37 more rail cars to run seven-car EMU trains.²¹ In order to meet the 8:1 ratio, seven-car EMU trains need 84 bike spaces. However, staff reported to the JPB²² that they want to maximize seat capacity and limit bike capacity to 72 bikes per seven-car EMU train.

Staff held a public workshop on train layout on April 17, 2019 in which they restricted EMU trains to a maximum of three bike cars. Staff's proposal does not meet the 8:1 ratio. While staff

¹⁵ Petition, "[More capacity and better bike car layout for electrified Caltrain](#)," 2018.

¹⁶ Meeting minutes of the Joint Powers Board, May 2, 2019

¹⁷ Meeting minutes of the Joint Powers Board, July 2, 2015

¹⁸ Loc cit.

¹⁹ Meeting minutes of the Joint Powers Board, June 2, 2016

²⁰ Contract #14-PCJPB-P-056 Conformed 11/05/18 Rev2

²¹ Meeting minutes of the Joint Powers Board, December 6, 2018

²² Meeting minutes of the Joint Powers Board, March 7, 2019

is entitled to their opinion, we expect the board to uphold their promise to the public for an 8:1 ratio of seats-to-bike spaces. We offer recommendations in table 7 to meet that ratio while at the same time providing seats within view of bikes comparable to today's bike cars.

	Bike Cars	Bike Spaces	Seats	Sufficient 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
7-car EMU with two bike cars (Caltrain staff's recommendation)	2	72	675	No	9.4 to 1
7-car EMU with four bike cars (our recommendation #1)	4	80	661	Yes	8.3 to 1
7-car EMU with bikes in every car (our recommendation #2)	7	84	660	Yes	7.9 to 1

Table 7: Capacity comparison for different train sets and configurations

8.5 Problems with Caltrain staff's recommended layout for EMU trains

We are deeply disappointed with the "new" bike-car layout that staff is recommending. It is so similar to the old layout that one has to look carefully to discern any difference (see figure 7).

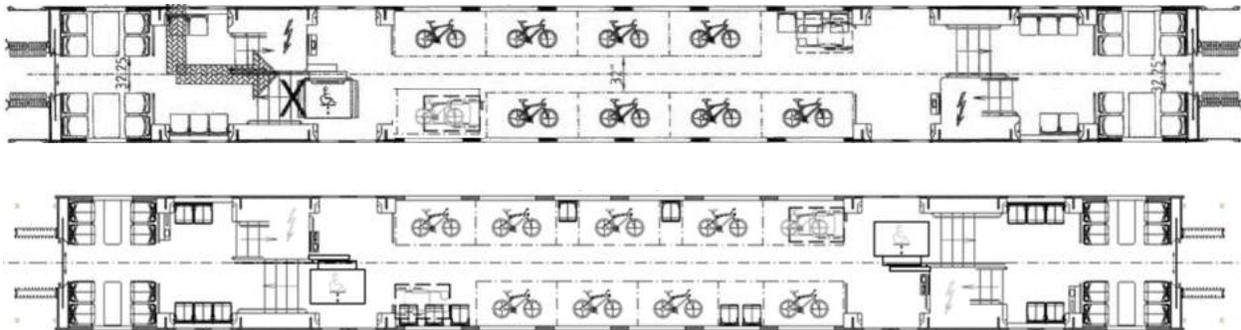


Figure 7: Caltrain staff's original recommended layout (top) and new recommended layout (bottom).

Specific problems with staff's recommended EMU train layout include:

- Encourages bike theft. There are only seven folding seats (three at the same location as wheelchair space) within view of 36 bikes. To match today's bike cars, there would need to be 18 to 31 seats within view of 36 bikes.
- Will likely cause train delays. Standees guarding their bikes will make it difficult to re-stack bikes according to destination, and congestion in bike cars will slow boarding and exiting.
- Less bike capacity than today. Staff is recommending only 72 bike spaces per train compared with today's 77 bike spaces per train.
- The ratio of seats-to-bike-spaces is 9.4 to 1, worse than 8:1 unanimously approved by the board in 2015 and stated in the board-approved contract with Stadler. The 8:1 ratio equates to 84 bike spaces (not 72) per seven-car EMU train.

We call on the Joint Powers Board to direct staff to offer options that solve the layout problem by providing adequate seats within view of bikes and meet the 8:1 ratio of seats-to-bike-spaces.

8.6 Recommended EMU car layouts that meet the 8:1 ratio

We offer two possible layouts for consideration, both of which meet the following criteria:

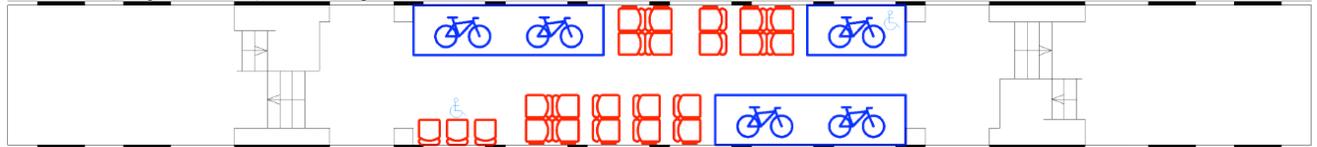
1. Satisfies the 8:1 ratio of seats-to-bike-space as mandated by the JPB
2. Fixed seats within view of bikes, at least one seat for every two bikes spaces (same as today) to deter bike theft

Our Recommendation #1:

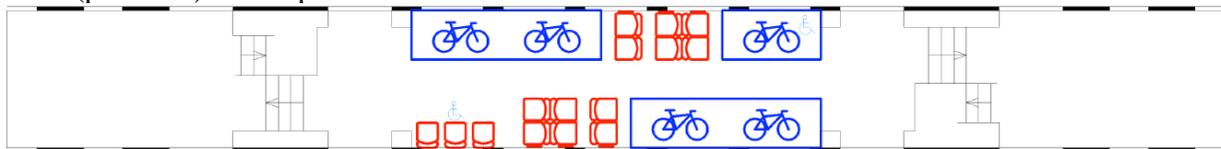
80 bikes per 7-car EMU train
 Four bike cars, 20 bikes each
 Seat-to-bike-space ratio = 8.3:1

Car Layouts (to scale):

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

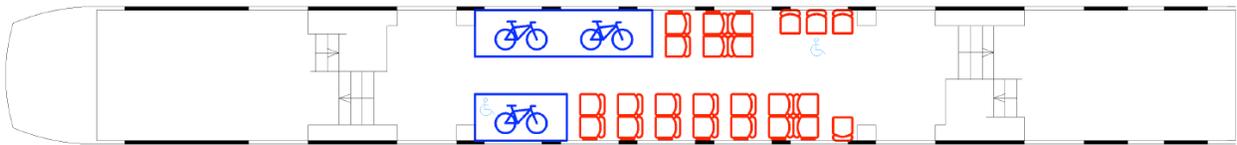
- All bike cars have the same layout with regard to bike racks for consistency so passengers know what to expect
- Distributes bike boardings at four cars to reduce dwell time
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

Our Recommendation #2:

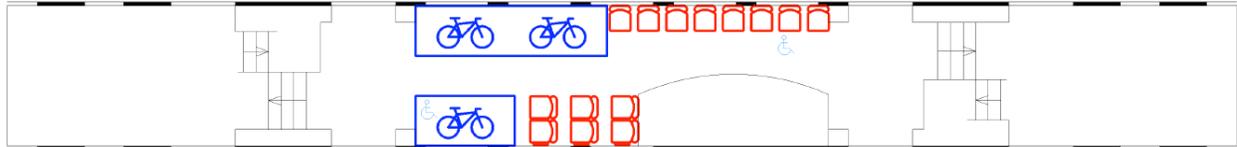
84 bikes per 7-car EMU train
 12 bikes in each and every car
 Seat-to-bike-space ratio = 7.9:1

Car Layouts (to scale):

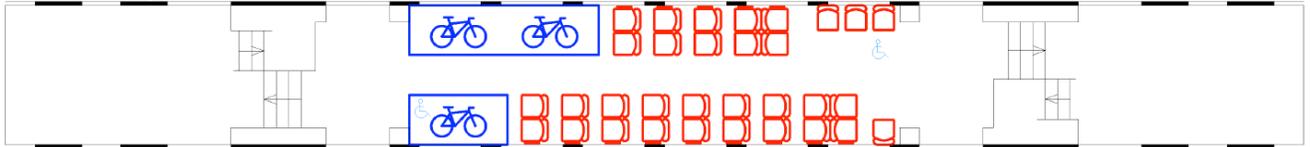
B car (cab)



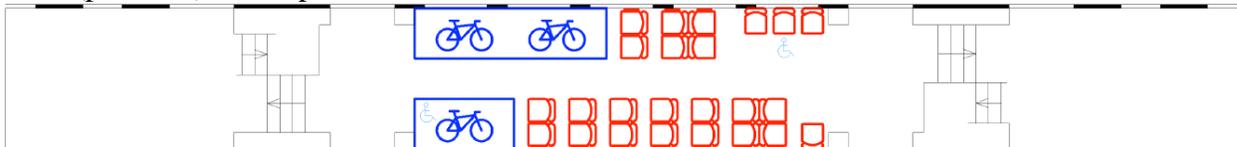
C car (bathroom)



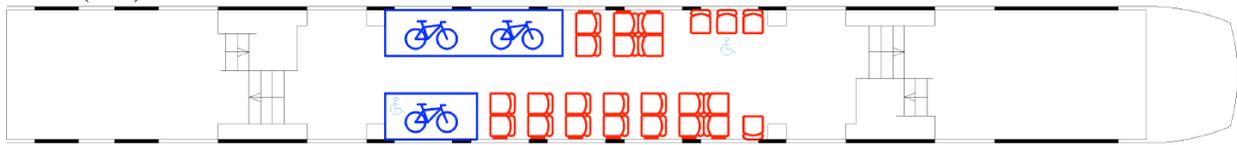
D/F car (unpowered) -- two per trainset



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
- All cars have the same layout with regard to bike racks for consistency
- Distributes bike boardings at all cars to reduce dwell time
- Readily scalable to longer trainsets
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

Both our 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

9 Conclusion

Caltrain has an opportunity to enhance its service with more bike capacity on EMU trains to take advantage of the economic, environmental, and societal benefits of bikes on board. We recommend 84 bike spaces per seven-car EMU train and adequate seats within view of bikes. We encourage Caltrain to find funding to run longer trains to meet overall demand, especially latent demand of bikes-on-board passengers.

10 Appendices

Appendix A: Photos from April 2019 of bike and non-bike cars in the same trains

Appendix B: Financial data to calculate subsidies for various station access modes

Appendix C: Caltrain train and line capacity tables

Appendix A: Photos from April 2019 of bike and non-bike cars in the same trains

Train 313



Overfull bike car



Empty seats elsewhere in the train

Train 360



Overfull bike car



Empty seats elsewhere in the train

Appendix B: Financial data to calculate subsidies for various station access modes

#	Parameter	Value	Reference
1	Average Caltrain fare	\$4.80	Caltrain Fare Study , April 2018
2	Farebox recovery	73%	https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=2ahUKEwiX04CTmMXiAhXyNX0KHSikBAIQFjABegQIBBAC&url=http%3A%2F%2Fwww.caltrain.com%2FAssets%2F_Finance%2FCAFR%2FCT%2FPCJPB%2BCAFR%2B2018.PDF&usg=AOvVaw12tmxgIpA1UIGMpN2hFMK3
3	Annual dwell time delay in hours due to bikers	0	2010 Bike and Dwell Time study , p. 50 - dwell time averages are the same regardless of whether bikes or passengers are the last to board
4	Bus operating cost per passenger	\$6.89	2013, from Short Range Transit Plan , Santa Clara Valley Transportation Authority, FY 2014 - 2023, Fig 2-9
5	Passengers/bus/day	206	In 2013, VTA has 432 buses carrying 32,432,354 passengers per year, according to Short Range Transit Plan , Santa Clara Valley Transportation Authority, FY 2014 - 2023
6	Average bus fare	\$0.89	VTA average fare per boarding for the entire system in FY13, VTA Short Range Transit Plan, Figure 2-9
7	Cost of new bus	\$1,200,000	SFMTA, " Completing a New Generation of Investment for our Bus Fleet ," April 18, 2017, p. 13.

8	Bus lifetime in years	8	SFMTA, “ <i>Completing a New Generation of Investment for our Bus Fleet</i> ,” April 18, 2017, p. 3.
9	Square feet per parking space	243	Parking space size of 9' x 18' plus 9' x 9' feet maneuvering space: Nonpoint Education for Municipal Officials, Technical Paper Number 5, Parking Lots, p. 3
10	Monthly rent per square foot	\$5.75	Ranges from \$2 to \$10 per square foot on https://42floors.com/for-lease/office-space/us/ca/palo-alto , but much higher in San Francisco, averaging \$72 per square foot according to https://medium.com/initialized-capital/the-outlook-for-bay-area-startup-office-space-in-2017-b7318adf809e
11	Parking space maintenance cost per month	\$86	EPA Parking Spaces/Community Places, 2006, p 10

Appendix C: Caltrain train and line capacity tables

CAPACITY BY TRAIN TYPE

Service year	Train Type	Average seats per train	Bike spaces per train	Mandated ratio of seats-to-bikes	Actual ratio of seats-to-bikes
2018	5-car gallery	609	80	-	7.6 : 1
2018	6-car gallery	731	80	-	9.1 : 1
2018	6-car Bombardier	830	72	-	11.6 : 1
2022	6-car electric*	567	72	8 : 1	7.9 : 1
2022	7-car electric*	660	84	8 : 1	7.9 : 1
2022	7-car diesel	910	72	-	12.6 : 1

*Caltrain received funding in 2018 to launch electrified service with 7-car trains instead of 6-car.

We recommend 84 bike spaces per 7-car electric train, but Caltrain staff claims the 8:1 ratio no longer applies and proposes only 72 bike spaces.

TRAIN CAPACITY IN COMMUTE FLEET (seats & bikes per train)

Today: Caltrain runs 20 train sets to complete 92 runs per day.

Train type	Number in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Five-car gallery	12	609	80	
Six-car gallery	2	731	80	
Six-car Bombardier	6	830	72	
Commuter fleet	20	687.4	77.6	8.9 : 1

TRAIN CAPACITY

OUR RECOMMENDATION

In 2022: Assumption: The mixed fleet will be 19 electric and 5 diesel trains.

Train type	% in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Seven-car electric	79%	660	84	
Seven-car diesel	21%	910	72	
Commute fleet	100%	712.1	81.5	8.7 : 1
Change from today		3.6%	5.0%	

CALTRAIN STAFF'S RECOMMENDATION

In 2022: Assumption: The mixed fleet will be 19 electric and 5 diesel trains.

Train type	% in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Seven-car electric	79%	675	72	
Seven-car diesel	21%	910	72	
Commute fleet	100%	724.0	72	9.7 : 1
Change from today		5.3%	-7.2%	

PEAK LINE CAPACITY (seats & bikes per hour based on average capacity of commute fleets)

OUR RECOMMENDATION

	Seats per hour	Bikes per hour
Peak service is five trains per hour today	3437	388
Peak service is six trains per hour in 2022	4273	489
Peak line capacity increase in 2022	24.3%	26.0%

CALTRAIN STAFF'S PROPOSAL

	Seats per hour	Bikes per hour
Peak service is five trains per hour today	3437	388
Peak service is six trains per hour in 2022	4344	432
Peak line capacity increase in 2022	26.4%	11.3%

Caltrain Staff's Calculations for Six-car Electric Trains

Caltrain calculates line capacity using an arbitrary (and atypical) peak hour of service today.

This peak hour has 80% Bombardier trains today, when the fleet has only 30% Bombardier trains.

This atypical mix of train types results in inflated bike capacity in 2022 (17% increase instead of 11%).

Today - one peak hour of service			
Train number	Train type	Seats per train	Bikes per train
217	Six-car Bombardier	774	72
319	Six-car Bombardier	770	72
221	Five-car gallery	615	80
323	Six-car Bombardier	757	72
225	Six-car Bombardier	789	72
Total per hour ->		3705	368

2022 - one peak hour of service for six-car electric			
Train number	Train type	Seats per train	Bikes per train
305	Seven-car diesel	910	72
113	Six-car electric	567	72
115	Six-car electric	567	72
307	Seven-car diesel	910	72
117	Six-car electric	567	72
119	Six-car electric	567	72
		4088	432
Change in 2022 ->		10.3%	17.4%

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:41 PM
To: 'John Spallone'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Bicycle capacity

Dear John,

Thank you for your thoughtful feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: John Spallone [mailto:sfojws@yahoo.com]
Sent: Tuesday, June 04, 2019 12:40 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Bicycle capacity

Greetings,

I appreciate the inclusion of bicycle capacity on Caltrain over the past 20-25 years, and am eager to see this extended to the electric cars that you will be incorporating in the coming decades. However, I have read a report that the plan for the new cars will have a limited number of seats available within viewing lines of the bicycle areas. This raises a significant concern.

At times in the past few years, it has been disappointing to see that there is usually no effort being made to assure that cyclists are able to find seats with a view of the bicycle areas. I appreciate that Caltrain recommends that passengers without bicycles find seats in other cars, but this is rarely attended to by the conductors. I realize that they have a number of tasks, but there is also the possibility of theft when cyclists are not able to see their bicycles. It appears that the latest plan will have only seven seats per car that are within sight lines of the bicycle areas. This will embolden thieves, and make it too easy for one to snatch a bicycle and exit the train quickly.

I urge you to modify the plan for the new cars. It will be vital to have more seats within viewing range of the bicycles, and signage instructing passengers to utilize one of the many seats elsewhere in the car, or on another car. Additionally, given that a significant number of cyclists have been "bumped", due to insufficient bicycle capacity at certain hours, it would behoove you to plan to have more than two cars per train on which bicycles may be carried.

I realize that there are a number of constituencies who have expressed their needs as you make plans for the long-awaited electrification of Caltrain. However, given the need to plan for the long term, and support efforts to reduce the factors contributing to global climate change, it is clear that plans for the future of Caltrain must integrate bicycle use for passengers whose destinations are distant from the stations, and easily reached with addition of bicycle use for the "last mile" (or more).

Thank you for your consideration of this factor.

John Spallone
San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:37 PM
To: 'Vincent de Martel'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Shirley Johnson
Subject: RE: Bikeshare, your responsibility as a Caltrain board member

Dear Vincent,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Vincent de Martel [mailto:vincent@demartel.com]

Sent: Monday, June 03, 2019 8:35 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Shirley Johnson

Subject: Bikeshare, your responsibility as a Caltrain board member

As a Caltrain board member, it is your responsibility to evaluate the argument you have heard **in favor of bikeshare and against bikes on board**. In a nutshell, the proposition is that it is acceptable to cut back access to bike users on Caltrain since the emergence of new business models and technology would permit to both i) foster the use of bikes in the Bay Area ii) accept the long-standing request from Caltrain staff to reduce bikes on board. At first sight, it is a win-win that you should feel comfortable supporting.

The reality is different: Bikeshare cannot replace lost bike capacity on board because bikeshare requires high user density and balanced use. The Caltrain corridor, with the exception of San Francisco and possibly San Jose is not an adequate location for bikeshare. The decision by Lime in February to withdraw bikes from South San Francisco, Burlingame, San Mateo, Foster City, Sunnyvale, Mountain View was a major blow to hopes of major adoption. This was unfortunately not the first event of failures going back to 2013. **The reality is that there is just not enough demand for a sizable two-way flow of bikes** to allow bikes to be shared enough times in any given day. Bikeshare today only serves one third of Caltrain passengers.

The latest Lime failure in the Peninsula has left many municipalities feeling bitter about bikeshare as voters start to pay attention to the high costs of setup and the repeated failed attempts.

It would be unworthy of a board member with a duty to take the long-term view to sacrifice a population of bike users on Caltrain who have shown over the years faith in the system and are actively propagating the image of Caltrain as an environmentally-friendly organization in favor of an unrealistic bikeshare dream.

Please read the report here for more information: [Bicycles on Electrified Caltrain](#). I ask you to consider supporting bikeshare as a complement to bikes on board, not as a substitute. Allowing four bike cars per train on the new EMUs is the way to do so.

Best regards,

Vincent de Martel

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:22 PM
To: 'karens@alum.mit.edu'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: (My bike and) I love CALTRAIN!

Dear Karen,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Karen Sachs [mailto:karens@alum.mit.edu]

Sent: Sunday, June 02, 2019 6:36 PM

To: Board (@caltrain.com)

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

Subject: (My bike and) I love CALTRAIN!

Dear Caltrain

The ability to get from SJ to SF with nothing but my bike and a CALTRAIN pass is one of my favorite things about living in the Bay area.

Please, in the deliberation happening soon, consider optimizing for MORE BIKE SPOTS, because bumps are the worst! They are a real hindrance to commuting by Caltrain (whereas lack of seats is not! I'd much rather have to stand than get bumped!),

Also please be mindful of the fact that we worry a lot about our beloved bikes. Bike cars that allow us to sit in proximity go far towards reducing the threat of bike theft.

Please consider bike-friendly designs. They will preserve a very valuable aspect of the great service you provide by running CALTRAIN.

Thank you for all you do

Karen

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:19 PM
To: 'Amanda Fanniff'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Caltrain bike layouts for new electric trains

Dear Amanda,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Amanda Fanniff [mailto:amanda.fanniff@gmail.com]

Sent: Sunday, June 02, 2019 8:23 PM

To: Board (@caltrain.com)

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

Subject: Caltrain bike layouts for new electric trains

Dear Caltrain Board,

I am writing to ask that you take time to consider the needs of bike commuters and the importance of this population in helping reduce our traffic problems in the Bay Area as you contemplate the new bike car layouts. As a San Francisco resident (94017) who uses Caltrain and my bike to commute to my office in Los Altos (94022), being able to bring my bike on board is essential. If Caltrain is no longer feasible for me due to inadequate access for bikes, I will become one more car-based commuter clogging up the highways and polluting our air - and I'm sure there are many like me. I already worry quite a bit about getting bumped from Caltrain due to inadequate bike space and this would be much worse if the seat to bike ratio drops below 8:1. I would also like to have more seats with views of bikes, given the risk of bike theft.

Thank you for your dedicated service and your consideration.

Amanda Fanniff
San Francisco, 94107

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:19 PM
To: 'Rick Goldman'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Need bike cars with seats

Dear Rick,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented “Bikes Board First” program.

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](#).

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: Rick Goldman [mailto:rick.goldman@navis.com]

Sent: Monday, June 03, 2019 9:51 AM

To: Board (@caltrain.com)

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

Subject: Need bike cars with seats

Caltrain Board:

As a concerned bicyclist, I am writing to express my disappointment with staff's recommendation for the layout of the bike cars, with only 7 seats for 36 bikes in the 2 bike cars per train. The bike cars need at least half as many seats as bike spaces within view of bikes to match today's train – any fewer seats will make bike theft even worse than it is.

I would also expect the board to keep its promise of an 8:1 ratio of seats-to-bikes spaces, that is, 84 bike spaces per seven-car electric train.

Staff's recommendation should be rejected and you need to direct staff to provide additional options to solve the problem with the recommended layout that reduces the number of bikes per train, and will encourage bike theft.

Thank you for your consideration,

Rick Goldman
San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:18 PM
To: 'David Cary'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Need Better Options for More Bikes on Caltrain

Dear David,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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: David Cary [mailto:dcarysysb@yahoo.com]

Sent: Monday, June 03, 2019 10:48 AM

To: Board (@caltrain.com)

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

Subject: Need Better Options for More Bikes on Caltrain

Please do not accept staff's recommendation for supporting bikes on Caltrain's new electrified trains. Instead ask staff to quickly present better options that better support riders who bring their bikes on board. Staff's currently recommended option fails to adequately consider the full consequences of continued inadequate support for bikes, consequences both for Caltrain and for the Bay Area's overall transportation infrastructure of the future.

Biking is one of the most economical, environmentally friendly, and healthy ways for people to get to and from Caltrain stations. Yet people who bring their bikes on Caltrain are the only riders who are already being denied boarding (i.e. being bumped) due to current capacity limitations. This has depressed using bikes to travel to and from Caltrain stations in the last several years.

Planning for future trains needs to better support riders who bring their own bikes. In particular, you should require staff to develop options that:

- allow bikes on more cars, there are workable options for bikes in at least four to seven cars,
- support the Board's policy of having at most an 8:1 seat-to-bike ratio, and
- support having at most a 2:1 ratio of bikes-to-seats-that-can-view-the-bikes for adequate security.

The current staff analysis has been too limited to allow the Board to make a well-informed decision.

Unproven solutions such as better, more secure bike storage at Caltrain stations and bike rentals should be investigated, but are not a replacement for current demand and future growth of biking with Caltrain.

As someone who has increasingly used Caltrain for regional transportation and who uses my bike at both ends of my rides on Caltrain, having a more reliable (i.e. not subject to being bumped) Caltrain option is a critical factor in helping me to use Caltrain more and my car less.

-- David Cary
Belmont

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:17 PM
To: 'Mark Rauscher'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: PLEASE! Four bike cars!!!

Dear Mark,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Mark Rauscher [mailto:rauschermd@aol.com]

Sent: Monday, June 03, 2019 1:25 PM

To: Board (@caltrain.com)

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

Subject: PLEASE! Four bike cars!!!

Dear all,

Please understand the value of todays bicycles, upwards \$4000 to \$5000 dollars.

It is super important that the bicyclist owners can sit near their bikes to have that security! Thieves will quickly figure out they can take any bike that they wish that is unsupervised.

Thank you for understanding this security issue!

All the best -Mark Rauscher

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:17 PM
To: 'Jim Hartman'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please consider alternatives to current bike plan for new trains

Dear Jim,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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

Best,

Lori

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

From: Jim Hartman [mailto:bucketbiochemist@yahoo.com]

Sent: Monday, June 03, 2019 5:54 PM

To: Board (@caltrain.com)

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

Subject: Please consider alternatives to current bike plan for new trains

Dear Caltrain Board,

I would like to begin by thanking you for supporting the Caltrain bike program throughout the years. I am a San Francisco resident who has been commuting to South San Francisco for the last 20 years, using various bicycle solutions over that time period depending on congestion and the bicycle I was using (bikes-on-board, locker in SF, bikestation parking). I firmly believe that supporting bike solutions is a critical part of the overall transportation plan, as it gives riders additional flexibility and avoids the situation of taking two forms of mass transit with different schedules. I have personally found taking my bike on board to be my favorite solution, allowing me to use it both in SF and SSF and shortening my commute time. It also allows for additional flexibility on those occasions where either myself or the train are late!

I'm excited about the new electric trains, and can't wait for them to be rolled out. As part of that process, I hope that you can give greater consideration to alternatives to the current proposal for bike car space and configuration. Given the amount of time that the new trains are in service, and given the growth in ridership that has been occurring, I believe that providing more bike spaces per train (84 per seven-car train) will be a better and more durable solution for your bicycle patrons. Additionally, configurations that encourage/enhance bike security are very important. I am fortunate to have a short journey, but others ride long distances and if you cannot see (or, alternatively, lock) your bike you are more susceptible to bike theft. Bicycle theft is already a plague in the Bay Area, so please carefully consider additional options for maximizing bicycle security.

Thank you for your consideration, and for continuing to support biking as an important component of our future transportation plans.

Sincerely,

Jim Hartman
San Francisco
bucketbiochemist@yahoo.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:16 PM
To: 'Karen Stevenson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; Bikes on Board
Subject: RE: Please consider the future of Caltrain and bikes

Dear Karen,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Karen Stevenson [mailto:kkes422@gmail.com]

Sent: Monday, June 03, 2019 5:58 PM

To: Board (@caltrain.com)

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

Subject: Please consider the future of Caltrain and bikes

Hello Caltrain board,

A quick note to say that I hope you really consider the needs of expanding bicyclists riding the Caltrain in your June 6th decision on the final bike car layout. Please make a good decision the first time so that there is a smooth transition to the electric car layout going forward.

Even though the staff has recommended 2 bike cars, please reconsider that this is really inadequate and 4 bike cars would be in line with the expanding community. Plus it allows for people with luggage or strollers or packages to have a place to ride without impacting the flow of pedestrian traffic on other cars.

There are already a number of bikes on the Caltrain and I would love to see the honoring of the 8 seats to 1 bike space ratio. Even as cities outside San Jose and San Francisco are trying to figure out the last mile issue, the reality is that riding the Caltrain with one's bike reduces gas emissions from less cars on the road and gives more flexibility for riders who do more than just commute from home to work (but also complete errands as well).

I thank you for listening to the needs of riders like me who commute from Sunnyvale to San Francisco 5 days a week. Please ensure that the future of Caltrain serves all of your riders.

Thank you!

Karen Stevenson

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:22 PM
To: 'Deborah Freitas'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Cal train Bikes

Dear Deborah,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

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

From: Deborah Freitas [mailto:dfreitas@stanford.edu]

Sent: Sunday, June 02, 2019 7:07 PM

To: Board (@caltrain.com)

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

Subject: Cal train Bikes

Dear Board for Cal Train,

I am writing as a concerned rider of caltrain. I use the caltrain every weekday to get to work and ride my bike to caltrain. I am very concerned of the proposed new bike layout as there would not be enough seats for riders to safely keep on eye on our bikes. Since my ride is an hour each way I really don't want to be standing the whole way to ensure my bike's safety.

I have seen several people over the years steal or attempt to steal bikes from the train. One was just recently and we were able to intercept the thief and he ran off the train. As a paying customer I truly hope you reconsider the layout to have more bike cars with enough seats for the riders to stay close to our valuable bikes. Thank you for your time.

Regards,

Deborah Freitas

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:12 PM
To: 'Ben Lai'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: I have concerns about the layout of the electric train cars

Dear Ben,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Ben Lai [mailto:blai@linkedin.com]

Sent: Tuesday, June 04, 2019 10:59 AM

To: Board (@caltrain.com)

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

Subject: I have concerns about the layout of the electric train cars

Hello, Caltrain board, my name is Ben Lai. I live in Mountain View and work in Sunnyvale. I regularly ride the train with my bike. First of all, I'm very glad that Caltrain is going to electrify and run trains more frequently -- I applaud this development! However, I want to express my concern about the design of the new cars.

In particular, I'm concerned that the plan that was recommended by Caltrain staff will not put enough seats in view of the bikes. We all know that bike theft is a problem on Caltrain, and the best deterrence is for the owners to be able to see their bikes while riding. Secondly, it appears that the electric trains will have less space for bikes than the current trains do. I believe that bike ridership is only going to increase over time, as people become ever more motivated to tackle climate change. If we "lock in" a configuration which limits the number of bikes, I'm afraid we are all going to regret it in the future. I would hate for Caltrain to face criticism in the future for poor planning. Please keep the board's promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train.

Thank you, and keep up the good work!

Ben Lai

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:07 PM
To: 'Jay Primus'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: Input for your decision regrading bicycles on trains

Dear Jay,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Jay Primus [mailto:jdprimus@yahoo.com]

Sent: Tuesday, June 04, 2019 12:10 PM

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

Subject: Input for your decision regrading bicycles on trains

Hello,

As you consider the subject of bicycles on Caltrain, I write to urge you to proceed with the option that allow trains to carry the most people, even if that means carrying fewer bikes.

Caltrain's primary purpose is is to move people, and bicycles diminish the total people carrying capacity of each train. This will become even more important as ridership grows in the future.

To encourage bicycles as means to access stations and complete trips, I encourage Caltrain to instead focus attention and limited resources on improving secure bicycle parking at stations, as well as availability of shared mobility at stations.

Thank you ----

Jay Primus

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:06 PM
To: 'Alexander Johnson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: RE: More bicycle spaces on cal train

Dear Alexander,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Alexander Johnson [mailto:alex.johnson@gmail.com]
Sent: Tuesday, June 04, 2019 12:12 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: More bicycle spaces on cal train

Hello Board,

As a SF denizen and transportation user, I want to encourage you to:

- * reject the 2 car bicycle proposal
- * approve more than 3 cars for adequate bicycle parking space
- * ensure there is seating so people can ensure that bicycles are not stolen
- * build better bicycling security onboard the train
- * build better bicycle parking and security at stations

Alexander Johnson
Software Engineer

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:06 PM
To: 'Jessica Hickok'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously (and provide enough seating near bikes)

Dear Jessica,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Jessica Hickok [mailto:jphickok@gmail.com]

Sent: Tuesday, June 04, 2019 12:13 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously (and provide enough seating near bikes)

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Two cars with a 7 seats to 36 bikes ratio is inadequate. Will a train conductor be watching those 29 bikes whose owners are sitting elsewhere to make sure they're not stolen? It seems unlikely.

Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for your attention,

Best,
Jessica Hickok

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 3:03 PM
To: 'William Albright'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: MORE BIKES ON CALTRAIN PLEASE!

Dear William,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: William Albright [mailto:ping@ewilli.am]

Sent: Wednesday, June 05, 2019 2:51 PM

To: Board (@caltrain.com)

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

Subject: MORE BIKES ON CALTRAIN PLEASE!

Hi, please please 8:1 ratio of seats-to-bike spaces/84 spaces per 7-car train. PLEASE!

for a better community. thank you!

Mccauley, Ryan

From: Michael Schmitz <michael@bluevista.co>
Sent: Wednesday, June 5, 2019 1:16 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com)
Subject: Re: Caltrain will need more bike cars to address theft and create new climate commuters

Thank you Lori for the detailed timely response. The work Caltrain has put into this plan is very impressive. It is particularly encouraging to hear of the creation of a bike security task force to implement improvements with the system. I'll look for more details as the work of the task force progresses.

Very best,
Michael

On Wed, Jun 5, 2019 at 12:24 PM Caltrain, Bac (@[caltrain.com](mailto:@caltrain.com)) <BAC@caltrain.com> wrote:

Dear Michael,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Michael Schmitz [mailto:michael@bluevista.co]

Sent: Tuesday, June 04, 2019 12:31 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain will need more bike cars to address theft and create new climate commuters

Dear Caltrain Boardmembers,

As you consider the design of the electric cars at your June 6 Board meeting, I believe it is imperative to consider the anticipated future increase in bike usage of Caltrain as more people take action to fight climate change. Unfortunately there remain barriers to biking that include safety and theft and Caltrain's plans need to better address these barriers.

I am urging you to reconsider the staff report that has limited availability of seats with a direct view of bikes. As a bike user of Caltrain between San Francisco and Palo Alto, I always look for a seat where I can watch my bike and if I cannot find one, I choose to stand in view of it. Frankly Caltrain needs more seats for bicyclists in view of their bikes.

Additionally each additional seat provided for a person with a view of their bike is an additional rider that cuts carbon, and chooses to take the train as part of their daily multi-modal trip. It is important to remember from a planning perspective historic usage is not the only, nor even the best, predictor of future use. Unfortunately the staff report does not reflect the need or demand of the (very near) future.

Caltrain should plan for at least three if not more bike cars to ensure it can keep up with demand and contribute to meeting the agency's and region's climate goals.

Mindful of all the progress Caltrain has made to date, this is an opportunity to build on the progress at a critical time for our region and planet.

Very best regards,

Michael Schmitz



CEO & Co-Founder

e-mail: michael@bluevista.co

Stanford CodeX - Fellow

[Tech4Good](#) Initiative - Project Leader

e-mail: michael.schmitz@codex.stanford.edu

T 510.277.3309

linkedin: [linkedin.com/in/mjschmitz](https://www.linkedin.com/in/mjschmitz)

blog: medium.com/@mikejschmitz

calendly: calendly.com/mjschmitz

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Michael Schmitz



CEO & Co-Founder

e-mail: michael@bluevista.co

Stanford CodeX - Fellow

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e-mail: michael.schmitz@codex.stanford.edu

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linkedin: [linkedin.com/in/mjschmitz](https://www.linkedin.com/in/mjschmitz)

blog: medium.com/@mikejschmitz

calendly: calendly.com/mjschmitz

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Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:27 PM
To: 'Matt Schram'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain Electric Bike Cars

Dear Matt,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Matt Schram [mailto:matt@livecor.com]
Sent: Tuesday, June 04, 2019 12:19 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain Electric Bike Cars

Dear Caltrain Board,

I believe that you should reject the staff recommendation for the proposed bike car layout in the new electric Caltrain cars at your upcoming board meeting. The only way that I can practically use Caltrain from my house in SF is by biking to the train and bringing my bike on the train, and given the number of times I have been bumped from getting on the train any reduction in the capacity is going to negatively impact my ability to use Caltrain at all. The proposed layouts are going to be terrible from a bike theft standpoint as well.

Thank you
Matt

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:26 PM
To: 'Caitlin Curtis'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Bike theft concerns lead to a less efficient cal train

Dear Caitlin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Caitlin Curtis [mailto:caitlin.a.curtis@gmail.com]
Sent: Tuesday, June 04, 2019 12:23 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Bike theft concerns lead to a less efficient cal train

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. When I cannot see my bike it means I lock up my bike in a more all encompassing manner so that parts of my bike will not be stolen this takes a lot longer and will cause the train car not to load as quickly especially in high bike traffic stations. This also sometimes means I will stand next to or near my bike (so I do not have to bother locking it up) which can cut down on the space allocated for bikes. This may also cause people to not take cal train if they are worried about their bike safety which would be a monetary loss for cal train. Now I am not clear on the details of this new proposed car but if the bike coalition has concerns then I would probably listen because I assume I am not the only one they have convinced to mobilize in the form of an email and bike theft is one of the primary concerns of cyclists around the bay area.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,
Caitlin

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:21 PM
To: 'Barry Marchessault'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Proposed bike-theft/bike-car layout concerns

Dear Barry,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Barry Marchessault [mailto:barry3dat@yahoo.com]

Sent: Tuesday, June 04, 2019 12:36 PM

To: Board (@caltrain.com)

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

Subject: Proposed bike-theft/bike-car layout concerns

Caltrain Board,

I am a monthly Caltrain pass holder and cyclist who has utilized both forms of transportation to commute to work for well over a decade.

I was concerned to learn that the proposed electric car layout will reduce bike capacity and fails to meet Caltrain's own board mandated ratio of seats-to-bike spaces and reduces the number of seats within view of bikes critical to the reduction of bicycle thefts.

Understanding that cyclists are commonly bumped today, the decision to reduce and not increase bike capacity going forward appears to be extremely shortsighted at best?

As a cyclist I feel that we are the most dependable monthly pass holders and require the least amount of infrastructure by not requiring parking or shuttles to reach our final destination (work).

Just the other day I stood in a full bike preparing to exit while looking towards a completely empty passenger car and can't understand why any business would intentionally inconvenience their most dependable customers and place their possessions at increased risk?

Yours,

Barry Marchessault

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:14 PM
To: 'Sara Barz'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to make more room for bikes

Dear Sara,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Sara Barz [mailto:skbarz@gmail.com]
Sent: Tuesday, June 04, 2019 12:56 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to make more room for bikes

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

As an occasional Caltrain rider, I basically always ride Caltrain with a bike, and I've had four bikes stolen from me. I am always worried about my bike while riding Caltrain.

Thank you,
Sara Barz

--

Sara K. Barz
skbarz@gmail.com
+1 (415) 935-0738
[LinkedIn](#) | [Twitter](#)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:14 PM
To: 'Al Lewis'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Seating on new bike cars

Dear Albert,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Al Lewis [mailto:ahlart@gmail.com]

Sent: Tuesday, June 04, 2019 12:57 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Seating on new bike cars

Dear Caltrain,

I take my bike on Caltrain every single day. I only ride local trains, which luckily for me, are the old style trains. There is enough seating in the upper tier of the bike cars and usually enough room below for all the bikes. The newer, currently running trains have a terrible design for bikes, nothing makes sense and everything is problematic. I would only assume this and many other planning meetings have resulted in a better design for bikes in the future electric fleet. How could you possibly not have seats for all bikers near their bike? I would not feel comfortable leaving my bike unlocked anywhere, especially in a place like a train car that provides the easiest way to steal a bike imaginable. Furthermore, not everybody stacks their bikes in order of successive stations. You'd be creating a very problematic environment by displacing all bikers from a system that requires this community to support rules that Caltrain employees can not. Please think twice about including adequate seating in the same car as bike racks.

Albert Lewis (SF Bayshore - Palo Alto)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:12 PM
To: 'Joshua Zimmerman'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to facilitate bike commuting

Dear Joshua,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Joshua Zimmerman [mailto:newmath@gmail.com]
Sent: Tuesday, June 04, 2019 1:00 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to facilitate bike commuting

Dear Caltrain Board,

I am writing to you to urge you to to approve three or more bike cars to provide adequate seating in view of bike spaces, especially during peak hours and after ball games. Biking to work using Caltrain is a huge boon to quality of life for many commuters, including myself. We save both time and money while getting exercise and participating in the strong bike community among Caltrain riders. As the Bay area gets more crowded and stations are urbanized, bike cars are getting more crowded, which is a good thing. I hope we don't need to reduce this pro-environment/traffic/humanity capacity in our Caltrain system.

Please reject the staff recommendation at your upcoming board meeting. While I know cycling has long been a priority for the Caltrain board, it is important to maintain this vital aspect of Bay area life.

Thanks for your consideration.

Sincerely,
Josh Zimmerman

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:11 PM
To: 'John B. McBirney, D.D.S.'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Please take bike theft seriously!

Dear John,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: John B. McBirney, D.D.S. [mailto:drjohn@mcbirney.com]
Sent: Tuesday, June 04, 2019 1:05 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Please take bike theft seriously!

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, **I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.**

Caltrain has also made **commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.**

Thanks for listening to rider input!

John McBirney

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 12:05 PM
To: 'Scott Turner'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain definitely needs to take bike theft seriously

Dear Scott,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Scott Turner [mailto:scott.turner@santacruz bicycles.com]
Sent: Tuesday, June 04, 2019 2:09 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain definitely needs to take bike theft seriously

Hello Caltrain Board,

As a local Bay Area bicycle manufacturer we have seen an incredible amount of growth over the last 20 years in the local cycling community.

As I'm sure you know it's an expensive and crowded place live, and because people are ditching their cars and using bikes/trains/busses to get around, they also invest some of that 'no car' money into their bikes.

Our current 'average' bike sale price is now in the \$3,000 to \$4,000. No exaggeration. Just look at our website - www.santacruz bicycles.com

And due to the increased street value, the associated bike thefts have skyrocketed. Not a day goes by that we don't get a call about helping an insurance company with the serial number and estimated value of a stolen bike. It's depressing.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks for listening

Scott Turner | Marketing | PR Manager
SANTA CRUZ BICYCLES
email: scott@santacruz bicycles.com

2841 Mission Street
Santa Cruz, CA 95060
santacruz bicycles.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:58 AM
To: 'Michael Chen'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: More seats on bicycle train cars, please

Dear Michael,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Michael Chen [mailto:michael.yoon.chen@gmail.com]
Sent: Wednesday, June 05, 2019 11:57 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: More seats on bicycle train cars, please

Dear Caltrain Board,

On new Caltrain car design tomorrow, please ask staff to come back with another proposal for more seats in bicycle cars so that people can keep on their bicycles. Bicycles can cost >\$500 and train passengers should be able to watch their possessions. This would encourage more people to use the trains and would increase ridership.

Thank you,
Michael Chen

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:57 AM
To: 'Rob Fox'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]
Subject: RE: eCaltrain bike cars

Dear Rob,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Rob Fox [mailto:j.robert.fox@gmail.com]

Sent: Tuesday, June 04, 2019 3:39 PM

To: Board (@caltrain.com)

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

Subject: eCaltrain bike cars

Hi,

I live in San Francisco and work at Facebook in Menlo Park. I regularly commute with my bike on Caltrain from 22nd Street to Menlo Park station. I value being able to bring my bike on board for the following reasons:

- I need to go 3 miles from Menlo Park station to reach my office.
- My parents live in Palo Alto (~5 miles from my office) and I often visit them on my bike after work. They live in a low-density neighborhood where biking and driving are the only time-effective ways to get there.
- I bike recreationally both up in SF/Marin and down in the Palo Alto area. I also bike to work from San Francisco to Menlo Park about once a week. I don't have a car and Caltrain lets me get my bike up and down the peninsula as needed.

I see a lot in Caltrain documentation about alternatives like bike-sharing, but these have limitations. I previously lived in Washington, DC and used Capital Bikeshare to get between my home and the metro. Given the nature of commuting patterns (people ride towards stations/commercial areas in the morning and back home in the evening), I had to walk to the station about 40% of the time because the dock by my apartment was empty or the dock by the station was full. Even if bike-sharing was available on the Peninsula (which it isn't), I wouldn't feel comfortable relying on it.

I am writing to ask you to reconsider the bike car design currently planned for the new electric trains. Given the rampant bike theft in the region, the lack of seating near the bikes will make bringing my bike on board nonviable. Caltrain + bike is a great way to get around the Peninsula today, and I'd hate to see that option go away.

Best,

Rob Fox
San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:55 AM
To: 'Luke Reilly'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Bike Safety on the New Caltrain

Dear Luke,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Luke Reilly [mailto:luke.a.reilly@gmail.com]
Sent: Tuesday, June 04, 2019 4:02 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Bike Safety on the New Caltrain

Dear Caltrain Board,

Bikes are expensive and easy targets for those without scruples. I already get nervous on the train when seats run out and I am unable to sit with my bicycle--and there are far more seats now than the proposed seating ratio. Please consider the daily commuters like me who only feel secure when seated in view of their bicycles.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thank you,
Luke Reilly

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:54 AM
To: 'Malcolm Brown'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously on electric trains

Dear Malcolm,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Malcolm Brown [mailto:malcolmpb@gmail.com]
Sent: Tuesday, June 04, 2019 4:11 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously on electric trains

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Sincerely,
Malcolm Brown

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:54 AM
To: 'Marianne Tassone'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Please add more bike cars to the Caltrains

Dear Marianne,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Marianne Tassone [mailto:marianne.tassone@gmail.com]
Sent: Tuesday, June 04, 2019 4:13 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Please add more bike cars to the Caltrains

Dear Caltrain Board,

I am writing to urge you to reject the staff recommendation at your upcoming board meeting. I live in San Francisco and work in Mountain View. While I try to use Caltrain as frequently as possible, there are currently insufficient spaces for bikes during rush hour, and I have often ended up sitting far away from my bicycle without a line of sight to the bike area. I have started driving to work instead of riding the Caltrain on days when I am unable to take an earlier departing train, as I prefer not to worry about my bicycle getting stolen on the Caltrain. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thanks, Marianne

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:52 AM
To: 'Dave Maltz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Theft-protected bike capacity on Caltrain *really* is essential

Dear David,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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, June 04, 2019 5:19 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Theft-protected bike capacity on Caltrain *really* is essential

Dear Caltrain Board Members,

Unfortunately, it appears that Caltrain staff still have not been able to advance options for bike capacity layouts that provide a viable means of avoiding theft. Rather than allow staff to move forward with a faulty recommendation, I would like to ask that you push them to find a way to ensure that there are at least half as many seats as bike spaces within view of bikes. Failure to do so will exacerbate the problem of bike theft, potentially opening Caltrain up to liability for not addressing these concerns when they could most effectively be managed.

The board made a promise to hold to an 8:1 ratio of seats-to-bike-spaces - 84 bike spaces per seven-car electric train. This is eminently doable as presented by the Bikes on Board team. Please encourage the staff to rethink their approach and find a creative way to meet the needs of all Caltrain riders, especially regular and loyal bike commuters.

I wish that I could attend the meeting to share my thoughts in person, but my schedule does not allow me to do so.

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

Best,
David Maltz
San Francisco, CA

From: Dave Maltz [mailto:david.maltz@gmail.com]
Sent: March 26, 2019 11:53
To: 'board@caltrain.com' <board@caltrain.com>
Cc: 'calmod@caltrain.com' <calmod@caltrain.com>; 'bac@caltrain.com' <bac@caltrain.com>; 'cacsecretary@caltrain.com' <cacsecretary@caltrain.com>; 'bikesonboard@sonic.net' <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

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:51 AM
To: 'sean f. reardon'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bikes on new trains

Dear Sean,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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: sean f. reardon [mailto:sreardon@stanford.edu]
Sent: Tuesday, June 04, 2019 5:26 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bikes on new trains

hi caltrain –

I'm concerned that the proposed new bike car layout will be insufficient both in terms of the number of bikes and the number of seats in the bike cars. the proposal that is being proposed by caltrain does not meet the 8:1 bikes/seats ratio that the board approved. and the number of seats in the bike cars is too low for cyclists to keep an eye on their bikes.

please consider options that include more bike spaces and more seats per bike car.

I live in SF and commute daily by bike/caltrain to palo alto. without my bike on the train, my commute on both ends would not be feasible.

thanks
sean.

sean f. reardon
professor of poverty and inequality in education
and professor (by courtesy) of sociology
stanford university
CERAS building, 520 galvez mall, #526
stanford, ca 94305-3084
650.736.8517 (office phone)
650.723.9931 (office fax)
sean.reardon@stanford.edu
<http://cepa.stanford.edu/sean-reardon>

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:49 AM
To: 'Kelley Trahan'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: RE: Please take bike theft seriously.

Dear Kelley,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Kelley Trahan [mailto:kellytrahan@gmail.com]
Sent: Tuesday, June 04, 2019 5:41 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: Janice Li
Subject: Please take bike theft seriously.

Dear Caltrain Board,

Reliable and clean energy transportation methods such as biking are needed badly. Traffic is worse than ever and climate change is real and affecting us. Bicycling is the most energy-efficient mode of transportation of all, please support three or more bike cars. I have serious concerns that Caltrain is not taking bike theft seriously and I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Think forward! Go public transit (and bicycles)!

Yours truly,
Kelley Trahan
94110

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:46 AM
To: 'Nicholas Lipanovich'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain Board - it's time to take bike theft seriously

Dear Nick,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Nicholas Lipanovich [mailto:nicholas.lipanovich@gmail.com]
Sent: Tuesday, June 04, 2019 6:26 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain Board - it's time to take bike theft seriously

Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting! I ride Caltrain daily with my bike and have concerns that bike theft is not being taken seriously enough. Please do the right thing for your loyal customers and approve three or more bike cars to provide adequate seating in view of bike spaces.

I also urge you to direct staff to actually implement the bike parking and bike share improvements immediately. I had my bike stolen at San Carlos station last year in part due to the lack of bike lockers at that station!

Sincerely,
Nick Lipanovich

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:45 AM
To: 'Jordan wechsler'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: RE: Please Make Caltrain Bike Friendly

Dear Jordan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,
Lori

From: jordan wechsler [mailto:wechslerjordan@gmail.com]
Sent: Tuesday, June 04, 2019 6:37 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: Please Make Caltrain Bike Friendly

Hello,

I hope you are well! As a lover of public transportation and biking, I wanted to write to you to ask to make the new Caltrains bike friendly, and hope that you heed my ask to do the following:

- Reject the staff recommendation of two bike cars
- Urge the approval of three or more bike cars to provide adequate seating in view of bike spaces
- Direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations and rapidly growing bike share

Thank you,
Jordan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:40 AM
To: 'Kyle Liske'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: RE: Advocating for more bike space more distributed through caltrain trainsets

Dear Kyle,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

From: Kyle Liske [mailto:kyle.liske@gmail.com]

Sent: Tuesday, June 04, 2019 7:53 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Subject: Advocating for more bike space more distributed through caltrain trainsets

Hi,

just wanted to voice my support for have more bike spaces total per train, and also distributing the bike spaces evenly throughout the train so that bicyclists can watch over their bikes.

Caltrain is already a leader in bikes on board, lets continue to be a leader in the synergistic combination of bikes and trains. California's climate and bike lane infrastructure are too good an opportunity to pass up!

Thanks

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:38 AM
To: 'Laura Joosse'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Support cyclists on Caltrain

Dear Laura,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Laura Josse [mailto:josse.laura@gmail.com]
Sent: Tuesday, June 04, 2019 8:56 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Cc: janice@sfbike.org
Subject: Support cyclists on Caltrain

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. To use Caltrain enjoyably with bikes, people need to feel secure when they are on board. It is important to bike owners to be able to keep a constant eye on their bikes. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Bike share and secure bike parking are also great ways to ensure an enjoyable trip on Caltrain. Caltrain has made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thank you for supporting cycling and cyclists!

Laura Josse

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, June 5, 2019 11:35 AM
To: 'cynthiapow@yahoo.com'; Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com)
Subject: RE: opposing the staff recommendation re bikes

Dear Cynthia,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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

Best,
Lori

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

From: cynthiapow@yahoo.com [mailto:cynthiapow@yahoo.com]

Sent: Tuesday, June 04, 2019 10:21 PM

To: Board (@caltrain.com)

Cc: Caltrain, Bac (@caltrain.com)

Subject: opposing the staff recommendation re bikes

Dear Caltrans,

I reject the staff recommendation of two bike cars. I would like to urge the approval of three or more bike cars to provide adequate seating in view of bike spaces. Also, I would like to direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations and rapidly growing bike share.

Sincerely,

Cynthia Powell, regular Caltrain with bicycle commuter, SFBC member, and Bike East Bay member

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, June 4, 2019 12:03 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Take SamTrans and Caltrain to the San Mateo County Fair



June 4, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Take SamTrans and Caltrain to the San Mateo County Fair

The [San Mateo County Fair](#) is coming to the [San Mateo County Event Center](#) and [SamTrans](#) and [Caltrain](#) are your best bet to get to one of summer's most anticipated events.

SamTrans is a sponsor of the fair, which runs from June 8 through 16. Peninsula residents can get to the fair without the stress and worries of traffic by taking public transportation. The fairgrounds are served by SamTrans Routes [ECR](#), [ECR Rapid](#) and [292](#), with stops located nearby.

Caltrain also provides service to the fair from both the [Hillsdale](#) and [Hayward Park](#) Stations. Customers arriving at the Hillsdale Station can walk a short distance along Delaware Street to the fairgrounds main entrance. Riders using the Hayward Park Station can take Concar Drive to Delaware Street.

SamTrans will host a fair booth on Monday, June 10 (Family PRIDE Day) and Tuesday, June 11 (Senior Day), from noon to 4:00 p.m. both days. While supplies last, electric SamTrans bus and Caltrain squishes will be given out. Kids can also play Plinko for a chance to win a color pencil set.

SamTrans' staff will be on site to assist with trip planning to all the destinations accessible via bus and train. The fair opens at noon on both days.

For schedule and fare information or for help planning your trip, call 1-800-660-4287 (TTY 650-508-6448) or visit www.samtrans.com or www.caltrain.com.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify

the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

About SamTrans: SamTrans operates 70 routes throughout San Mateo County. Funded in part by a half-cent sales tax, the San Mateo County Transit District also provides administrative support for Caltrain and the San Mateo County Transportation Authority. SamTrans has provided bus service to San Mateo County customers since 1976.

Follow SamTrans on [Facebook](#) and [Twitter](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Tuesday, June 4, 2019 12:00 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Can you make it to Caltrain board meeting on Thursday?

Hi Maic,

Thank you for writing to Caltrain (again) asking for more bike capacity. I know it's a lot to ask, but do you think you could make it to the Caltrain board meeting to ask in person? We need a huge turnout to get the board to override staff's faulty recommendation for bike-car layout.

Time: 10:00 AM, Thursday, June 6
Place: 1250 San Carlos Avenue, San Carlos
Find the agenda [here](#) - see agenda item 11

Please let me know and I can provide more info.

It's great that Caltrain responded to you. It would be even better if they were a bit more forthright. We'd like to offer some clarification on Caltrain's response.

Caltrain writes:

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

It's true that Caltrain did a lot of outreach, but there was ZERO outreach on bike-car layout during that time.

Caltrain writes:

Thus, under the current Electrification project there will be [a 17% increase in onboard bike capacity](#).

This so-called 17% increase is based on one hour of service with an atypical mix of train types, which obfuscates the capacity loss on electric trains. For details, please visit [this spreadsheet](#).

Caltrain writes:

Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options

Caltrain staff provided only two options at the workshop - two or three bike cars. These constraints made it impossible for attendees to come up with adequate seats within view of bikes AND meet the board-mandated 8:1 ratio of seats-to-bike-spaces (84 bikes per electric train). Caltrain can finally say they took input on bike-car layout (about four years too late), but they didn't provide the public with realistic options to solve the layout problem. I was at the workshop, and some attendees left in disgust.

Caltrain writes:

in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total)

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

Thank you again for writing to Caltrain!

More bikes, no bumps,
Shirley
[BIKES ONboard Project](#)

On 2019-05-31 17:08, Caltrain, Bac (@caltrain.com) wrote:

Dear Miguel,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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

Best,

Lori

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

From: Maic López Sáenz [mailto:maic@lopsae.com]

Sent: Thursday, May 23, 2019 5:34 PM

To: Board (@caltrain.com)

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

Subject: Caltrain Electrification Bike Car Design

I am a daily user of Caltrain who brings his bike on board. I live and work about 2 miles away from the closest Caltrain station, so having my bike makes Caltrain a timely and feasible possibility. It also greatly increases the versatility of my Caltrain trips by greatly extending the reach of each station.

I ask the board to reject the new bike-car layout proposed by staff, which has fewer bike spaces than today cars. This new design falls short of the 8:1 ration of seats-to-bike-spaces that was promised by the board, it also provides insufficient seats next to the bicycle spaces as to deter theft. Seats are necessary next to the bicycle spaces to allow enough passengers to sit next to bicycles and deter theft, without these seats a number of passengers will choose to stand next to their bikes causing congestion and boarding/unboarding delays.

Bikes-on-board has created a document with excellent recommendations that fully address these issues:

https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuVDVLFkeSXBf88YT_pnMOY

Caltrain has been for years a great example of bike support, allowing a greater increase in mobility for all passengers and offering an environmentally sound solution to the last mile problem. Thanks for your support all these years and please keep Caltrain as one of the best bike supporting transit systems around!

Miguel Lopez Saenz

San Francisco

Mccauley, Ryan

From: Yoichi Shiga <yoichishiga@gmail.com>
Sent: Saturday, June 1, 2019 1:15 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Bikes on Board
Subject: Re: Don't leave bikers behind at the station

Hi Lori,

Thanks for taking the time to respond. It is clear we have differing views on this subject.

Unfortunately I am really disappointed in the way Caltrain has claimed to make changes in response to the bike community. It is also a bit insulting that Caltrain continues to tout their 17% increase in bike capacity - either this is a marketing or PR messaging thing that is meant to signal to non-bike riders that Caltrain is making an effort - or it is just bad math and a total misunderstanding of how it feels to be dependent on a system that has unreliability baked into the system. As a bike rider who has been bumped I can tell you it is not an assuring feeling to be told "Don't worry the next train will have space for you" - this is not a system I feel works for the future of bike-riders on Caltrain. Walk-on passengers can always walk on and never have to wait for the next train so there is a false equivalency between the two types of "capacity" metrics. Why not be honest and say Caltrain is planning to reduce the number of bikes per train so that they can make more revenue from seated/standing passengers and use that money to increase other options for biker riders. It is belittling to be told that 17% increased capacity is somehow serving the bike community when 1) the non-bike community is getting (according to your link) a 30% increase in capacity and 2) the bike community is saying loud and clear that they want more bikes PER train and more seats in view of bikes!

Even through today's gallery trains are 30+ years old they are still superior in terms of bike spaces (80) and seats in view of bikes (40) and it is sad that Caltrain could not come up with a design plan that can improve upon something that is 30+ years old! Just to be clear if the odds of me getting on any individual train are being reduced (80 spaces from a gallery train to 72 spaces on EMUs) - then the odds of me getting bumped will go up. An example - if I go to ride a train today (the gallery trains have 80 bike spaces) and it is full - in the future 8 of those people will be bumped and will have to wait for the next train. Caltrain is making it very clear that being bumped is going to now be part of the design of Caltrain's future for bike riders and that is very disappointing.

Please consider alternative options for the future of ALL Caltrain passengers detailed [here](#).

Thank you,

Yoichi

Yoichi Shiga
yoichishiga@gmail.com

On Fri, May 31, 2019 at 4:59 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Yoichi,

Thank you for your continued feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you mentioned on April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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

Best,

Lori

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

Sent: Friday, May 31, 2019 12:40 PM

To: Board (@caltrain.com)

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

Subject: Don't leave bikers behind at the station

Dear Joint Powers Board,

I am a daily Caltrain commuter - I love that I can bring my bike on Caltrain because otherwise I would have to drive to work. Biking is the only way I can afford to ride Caltrain as taking other options to the station/home (e.g. public transit/Uber/bike-share) would make my commute too expensive. This has been my commute for 5 years and I love it!

Commuting plays a huge role in my life as it does for most people living in the Bay Area. I have watched colleagues switch from biking+Caltrain to driving because of the bump crisis of ~2015. I have even seen others take the drastic option of re-locating (they moved to the peninsula) because they didn't want to deal with Caltrain's delays/being bumped as a biker.

Please don't leave people like me - who can't afford other transit options - behind at the station as Caltrain moves into the future with their electrification plans. You have the power NOW to make the right decision for the future of Caltrain and ADD MORE BIKE SPACES - not less - to the train designs.

Learn from history - Caltrain already had to REACT to add more bike spaces in 2016 - don't make the same mistake twice. Plan for the FUTURE and make the smart and cost effective choice. NOW is the cheapest time to include more bike spaces on the trains.

I attended the Caltrain led workshop where the public strongly recommended a 4 bike train option (even though this wasn't allowed in their scenarios). Caltrain staff unfortunately railroaded their "Bike car design workshop" by asking for feedback so late in the process that any change would be shot down because of "cost". This is NOT how you plan for the FUTURE! Planning ahead calls for a deep consideration of all options and a sincere acknowledgement of future needs. The people have spoken from [letters to the editor](#) to [petitions](#)! Luckily there is a clear way to add more bike spaces detailed [here](#) - this includes more bike cars (4), which allows for more seats in view of bikes (to prevent theft), and shorter dwell times.

You have the power to shape the future of Bay Area transit!

Sincerely,

Yoichi Shiga

Yoichi Shiga
yoichishiga@gmail.com

Mccauley, Ryan

From: giuliano carlini <giuliano@carlini.com>
Sent: Friday, May 31, 2019 8:21 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com); bikesonboard@sonic.net
Subject: Re: Electric car layout for bringing bikes on the train

14 seats is entirely inadequate for ensuring my bike's safety. Especially as so many are flip down multi-purpose seats. I don't own a car, I can't afford for my bike to be stolen, and be without my means of commuting for the time it takes to replace it. Bike theft is an issue now, I've personally intervened to stop a bike theft, and know such events happen more frequently than Caltrain statistics record. Thefts will increase with so few seats in view of bikes.

For Caltrain to be practical for me, I need to bring my bike on board. I get on and get off at various stations, and at times need to travel substantial distances from the station. I can't park my bike at my origin station.

Total system capacity will be reduced by placing so many bikes into only two cars. Dwell time will be longer than distributing bicycles onto all cars, or at least onto four cars. Increased dwell time constrains the number of trains that can be run. Fewer trains means a smaller total capacity. An all car design may reduce a single train's capacity by 1%, but is compensated for by an increase in total system capacity.

What is the total increase in passenger capacity for the Electrification Project? Greater than 17%? Increase in on-board cycle capacity should match the increase in passenger capacity.

Public outreach was systematically constructed to lead to public input opposed to additional bikes on board. For example, the survey asked loaded questions, designed to elicit responses opposed to bikes on board. Interactive activities similarly "pushed" the two car option, and if I recall correctly, did not even present an all car option. Another example, I found the statistic that the all car option provides less than 1% fewer seats than an all car option buried in a report. Seems like that should have been prominently presented on the page 1 summary.

I really think the electrification is a fantastic, and thank you for it. Please make ALL of our lives better, including cyclists. There's no reason to diminish cyclists' ability to use Caltrain.

giuliano

On 5/31/19 5:07 PM, Caltrain, Bac (@caltrain.com) wrote:

Dear Giuliano,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: giuliano carlini [<mailto:giuliano@carlini.com>]

Sent: Saturday, May 25, 2019 12:36 PM

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

Subject: Electric car layout for bringing bikes on the train

Hi Board,

Thanks again for electrifying Caltrain. And for your long time support of cyclists bringing their bikes on board trains. Caltrain has been a leader in not only the nation but the world in doing this.

Unfortunately, as the rest of the world is stepping up its support of cycling infrastructure, Caltrain staff is recommending stepping back.

Electrification should be a time for Caltrain to improve service for all riders, including cyclists, and especially by providing better access to bringing bikes on board.

Putting all bikes onto two cars will increase the rates of bike theft and slow down trains. There will be only a few seats for just a handful of cyclists to watch dozens of bikes. Those few folks won't even know who the owners of the vast majority of bikes are. It'll be a simple matter for thieves to walk on and take a bike. It will also increase dwell times, especially at the most active stations, as many bikes will need to exit and enter those two cars, slowing trains down, which leads to lower total system capacity throughout the entire day.

I would very much like to see every car able to accommodate bikes, preferably with the same or a similar layout. Such a layout would reduce overall capacity by about 7 seats per train, less than 1% of a train's capacity. As very few trains hit capacity, this small reduction will impact few trains. Those that are impacted should have enough standing room, so that overall capacity will not be reduced. Considering only per train capacity, it's a small impact to the non-cyclist ridership for a few trains each day, but a huge boon to the cyclists. Considering dwell time, it's an improvement for everyone, throughout the entire day.

At the very least, if even that tiny impact, for just a few trains per day, is seen as being too significant, please support the four cars for bikes layout. While not perfect, it's still significantly better than the two or three car options promoted by the staff.

Also, consider how much support Caltrain gives drivers. Look at the size of the lots that are maintained to assist them. Consider how much better things would be if we could convert many of those drivers to cycling, as happened to me. Traffic will diminish, drive times will get better, pollution will be reduced, cyclists' health will improve, public spending on health care will go down, and on and on. A huge factor in my conversion from driver to cyclist/train rider was being able to use my bike on both sides of my trips, being able to return to a different station than my origin (I have a lot of activities), the ease with which I could take the train, and the security of my bike on the train.

I've been on a public board (for my kids' school). I understand the need to generally consider staff's opinion carefully, and normally to go with it. I did so time and again, each time against some community members' objections. But a few times, with issues that would affect the school for years/decades, I led. I led the community, and in particular the staff. I didn't accept their preferred choice, but looked to what would be best long term for the school and all of its community members.

Please lead. Please make Caltrain better for all its users. Please adopt at least the four car bike option, and hopefully the all car option.

Thank you,

giuliano carlini

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:14 PM
To: 'Amy Tan'
Subject: RE: Caltrain Bike Advisory - UCSF/ZSFG Vision Zero

Dear Amy,

Thank you for reaching out. I will follow up, along with our station access planner, to learn more about your request. Thank you!

Best,
Lori

From: Amy Tan [mailto:amtan@alumni.stanford.edu]
Sent: Thursday, May 23, 2019 11:38 AM
To: Caltrain, Bac (@caltrain.com)
Subject: Caltrain Bike Advisory - UCSF/ZSFG Vision Zero

Hi,

My name is Amy and I am a medical student working with The Better Lab at the Zuckerberg SF General Hospital. My team and I are currently conducting research as part of Vision Zero on bike safety behaviors, perceptions, and needs around San Francisco. We would love to connect with the Caltrain's Bike Advisory for a brief phone call or in-person meeting. Please let us know what works for you and whether you would be interested in participating.

Looking forward to hearing back!
Amy Tan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:12 PM
To: Board (@caltrain.com); laura celio
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: Please improve bike cars in new layout

Dear Laura,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you mentioned on April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented “Bikes Board First” program.

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](#).

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: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, May 20, 2019 8:01 AM
To: laura celio; Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: Please improve bike cars in new layout

Dear Ms. Celio – this email is to confirm receipt and thank you for your thoughtful comments to the Board.
Kind Regards,

Dora Seamans
Executive Officer/District Secretary

From: laura celio <lauracelio@gmail.com>
Sent: Friday, May 17, 2019 12:53 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; bikesonboard@sonic.net; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; CalMod@caltrain.com
Subject: Please improve bike cars in new layout

Dear caltrain board,

I bring my bike on board 5 days a week as I require it for last mile connection to and from both my northern and southern stations. Getting left behind on the platform due to insufficient bike capacity is stressful, frustrating and my highest reason to stop using caltrain. While less frustrating, it's still stressful to not be able to sit in the car and observe my bike, both to deter theft as well as to ensure other bikes stack in proper order and avoid congestion when alighting.

Please reject the staff's proposed "new" bike-car layout - it will encourage bike theft and has fewer bike spaces than today. As a daily caltrain user I implore you to keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train AND have at least one seat within view of two bike spaces (same as today). Seats near bikes are important to prevent train delays caused by congestion from standees guarding their bikes. Last mile connection riders have many environmental, economic, and societal benefits. Please don't take a step backward with your bikes on board policy. I ask you to ensure all riders, cyclists included, are considered in the new layout.

Thanks,
Laura

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:12 PM
To: Board (@caltrain.com); Rich Schwerin
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Reject staff's proposed "new" bike-car layout

Dear Rich,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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](#).

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: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, May 20, 2019 8:03 AM
To: Rich Schwerin; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Reject staff's proposed "new" bike-car layout

Dear Mr. Schwerin – this email is to confirm receipt and thank you for your thoughtful comments to the Board.
Kind Regards,

Dora Seamans
Executive Officer/District Secretary

From: Rich Schwerin <rich_schwerin@hotmail.com>
Sent: Friday, May 17, 2019 1:50 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net; Rich Schwerin <rich_schwerin@hotmail.com>
Subject: Reject staff's proposed "new" bike-car layout

Hello Caltrain Board,

I'm a San Carlos resident and multi-modal commuter who takes his bike on Caltrain to work in SF four days a week.

- The staff's proposed "new" bike-car layout has fewer bike spaces than today and that's a bad idea - there will be MORE bikes in the future, not less.
- **I urge you to reject the staff's proposed layout** as not only does it have fewer spaces, it increases the risk of bike theft.
- **Please keep your promise of an 8:1 seats-to-bike-spaces ratio**, that is 84 bike spaces per seven-car electric train and please have at least one seat within view of two bike spaces (same as today).
- As you know, seats near bikes are important to mitigate train delays caused by congestion, and help prevent theft.

Thanks for your support of bikes on Caltrain, and the extensive environmental, economic, and societal benefits of this program.

Sincerely,
Rich Schwerin
San Carlos
rich_schwerin@hotmail.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:11 PM
To: Board (@caltrain.com); Matt Kurzrock
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please improve the proposed offering.

Dear Matt and Carol,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, May 20, 2019 8:03 AM
To: Matt Kurzrock; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please improve the proposed offering.

Dear Mr. Kurzrock – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans
Executive Officer/District Secretary

From: Matt Kurzrock <mattkurzrock@gmail.com>
Sent: Friday, May 17, 2019 3:41 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jbcacsecretary@samtrans.com>; bikesonboard@sonic.net
Subject: Please improve the proposed offering.

Sirs:

We need improvements.

Please improve the proposed offerings to exceed what is now running.

We need to see our bicycles & trikes & not be left on the platforms.

Cyclists are good for our environment, economy, etc.

Please do better.

Anything worth doing is worth doing well.

Safe travels to all, be healthy, well, staying accident free.

With Cheers, All Things Good,

Sincerely,

Matt & Carol

Dr. Matthias D. Kurzrock
◇ 2673 Cassandra Court, Walnut Creek, CA 94598-4459
◇ 925-465-4611; Facsimile, Fax: 925-465-4611
◇ Mobile: 925-330-4568

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:11 PM
To: Board (@caltrain.com); Carol Fan
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: More bike capacity and seats on bike cars please!

Dear Carol,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

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

From: Seamans, Dora On Behalf Of Board (@caltrain.com)

Sent: Monday, May 20, 2019 8:04 AM

To: Carol Fan; Board (@caltrain.com)

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

Subject: RE: More bike capacity and seats on bike cars please!

Dear Ms. Fan – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

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

From: Carol Fan <cefan_2000@yahoo.com>

Sent: Friday, May 17, 2019 8:14 PM

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

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com]

<jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject: More bike capacity and seats on bike cars please!

The proposed plans do not seem to have as much bike capacity and do not have many seats next to bikes.

There are many times when I have been bumped due to lack of bike capacity. This is an opportunity to improve the situation for bikes and reduce the congestion over all.

Thanks,

Carol

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:10 PM
To: Board (@caltrain.com); moorecm@yahoo.com
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike theft

Dear Charlotte,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, May 20, 2019 8:04 AM
To: moorecm@yahoo.com; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike theft

Dear Ms. Moore – this email is to confirm receipt and thank you for your thoughtful comments to the Board.
Kind Regards,

Dora Seamans
Executive Officer/District Secretary

From: charlotte moore <moorecm@yahoo.com>
Sent: Sunday, May 19, 2019 11:30 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jbcacsecretary@samtrans.com>; bikesonboard@sonic.net
Subject: Bike theft

Please consider alternate proposals to the 'bike car's. The design needs to prevent theft, not make it easy! Please use common sense and support a proposal that will work!!

[Sent from Yahoo Mail on Android](#)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:10 PM
To: Board (@caltrain.com); Bill Rupel
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: more bike capacity

Dear Bill,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, May 20, 2019 8:05 AM
To: Bill Rupel; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: more bike capacity

Dear Mr. Rupel – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans
Executive Officer/District Secretary

From: Bill Rupel <arduous573@gmail.com>
Sent: Sunday, May 19, 2019 4:29 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jbcacsecretary@samtrans.com>; bikesonboard@sonic.net
Subject: more bike capacity

To Whom It May Concern,

Please increase the bike capacity on the new electric trains. Myself and my family commute by train and bike and the space and ability to see your bike when you sit are very important.

Thank you, Bill Rupel

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:09 PM
To: Board (@caltrain.com); Jeffrey Allen
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on board

Dear Jeffrey,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

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

From: Seamans, Dora On Behalf Of Board (@caltrain.com)

Sent: Monday, May 20, 2019 8:05 AM

To: Jeffrey Allen; Board (@caltrain.com)

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

Subject: RE: Bikes on board

Dear Mr. Allen – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

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

From: Jeffrey Allen <jhallen0@gmail.com>

Sent: Sunday, May 19, 2019 6:17 PM

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

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com]

<jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject: Bikes on board

Dear Caltrain Board,

Please keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train AND have at least one seat within view of two bike spaces!

Jeffrey Allen

Commuter

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:08 PM
To: 'Maic López Sáenz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; Bikes on Board
Subject: RE: Caltrain Electrification Bike Car Design

Dear Miguel,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you mentioned on April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

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](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented “Bikes Board First” program.

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](#).

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

Best,

Lori

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

From: Maic López Sáenz [mailto:maic@lopsae.com]

Sent: Thursday, May 23, 2019 5:34 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); Bikes on Board

Subject: Caltrain Electrification Bike Car Design

I am a daily user of Caltrain who brings his bike on board. I live and work about 2 miles away from the closest Caltrain station, so having my bike makes Caltrain a timely and feasible possibility. It also greatly increases the versatility of my Caltrain trips by greatly extending the reach of each station.

I ask the board to reject the new bike-car layout proposed by staff, which has fewer bike spaces than today cars. This new design falls short of the 8:1 ratio of seats-to-bike-spaces that was promised by the board, it also provides insufficient seats next to the bicycle spaces as to deter theft. Seats are necessary next to the bicycle spaces to allow enough passengers to sit next to bicycles and deter theft, without these seats a number of passengers will choose to stand next to their bikes causing congestion and boarding/unboarding delays.

Bikes-on-board has created a document with excellent recommendations that fully address these issues:
https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuvDVLfkeSXBf88YT_pnMOY

Caltrain has been for years a great example of bike support, allowing a greater increase in mobility for all passengers and offering an environmentally sound solution to the last mile problem. Thanks for your support all these years and please keep Caltrain as one of the best bike supporting transit systems around!

Miguel Lopez Saenz
San Francisco

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:07 PM
To: 'Drew Skau'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); Bikes on Board
Subject: RE: Bikes on New Caltrain Cars

Dear Drew,

Thank you for your continued feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,

Lori

From: Drew Skau [mailto:dwskau@gmail.com]
Sent: Thursday, May 30, 2019 9:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); Bikes on Board
Subject: Bikes on New Caltrain Cars

Dear Caltrain Board,

I'm saddened by what seems to be passing as "public outreach" and "public workshops" to improve the layouts of the planned electrified train cars. The community of bicycle riders who rely on Caltrain have made their message heard loud and clear and yet the Caltrain staff are refusing to listen.

I personally have spent over 100 hours drawing alternative car layouts that would improve the cars for both cyclists and for regular riders, and none of these adjustments have ever been seriously considered in any public forum, nor have I received any feedback from staff on why those layouts will not work. To complicate the process, information on space requirements and clearances have not been made available, so the public cannot truly participate without making guesses.

Setting aside the poor outreach process, let's look at the issues once again:

Caltrain is electrifying partially because they understand that continuing to burn fossil fuels to operate is not an option. This is fantastic, and a step in the right direction. But, if they recognize this imperative need, then why are they not also working on making the system as compatible with other fossil fuel free transit as possible? Please help build a Caltrain system for the future energy economy, not for the fossil fueled past.

Caltrain wants to make sure the trains have enough capacity for regular riders, and they hold the position that bike spaces take the space of another passenger. While this is true, currently, Caltrain does not experience trains at a capacity level that would prevent passengers without bikes from boarding, while they do have capacity issues for riders with bikes. Why would they not want to increase bike spaces to help remedy this? Please help build a Caltrain system that respects all riders, not just those with automobiles.

The board has mandated an 8:1 ratio of bikes to seats within view, and this seems to be something Caltrain staff are not even slightly concerned with. Why are staff allowed to flaunt board mandates? Please hold staff accountable and uphold your previous mandates.

Overall, this process reeks of cronyism from the early days of rail. The railroad company is deciding what they want and forcing it on everyone, regardless of what the impact will be. This is not the Caltrain I want to ride. Please help change that.

Sincerely,
Drew Skau
Bicycle and Caltrain rider

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:06 PM
To: 'Andy Michelle Meislin'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Capacity

Dear Andy,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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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](#).

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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](#).

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: Andy Michelle Meislin [mailto:ameislin@stanford.edu]
Sent: Tuesday, May 28, 2019 9:15 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Capacity

Hi,

I'm emailing a second time about the proposed bike capacity on Caltrain for the new trains because although some changes have been made to the layout, the capacity for bikes has not increased from today's trains. Here is a photo from my commute this morning - there already aren't enough bike spaces for the people who want to bike to the train:



Again, I believe that we should be encouraging people to bike to Caltrain when we can - it will make for healthier residents, less traffic in our cities, and more sustainable communities. But beyond what I believe, the new proposed bike layout is *not* in line with the California's Climate Change Scoping Plan, which states that by 2030 we will have more walkable, bike-able cities with access to public transit. If anything, Caltrain should be creating layouts with far greater bike capacity than today's trains in order to anticipate a higher proportion of

riders commuting with bikes. Cities all over California are re-doing streets and adding bike lanes in order to address climate, congestion, and health challenges, and Caltrain should be a leader in encouraging sustainable commuting (After all, an electric train will be an amazing, sustainable commute! I'd hate to have to take a Lyft or Uber to Caltrain every morning to ensure I could get on my train without fear of a "bike bump").

Thank you so much for your consideration. I'm hoping for happier, healthier, and more sustainable commuting for all Caltrain riders.

Best,
Andy Meislin
Graduate Student at Stanford University

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, May 31, 2019 5:03 PM
To: 'Matt Brezina'; Caltrain, Bac (@caltrain.com); board@caltrain.com
Cc: janice@sfbike.org
Subject: RE: I can't imagine taking Caltrain without my bike

Dear Matt,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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

Best,
Lori

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

From: Matt Brezina [mailto:mattbrezina@gmail.com]
Sent: Friday, May 31, 2019 10:35 AM
To: Caltrain, Bac (@caltrain.com); board@caltrain.com
Cc: janice@sfbike.org
Subject: I can't imagine taking Caltrain without my bike

And I can't imagine taking my bike on a train where I can't watch it. A design that doesn't let me sit within view of my bike is a non starter and will hurt ridership. People with bikes/scooters are some of your best customers - they can get to your stations easily!

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Sent from my iPhone

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Thursday, May 30, 2019 12:05 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain to Hold Public Meeting on Electrification in Palo Alto



May 30, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain to Hold Public Meeting on Electrification in Palo Alto

Caltrain will host a community meeting to discuss the continued construction activities for the Caltrain Electrification project in Palo Alto.

In the coming months, crews will begin the installation of concrete foundations for the overhead poles. Crews will also begin construction of the paralleling station, which will help distribute power to the new electric trains. The paralleling station will be located on Caltrain right-of-way along Page Mill Road in Palo Alto. The meeting will provide an opportunity for residents to learn more about the project, including the scope and schedule of upcoming construction activities.

Palo Alto Community Meeting:
Tuesday, June 4, 2019
6:30 p.m. to 7:30 p.m.
Rinconada Library, Embarcadero Room
1213 Newell Rd
Palo Alto, CA

The Caltrain Electrification project is a key component of the [Caltrain Modernization Program](#) that will electrify the corridor from the San Francisco Caltrain Station at 4th and King Streets to approximately the Tamien Station in San Jose, replacing diesel-hauled trains with electric trains. Electrification will improve Caltrain's system performance, enable more frequent and/or faster train service and minimize long-term environmental impact by reducing noise, improving regional air quality and decreasing greenhouse gas emissions. Caltrain Electrification is scheduled to be operational by 2022.

For more information, visit www.CalMod.org.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992,

the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 28, 2019 3:11 PM
To: 'Jayesh Ahir'; Caltrain, Bac (@caltrain.com)
Subject: RE: Comment from BAC Webpage

Dear Jayesh,

Thank you for your interest in the BAC. Unfortunately your email came through without a comment. If you could resend the information that would be greatly appreciated. Thank you!

Best,
Lori

From: Jayesh Ahir [mailto:jayeshahir1023@gmail.com]
Sent: Friday, May 17, 2019 4:26 AM
To: Caltrain, Bac (@caltrain.com)
Subject: Comment from BAC Webpage

Mccauley, Ryan

From: Low, Lori
Sent: Tuesday, May 28, 2019 11:55 AM
To: Board (@caltrain.com); 'Bikes on Board'
Cc: cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: RE: Caltrain "new" bike-car layout doesn't solve the problem

Dear Shirley,

Thank you for your continued feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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As you mentioned, Caltrain is also reaching out to its ridership through station outreach events. Regarding the flyer that was distributed, the front side highlighted information about the electric train bike car layout and the backside included information about bike parking and micromobility station improvements; therefore, every person who received the flyer received information about the bike car layout.

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

Best,
Lori

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Tuesday, May 21, 2019 11:20 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>
Subject: Caltrain "new" bike-car layout doesn't solve the problem

Dear Joint Powers Board,

We are deeply disappointed with the "new" bike-car layout that staff is recommending. It is so similar to the old layout that one has to look carefully to discern any difference. Please direct staff to develop realistic options that solve the layout problem.

Specific problems with staff's recommended EMU train layout include:

- Encourages bike theft. There are only 7 folding seats (3 at the same location as wheelchair space) within view of 36 bikes. To match today's bike cars, there would need to be 18 to 31 seats within view of 36 bikes.
- Will likely cause train delays. Standees guarding their bikes will make it difficult to re-stack bikes according to destination, and congestion in bike cars will slow boarding and exiting.
- Less bike capacity than today. Staff is recommending only 72 bike spaces per train compared with today's 77 bike spaces per train.
- The ratio of seats-to-bike-spaces is 9.4 to 1, worse than 8:1 unanimously approved by the board in 2015 and stated in the board-approved contract with Stadler. The 8:1 ratio equates to 84 bike spaces (not 72) per seven-car EMU train.

People with bicycles are the only customers denied service and left behind on the platform. For lower income folks, this is not only an inconvenience, it could cost them their jobs. A public agency should serve all customers, not favor those who can afford to drive to the stations.

Caltrain must do better, particularly to get broad public support for a ballot measure for dedicated funding. Bike advocates are well-organized and could garner support for such a ballot measure, if Caltrain keeps its promise for more bike capacity at the 8:1 ratio on electrified trains.

We remind you that you have received hundreds of emails and over 1000 people signed a [petition](#) in support of seats within view of bikes and more bike capacity at the 8:1 ratio of seats-to-bike-spaces. In addition, over 50 [letters to the editor](#) in support of bikes on Caltrain have appeared in area newspapers. Please listen to the public.

Staff claims they considered input from the public workshop held April 17, but staff constrained options at the workshop so tightly that the outcome was predetermined. It was impossible for workshop attendees to come up with a reconfiguration that had adequate seats within view of bikes and met the board-mandated 8:1 ratio.

Staff is currently holding station outreach events, but these events are focused on wayside options and apparently are not intended to gather broad input on bike-car layout. The event at 4th & King Street station on Monday had large boards for people to add sticky notes about wayside options, but no board for bike-car layout. Staff was handing out flyers about bike parking, but did not hand out the flyer about bike-car layout. That flyer was left lying on the table.

Caltrain should be appealing to the three counties, the MTC, and the State to get funding to serve all passengers. It's the agency's obligation to reduce greenhouse gas emissions. Denying service to people with bicycles is counter to that goal.

To achieve satisfactory train layout, Caltrain needs at least four bike cars [as described here](#). Please direct staff to provide other options for consideration, not just two or three bike cars.

Respectfully,

Shirley Johnson
Leader, BIKES ONboard Project
sfbcmomentum.org/bob

Mccauley, Ryan

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, May 21, 2019 11:08 AM
To: Drew Skau
Cc: CalMod@caltrain.com; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: Bikes on Trains

Dear Drew – this is to confirm receipt and thank you for your thoughtful comments to the Board, et al.

Kind Regards,

Dora Seamans
Executive Officer/District Secretary

From: Drew Skau <dwskau@gmail.com>
Sent: Tuesday, May 21, 2019 10:20 AM
To: CalMod@caltrain.com; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbccacsecretary@samtrans.com>; Bikes on Board <bikesonboard@sonic.net>
Subject: Bikes on Trains

Hi Caltrainers,

I've been following your plans for the new electrified train cars and bike spaces and I have some concerns about the direction you seem to be taking. It's critical that I have space on Caltrain for my bicycle, and it's important to me that there is seating for me within view of my bicycle. I know you are advocating for bike parking and bike rentals as solutions, however these aren't good options for me. I'm a tall person and bike rentals never fit me correctly, and I need my bike on both ends due to Caltrain's sparse scheduling.

In the morning, if I leave going southbound from South SF and want to get to Menlo Park, I have the following options (only once per hour, so bumps are intolerable):

SSF -> Palo Alto -> Bike to Menlo Park

SSF -> Transfer trains at Redwood City -> Menlo Park

Trains leaving SSF only occur once per hour, so if I miss that, I'm stuck for a bit, and my next best bet is:
Bike to San Bruno -> Menlo Park

If I've parked my bike at SSF or San Bruno, I definitely need to get back there to get my bike, but since I don't have my bike with me, I don't have the Palo Alto option any longer. This means I only have hourly trains again, and while I won't be bumped without a bike, I have to be ready at exactly the right time, or wait an hour. The schedule is so sparse for many stations that I'm sure other people end up with this same issue. Bringing a bike along is the best way to guarantee the necessary flexibility to make up for sparse scheduling.

Now, if the electrified trains are going to do away with the baby bullet or limited stop trains that create these sparse schedules, then bike parking becomes somewhat more tolerable, but I still have the problem of the last few miles on either side of my train trip.

I have not been able to attend any of the public outreach meetings on this issue, but for me to continue riding Caltrain, it is imperative that I have reliable access to bring my bike on the train and sit within view of my bike.

Thanks,
Drew

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Monday, May 13, 2019 3:44 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Seeks Volunteers for Citizens Advisory Committee



May 13, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain Seeks Volunteers for Citizens Advisory Committee

The Peninsula Corridor Joint Powers Board (JPB), the entity that manages Caltrain, is seeking volunteers from San Francisco, San Mateo and Santa Clara counties to apply for its Citizens Advisory Committee (CAC).

The CAC currently has openings for three seats, one each for representatives from San Francisco, San Mateo and Santa Clara counties. Committee members are asked to serve a three-year term.

The CAC is composed of nine community members who serve in an advisory capacity to the Caltrain board of directors, providing input on the needs of current and potential rail customers.

Residents interested in joining the advisory committee can find an application on the CAC website [here](#), or by calling 650.508.6347. Applications for the CAC are due by Thursday, June 13, 2019.

The CAC meets on the third Wednesday of each month at 5:40 p.m. at the Caltrain headquarters at 1250 San Carlos Avenue, about one block from the San Carlos Caltrain Station. All meetings are open to the public. For more information, visit www.caltrain.cacapplication.com.

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About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

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Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Thursday, May 9, 2019 10:56 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain to Hold Public Meeting on Electrification in Santa Clara



May 9, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain to Hold Public Meeting on Electrification in Santa Clara

Caltrain will host a community meeting to discuss the continued construction activities for the Caltrain Electrification project in Santa Clara.

Since November 2017 construction crews have begun laying foundation, relocating utility equipment and pruning back vegetation as needed to accommodate the new overhead system that will power future electric trains.

In the coming months, crews will begin to install poles along the corridor in Santa Clara as part of the railroad's soon-to-be electrified system. The meeting will provide an opportunity for residents to learn more about the project, including the scope and schedule of upcoming construction activities.

Santa Clara Community Meeting:

Monday, May 13, 2019
6:30 p.m. to 7:30 p.m.
South Bay Historical Railroad Society
1005 Railroad Ave
Santa Clara, CA

The Caltrain Electrification project is a key component of the [Caltrain Modernization Program](#) that will electrify the corridor from the San Francisco Caltrain Station at 4th and King streets to approximately the Tamien Station in San Jose, replacing diesel-hauled trains with electric trains. Electrification will improve Caltrain's system performance, enable more frequent and/or faster train service and minimize long-term environmental impact by reducing noise, improving regional air quality and decreasing greenhouse gas emissions. Caltrain Electrification is scheduled to be operational by 2022.

For more information, visit www.CalMod.org.

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Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

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