

**Bicycle Advisory Committee**

**CORRESPONDENCE**

**Part 1**

**March 21, 2013 – May 14, 2013**

## Averill, Joshua

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**From:** Jacinda Shelly <jacinda.shelly@gmail.com>  
**Sent:** Tuesday, May 14, 2013 8:12 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

At least 2 bikes were bumped from the 323 at Palo Alto (8:05) this morning, May 14, 2013.

Best,  
Jacinda Shelly

## Averill, Joshua

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**From:** Mia Hu <miahu.mail@gmail.com>  
**Sent:** Tuesday, May 14, 2013 8:01 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Five bikes got bumped on north bound caltrain 7:57am mountain view

## Averill, Joshua

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**From:** Shirley Johnson <dr\_shirley\_johnson@yahoo.com>  
**Sent:** Monday, May 13, 2013 11:41 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** Fw: Action Alert! BART Board to vote on bike blackout, May 23

Hello Caltrain BAC,

I would like to thank you once again for endorsing a resolution to allow bikes onboard BART at all times. The BART Board will be voting on ending the bike blackout at its May 23 meeting. I'm forwarding an email below with more information.

Best regards,  
Shirley

----- Forwarded Message -----

**From:** Bikes on Board <bikesonboard@sfbike.org>  
**To:**  
**Sent:** Sunday, May 12, 2013 10:28 PM  
**Subject:** Action Alert! BART Board to vote on bike blackout, May 23

Hello Bicycle Commuters and Supporters,

The BART Board will vote May 23 on ending the bike blackout, but some Board members are still undecided which way to vote, so we need your help!

Action #1: Send an email to the BART Board by May 22  
Action #2: Attend the BART Board meeting at 6pm, Thursday, May 23

### ACTION #1

Send an email by May 22 to [boardofdirectors@bart.gov](mailto:boardofdirectors@bart.gov) and copy us at [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org).

Here are suggested talking points – please be positive!

- + Describe why you use BART including which stations.
- + Explain how ending the bike blackout would improve your life.
- + Ask the Board to end the bike blackout.
- + Sign your name and include your city of residence.

Our full report provides more information on why ending the bike blackout is a good idea:

<http://tinyurl.com/bikesonbart>

### ACTION #2

Attend the BART Board meeting when they will vote on ending the bike blackout.

- + Meeting time: 6pm, Thursday, May 23
- + Location: BART Board Room, 3rd Floor, 344 20th Street, Oakland
- + Closest BART Station: 19th St Oakland (2 blocks away)
- + Valet bike parking provided by SFBC and EBBC

We need to fill the room with happy supporters to encourage the Board to vote favorably. We'll provide stickers to identify you as a supporter.

If you plan to attend, please respond to this email and also let us know if you'd like to make a public comment at the

meeting. Your public comment is especially important if you are a non-cyclist and in support of ending the bike blackout.

For more information and additional talking points from the bike coalitions, please see:

SFBC: <http://www.sfbike.org/bart>

EBBC: <https://www.ebbc.org/bart>

Thank you very much for your support!

More bikes, no blackout,  
Shirley Johnson  
BART BIKES ONboard project  
[www.sfbike.org/bobart](http://www.sfbike.org/bobart)

Please forward to other cyclists and anyone who cares about bicycle commuting.

To unsubscribe from this email list, please reply with “Unsubscribe” in the subject line.

**Averill, Joshua**

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**From:** Tim Lindquist <tim@offbaseproductions.com>  
**Sent:** Monday, May 13, 2013 10:30 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Hillsdale station, train 323 (8:16AM). 8+ bikes were bumped. New style train. Happens often at this stop. Please use older train for 8:16 bullet to accommodate all the bikes.

Thanks!

## Averill, Joshua

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**From:** Davemezee <davemezee@gmail.com>  
**Sent:** Monday, May 13, 2013 8:50 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

To Whom It May Concern,

This morning (5/13/13) myself and a minimum of 7 other bicyclists were denied boarding on the northern most bike car: northbound, departing Hillsdale at 8:16am.

I generally have a great experience on Caltrain as I ride every morning to work, however this last week was rough - almost an hour and a half delay while announcements repeatedly stated 15-30min delays (I believe on Tuesday), then the unfortunate fatality on Friday.

And now I'm bumped from riding on Monday.

Please ensure my voice is heard in consideration for future bicycle capacity planning as I hope to continue riding with my bike on Caltrain.

Thank you for your time.

Best Regards,  
Dave Meyer

Sent from my iPhone

## Averill, Joshua

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**From:** Adam Titrington <atitrington@gmail.com>  
**Sent:** Monday, May 13, 2013 8:17 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

323 train this morning was full of bikes and turned away at least 4 in Palo Alto. Last week was better when the old style cars were used.

Please expand bike capacity on the new trains, especially during this heavily used commuter hour service.



**Averill, Joshua**

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**From:** Shirley Johnson <dr\_shirley\_johnson@yahoo.com>  
**Sent:** Friday, May 10, 2013 11:19 AM  
**To:** Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com); Nabong, Sarah; bikesonboard@sfbike.org  
**Subject:** please give cyclists priority boarding at bike cars

Dear Caltrain policy makers,

Could you please give cyclists priority boarding at bike cars? This would solve the problem of conductors closing doors on cyclists, who are currently required to board last.

I took northbound train 263 on Monday, May 6, scheduled to depart South San Francisco at 5:05pm. It was over 5 minutes late. There was a mass of Giant's fans who decided to board the second bike car. They will still boarding well after all other doors had cleared, but I had to wait for them, because I had a bike.

Just as the last Giant's fan stepped onboard, the doors began to close, even though I had already lifted my bike and started to board. Fortunately, I was able to grab the door and force it back open. I knew I would have to rush to board, because this is not the first time conductors have closed the doors on me, but it happened again anyway.

I understand the conductor may have been in a hurry due the train being late, but closing the doors in the face of a boarding passenger is unacceptable. If conductors think that is the way to make people hurry to board, it won't work. We can't go any faster than the walk-ons boarding in front of us.

Walk-on passengers can choose any door, but cyclists must board at bike cars. If cyclists were given priority boarding, walk-ons could choose other doors. This would more evenly distribute boarding among all doors to reduce dwell time.

Your bikes onboard program has made great improvements in the past several years, and this minor policy adjustment will make it even better. All customers will appreciate the shorter dwell time, and cyclists will appreciate not having the doors closed in their faces.

Thank you.

Sincerely,  
Shirley Johnson, PhD

## Averill, Joshua

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**From:** Sam Bowman <sbowman@stanford.edu>  
**Sent:** Thursday, May 09, 2013 8:58 PM  
**To:** lindella@samtrans.com; bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Bikes on Caltrain Comment

Hi all,

Train 289 was turning away cyclists by Redwood City, and I directly saw at least three people bumped. The train was not otherwise full: More bike capacity would be a huge help on the newer trainsets.

Thanks,

Sam

## Averill, Joshua

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**From:** Austin Lee <austlee@gmail.com>  
**Sent:** Thursday, May 09, 2013 10:03 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

At least 2 bicyclists (that I could see) were bumped yesterday 5/8/13 at San Antonio station on train NB 135 (Bombardier), both bike cars full to capacity.

I regularly ride either 135 or 233 and this route often gets busy between MV and PA, and the bombardier simply does not have enough room to service the bike demand on this route during late rush hour - this is not just an isolated incident, in my experience (although it's uncommon for conductors to enforce capacity, it does regularly fill up), and I suspect there is more invisible latent demand to ride 135 that avoids that train due to capacity issues (I would be one of them).

-Austin

## Averill, Joshua

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**From:** Carlton, Sean <SCarlton@stanfordmed.org>  
**Sent:** Thursday, May 09, 2013 9:10 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Morning,

My first time getting bumped this morning! However, this is only the second time I'm riding Caltrain with a bicycle so I understand on a day like today that bikes would get bumped. Luckily, I wasn't late for work and could bike the 45 minutes to Stanford (I figured most trains will be full of bikes today).

San Carlos Station  
Southbound Train pickup at 6:44am  
3 bikes bumped (no bikes got off at the station)  
Bombardier Train

Thanks!  
Sean Carlton

## Averill, Joshua

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**From:** Dan Yang <dsyang@gmail.com>  
**Sent:** Wednesday, May 08, 2013 8:21 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

7 bike commuters bumped from Caltrain southbound 322 at 7:15am 5/8/2013 in Millbrae

**From:** Jonathan Dirrenberger <jonathan.dirrenberger@gmail.com>  
**Sent:** Wednesday, May 08, 2013 8:19 AM  
**To:** lindella@samtrans.com  
**Cc:** Bartholomew, Tasha; bikesonboard@sfbike.org; Martinez, Martha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain - Bicycle Bump Report

Hi,

On Wednesday 8 May 2013 on southbound train 322 with the Bombardier cars (which are not standard on this train), approximately 15 bicyclists were bumped at 22nd St and 4 at Millbrae (I was barely able to get on at 4th & King St, and then only because the conductors were reasonable enough to acknowledge that 5 bicycles can be packed tightly enough to stay out of the aisle). Especially now with the nice weather and more cyclists riding, Caltrain *\*needs\** a solution to the limited bicycle capacity. I have a few solutions/ideas and would love to hear a well-thought out response on each.

1) Though some conductors allow it when done properly, it should be Caltrain policy to allow 5 bikes per rack provided they don't go over the line on the floor. Sometimes, bikes can be packed very tightly so that 5 can be as compact as 4 done sloppily. Caltrain is required to keep the aisles clear, but it seems that there is no law that says how many bikes can be on a rack, correct? I think Caltrain needs to look at being more flexible while still meeting legal requirements, and I feel like there are some opportunities here. I feel Caltrain is hung up on the pedantics/letter of some rule created a long time ago (long before bicycle bumping was an issue) and its time to revisit this rule.

2) [This is the best solution] Add a 6th car to certain trains during peak hours, this car being a bike car. I have never heard a good explanation as to why Caltrain isn't pursuing this option to both increase its cyclist and non-cyclist capacity in the ensuing decade before electrification and the accompanying upgrades are complete. As far as I can tell, Caltrain has absolutely no plan on how to upgrade capacity in the next decade, and given the exploding ridership, this is unacceptable. Adding a 6th car will undoubtedly introduce complications (a half dozen or so extra cars will need to be purchased, these trains will go a little slower requiring a rejiggering of the schedule, some stations will need their platforms extended, etc.), but these are easily solvable with a little willpower and effort. It's certainly *\*much\** cheaper than the electrification plans. I just don't understand what Caltrain's plan is for meeting the increasing demand for the next 5-10 years before electrification. Is the plan really to make riders, especially cyclists, suffer more and more and make their commutes more unreliable and often just plain miserable? Is this really the business plan? Because this is where it's headed, and I haven't heard a word on what Caltrain's plan is for the short- and medium-term for accommodating the increasing growth which is already overwhelming the system.

3) Why can't the limited southbound train 236 stop at 22nd St? There is a high demand for southbound trains at 22nd St in the mornings and it seems like a waste that this train just blows right by the station. This especially would help cyclists. In fact, all morning southbound trains should be stopping at 22nd St. Why can't this be implemented?

Finally, to make the experience more pleasant for cyclists who already have to deal with routinely being bumped, Caltrain **MUST** enforce a rule that non-bicyclists should be actively discouraged from sitting in the bike car and taking away the already-insufficient seating for bicyclists who need to keep an eye on their bike. The conductors need to make announcements about this and, since they are often in the bike car anyway bumping bicyclists, actually enforce the rule. I can guarantee you that the vast majority of non-bicyclists sitting in the bike car do so out of ignorance and do not understand the plight cyclists on Caltrain go through. This policy should be a no-brainer and is extremely easy to apply. To help, you need much better and more prominent signs expounding the policy. To start, why can't you paint the floors in the entrance ways with bright yellow arrows indicating bicyclists go one way and non-bicyclists the other? Also, why can't you paint the platform in the general area where the bicycle cars stop to help infrequent or first-time bicyclists determine where to go? You could also put *\*prominent\** signs on the platform in the same area saying

something like "Priority Boarding for Bicyclists" so that bicyclists boarding aren't slowed down by non-bicyclists cramming in the same door.

Thanks for your time, and looking forward to your response.

Jonathan Dirrenberger  
San Francisco, CA

## Averill, Joshua

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**From:** Adam Widmer <adam@rebuildingtogetherpeninsula.org>  
**Sent:** Wednesday, May 08, 2013 8:07 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

10 bikes bumped Southbound 8:02am train from 22nd street station. 48 bike capacity train. Full when it arrived.



## Averill, Joshua

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**From:** Mike Swire <mswire@credomobile.com>  
**Sent:** Thursday, May 02, 2013 1:48 PM  
**To:** Bartholomew, Tasha; Caltrain, Bac (@caltrain.com); bikesonboard@sfbike.org; Martinez, Martha; CAC Caltrain; Nabong, Sarah  
**Subject:** cyclists can't deboard

On Tues. afternoon, 4/30, a southbound bike car commuter missed their stop at Burlingame. The commuter had difficulty accessing his bike and then getting his bike out of the car due to congestion in the bike car. There was congestion in the bike car due to non-cyclists standing in the bike car plus 7 or so cyclists standing near their bikes in the bike car. These cyclists were not standing by their bikes due to there being too many bikes on the train. Rather, there were several empty spots for bikes. They were standing because 9+ non-cyclists were sitting in the bike car. These non-cyclists sit in the bike car as it is the closest to the San Francisco station. They are unaware of the problem due to insufficient signage in the bike cars (less than 50% of cars have signage). I told the conductor about what happened and she agreed that they need to do more to help cyclists find seats and facilitate entry and exit onto the bike car.

Can Caltrain please make announcements and install more signage asking non-cyclists to sit elsewhere?

Thanks,

Mike Swire

## Averill, Joshua

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**From:** Jonathan Dirrenberger <jonathan.dirrenberger@gmail.com>  
**Sent:** Wednesday, May 01, 2013 8:32 AM  
**To:** lindella@samtrans.com  
**Cc:** Bartholomew, Tasha; bikesonboard@sfbike.org; Martinez, Martha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain - Bicycle Bump Report

Hi,

On Wednesday 1 May 2013 on southbound train 322 with the Gallery cars, myself along with 7 other bicyclists were bumped at 22nd St. I, yet again, found myself forced to call work and justify why I will be late for yet another meeting thanks to Caltrain. This has become utterly frustrating and is really making me reconsider taking Caltrain. I simply can never depend on it to get me to work (let alone home or wherever else in the evening) on time. Can you try to imagine how frustrating this would be, especially when there are ways to alleviate the issue but Caltrain seems completely unwillingly to take them seriously?

Especially now with the nice weather and more cyclists riding, Caltrain *\*needs\** a solution to the limited bicycle capacity. I have a few solutions/ideas and would love to hear a well-thought out response on each.

1) Allow 5 bikes per rack provided they don't go over the line on the floor. Sometimes, bikes can be packed very tightly so that 5 can be as compact as 4 done sloppily. Caltrain is required to keep the aisles clear, but it seems that there is no law that says how many bikes can be on a rack, correct? I think Caltrain needs to look at being more flexible while still meeting legal requirements, and I feel like there are some opportunities here. I feel Caltrain is hung up on the pendantics/letter of some rule you came up a long time ago (long before bicycle bumping was an issue) and its time to revisit this rule.

2) [This is the best solution] Add a 6th car to certain trains during peak hours, this car being a bike car. I have never heard a good explanation as to why Caltrain isn't pursuing this option to both increase its cyclist and non-cyclist capacity in the ensuing decade before electrification and the accompanying upgrades are complete. As far as I can tell, Caltrain has absolutely no plan on how to upgrade capacity in the next decade, and given the exploding ridership, this is unacceptable. Adding a 6th car will undoubtedly introduce complications (a half dozen or so extra cars will need to be purchased, these trains will go a little slower requiring a rejiggering of the schedule, some stations will need their platforms extended, etc.), but these are easily solvable with a little willpower and effort. It's certainly *\*much\** cheaper than the electrification plans. I just don't understand what Caltrain's plan is for meeting the increasing demand for the next 5-10 years before electrification. Is the plan really to make riders, especially cyclists, suffer more and more and make their commutes more unreliable and often just plain miserable? Is this the business plan? Because this is where it's headed, and I haven't heard a word on what Caltrain's plan is for the short- and medium-term for accommodating the increasing growth which is already overwhelming the system.

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Thanks for your time, and looking forward to your response.

Jonathan Dirrenberger  
San Francisco, CA

## Averill, Joshua

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**From:** ctilton65@yahoo.com  
**Sent:** Tuesday, April 30, 2013 7:40 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Bumped from 289 train at 7:32 pm

Sent from my iPhone

## Averill, Joshua

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**From:** Bartholomew, Tasha  
**Sent:** Friday, April 26, 2013 12:19 PM  
**To:** 'seanko.sullivan@gmail.com'; Nabong, Sarah  
**Cc:** 'bikesonboard@sfbike.org'; Martinez, Martha; 'cac@caltrain.com'; Caltrain, Bac (@caltrain.com); 'maguigad@samtrans.com'; Murphy, Seamus  
**Subject:** Re: Bikes on Caltrain Comment - Stolen Bike 3/26/2013

Dear Mr. O'Sullivan,

First, I want to apologize to you for this unfortunate situation. I feel terrible that your property was stolen while riding Caltrain.

Just so I am clear, this incident happened this morning, correct? The subject line states 3/26/2013 and I just want to make sure I have the right date.

I have forwarded your email to our Transit Police as well as our Rail Operations Department to make them aware of the situation. I have also requested a meeting with our Transit Police to see how we can address this situation in the future.

As the staff liaison to Caltrain's Bicycle Advisory Committee, I will be addressing this issue at our next meeting on Thursday, May 16, 6:45 pm, at Caltrain headquarters, 1250 San Carlos Ave., San Carlos. I encourage you to attend, if possible.

Thank you for your comments and bringing this matter to our attention at Caltrain.

Best Regards,  
Tasha Bartholomew  
Community Relations Officer

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

From: Sean O'Sullivan [mailto:seanko.sullivan@gmail.com]  
Sent: Friday, April 26, 2013 11:15 AM  
To: Nabong, Sarah  
Cc: bikesonboard@sfbike.org <bikesonboard@sfbike.org>; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com <cac@caltrain.com>; Caltrain, Bac (@caltrain.com)  
Subject: Bikes on Caltrain Comment - Stolen Bike 3/26/2013

Good morning everyone,

A twitter user, @mikesonn, recommended I reach out to this email list to provide information about my experience this morning on Caltrain, since my bike was stolen.

Some context: I use Caltrain as my primary method to commute to 4th and King. I left San Mateo this morning on the 225, departing at 8:32 AM.

Typically, I try to either stand with my bike, or use the seating on the second floor. There were no seats available to me in that car, so I found a seat in the adjacent car, facing where my bike was racked (2nd row from the door). I watch exiting passengers when I'm unable to accompany my bike, but apparently did not look closely enough and my bike was stolen, either at the Burlingame or San Bruno stops.

This is frustrating for a variety of reasons, but only a few are applicable to this email list.

1) Passengers using the bike car as their primary seat choice prevent me from keeping my (and others) property safe.

2) Staff on-board Caltrain seem uninterested, or possibly intimidated by passengers that abuse the rules on the train. People using multiple seats for luggage (in all cars), not yielding their spot to the elderly, disabled, or pregnant puts the rest of the passengers in the awkward position of attempting to enforce these rules on our own, which is not appropriate.

3) Since I am diligent about watching my property, and this was not a local train, this means someone is watching for opportunities to steal bikes and whatever else they can get their hands on during our commute.

I realize that this is not the end of the world. My bike was not extremely valuable, and I am fortunate enough to be able to afford a replacement to get to and from the station. A lot of other cyclists have \$1000+ bikes, and I'd hate to see this happen to them.

I hope that the necessary steps are taken to identify suspects and discourage them from lurking around and stealing passengers' items. I was told by a conductor today that there are cameras at both the Burlingame and San Bruno stations - only a handful of bikes got off on those locations this morning so it may be quite easy to identify someone to prevent this in the future.

To end on a positive note, it's worth noting that I truly enjoy riding Caltrain and appreciate the service it provides to the Bay Area. The bike community on Caltrain is vibrant and involved, which makes even this bad experience worthwhile.

All the best,

Sean O'Sullivan  
408-307-8661

## Averill, Joshua

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**From:** Sean O'Sullivan <seanko.sullivan@gmail.com>  
**Sent:** Friday, April 26, 2013 11:16 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment - Stolen Bike 3/26/2013

Good morning everyone,

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- 1) Passengers using the bike car as their primary seat choice prevent me from keeping my (and others) property safe.
- 2) Staff on-board Caltrain seem uninterested, or possibly intimidated by passengers that abuse the rules on the train. People using multiple seats for luggage (in all cars), not yielding their spot to the elderly, disabled, or pregnant puts the rest of the passengers in the awkward position of attempting to enforce these rules on our own, which is not appropriate.
- 3) Since I am diligent about watching my property, and this was not a local train, this means someone is watching for opportunities to steal bikes and whatever else they can get their hands on during our commute.

I realize that this is not the end of the world. My bike was not extremely valuable, and I am fortunate enough to be able to afford a replacement to get to and from the station. A lot of other cyclists have \$1000+ bikes, and I'd hate to see this happen to them.

I hope that the necessary steps are taken to identify suspects and discourage them from lurking around and stealing passengers' items. I was told by a conductor today that there are cameras at both the Burlingame and San Bruno stations - only a handful of bikes got off on those locations this morning so it may be quite easy to identify someone to prevent this in the future.

To end on a positive note, it's worth noting that I truly enjoy riding Caltrain and appreciate the service it provides to the Bay Area. The bike community on Caltrain is vibrant and involved, which makes even this bad experience worthwhile.

All the best,

Sean O'Sullivan  
408-307-8661

**Averill, Joshua**

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**From:** pat giorni <hogorni@yahoo.com>  
**Sent:** Monday, April 22, 2013 3:49 PM  
**To:** Martinez, Martha  
**Cc:** Caltrain, Bac (@caltrain.com); BIKES ONboard; bikesmc; Corinne Winter  
**Subject:** Anecdotal Bump Count from April 4, 2013 JPB Correspondence  
**Attachments:** April 4, 2013.doc

Please find attached for easy reproduction the Bump Count as reflected in the April 4, 2013 JPB correspondence packet.

Regards,

Pat Giorni



<b>Apr. 4, 2013 Packet</b>	<b>Bumps Reported</b>	<b>Station- Time/Train#</b>	<b>Name and email Address</b>
Mar. 8	2	22nd-#332	Scott Klemmet
Mar. 11	4	Millbrae-#332	John
	2	Hillsdale-#277	Jeff McKnight]
	1+(repeat)	Hillsdale-#277	Andrew Ness
Mar. 18	12+	PA- #381	Go Sasaki
Mar. 25		5 Millbrae-#332	John
		4 SF-#236	Daniel Whitt
		3 Millbrae-#236	John
		3 SM-#236	John
Mar. 26	2+	MV-#385	Simon Karpen
		3 MP-#389	Dana Jordan
Mar. 27	10+	PA-#193	Irene Loe
Apr.2		5 Millbrae-#314	Tom Corboline
	4+	SF?-#323	Bryan Cheung
<b>Total</b>	<b>59+</b>		

## Averill, Joshua

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**From:** pat giorni <hogorni@yahoo.com>  
**Sent:** Tuesday, April 16, 2013 3:08 PM  
**To:** Caltrain, Bac (@caltrain.com); Martinez, Martha  
**Subject:** Current Bicycle Theft Alert on Caltrain

The below email was taken from the google group SF2G digest today, April 16, 2013. It is apparent that theft and attempted theft continues, especially when cyclists cannot sit or stand in the same car, and in the case of bombardiers on the same level as their bikes. Therefore, as Caltrain moves toward equipment replacement it is imperative that the greatest consideration be given to future bikecar configuration to allow enough room for a cyclist to remain in/on the same location/level as his bicycle.

Regards,  
Pat Giorni

+++++

PSA: Watch your bikes on Caltrain

**Marcelo Vanzin** <[vanzin@cloudera.com](mailto:vanzin@cloudera.com)> Apr 16 10:14AM -0700

I sent this to our internal cycling list, but someone recommended I share it over here. :-)

Yesterday on my way back from PA, there were these two really sketchy guys on the train who, at the final stop, were trying to walk out of the car with other people's bikes. (Mine was first of their attempts, but I was right next to them when they grabbed it.) So, just as a reminder, keep an eye on your bike at all times. Especially during rush hour when you may be tempted to sit on the other car because there are no vacant seats in the bike car.

(Note: this is even more important on those new trains where you can't see the bikes from the second floor seating area. Must. Resist. Urge. To. Sit. Down.)

If these two jerks had half a brain and (i) didn't call so much attention to themselves during the ride and (ii) didn't wait until the final stop, when \*everybody\* is going for their bikes, they could have walked off with some pretty expensive gear.

I didn't hang out to see what happened after I called station security to take a look at the situation.

**Mike W** <[wyrzym@gmail.com](mailto:wyrzym@gmail.com)> Apr 16 11:14AM -0700

I even overheard one of the Caltrain employees on the train saying there are one or two people that ride everyday \*without a ticket\* and routinely attempt to steal bikes. They even know them by face and have them leave the train at the next stop.

So keep an eye on your bikes! I usually stay in the bike car on the lower

level, which shouldn't be needed, but is the sad reality

On Tuesday, April 16, 2013 10:14:40 AM UTC-7, Marcelo Vanzin wrote:

**Peter Chang** <[dpf@google.com](mailto:dpf@google.com)> Apr 16 11:16AM -0700

> I usually stay in the bike car on the lower  
> level, which shouldn't be needed, but is the sad reality

it used to be the 'rule' to be in the bike car if you had a bike.  
ihaven't bothered to check what the bombardier car rules are.

\p

**Scott Crosby** <[scrosby@gmail.com](mailto:scrosby@gmail.com)> Apr 16 11:17AM -0700

thanks for the heads up.

this is one reason I like to a) sit in the bike car, and b) go DEEP -- take  
your bike to the furthest racks so you can keep an eye on it. also limits  
the opportunity for a grab-n-dash while the train is stopped.

**John Murphy** <[tahoe@murphstahoe.com](mailto:tahoe@murphstahoe.com)> Apr 16 01:45PM -0700

Have them leave the train? What horseshit! Cite them!

John Murphy - [tahoe@murphstahoe.com](mailto:tahoe@murphstahoe.com)

## Averill, Joshua

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, April 16, 2013 10:28 AM  
**To:** 'Jonathan Dirrenberger'  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; cac@caltrain.com; Caltrain, Bac (@caltrain.com); Nabong, Sarah; Maguigad, April  
**Subject:** RE: Bikes on Caltrain - Bicycle Bump Report

Dear Mr. Dirrenberger,

As a regular Caltrain customer who uses a bike, we appreciate your feedback regarding the bike bumps on Bombardier trains. We regret that some customers with bikes aren't able to board their first train of choice. I have forwarded your email to our Rail Operations Department for review and will get back to you ASAP with responses.

Caltrain has worked steadily over the past 20 years to allow bikes on board and to expand the bicycle capacity. Although this is still an issue on some train sets, over the last few years, Caltrain has retrofitted cars to allow for two bike cars on every train. We are proud of the amount of bicycle capacity Caltrain offers and will continue to look at ways to accommodate customers with and without bikes.

Again, thank you for your input and you'll be hearing from me soon.

Sincerely,

Tasha Bartholomew

**Tasha Bartholomew, Community Relations Officer**  
Office of Public Affairs  
San Mateo County Transit District (*SamTrans, Caltrain, TA*)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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**From:** Jonathan Dirrenberger [mailto:jonathan.dirrenberger@gmail.com]  
**Sent:** Friday, April 12, 2013 8:34 AM  
**To:** lindella@samtrans.com  
**Cc:** Bartholomew, Tasha; bikesonboard@sfbike.org; Martinez, Martha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain - Bicycle Bump Report

Hi,

On Friday 12 Apr 2012 on southbound train 220 with the Bombardier cars, myself along with approximately 8-10 other bicyclists were bumped at 4th & King St. I, yet again, found myself scrambling to call work and justify why I will be late for a critical meeting. This has become utterly frustrating and is starting to make me reconsider taking Caltrain. I simply can never depend on it to get me to work on time. Can you try to imagine how frustrating this would be, especially when there are ways to alleviate the issue but Caltrain seem completely unwillingly to take them seriously?

The Bombardier cars have become extremely problematic for bicyclists, especially now with nicer weather coming and more cyclists riding. Caltrain \*needs\* a solution to the limited capacity of the Bombardier train sets. I have 3 solutions/ideas and would love to hear a response on each.

1) Remove the remaining quad seats in the Bombardier bike cars so that 8 more bikes can be added. Yes, it's unfortunate that most cyclists then won't be able to sit near their bikes, but it is still better than being bumped. However, since seating will now be even more limited than it already is in the bike car, it would be imperative in this case that Caltrain put up much more visible signs (the current signs are way too small for anybody to see) indicating that non-cyclists should avoid sitting in the bike car AND (this is even more important) the conductors actually make such announcements AND actually enforce this policy. There are just way too many non-cyclists sitting in the bike car who have absolutely no business being there but simply don't understand the shortage of seating for bicyclists. I also think the entrance ways need to have the floors painted with yellow arrows indicating bicyclists are to go one way and non-bicyclists the other, with accompanying symbols for bicycles and pedestrians. Also, couldn't you add a couple single seats near the doors in the Bombardier cars? I feel like there might be some room for strategically placed seats ....

2) Allow 5 bikes per rack provided they don't go over the line on the floor. Sometimes, bikes can be packed very tightly so that 5 can be as compact as 4 done sloppily. Caltrain is required to keep the aisles clear, but it seems that there is no law that says how many bikes can be on a rack, correct? I think Caltrain needs to look at being more flexible while still meeting legal requirements, and I feel like there are some opportunities here. I feel you are hung up on the pendantics/letter of some rule you came up a long time ago without thinking about the intent/spirit behind the rule which is to maximize bicycle capacity while keeping the aisle clear.

3) [This is the best solution] Add a 6th car to certain trains during peak hours, this car being a bike car. I have never heard a good explanation as to why Caltrain isn't pursuing this option to both increase its cyclist and non-cyclist capacity in the ensuing decade before electrification and the accompanying upgrades are complete. As far as I can tell, Caltrain has absolutely no plan on how to upgrade capacity in the next decade, and given the exploding ridership, this is unacceptable. Adding a 6th car will undoubtedly introduce complications (these trains will go a little slower requiring a rejiggering of the schedule, some stations will need their platforms extended, etc.), but these are easily solvable with a little willpower and effort. I just don't understand what Caltrain's plan is for meeting the increasing demand for the next 5-10 years before electrification. Is the plan really to make riders, especially cyclists, suffer more and more and make their commutes more unreliable and more often just plain miserable? Is this the business plan? Because this is where it's headed, and I can't even get a response from Caltrain on what their plan is in the short- and medium-term for accommodating the increasing growth which is already overwhelming the system.

Finally, why can't the limited southbound train 236 stop at 22nd St? There is a high demand for southbound ltrains at 22nd St in the mornings, and it seems like a waste that this train just blows right by the station. In fact, all morning southbound trains should be stopping at 22nd St.

Looking forward to your response,  
Jonathan Dirrenberger  
San Francisco, CA

## Averill, Joshua

---

**From:** Suzie Scales <scales.suzie@gene.com>  
**Sent:** Tuesday, April 16, 2013 10:19 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

3 cyclists were bumped off at Hillsdale at 8:16am this morning (bombardier train 323) by the Jennifer Hudson lookalike conductor who likes to wield her power. There was even a free space on the rack I was using, but she still asked me to get off even though I was the first to arrive at the station because I just missed the 221.

Last week she let me stay on but wanted me to move my bike to one with fewer bikes on it even though my rack had space and I was only going one stop

Suzie

## Averill, Joshua

---

**From:** Timothy Seward <timothy@whipsaw.com>  
**Sent:** Tuesday, April 16, 2013 9:04 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

I was bumped today at the milbrae station. I could clearly see only 3 bukes on several racks. This is bs.

## Averill, Joshua

---

**From:** Ansbergs, Christa R <christa.r.ansbergs@lmco.com>  
**Sent:** Tuesday, April 16, 2013 8:25 AM  
**To:** Nabong, Sarah  
**Cc:** 'bikesonboard@sfbike.org'; Martinez, Martha; Bartholomew, Tasha; 'cac@caltrain.com'; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Bikes bumped today (4/16/13) at Hillsdale station:  
6 bikes bumped from 8:16 baby bullet train 323, 2 bombardier cars all full.

---Christa  
Waiting for the 8:28 train now.



## Averill, Joshua

---

**From:** Daniel Hall <dandodger1@gmail.com>  
**Sent:** Tuesday, April 16, 2013 7:23 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Bikes on Caltrain Comment

Again we had 6 bikes bumped at 22nd street for the 7:19 southbound. Seems to be very irresponsible planning here, as it was the lower capacity bike car. This is twice in a week I have been bumped. Please be smarter about your routes with bike cars. Demand is only going to increase as the weather gets better.

Daniel  
8053051496

Sent from my iPhone

On Apr 9, 2013, at 7:22 AM, Daniel Hall <dandodger1@gmail.com> wrote:

> 7:19 southbound at 22nd street today (tuesday) 8 bikes bumped. Why not  
> use a full bike car to help with demand on a baby bullet route? Seems  
> like poor planning.  
>  
> Sent from my iPhone

**From:** Jonathan Dirrenberger <jonathan.dirrenberger@gmail.com>  
**Sent:** Friday, April 12, 2013 8:34 AM  
**To:** lindella@samtrans.com  
**Cc:** Bartholomew, Tasha; bikesonboard@sfbike.org; Martinez, Martha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain - Bicycle Bump Report

Hi,

On Friday 12 Apr 2012 on southbound train 220 with the Bombardier cars, myself along with approximately 8-10 other bicyclists were bumped at 4th & King St. I, yet again, found myself scrambling to call work and justify why I will be late for a critical meeting. This has become utterly frustrating and is starting to make me reconsider taking Caltrain. I simply can never depend on it to get me to work on time. Can you try to imagine how frustrating this would be, especially when there are ways to alleviate the issue but Caltrain seem completely unwillingly to take them seriously?

The Bombardier cars have become extremely problematic for bicyclists, especially now with nicer weather coming and more cyclists riding. Caltrain \*needs\* a solution to the limited capacity of the Bombardier train sets. I have 3 solutions/ideas and would love to hear a response on each.

1) Remove the remaining quad seats in the Bombardier bike cars so that 8 more bikes can be added. Yes, it's unfortunate that most cyclists then won't be able to sit near their bikes, but it is still better than being bumped. However, since seating will now be even more limited than it already is in the bike car, it would be imperative in this case that Caltrain put up much more visible signs (the current signs are way too small for anybody to see) indicating that non-cyclists should avoid sitting in the bike car AND (this is even more important) the conductors actually make such announcements AND actually enforce this policy. There are just way too many non-cyclists sitting in the bike car who have absolutely no business being there but simply don't understand the shortage of seating for bicyclists. I also think the entrance ways need to have the floors painted with yellow arrows indicating bicyclists are to go one way and non-bicyclists the other, with accompanying symbols for bicycles and pedestrians. Also, couldn't you add a couple single seats near the doors in the Bombardier cars? I feel like there might be some room for strategically placed seats ....

2) Allow 5 bikes per rack provided they don't go over the line on the floor. Sometimes, bikes can be packed very tightly so that 5 can be as compact as 4 done sloppily. Caltrain is required to keep the aisles clear, but it seems that there is no law that says how many bikes can be on a rack, correct? I think Caltrain needs to look at being more flexible while still meeting legal requirements, and I feel like there are some opportunities here. I feel you are hung up on the pendantics/letter of some rule you came up a long time ago without thinking about the intent/spirit behind the rule which is to maximize bicycle capacity while keeping the aisle clear.

3) [This is the best solution] Add a 6th car to certain trains during peak hours, this car being a bike car. I have never heard a good explanation as to why Caltrain isn't pursuing this option to both increase its cyclist and non-cyclist capacity in the ensuing decade before electrification and the accompanying upgrades are complete. As far as I can tell, Caltrain has absolutely no plan on how to upgrade capacity in the next decade, and given the exploding ridership, this is unacceptable. Adding a 6th car will undoubtedly introduce complications (these trains will go a little slower requiring a rejiggering of the schedule, some stations will need their platforms extended, etc.), but these are easily solvable with a little willpower and effort. I just don't understand what Caltrain's plan is for meeting the increasing demand for the next 5-10 years before electrification. Is the plan really to make riders, especially cyclists, suffer more and more and make their commutes more unreliable and more often just plain miserable? Is this the business plan? Because this is where it's headed, and I can't even get a response from Caltrain on what their plan is in the short- and medium-term for accommodating the increasing growth which is already overwhelming the system.

Finally, why can't the limited southbound train 236 stop at 22nd St? There is a high demand for southbound ltrains at 22nd St in the mornings, and it seems like a waste that this train just blows right by the station. In fact, all morning southbound trains should be stopping at 22nd St.

Looking forward to your response,  
Jonathan Dirrenberger  
San Francisco, CA

## Averill, Joshua

---

**From:** Tim Hickey <tahickey@yahoo.com>  
**Sent:** Tuesday, April 09, 2013 7:41 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Approximately 6 bikes bumped from today's SB 312 @ 22nd St because CT is running their regular Bombardier instead of a gallery. This indicates two things:

1. STOP RUNNING BBARDIERS ON A BABY BULLET! IT WILL ONLY GET WORSE AS THE WEATHER WARMS.
2. The electrified fleet will need to accommodate more bikes. PLEASE PLAN NOW FOR GREATLY INCREASED BIKE CAPACITY!

I ride every day and grow weary of these operational decisions that can only be described as arrogant or idiotic. Can someone please provide insight as to why this pattern continues for the 312?

Thank you,

Tim Hickey

Sent from my iPhone

## Averill, Joshua

---

**From:** Daniel Hall <dandodger1@gmail.com>  
**Sent:** Tuesday, April 09, 2013 7:23 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

7:19 southbound at 22nd street today (tuesday) 8 bikes bumped. Why not use a full bike car to help with demand on a baby bullet route? Seems like poor planning.

Sent from my iPhone

## Averill, Joshua

---

**From:** Haskin, Rita  
**Sent:** Monday, April 08, 2013 10:56 PM  
**To:** Sbowman@stanford.edu  
**Cc:** McKenna, Nancy; Averill, Joshua; Bartholomew, Tasha  
**Subject:** Re: Caltrain comment

Mr. Bowman - Your message to the Caltrain Board of Directors, Citizens Advisory Committee and Bicycle Advisory Committee was provided to me for response. A copy of your correspondence and this response will be provided to the board and committees at their next meeting.

We regret that we weren't able to serve all the passengers with Train 134 on April 1. For more than a dozen years, Caltrain has had a policy to not wait for runners. It was implemented after trains were waiting for runners at nearly every station, which made the train approximately 15 minutes late by the time it reached the end of the line.

With our current schedule reliability remaining below our standard of 95 percent, our crews are sensitive to operating according to schedule. With rail connections at the Millbrae, Mountain View, San Jose Diridon and Tamien stations, it's challenging to try to maintain service and accommodate runners.

Thank you for providing us with the feedback, which we'll share with our Operating team.

Sincerely,

Rita P. Haskin.  
Executive Officer, Customer Service and Marketing

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

From: Sam Bowman [mailto:sbowman@stanford.edu]  
Sent: Monday, April 01, 2013 12:08 PM  
To: lindella@samtrans.com; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com  
Subject: Caltrain comment

To whom it may concern:

SB134 today at Millbrae left the platform with about a dozen people visibly running across the platform and another dozen descending the steps. A late BART train had arrived only about a minute before 134, and all but a couple of the passengers making the southbound transfer were denied boarding.

I realize that to dwell longer would have caused a delay, but I am curious just how strict the policy is against waiting for running passengers. This seems like an extreme case since (i) the train was visibly not full, (ii) the train was not late, and (iii) the passengers running to meet the train were numerous, and were likely the majority of the passengers boarding at that stop.

Many thanks,

Sam Bowman  
Stanford/Google

## Averill, Joshua

---

**From:** pat giorni <hogorni@yahoo.com>  
**Sent:** Friday, April 05, 2013 1:24 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** Fw: [BikeSMC] Re: How to ride Caltrain--Video

Now here's a good idea.....

----- Forwarded Message -----

**From:** Bob Mack <BMack@CycleCalifornia.com>  
**To:** bikesmc@googlegroups.com  
**Sent:** Friday, April 5, 2013 12:22 PM  
**Subject:** Re: [BikeSMC] Re: How to ride Caltrain--Video

Only if enough people see it. Too bad there are no video displays at the stations to play it on.

Bob M

On 4/5/13 11:48 AM, Tracy Corral wrote:

Hopefully, this video will make a bit of a difference.

Tracy L. Corral  
Publisher/Editor  
1702-L Meridian Ave. #289  
San Jose, CA 95125  
ph: (408) 924-0270  
(888) 292-5323  
fax: (408) 292-3005

[www.CycleCalifornia.com](http://www.CycleCalifornia.com)  
[www.facebook.com/CycleCaliforniaMagazine](http://www.facebook.com/CycleCaliforniaMagazine)

On Apr 4, 2013, at 5:09 PM, Gary Wu <[ibanking@gmail.com](mailto:ibanking@gmail.com)> wrote:

More and more Caltrain riders are using their bicycles to bridge the gap in their commute. With the bike car more crowded than before, there's not a lot of room for walk-on passengers. They crowd the stair case and off boarding area which makes it impossible for cyclists to get to their bike which in turn creates a huge problem with shuffling the bike around because the person getting off at your station is not there to remove their bike off the stack. This also creates tension between cyclists and non-cyclists.

On Wednesday, April 3, 2013 8:28:53 PM UTC-7, Pat Giorni wrote:

Best part of this is the direction to sit somewhere other than the bike car if you are a walk-on passenger.

The following pages have been updated:

[Caltrain Releases "How to Ride" Video](#) - Wednesday, April 03, 2013

1:19 PM

April 3, 2013

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Visit this group at <http://groups.google.com/group/bikesmc?hl=en>.

For more options, visit [https://groups.google.com/groups/opt\\_out](https://groups.google.com/groups/opt_out).

--

Bob Mack

Publisher, Cycle California! Magazine

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Visit this group at <http://groups.google.com/group/bikesmc?hl=en>.

For more options, visit [https://groups.google.com/groups/opt\\_out](https://groups.google.com/groups/opt_out).



## Averill, Joshua

---

**From:** Shirley Johnson <dr\_shirley\_johnson@yahoo.com>  
**Sent:** Tuesday, April 02, 2013 10:11 PM  
**To:** Bartholomew, Tasha  
**Cc:** Averill, Joshua; Darcy Forsell; Caltrain, Bac (@caltrain.com); sonn.michael@gmail.com; Simon, Mark; bikesonboard@sfbike.org; Murphy, Seamus  
**Subject:** Re: please provide legal justification for changes to BBATF resolution

Dear Tasha,

Thank you for the apology.

Sincerely,  
Shirley

---

**From:** "Bartholomew, Tasha" <bartholomewt@samtrans.com>  
**To:** 'Shirley Johnson' <dr\_shirley\_johnson@yahoo.com>  
**Cc:** "Averill, Joshua" <AverillJ@samtrans.com>; Darcy Forsell <dforsell@cityofsanmateo.org>; "Caltrain, Bac (@caltrain.com)" <baccaltrain@samtrans.com>; "sonn.michael@gmail.com" <sonn.michael@gmail.com>; "Simon, Mark" <simonm@samtrans.com>; "bikesonboard@sfbike.org" <bikesonboard@sfbike.org>; "Murphy, Seamus" <murphys@samtrans.com>  
**Sent:** Monday, April 1, 2013 4:48 PM  
**Subject:** RE: please provide legal justification for changes to BBATF resolution

Dear Shirley,

Let me start by saying that staff apologizes for any misunderstanding or confusion that might have occurred. Staff did make some changes to the resolution. The formatting is based on the continuing advice we get from legal counsel on how resolutions are prepared by this agency. The changes we made to the body of the resolution were based on our desire to make clear the link between BART and Caltrain bike service. We did so in an effort to strengthen the resolution. If that was not made clear during the time of the BAC meeting, we apologize. This item was posted on our website 72 hours before the BAC meeting on March 21. We made these changes as part of our staff recommendation to the committee.

We would note that the critical portions of the resolution, in which the position of the BAC expressly stated, are unchanged from the original version submitted by committee member Mike Sonn. If the main concern is alignment in support of the BART bikes onboard program, then staff believes that has been achieved by this resolution as it has been worded and adopted by the Caltrain BAC.

Sincerely,  
Tasha

**Tasha Bartholomew, Community Relations Officer**  
Office of Public Affairs  
San Mateo County Transit District (*SamTrans, Caltrain, TA*)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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---

**From:** Shirley Johnson [mailto:dr\_shirley\_johnson@yahoo.com]  
**Sent:** Wednesday, March 27, 2013 10:33 PM  
**To:** Bartholomew, Tasha  
**Cc:** Averill, Joshua; Darcy Forsell; Caltrain, Bac (@caltrain.com); sonn.michael@gmail.com; Simon, Mark; bikesonboard@sfbike.org  
**Subject:** please provide legal justification for changes to BBATF resolution

Dear Tasha,

I am aghast that Caltrain staff revised a resolution from the BART Bicycle Advisory Task Force (BBATF) without consulting the BBATF, and then presented the revised resolution to the BAC on March 21 as a request from the BBATF. This is especially egregious, because I made public comment at the BAC meeting that the BBATF requested adoption of the resolution as written to align with other organizations and to present a unified voice to the BART Board. This was a perfect opportunity for staff to point out that they had already modified the resolution, but staff said nothing.

If there are legal requirements that necessitated the revisions, please send them to me.

To be clear on the sequence of events, here is a chronology:

1. I sent an email to you on March 11 (copying Joshua Averill and Mike Sonn) with a memo and the BBATF resolution for the March 21 BAC agenda packet. I stated that if you did not want the memo to be from me as outgoing vice-chair, Mike would be willing to put his name on it.
2. Mike replied to all on March 12 stating that he would be willing to put his name on the memo.
3. Staff reworded the memo and revised the resolution without consulting either Mike or the BBATF.
4. Staff included the reworded memo and revised resolution on the agenda for the March 21 BAC meeting with Mike's name on the memo.
5. Mike presented the agenda item at the BAC meeting on March 21, referring BAC members to the memo and resolution in the agenda packet for more information.
6. I made public comment in support of the resolution.
7. John Brazil made a motion to add a new "Whereas" to the resolution.
8. I commented that the BBATF requested the resolution be adopted as written, because other organizations had already adopted it as written, and we want to present a unified voice to the BART Board. Unbeknownst to me, staff had already revised the resolution without consulting Mike Sonn or the BBATF. Staff said nothing at the BAC meeting about the revisions.
9. John Brazil made a motion to adopt the resolution as written.
10. Steve Vanderlip seconded the motion.
11. The BAC voted to adopt the resolution as written (in the agenda packet, not as written by the BBATF).
12. I sent the BBATF resolution to Darcy Forsell on March 22 for her signature, telling her the BBATF would merge all signature blocks to present to the BART Board.
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Again, if there is a legal requirement that forced the revision, I'm interested in seeing it. Thank you.

Sincerely,  
Shirley

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**From:** "Averill, Joshua" <[AverillJ@samtrans.com](mailto:AverillJ@samtrans.com)>  
**To:** 'Darcy Forsell' <[dforsell@cityofsanmateo.org](mailto:dforsell@cityofsanmateo.org)>; Shirley Johnson <[dr\\_shirley\\_johnson@yahoo.com](mailto:dr_shirley_johnson@yahoo.com)>  
**Cc:** "Bartholomew, Tasha" <[bartholomewt@samtrans.com](mailto:bartholomewt@samtrans.com)>  
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## Averill, Joshua

---

**From:** Bryan Cheung <cheunger@yahoo.com>  
**Sent:** Tuesday, April 02, 2013 8:20 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

At least 4 bumped on the NB 323 Bombardier train. There was only room for 1 on the whole train.

More bike capacity, please!

**Averill, Joshua**

---

**From:** Joseph Phillips <zonefocus22@gmail.com>  
**Sent:** Tuesday, April 02, 2013 8:10 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

SB 220 bike car is so overfull as to be dangerous. Both cars were at or near capacity after the first station, but no conductors seem to be monitoring the forward car. Now after 3 stops the bike car is well over capacity and almost impassible, but no caltrain employees have even passed through. Many bikes would have been bumped if anyone were checking. The situation is clearly unsafe, but more bikes continue to board at every stop.

## Averill, Joshua

---

**From:** Tom Corboline <tomcorboline@gmail.com>  
**Sent:** Tuesday, April 02, 2013 7:41 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

5 bikes were bumped at millbrae on the southbound BB @ 7:32

It's very difficult to count on Caltrain for commuting when one doesn't know if one will be able to board the train or not. It makes me want to drive my car and stop using Caltrain for commuting

## Averill, Joshua

---

**From:** AIDS/LifeCycle <actnow@tofighthiv.org> on behalf of Alan Mayer <mayeralanr@gmail.com>  
**Sent:** Monday, April 01, 2013 11:16 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** Please support my participation in AIDS/LifeCycle



Hi everyone!

From June 2nd through June 8th I will ride my bike 545 miles from San Francisco to Los Angeles in AIDS/LifeCycle 13. I've committed to raising a minimum of \$3,000 and I need your support. The funds I raise will enable the L.A. Lesbian Center and San Francisco AIDS Foundation help those impacted by HIV get the treatment and care they need and provide targeted prevention efforts for high risk populations. This will certainly be the longest bike ride I've ever done on, and it will feel great knowing that in the process I am helping people in need. I know that not everyone has the money to donate, but feel free to give me a pat on the back, come on a bike ride with me, or send me good luck!

Please click on the link below to donate what you can. Together we can make a difference.

Thank you everyone in advance!

Alan Mayer

Software Engineer

CookTasteEat.com

San Francisco, CA

(586) 321-8280

[Click here to visit my personal page.](http://www.tofighthiv.org/site/TR?px=2942673&pg=personal&fr_id=1550&et=1ALcG2i-e8Bds1TPzpMyyQ&s_taf)

If the text above does not appear as a clickable link, you can visit the web address:

[http://www.tofighthiv.org/site/TR?px=2942673&pg=personal&fr\\_id=1550&et=1ALcG2i-e8Bds1TPzpMyyQ&s\\_taf](http://www.tofighthiv.org/site/TR?px=2942673&pg=personal&fr_id=1550&et=1ALcG2i-e8Bds1TPzpMyyQ&s_taf)



If you no longer wish to receive email messages sent from your friends on behalf of this organization, please [click](#) here to

paste this URL into your browser:

<http://www.tofighthiv.org/site/TellFriendOpt?action=optout&toe=eb277f9931abc729b45533d08ee4bc73c157793>

---



[nonprofit software](#)

## Averill, Joshua

---

**From:** Bartholomew, Tasha  
**Sent:** Monday, April 01, 2013 4:48 PM  
**To:** 'Shirley Johnson'  
**Cc:** Averill, Joshua; Darcy Forsell; Caltrain, Bac (@caltrain.com); sonn.michael@gmail.com; Simon, Mark; bikesonboard@sfbike.org; Murphy, Seamus  
**Subject:** RE: please provide legal justification for changes to BBATF resolution

Dear Shirley,

Let me start by saying that staff apologizes for any misunderstanding or confusion that might have occurred. Staff did make some changes to the resolution. The formatting is based on the continuing advice we get from legal counsel on how resolutions are prepared by this agency. The changes we made to the body of the resolution were based on our desire to make clear the link between BART and Caltrain bike service. We did so in an effort to strengthen the resolution. If that was not made clear during the time of the BAC meeting, we apologize. This item was posted on our website 72 hours before the BAC meeting on March 21. We made these changes as part of our staff recommendation to the committee.

We would note that the critical portions of the resolution, in which the position of the BAC expressly stated, are unchanged from the original version submitted by committee member Mike Sonn. If the main concern is alignment in support of the BART bikes onboard program, then staff believes that has been achieved by this resolution as it has been worded and adopted by the Caltrain BAC.

Sincerely,  
Tasha

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs  
San Mateo County Transit District (*SamTrans, Caltrain, TA*)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

### **We're on Facebook and Twitter!**

Like us on Facebook at: [www.facebook.com/samtrans](http://www.facebook.com/samtrans) and [www.facebook.com/caltrain](http://www.facebook.com/caltrain)  
Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

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**Sent:** Wednesday, March 27, 2013 10:33 PM  
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If there are legal requirements that necessitated the revisions, please send them to me.

To be clear on the sequence of events, here is a chronology:

1. I sent an email to you on March 11 (copying Joshua Averill and Mike Sonn) with a memo and the BBATF resolution for the March 21 BAC agenda packet. I stated that if you did not want the memo to be from me as outgoing vice-chair, Mike would be willing to put his name on it.
2. Mike replied to all on March 12 stating that he would be willing to put his name on the memo.
3. Staff reworded the memo and revised the resolution without consulting either Mike or the BBATF.
4. Staff included the reworded memo and revised resolution on the agenda for the March 21 BAC meeting with Mike's name on the memo.
5. Mike presented the agenda item at the BAC meeting on March 21, referring BAC members to the memo and resolution in the agenda packet for more information.
6. I made public comment in support of the resolution.
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**Averill, Joshua**

---

**From:** aldeivnian@gmail.com on behalf of Adina Levin <alevin@alevin.com>  
**Sent:** Wednesday, March 27, 2013 9:28 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Updated Webpages

Thank you for the links to presentation materials!

On Wed, Mar 27, 2013 at 4:30 PM, [BAC@caltrain.com](mailto:BAC@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)> wrote:  
The following pages have been updated:

[Bicycle Advisory Committee Meeting Calendar](#) - *Wednesday, March 27, 2013 2:43 PM*

You are subscribed to receive updates to the Bicycle Advisory Committee (BAC) Web Page. The link to the Bicycle Access and Parking Plan was added.

To stop receiving email notifications, please unsubscribe [here](#).

## Averill, Joshua

---

**From:** Irene Loe <iloe@stanford.edu>  
**Sent:** Wednesday, October 17, 2012 9:38 AM  
**To:** lindella@samtrans.com  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

At least 10 riders with bikes were bumped from the northbound train 193 at the 8:01 PM Palo Alto stop, forcing riders to wait another HOUR for the next train. The conductor at the 1st bike car randomly picked the 5 closest bikes to the doors--who were not the first 5 people with bikes at the station. The conductor made no effort to be fair about the boarding and was very rude. Meanwhile, late cyclists were jumping on through another door, leaving the rest of us to wait for the 9PM train. I personally can't add another HOUR to my commute everyday.

## Averill, Joshua

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**From:** Dana Jordan <djordan@shschools.org>  
**Sent:** Tuesday, March 26, 2013 7:19 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Hi there-  
I'm writing to report another bump - northbound train 289 at Menlo park . Three of us didn't get on. It was a bombardier train, so obviously the less capacity played a part. We tried both bike cars and neither of them had space.  
More bike space please!  
Dana

Sent from my iPhone

**Averill, Joshua**

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**From:** Simon Karpen <simon.karpen@gmail.com>  
**Sent:** Tuesday, March 26, 2013 6:52 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Several cyclists were bumped on NB385 today at mountain view. Plenty of bike car space, conductor (male, did not get a name) yelling about getting in trouble for schedule slip. Very unprofessional.

**Averill, Joshua**

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**From:** John <nekoball@gmail.com>  
**Sent:** Monday, March 25, 2013 10:19 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

3 cyclists bumped off SB236. bombardier T10:18 at San Mateo.

## Averill, Joshua

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**From:** John <nekoball@gmail.com>  
**Sent:** Monday, March 25, 2013 10:11 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

3 cyclists bumped off a 10 minute late SB236. bombardier T10:05 at Millbrae.

## Averill, Joshua

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**From:** Daniel Whitt <dwhitt@stanford.edu>  
**Sent:** Monday, March 25, 2013 9:52 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Good morning,

I just wanted to report that I along with at least 4 other bicyclists were denied boarding for the 937a southbound at San Francisco this morning.

I appreciate caltrain's efforts to allow for bicycles, but this is a real inconvenience for people. Moreover it may have been avoided if an older higher bike capacity train was scheduled at this time.

Best,

Dan

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Daniel B. Whitt

## Averill, Joshua

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**From:** John <nekoball@gmail.com>  
**Sent:** Monday, March 25, 2013 9:48 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

After waiting 27 minutes for SB332 bullet, five cyclists bumped at Millbrae off SB332/134 combo. No news next train, no sympathy given. T9:42.

-John Luk



## Averill, Joshua

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**From:** Edward Saum <etsaum@gmail.com>  
**Sent:** Thursday, March 21, 2013 9:43 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Cc:** Martinez, Martha  
**Subject:** SB 192 - One Bike Car

Train beyond capacity, Conductor James being helpful and considerate of the bikers.