

JPB BOARD MEETING
March 7, 2019

Correspondence Packet as of
February 28, 2019, 11:00 a.m.

From: Shengpu Liu
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: we need seats within view of bikes AND more bike capacity on longer trains
Date: Wednesday, February 27, 2019 6:11:04 PM

Hi Board,

I'm a bike rider in caltrain. Thanks for planning a public process on car layout for electric trains and planning to run seven-car (instead of six-car) electric trains

As a bike rider, I just want to emphasize that we need seats within view of bikes and need more bike capacity.

Thanks
Shengpu

From: Rich Schwerin
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net; [Rich Schwerin](#); [Cedric Cedric](#)
Subject: We need seats within view of bikes & more bike capacity on longer trains
Date: Wednesday, February 27, 2019 12:15:28 PM

Hello Caltrain board,

As a lifelong bike-on-Caltrain commuter (I was part of the original pilot program, circa '93 or '94, when we had paper "permits" issued from Diridon, and there was a single bike car with 2 racks (8 bike capacity)), I thank you for your dedication to expanding multi-modal commute opportunities on the train. It's come a long way!

Thank you also for planning a public process on car layout for electric trains, as it's imperative that bicyclists have seats within view of their bikes. I also thank you for planning to run seven car (instead of six car) electric trains, which will be a huge improvement.

Please remember that seven car trains will be 84 bike spaces per train to meet the board-mandated 8-to-1 ratio of seats-to-bike spaces. Today's diesel trains have, on average 77 bike spaces per train. Bike riders are often bumped today, so we'll need more bike capacity in 2022 when electric trains start running.

Thank you for your consideration of my comments.

Thanks,
Rich Schwerin
San Carlos, CA

From: Jason Roesslein
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: The most efficient means of transportation!
Date: Wednesday, February 27, 2019 12:10:11 PM

Hey team,

Very excited about the upcoming implementation of electric trains, and just wanted to comment about making it even more awesome by promoting and encouraging the use of bicycles in conjunction with the train to create the most efficient and responsible means of transportation we can.

I'm sure there are numerous design constraints at play, but I would just like to encourage you to prioritize space and visibility for cyclists, who are trying to do their part to create a happy, healthy, and efficient, community.

Thanks for all of your hard and noble work,
Jason

From: Gary Downing
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Thank you for considering Bicyclist for future electric train planning!
Date: Wednesday, February 27, 2019 9:39:44 AM

Thank you Caltrain for planning a public process on car layout for electric trains, and planning to run seven-car (instead of six-car) electric trains!

As a bike rider, we need seats within view of bikes. Seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

Caltrain diesel trains today have 77 bike spaces per train on average.

Remember that bike riders are often bumped today, so we'll need **more bike capacity in 2022 when electric trains start running!**

Best, Gary Downing

From: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
To: "Nelson, Brian"
Cc: Seamans, Dora; Khoury, Elias
Subject: RE: Taxi Zone on Crandall Street
Date: Wednesday, February 20, 2019 9:34:00 AM

Hello Brian,

Per staff, there is no agreement with the City regarding this taxi zone. It is on JOB property.

Please contact me with any additional questions.

Thanks,
Cindy Gumpal

From: Nelson, Brian [mailto:Brian.Nelson@sanjoseca.gov]
Sent: Tuesday, February 19, 2019 10:03 AM
To: Board (@caltrain.com)
Cc: Seamans, Dora; Khoury, Elias
Subject: RE: Taxi Zone on Crandall Street

Hi Cindy,

Are you aware of any agreement with the City regarding this taxi zone?

Thanks.

Brian Nelson
City of San Jose
Department of Transportation
200 E. Santa Clara Street - 7th Floor
San Jose, CA 95113
408-975-3278

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Sent: Monday, February 18, 2019 3:35 PM
To: Nelson, Brian <Brian.Nelson@sanjoseca.gov>
Cc: Seamans, Dora <SeamansD@samtrans.com>
Subject: RE: Taxi Zone on Crandall Street

Hello,
Thank you for your email.

A work order has been issued to replace the missing taxi sign.

Please contact me if you have any other questions or concerns.

Thank you,

Cindy Gumpal
gumpalc@samtrans.com
650-508-6279

From: Nelson, Brian [mailto:Brian.Nelson@sanjoseca.gov]
Sent: Monday, February 11, 2019 11:33 AM
To: Board (@caltrain.com)
Subject: Taxi Zone on Crandall Street

Hi,

Near the Diridon Station, there is a Taxi Zone on Crandall Street that appears to be on property owned by the Peninsula Corridor Joint Powers Board.

We noticed there is a missing taxi sign on one of the poles, and the existing taxi sign looks different than the type of sign the City uses for taxi zones. Could you please confirm if this is maintained by the JPB or the City, and if there is any agreement?

Thank you.

From: Rose Rustowicz
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Protect Caltrain bike capacity
Date: Wednesday, February 27, 2019 3:04:02 PM

Caltrain,

Thank you for planning a public process on car layout for the electric trains. As a bike owner and commuter, I see the extreme important of having seats where bike owners can see their bikes. I've had experiences in the past with people trying to steal bikes, and it is crucial that owners have the ability to keep an eye out in order to prevent this theft.

I send another thank you for planning to run the seven-car rather than six-car electric trains! I have also had experience with heavy loads on the train, especially during commute hours, and a seventh train will allow more people to get where they need to be. Again with an emphasis as a bike owner, I've also had experiences where people cannot physically get on the train with their bike due to full capacity. It's critical that this seventh car be equipped with more bike space!

Thank you,
Rose Rustowicz

From: Peter Diaz
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: New Electric Trains Bike Capacity
Date: Wednesday, February 27, 2019 9:45:47 AM

Hello Caltrian,

First, thank you for planning a public process on car layout for electric trains. I do want to emphasize while in the process bike riders do need seats within view of their bikes. Bikes have been stolen in the past.

Second, thank you for considering a seven-car train. This will definitely increase ridership. I would bring to your attention that with a seven-car train there needs to be 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Current diesel trains have 77 bikes spaces per train average.

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

As someone who has been riding Caltran now for 15 years with my bike, I really appreciate all your efforts to work with all commuters.

Sincerely,
Peter Diaz

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Peter Diaz
Service Learning Coordinator
Religious Studies
Mercy High School
(650) 762-1108 (Voice mail)

Email disclaimer

This message (including attachment if any) is confidential and may be privileged. If you have received this message by mistake please notify the sender by return e-mail and delete this message from your system. Any unauthorized use or dissemination of this message in whole or in part is strictly prohibited.

From: Kelli Shields
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: More Bike Capacity on New, Longer Trains
Date: Wednesday, February 27, 2019 12:09:05 PM

Thank you for reconsidering having fixed seats within view of bikes on trains- I look forward to being part of that public process. Bike theft is a major concern for many of us. Being in view of bikes while riding is a big detractor to bike theft, and makes folks more comfortable and willing to travel by train/bike.

Another concern is bike capacity on the new trains.

Seven-car electric trains are a big improvement over six-car trains, because bike riders are often bumped, which makes it less likely for folks like me to use Caltrain as a transportation option. Increasing bike capacity on the new longer trains is a critical improvement in the new electric train plan.

We need a minimum of 84 bike spaces per train to meet the 8:1 seats-to-bike space mandate. Please support making this happen to make Caltrain a viable and attractive transportation option for those of us who rely on our bicycles to get where we need/want to go.

Thank you,
Kelli Shields

From: Drew Abernathy
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: More Bike Capacity on Electrified Trains
Date: Wednesday, February 27, 2019 10:43:26 AM

Hello Caltrain,

Thank you for continuing to include bicyclists in your future electrified train layout planning. Thank you as well for planning to increase car-count to 7 cars.

As a daily Caltrain rider who relies on my bicycle for the first and last few miles of my commute, I want to emphasize the importance of adequate bike capacity on Caltrain. I truly believe that bicycles are the best means of local transportation to/from commuter rail like Caltrain. The fewer cars, buses and cabs needed for passengers coming and going to/from Caltrain, the better the traffic situation for the entire community (and Caltrain stations in particular).

For that reason, I implore Caltrain to please plan to increase bike capacity of future electrified trains to at least 3 bike cars with at least 84 bike spaces per train. Today's trains have 77 bike spaces, and I can tell you from personal experience that they are routinely at capacity.

I have personally been bumped from trains due to bicycle overcrowding on numerous occasions. The increase in capacity on some of the rush-hour trains over the last few years has been a welcome relief, but demand will continue to increase. Failing to meet future bike capacity demands will result in poorer service for the community, and an overall worse traffic situation at Caltrain stations.

On a final note, it is imperative that bicyclists have at least a few seats in the on-board bike spaces. Even if every biker is not able to sit in this area, the presence of even a few fellow bikers helps to ensure the safety of our bikes by discouraging bike theft on-board Caltrain -- a known issue.

Thank you for your continued consideration! We truly appreciate you keeping bicyclists in mind. I feel so lucky to have access to such a great service as Caltrain for my daily commute.

All the Best,
Drew



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

January 28, 2019

To: Peninsula Corridor Joint Powers Board

Subject: **In appreciation of improvements for electrified Caltrain**

Dear Chair Gillett and Directors of the Joint Powers Board,

The San Francisco Bicycle Advisory Committee (SF BAC) would like to thank you for listening to the public and taking the following actions:

- (1) purchasing more electric multiple units (EMUs) to run seven-car electric trains,
- (2) announcing that a public process will be used for EMU layout,
- (3) eliminating hanging bikes and providing dedicated wheelchair space in every car,
- (4) approving the 2017 Bicycle Parking Management Plan, and
- (5) hiring a Principal Planner to implement the Bicycle Parking Management Plan.

The SF BAC approved a resolution on October 23, 2017 calling for increased capacity and better car layout on electrified Caltrain, attached to this letter. The resolution was endorsed by eight organizations including the San Francisco Bicycle Coalition, California Bicycle Coalition, TransForm, Livable City, South San Francisco Pedestrian and Bicycle Advisory Committee, Bike San Mateo County, and Cycle California! Magazine. Our chair presented the resolution to the Joint Powers Board at its meeting on December 7, 2017.

To reiterate, our resolution concluded with the following statements:

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.

We applaud Caltrain for following most recommendations in our resolution and encourage you to follow the remaining recommendation to provide **at least 84 bikes spaces per train distributed among all cars to allow seats within view of bikes.**

Thank you for your support of bicycles to solve the first/last mile problem for Caltrain passengers. We appreciate your leadership in fighting climate change through green commuting.

Sincerely,

A handwritten signature in black ink that reads "Bert Hill".

Bert Hill
Chair, San Francisco Bicycle Advisory Committee



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

ADOPTED AT SAN FRANCISCO BICYCLE ADVISORY MEETING ON JANUARY 28, 2019 BY THE FOLLOWING VOTE:

AYES: Marc Brandt (D3), Melyssa Mendoza (D5), Mary Kay Chin (D6), Bert Hill (D7), Paul Wells (D10), Jeffrey Taliaferro (D11)

NAYS: None

ABSTENTIONS: None

ABSENT: Charles Defarges (D2), Anne Brask (D4), Diane Serafini (D8), Catherine Orland (D9); District 1 is Unassigned

Attachment

SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

RESOLUTION: CALLING FOR INCREASED CAPACITY AND BETTER CAR LAYOUT ON ELECTRIFIED CALTRAIN

WHEREAS, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link serving the City and County of San Francisco and has provided onboard carriage of bicycles since 1992; and

WHEREAS, Caltrain's onboard bicycle service allows passengers to reach their origin stations and their final destinations without using motorized transportation on either end of their commutes, taking the burden off heavily subsidized feeder buses and shuttles; and

WHEREAS, Caltrain's onboard bicycle service is socially and economically beneficial in eliminating reliance on the automobile, thereby effecting reductions in petroleum use, traffic congestion, pollution, and climate change; and

WHEREAS, Caltrain's plans to modernize its service with electrified trains in 2021; and

WHEREAS, Caltrain's onboard bicycle service reduces demand for expensive new parking lots or parking structures, and Caltrain predicts that a number of its parking lots will be unable to handle demand after Caltrain has been electrified; and

WHEREAS, 16% of Caltrain passengers bring their bikes on board and 1% park their bikes at the stations according to the 2014 Caltrain Onboard Passenger Survey; and

WHEREAS, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Bike Car Intercept Survey; and

WHEREAS, Caltrain's onboard bicycle service is so popular that customers with bicycles routinely get left behind on the platform or 'bumped' due to insufficient onboard bike capacity while all walk-on passengers are allowed to board; and

WHEREAS, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on electrified trains with an onboard ratio of 8:1 seats-to-bike-spaces, overriding Caltrain staff's recommendation of 9:1 (same as today); and

WHEREAS, the difference between 9:1 and 8:1 corresponds to an 11% increase in bike capacity, or 84 bike spaces and 672 seats per train; and

WHEREAS, Caltrain staff plans only 72 bike spaces and 567 seats per six-car electrified train, technically meeting the 8:1 ratio but reducing bike capacity compared with an average of 77 bike spaces per train today; and

WHEREAS, six-car diesel trains today have an average of 741 seats per train; and

WHEREAS, in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having 910 seats and 72 bike spaces per train to cover up the inadequate seat count of electrified trains; and

WHEREAS, Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021; and

WHEREAS, the additional train in 2021 will result in only 10.3% more seats per peak hour, while walk-on ridership is projected to be 23.9% higher based on the average annual increases over the last decade; and

WHEREAS, the additional train in 2021 will result in only 12.5% more bike spaces per peak hour, while bike boardings are projected to be 42.9% higher based on the average annual increases over the last decade; and

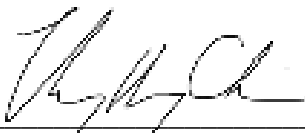
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

WHEREAS, bicyclists need to sit within view of their bikes to guard against theft; and

WHEREAS, Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021 especially for bikes-on-board passengers, and staff is proposing an untenable car layout, and staff's plan does not meet the board's 2015 directive for more bike capacity per train;

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.



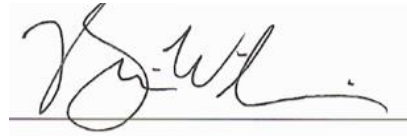
Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

AYES: Brask, Chin, Deffarges, Orland, Serafini, Taliaferro, Warner, Wells

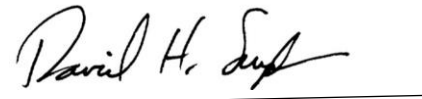
ABSENT: Brandt, Hill, Mendoza

We, the undersigned, endorse the resolution calling for increased capacity and better car layout on electrified Caltrain, approved by the San Francisco Bicycle Advisory Committee on October 23, 2017.



Brian Wiedenmeier
Executive Director

San Francisco Bicycle Coalition



Dave Snyder
Executive Director

California Bicycle Coalition



Stuart Cohen
Executive Director

TransForm



Tom Radulovich
Executive Director

Livable City



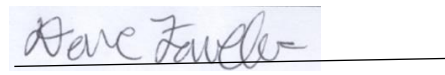
Cassandra Woo
Chairperson

South San Francisco Pedestrian and Bicycle Advisory
Committee



Steve Vanderlip
Chairman

Bike San Mateo County



Dave Favello
Chair

BART Bicycle Advisory Task Force



Tracy Corral, Bob Mack
Publishers

Cycle California! Magazine

From: Rhea Karuturi
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Re: Interview request
Date: Wednesday, February 20, 2019 9:44:18 AM

Great, thank you so much!

On Wed, Feb 20, 2019 at 9:36 AM Board ([@caltrain.com](mailto:Board@caltrain.com)) <BoardCaltrain@samtrans.com> wrote:

Good morning,

I have forwarded this email to our Planning Division and we will have one of our staff members call you.

Please let me know if you have any questions.

Cindy Gumpal

650-508-6249

From: Rhea Karuturi [mailto:rheakaru@stanford.edu]
Sent: Thursday, February 14, 2019 1:27 PM
To: Board ([@caltrain.com](mailto:Board@caltrain.com))
Subject: Interview request

To Whomsoever it may concern,

Hello,

I'm writing to you because I am currently a senior at Stanford working on an assignment about self-driving cars. I would love to speak to someone on your team about your views about self-driving cars and how they fit into the future of transportation in California.

This will be for a policy memo for the class CS181: Computers, Ethics and Public Policy taught jointly by Mehran Sahami, Jeremy Weinstein and Rob Reich. We are given a fictitious premise of automating all the vehicles on Stanford's campus and asked to develop a policy memo about it, taking into account various stakeholder views. An in person

interview would be great, although a phone call would also be greatly appreciated! Let me know if this is possible!

Regards,

Rhea Karuturi

Stanford University | Class of 2019

B.S candidate in Science, Technology and Society

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Regards,

Rhea Karuturi

Stanford University | Class of 2019

B.S candidate in Science, Technology and Society

From: Kash
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Increase bicycle capacity on electrified trains
Date: Thursday, February 28, 2019 8:05:01 AM

Please increase bicycle capacity onboard electrified trains.

Please include the following in your upgraded train design:

1. Passenger seating in view of bikes to prevent theft. You wouldn't ask people to leave their laptops and bags where they couldn't watch them, bikes are no different.

2. 84 bike spaces per 7 car train. The board has mandated an 8:1 ratio, this capacity will achieve that.

3. Consider increasing capacity to more than 84 bike spaces to match potential demand. People get bumped off the trains and that means more capacity is needed, get ahead of the curve no and you won't keep getting angry emails in 2022 when the electric trains come online. :)

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We're open Tuesday-Friday 8am-7pm, Saturday 11-5, Sunday and Monday by appointment

-Kash

From: Vijaysai Patnaik
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Ideas for lowering collisions using technology
Date: Saturday, February 23, 2019 6:53:07 PM

Hi Caltrain board

I'm a daily commuter on the Caltrain and am really grateful for the train service. I'm writing to offer my help to Caltrain in improving safety, specifically collisions/strikes on the tracks.

I work on self-driving cars and we use a lot of technology to make sure our cars drive safely on the road. Some of that same technology can be applied to detect pedestrians or cars on the tracks and warn engineers/conductors well ahead of time (over half a mile away, thus allowing them to hit the emergency brakes in time). I have several ideas on how to do this.

I reviewed the Dec 6 meetings notes and noticed the increase in collision/strikes in Q1 FY19. Also reviewed this [2010 case study](#) on patterns of pedestrian collisions. In addition, I [read](#) about the lasting impact of these collision on the Caltrain staff itself (totally understandable).

Please let me know how I can be helpful in improving safety on the Caltrain tracks, am eager to help.

Best, Vijay

From: O'Donnell, Michael
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: RE: FW: Taxi Zone on Crandall Street
Date: Tuesday, February 19, 2019 3:26:50 PM
Attachments: [msaa002.jpg](#)

There is no agreement with the City regarding this taxi zone. It is on JOB property.

On February 19, 2019 at 1:48:22 PM PST, Board (@caltrain.com) <BoardCaltrain@samtrans.com> wrote:

Hi Mike,

Below is an email from Brian Nelson; please let me know if I can provide him your contact information or please provide me a response to his question below.

Thanks.

Cindy Gumpal

gumpalc@samtrans.com

650-508-6279

From: Nelson, Brian [<mailto:Brian.Nelson@sanjoseca.gov>]
Sent: Tuesday, February 19, 2019 10:03 AM
To: Board (@caltrain.com)
Cc: Seamans, Dora; Khoury, Elias
Subject: RE: Taxi Zone on Crandall Street

Hi Cindy,

Are you aware of any agreement with the City regarding this taxi zone?

Thanks.

Brian Nelson

City of San Jose

Department of Transportation

200 E. Santa Clara Street - 7th Floor

San Jose, CA 95113

408-975-3278

From: O'Donnell, Michael
Sent: Tuesday, February 12, 2019 8:39 AM
To: Fitzpatrick, Brian; Board (@caltrain.com)
Cc: Chan, April
Subject: RE: FW: Taxi Zone on Crandall Street

A work order has been issued to replace the missing taxi sign.

From: Fitzpatrick, Brian
Sent: Monday, February 11, 2019 7:52 PM
To: Board (@caltrain.com)
Cc: Chan, April; O'Donnell, Michael
Subject: Re: FW: Taxi Zone on Crandall Street

The land is owned by Caltrain do the signs are ours

Mike Odonnell, the stations manager is copied hereto for other questions

Brian W Fitzpatrick
Samtrans, Caltrain and San Mateo County TA
Real Estate

Please pardon typos: Sent from my iPhone

On February 11, 2019 at 2:19:12 PM PST, Board (@caltrain.com) <BoardCaltrain@samtrans.com> wrote:

Brian,

Would you have any information regarding the question below? or please direct me to the appropriate staff.

Thanks,

Cindy

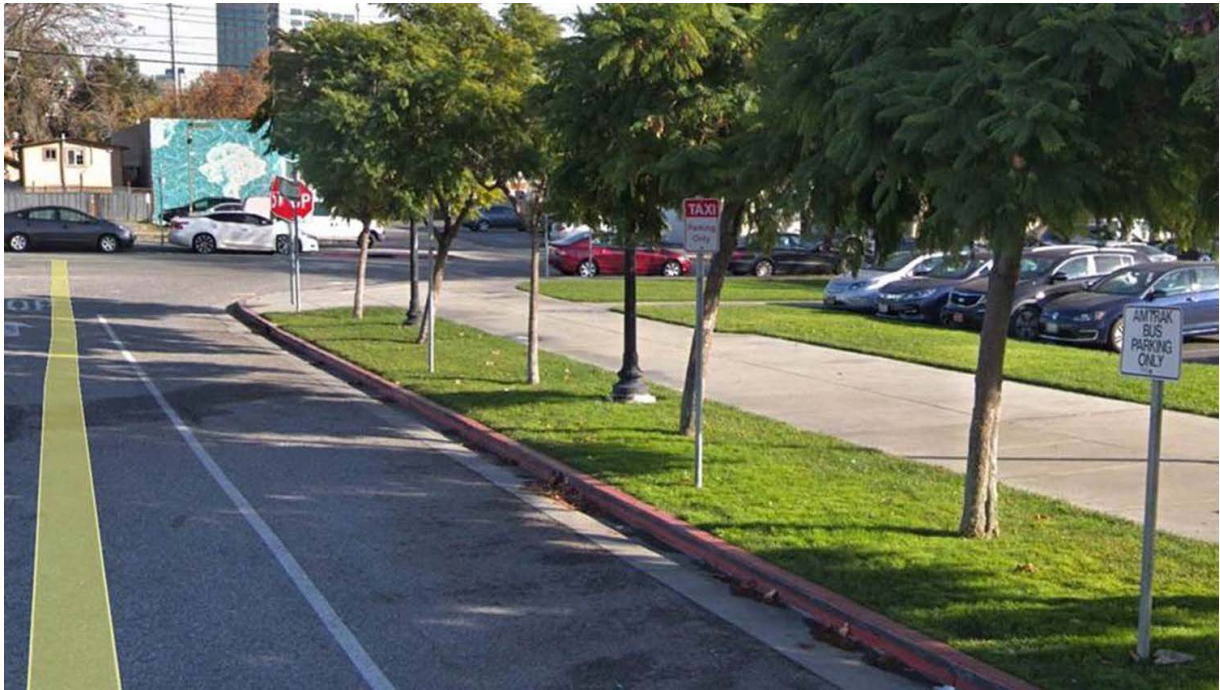
From: Nelson, Brian [<mailto:Brian.Nelson@sanjoseca.gov>]
Sent: Monday, February 11, 2019 11:33 AM
To: Board (@caltrain.com)
Subject: Taxi Zone on Crandall Street

Hi,

Near the Diridon Station, there is a Taxi Zone on Crandall Street that appears to be on property owned by the Peninsula Corridor Joint Powers Board.

We noticed there is a missing taxi sign on one of the poles, and the existing taxi sign looks different than the type of sign the City uses for taxi zones. Could you please confirm if this is maintained by the JPB or the City, and if there is any agreement?

Thank you.



Brian Nelson
City of San Jose
Department of Transportation

From: Kevin Wang
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Electric trains need 8:1 seats to bike spaces
Date: Wednesday, February 27, 2019 10:24:39 AM

Thank you for planning a public process on car layout for electric trains. To prevent theft, we need seats within view of bikes.

Thank you for planning to run seven-car (instead of six-car) electric trains.

Today's diesel trains have 77 bike spaces per train on average. Bike riders are already being bumped today. We need more bike capacity in 2022 when electric trains start running.

Furthermore, seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

- Kevin

From: William MacKinnon Morrow
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Constituent Concern About Coordinating Weekend Service with BART at Millbrae
Date: Tuesday, February 12, 2019 4:04:31 PM

Good afternoon Boardmembers of Caltrain,

My name is William Morrow, and I am an East Bay resident and regular rider of Caltrain. I am writing to you all today as a member of the public with a service concern I have as a devoted Caltrain passenger.

Although I live in the East Bay, on most weekends, I travel via Caltrain from Millbrae (where I transfer from BART) to Palo Alto to visit my girlfriend who is currently a graduate student at Stanford University. For the most part, I am a huge fan and proponent of Caltrain, and believe it delivers top-notch quality of service to riders.

However, I have noticed a real challenge of riding Caltrain on weekends is the way that Caltrain does not communicate adequately with BART, which has become an especially pronounced problem recently with the weekend closures of Caltrain service beyond Bayshore for the electrification project.

On multiple occasions, I have been on a BART train that is scheduled to arrive in time to Millbrae to facilitate a timed transfer to Caltrain, but because the BART train is running a couple minutes behind schedule, the transfer is just barely missed. This becomes a very real problem as a passenger, especially on weekends, because for southbound passengers trying to transfer from BART to Caltrain at non-peak hours, there can be as much as an hour-and-a-half wait for the next Caltrain to arrive.

And although this challenge is not new, it has become much more pronounced now for many more passengers with the increase of riders from San Francisco who are BARTing to Millbrae because of the weekend electrification project. Accordingly, whereas in the past, there might have been a couple other passengers in the same situation as I, now there are dozens of passengers looking to make the weekend BART-to-Caltrain Millbrae transfer.

For example, just this past Saturday, I was on a BART train that was scheduled to arrive at Millbrae at 5:31pm, in time for a transfer to Caltrain #434 that was set to depart Millbrae at 5:34pm. However, because of a slight delay on BART, the BART train did not arrive into Millbrae until 5:34pm, and right after we pulled up on BART, the Caltrain was departing the station on the other platform. As a passenger, this was frustrating because I feel that the Caltrain could easily have just waited a couple minutes to allow for passengers coming from BART, even if it meant incurring like a two minute service delay. Yet, instead, myself and twenty other passengers who tried sprinting up and over the multimodal station bridge at Millbrae had to watch the Caltrain speed away, and decide if it was worth it to wait an hour-and-a-half for the next train or to take an expensive rideshare or taxi instead (because weekend peninsula bus service is also much more limited).

And while I am not advocating for Caltrain to completely alter its service to accommodate BART, which can sometimes run delays by as much as twenty minutes, I do think it is irresponsible to not be engaged in communication when there is a delay of barely a couple minutes, particularly on weekends when service is very limited. This has happened to me a

couple times before as a weekend rider and I have not said anything, because I did not feel like it would be justified to alter Caltrain service for only a handful of riders who were in the same position as myself. However, now that there are so many more San Franciscans joining me in the Millbrae BART-to-Caltrain weekend transfer because of the electrification construction, I do think this is an issue that you all should consider working on addressing.

I am not entirely sure what can be done, and I fully acknowledge that there probably are very complicated politics that exist between Caltrain and BART. However, I do hope you all will take into consideration this concern. I am committed to being a multimodal public transit rider as an environmentalist, but in order for the multimodal station at Millbrae to truly be rider-friendly in providing passenger service, there needs to be coordinated service for passengers who are transferring there, especially on weekends when service is very limited. Otherwise, when a trip ends up taking me three hours to get from Oakland to the Peninsula, it becomes very difficult to justify not just driving or taking a lyft/uber instead. And I am sure this sentiment is shared among the new BART-to-Caltrain weekend riders from San Francisco as well.

Thank you for your consideration of this concern. I hope you all will look into what can be done to best serve weekend riders such as myself, who are transferring from BART-to-Caltrain. I look forward to continuing to enjoy my experience as a Caltrain rider in the months to come.

Sincerely,

William Morrow

From: Jon Hills
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Caltrain bike capacity/layout
Date: Wednesday, February 27, 2019 10:12:09 AM

Caltrain team,

I'm very excited about the electrification of Caltrain, it will yield a huge environmental benefit and offers an opportunity to update the cars. I read about your plan for bicycle commuters and I hope you will reconsider both the number of bike spaces as well as layout of the new cars. Like many others, my daily Caltrain ride relies on being able to bring my bike so I can commute the last 4 miles that I need to get to work. As of today, bike cars are packed to capacity, and the majority of the time, there is no seating in the bike car. When I don't have a seat in the bike car, I stand up and check the aisle to make sure my bike isn't being taken at every stop. My bike isn't expensive by any means, but the risk of being fired for missing work, or having to purchase another used bike don't give me another option. I believe that reducing the number of bike spaces from 77 to 72, as well as removing all seating in the bike car, is very misguided. If anything, considering the ever increasing ridership of Caltrain, the number of bike spaces should be increasing with new cars, especially since we have the ability to set these numbers as a part of the design. A reduction in bike spots could force riders like myself to drive a vehicle to commute, not out of convenience but out of necessity.

I don't mean to come off as angry or entitled. I am so thankful for the service that Caltrain provides for its riders. In terms of supporting bicyclists, haven't seen anything like it in the cities I've lived in and I think it is so fantastic. You've created an incredible democratic transportation system, tackling economic and environmental issues along the way. I want Caltrain to continue developing in what I think is the correct direction, and seeing what has been planned for bicycle commuters has been so disappointing. I know you're working hard to make Caltrain the best it can be and there are many disparate design inputs, but I ask that you use this opportunity to make improvements for bicyclists on Caltrain rather than reductions.

best,
jon

From: Catherine Breen
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: CalTrain bike capacity
Date: Wednesday, February 27, 2019 9:52:17 AM

Dear CalTrain,

Thank you for planning a public process on car layout for electric trains. I ride my bike to the caltrain every morning, and it's important to me that we have seats within view of bikes. Seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

Thank you,
Catherine Breen

From: George Halet
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Caltrain Bicycle Capacity
Date: Wednesday, February 27, 2019 9:56:59 AM

Dear Caltrain Board

I ride Caltrain from San Mateo to South SF with my bike, usually at off-schedule, and the ability to take my bicycle on board is a huge advantage that I deeply appreciate. I am grateful to not have to drive my car to work for many reasons.

Since I travel at off-schedule, usually leaving at around 6 am, I don't have to contend with being bumped, but I remember when I used to go from Hillsdale, gas prices soared and everybody was getting bumped. I bought a folding bike and put it in the luggage rack. I would do it again if I had to, but this approach is not scaleable - it would create other problems.

I have heard that you have reconsidered the need for seating within view of bikes and that's great, but the fact that it was ever a consideration is concerning.

It's a shame that pedestrian and bicycle passengers are fighting over this space when we're all trying to use Caltrain and minimize congestion. The capacity is too small across the board. Until then, it seems like a **bad idea to cut back on bicycle capacity**.

Regards
George Halet

From: Daniel Llinas
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bikes on Trains
Date: Wednesday, February 27, 2019 9:51:49 AM

Thanks for opening up the layout for the new electric trains to the public process :)

I'm a bike rider, and I use Caltrain everyday. I'd like to please ask you to consider the importance of making it possible for bike riders to sit within view of their bikes, and to ask that you keep in mind the required capacity for high traffic times. Today's trains have 77 spaces per train, and with the seven car electric trains being planned, 84 spaces per train would be needed to maintain that 8:1 ratio of seats-to-bike spaces.

It would also be AWESOME if you could design trains, signage, and train staff/passengers in a way so that people without bikes stay out of the bike car. Every single day I ride the train, there are a handful of people riding in the bike car who have no bikes, and they are taking up seats that bike riders can use. They also clog the entry to the car and cause traffic jams for people boarding and deboarding. If there was a way that you could consistently route people toward the passenger cars, that would be awesome.

Thanks again for the public process!

Best,

Danny

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"I know of no more encouraging fact than the unquestioned ability of a man to elevate his life by conscious endeavor."

--Henry David Thoreau

From: Neal Hannan
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bikes on Electrified Caltrain
Date: Wednesday, February 27, 2019 11:05:09 AM

To whom it may concern:

Caltrain is a wonderful resource for those of us who commute between San Jose and San Francisco. But Caltrain does not really reach the ultimate destination for many of its riders. Many riders also live far from the train station.

Biking makes Caltrain work for many of us, on both ends of the commute. Without a bike and Caltrain, we'd probably resort to driving. Now that Caltrain can have 7-car trains, I hope that you will use some of that extra capacity towards bike storage to make Caltrain a viable commuting option.

Thank you,

Neal Hannan

From: Mark Sherwood
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); bikesonboard@sonic.net
Subject: bikes on electric trains
Date: Wednesday, February 27, 2019 4:21:45 PM

Hello,

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

Thank you,
Mark Sherwood

p.s. some background on me:

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

From: Henry Mayer
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bikes on Caltrain!
Date: Wednesday, February 27, 2019 8:47:38 PM

Hello Caltrain,

I first want to thank you for opening up the electrification process to the public, as I think that will lead to better outcomes for everyone. And good luck with the task! I know it will be a challenge but the results should be well worth it.

I wanted to make a couple of comments related to bikes on caltrain. The first is that we should certainly not reduce the bike capacity from the current diesel version - building out a sustainable, usable transit infrastructure should involve promoting non-automobile commuting as much as possible. Since most of the caltrain riders do not live within an easy walk to caltrain, and each additional transit connection substantially increases the friction of transit commuting (especially given the suboptimal transit connectivity in the bay area), bicycling to the caltrain is a great option that we should be making as easy as possible. It is better than the alternatives for the environment, personal health, and wellbeing, and we should be strongly encouraging it! Especially with the bay area's slowly-but-steadily improving bike infrastructure outside of caltrain, with the creation of new bike lanes and corridors, we should assume that cycling usage will increase in general, and caltrain needs to increase capacity to meet the expected new demand; reliability in transit is key, and bike-bumps can really make one question one's commute decisions.

The other comment is related to seats in the bike cars. One of my early hesitations when I started bike commuting was worrying about the safety of my bike, but fortunately I never had any trouble with it. I am convinced, however, that the safety of my bike was mostly due to the presence of riders in the bike car - knowing that the owner might well be watching their bike deters theft, and conveys a sort of herd immunity on all riders, whether they're in the car or not. Losing that safety net will increase both stress and theft, which will deter bike-caltrain commutes just at the time when we need to be encouraging them. It is essential that we get this right, as we have a proven method to deter theft, and if we get it wrong it will be terribly difficult to address after the fact.

Thanks so much for the work that you do, and for reading my comments. Best of luck with the project!

Henry Mayer

From: Jane Casamajor
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bikes on Caltrain
Date: Wednesday, February 27, 2019 10:20:29 AM

Caltrain Board,

Thank you for planning a public process on car layout for electric trains. Those of us who commute daily by bike and train greatly appreciate the ability to provide input on this. As a rider of several years I have seen ridership steadily increase and the plan to run seven-car electric trains in the future in order to maintain the 8:1 seats to bike spaces is an excellent one.

I see bike riders bumped off the train regularly at stops like Mountain View and Sunny Vale so increasing bike capacity is critical to your ridership.

Please keep this in mind as you move through planning processes.

Thanks,

--

Jane Casamajor

From: Virginia Smedberg
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: bikes on Caltrain
Date: Wednesday, February 27, 2019 10:00:58 PM

Dear Board:

Firstly, thank you for planning a PUBLIC process on car layout - that will allow us to give you our ideas and to ensure your ideas serve all of us, bikers as well as walkers.

A few points to consider as you go forward:

We absolutely need seats within view of bikes. Look at it this way: would you put your laptop somewhere you couldn't see it, while riding the train? or perhaps your baby in her baby seat? Of course not. Well, our bikes have those same values to us.

Adding another car is great - but don't forget the bike spaces - the board mandated an 8:1 ratio of seats-to-bike spaces, and that ratio needs to be kept no matter how many cars you add, including over the years as more people figure out how efficient trains are! The current trains average 77 bike spaces per train; a 7-car train would need 84 - at least! - currently riders do get bumped, and more will come, so the more bike spaces you can make, the better.

Sincerely,

Virginia Smedberg
Palo Alto

From: AOL
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bikes on Board Caltrain
Date: Wednesday, February 27, 2019 5:23:54 PM

Hi Caltrain,

Thank you for planning a public process for discussion the proposed layout of the new electric Caltrain cars. As a bicycle commuter, I am concerned that the new six car layout will not provide enough space for bicycles to meet the needs of Caltrain commuters.

Bringing bikes on board Caltrain is a great option for commuters, allowing people who live further away from train stations to take advantage of commuting on Caltrain. Increasing bike capacity would make it easier for riders who currently bring bikes on Caltrain (as commuting trains are often overcrowded and near/at capacity for bicycles) and encourage more people to consider Caltrain as a viable commuting option. I urge you to take in to consideration the needs of bicycle commuters when evaluating plans for the electrification of Caltrain.

Thank you!

Clayton

From: Lauren Johnson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com); bikesonboard@sonic.net; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); CalMod@caltrain.com
Subject: Bikes and electrification
Date: Thursday, February 28, 2019 7:35:14 AM

Good morning,

I am a daily cyclist and commuter who works at Stanford. I love CalTrain and my ability to commute in an efficient and more ecological way; I'm excited for electrification!

Thank you for using a public process on car layout for electric trains! User guided planning is informed planning. However, I am writing to emphasize the need for seats within view of bikes. It would be unacceptable and poor engineering if cyclists weren't able to serve as the first level of security for their bikes. My bike is my vehicle.

7 car car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Today we have 77 bike spaces per train on average and are frequently getting bumped to the next train. We have careers and families to get to and from and some stops are local and infrequent; please do all that's necessary to ensure more bike capacity in 2022 when electric trains start running.

Thank you!

Lauren Johnson

From: gene_ipetition@smalltime.com
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike spaces on new Caltrain cars
Date: Thursday, February 28, 2019 9:06:50 AM

Hello. I'm writing to lend my support to making sure that the new Caltrain cars have sufficient bike spaces to meet current and growing demand. For many people like me, Caltrain use depends on being able to use my bike to get to and from my destinations. In the 10+ years that I've been taking Caltrain, I've seen a huge increase in bike usage. When I was first taking Caltrain I would be the only bicyclist getting off at my stop. Now I am one of five or six. Although I have not been bumped, I have been taken the last bike spot on my train a number of times. If I were to start getting bumped, I would quickly abandon Caltrain altogether. A bump means a one hour wait with the current schedule. Getting bumped even one out of twenty rides would mean that I stop using Caltrain.

Thank you for your time,
Gene Cutler

From: Shane Burkle
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike space and capacity for the future
Date: Wednesday, February 27, 2019 10:04:39 AM

Hello Folks

I'm very excited about the future of Caltrain as I'm sure you are as well. The bay area is sorely lacking in updated public transportation and with the continued influx of people into the bay area and impending climate change it is desperately needed. For these reasons I want to discuss Caltrain and it's relationship to bikes on board.

It is commendable that you've offered a public forum for car layout on electric trains and recognized the need for bikers to be within view of their valuable possessions. It is commendable and a great move for the future of transportation in the bay area, that you've committed to running seven car electric trains. This points we agree on.

It is however, imperative that seven car trains provide space for *at least 84 bikes* in order to future-proof for bike capacity and comply with the board mandated 8:1 ratio of seats to bike spaces. Even at current levels bikes at Caltrain are often turned away due to lack of capacity - a reduction in bike capacity on trains will do nothing to address this and furthermore will push more riders to other forms of transportation. These other forms of transportation are most likely the use of personal cars which will not only be a detriment to current traffic levels but to the world as a whole as the effects of climate change continue to loom large.

I urge you to future-proof our public transportation while you have the ability to do so as opposed to a reactionary move a mere several years down the road.

Thanks for taking the time to read this and thank you for your consideration.

Shane Burkle

From: Bill Rupel
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike capacity on new trains
Date: Wednesday, February 27, 2019 10:06:00 AM

Thank you for all your hard work. Please consider increasing bike capacity on the new electric trains with seating in view of the bikes. I've personally witnessed 2 attempted bike thefts on the bike car.

Sincerely, Bill Rupel

From: Mitsu Hadeishi
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); bikesonboard@sonic.net
Subject: Bike capacity on Caltrain!!
Date: Wednesday, February 27, 2019 9:43:54 AM

I'm writing to thank you for opening up train layout to a public process.

Caltrain is ALREADY overcrowded with bikes as it is — and Caltrain-bike connectivity is critical for people to use the Caltrain system effectively. Current trains have 77 spaces per train — and fixed seats near bikes to deter bike theft. The original proposed design would have only allocated 72 spaces per train, with no seats near the bikes, making a bad situation even worse for bike riders.

I'm writing to note that we should be increasing bike infrastructure, not decreasing it — and to encourage the Board to consider that the law already mandates at least 84 spaces per 7-car train, and even that may not be enough to meet future demand.

Mitsu Hadeishi
Bay Area resident and regular Caltrain + bike commuter

From: Chris Stivers
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike Capacity on Caltrain
Date: Wednesday, February 27, 2019 8:35:30 PM

Dear Caltrain Board members, I want to first off thank you for planning a public process to design the layout of the upcoming electric trains for Caltrain. It is so valuable to have input from the entire community to help ensure Caltrain meets our various needs.

As a regular cyclist, biking to Caltrain is part of my daily commute, and so the design of the bike cars is important to me and other cyclists who regularly use Caltrain. I am sure you can appreciate our concern about having seats in viewing distance of our bikes; bike theft is rampant in the Bay Area, as I am sure you know, and the only sure way to prevent theft is to maintain visibility to one's bike at all times.

I am also encouraged about the decision to include seven-car electric trains; however, we are in great need of additional bike spaces. I have been riding Caltrain regularly for about 7 years and during that time the number of cyclists taking Caltrain seems to have drastically increased. Today, there are far too few bike spaces and riders are frequently prevented from boarding, especially during rush hour so it is imperative that we strive for at least 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats to bike spaces. Cyclists are an important part of the regional effort to increase alternative and public transit, but we rely on Caltrain's ability to accommodate our bikes that help keep cars off the road.

So thank you once again for letting my voice be heard, as well as others in our community as we together strive to make the electrified Caltrain the best it can be for the whole community.

Cheers,
Chris Stivers

From: Richard Reimer
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: bike access on Caltrain
Date: Wednesday, February 27, 2019 9:43:27 AM

This is a brief email regarding bicycle capacity on Caltrain.

I have been using Caltrain to commute from my home on Potrero Hill to work in Palo Alto since 2001. Being able to use my bike on this commute has been invaluable and the commute would be impractical if I was not able to combine bicycling with Caltrain.

I would like to thank Caltrain for planning a public process on car layout for electric trains. Being able to sit near my bike is essential - both for the security of my bicycle and so that I can move my bike to coordinate efficient stacking of bicycles so that other cyclists can access their bicycles and get off the train at stops prior to mine.

I am glad to know that Caltrain will be running seven-car electric trains, but I am concerned that an appropriate bike:seat ratio. Given the greater capacity, there will be more commuters who will want to use their bicycles. I hope that the ratio will be at least equivalent to the current 77 bike spaces on the diesel trains and possibly more given that even now bicyclists are often bumped.

Thanks for considering my comments.

Sincerely,

Rich Reimer

From: Anne zimmerman
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bicycles on Trains
Date: Wednesday, February 27, 2019 11:35:14 AM

Good morning,

As a Senior I enjoy riding the train and use my bike as a “connector”. Please be sure to design spaces for bike riders where they can view their bikes and please honor the 8:1 ratio for bikes to train cars.

I’m sure the use of bikes and public transit will continue to grow. When someone rides a bike instead of driving a car we all benefit. Help make it easier and safer!

Thank you,

Anne Zimmerman

Sent from my iPhone

From: Yumi Taylor DiAngi
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Action Alert: Bike capacity on the Caltrain
Date: Wednesday, February 27, 2019 11:38:58 PM

To Whom It May Concern:

Thank you Caltrain for planning a public process on car layout for electric trains. Specifically for addressing seats that are within view of bikes. Thank you for plans to run 7-car electric trains. These 7-car trains with 84 bikes spaces per train will meet the board-mandate 8:1 ratio of seats-to-bike spaces. Given that today's diesel trains have 77 bike spaces per train on average and bike riders are often bumped today, more bike capacity in 2022 when electric trains start running will help.

Thank you for your time.

Warmly,

Yumi

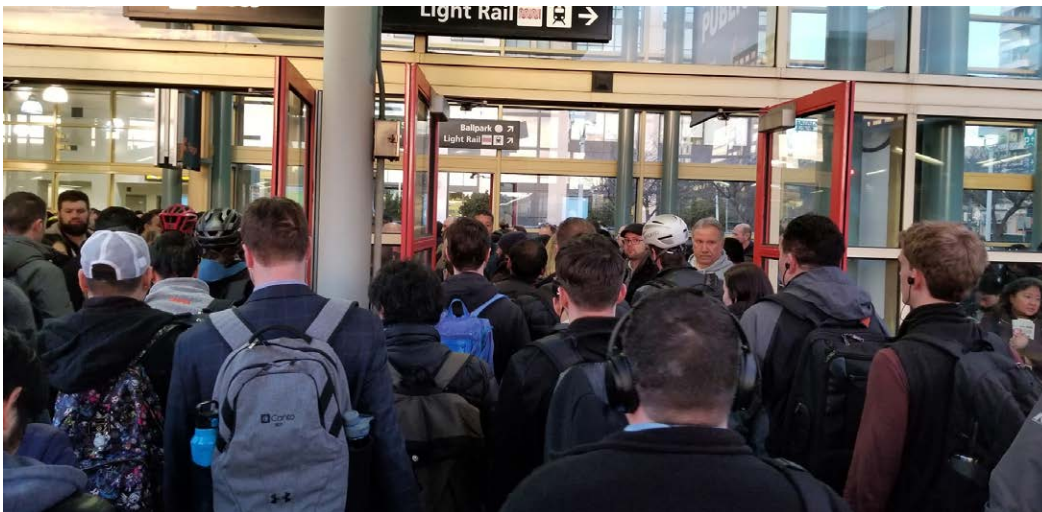
From: Jonathan Dirrenberger
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Date: Wednesday, February 20, 2019 10:02:46 PM
Attachments: [image.png](#)
[image.png](#)

Caltrain,

As a regular (every weekday) rider of Caltrain for the past 12 years who has brought my bicycle on-board that entire time, I have a few issues/comments I would like to bring to your attention:

- For the new electric cars, please ensure bicyclists can sit within sight of their bicycles. Bicycle theft on Caltrain is a real issue, and though only affecting a small percentage of bicyclists, it is something all bicyclists worry about. If going with the design where each bicycle has its own rack (rather than the stacking design), please allow bicycles to be locked to the rack.
- Please ensure the new electrified trains have increased bicycle capability per train. You have been using somewhat deceptive tactics to claim you are increasing the bicycle capacity by lowering the capacity per train but increasing the number of trains per hour. First, there are a lot of assumptions here around what rate of trains per hour you will actually obtain. And this doesn't account for all the nuances around different types of trains (bullet, limited, or local): if I'm traveling from 22nd St to San Antonio, isn't my per hour capacity going to be very different from somebody traveling from 4th St to Palo Alto? Second, for an apples-to-apples comparison with the current situation where everyone thinks about capacity per train, you need to also be advertising the per train bicycle capacity. I think it's reasonable to talk about a per hour capacity as well, but it needs to be made clear what your assumptions are and to still provide the per train capacity.
- Thank you for the demo last year where you gave bicyclists boarding priority at crowded stations like Mountain View and Palo Alto. I thought this worked well and would love to see this implemented at all stations. But to do so, you really need signage on the platform where bikes must load/unload.
- In fact, signage on the platform indicating where bicycles should wait, as well as that for those with luggage, seems like a no-brainer. Why don't we have this? I can't tell you how many people with luggage I see confused about where they should go with their luggage. Inevitably, many of them never know/find the luggage racks and either block aisles or take up seats with huge bags. And it seems a couple times a month I hear a conductor make an announcement during boarding to tell a bicyclist who accidentally boarded the wrong car to move to the bike car.
- There needs to be signage on the floors of the bike car entrances with large arrows showing which way bicyclists and non-bicyclists should go, preferably in a noticeable color like bright yellow. There should also be prominent signs (not the tiny ones randomly present on some bike cars) on the walls on the bike car in conspicuous locations. When accompanied with regular announcements from conductors stating that bike cars are reserved for bicyclists, this signage will further speed-up boarding of bike cars as well as allow more bicyclists to sit next to their bicycles. A minority of conductors are fantastic about telling all passengers boarding in the bike car to stay out of the bike car if they don't have a bike, but I would love to see all conductors doing this.

- Note: I've been informed before that limiting bicyclists to bike cars violates ADA regulations. First, I'm just asking for signage and announcements; I'm not saying anybody should be forced to move from bike cars. Second, the vast majority (in my experience, at least 99%) of non-bicyclists sitting in bike cars are not disabled but doing so mostly out of ignorance of the issue, so announcements and signage would almost entirely solve the issue. Third, this ADA defense doesn't apply to the Gallery cars since the upper seats are clearly not accessible to the disabled and the lower quad chairs are at the other end of the bike car from the doors where you have to walk through bicycles; it would be much safer and easier for the disabled to go to the non-bike car side of the car. But again for emphasis: the issue isn't with the disabled taking seats from bicyclists but with the perfectly healthy (but unaware) persons doing so and this can be mostly solved with pervasive and obvious signage accompanied by regular conductor announcements.
- In the evening commute at 4th St station, there is often a crowding problem in the station where SB passengers waiting for train #380 bunch around the door where NB #269 is arriving since the same cars are used for both trains. It looks like this (it's hard to see, but note that inside the station is completely full of people crowding the door making it very hard to exit the platform):



These passengers, in their herd mentality, think that by crowding around the door they are going to get on #380 quicker, but in fact they get on slower because they significantly delay everyone de-boarding #269 because there is no space to get by. It literally doubles the time it takes to de-board. Meanwhile, most conductors are standing around chatting. Please get some movable stanchions and have the conductors deploy them to keep waiting passengers back away from the doors until ready to board. This will speed up de-boarding of NB trains and hence boarding for SB trains. In general, the 4th St stations just needs some better crowd management, especially when trains are delayed.

- There is a large hole in your schedule in what is effectively still the morning commute time: southbound leaving 4th St station between 9 am and 9:45 am. Can we please get another SB train leaving 4th St station at approximately 9:20? Ideally, this would be a limited train.
- The platforms at the 22nd St station desperately need an entrance from the south ideally with a ramp for bicyclists and handicapped access. There used to be an informal trail

here years ago that was fenced-off some years ago, but it should be re-instituted in an official (paved) capacity. This would also help ease platform congestion when NB trains de-board during the evening commute where the existing stairs on the NB platform are wholly inadequate.

- Thank you for created designated parking space for scooters at the 22nd St station. They were over-crowding the entrance to the stairs on the SB platform.
- The San Antonio station at the Mountain View and Palo Alto border desperately needs widened sidewalks down to the pedestrian/bicyclist tunnel so that both bicyclists and pedestrians can use them at the same time without bicyclists having to wait behind pedestrians. This is the only place to cross the Caltrain tracks for 0.75 mile on either side and it needs to have its capacity upgraded. Please see what was done at the Palo Alto station where there is a tunnel under the Caltrain tracks between the VA and Homer Ave and which has separate and sufficiently-wide space for both pedestrians and bicyclists:



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