

JPB BOARD MEETING
April 4, 2019

Correspondence Packet as of
March 27, 2019

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Rich Schwerin"; [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](mailto:Rich_Schwerin; Cedric Cedric)
Subject: RE: We need seats within view of bikes & more bike capacity on longer trains
Date: Tuesday, March 05, 2019 4:01:47 PM

Dear Rich,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. It was great to hear about your experiences over the decades. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and

Caltrain is eager to improve service for all its riders.

Best,
Lori

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

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Ellen Koivisto & Gene Thompson"; [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: RE: Trashing bicyclists in your survey won't yield useful data
Date: Wednesday, March 06, 2019 5:46:56 PM

Dear Ellen,

Thank you for your feedback. Caltrain believes bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

From: Ellen Koivisto & Gene Thompson

Sent: Tuesday, March 05, 2019 7:16 PM

To: Board (@caltrain.com)

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

Subject: Trashing bicyclists in your survey won't yield useful data

OK, so pitting seats v. bikes in the survey, and pitting bicyclists against people who walk-on, is really bad sampling, and will produce bad data. Acting on bad data yields bad results.

Instead of pitting passengers against each other, why don't you try serving the needs of all the passengers who use Caltrain? Though that seems very unlikely based on your staff's biased presentation against bikes on electric trains for the March 7 board meeting. Try anyhow. The facts are that walk-on ridership is increasing because it can — there's space. But bikes are already maxed out due to limited bike capacity on the trains. Forcing people off bikes because of lack of space costs Caltrain revenue; while I don't have a car and so have no options, lots of other bicyclists do, and they find their car infinitely more dependable than Caltrain and its history of bumping bicyclists off. In fact, you know that there'd be more bicyclists and riders if there was more capacity.

Well if, according to your staff, the 8:1 ratio no longer applies (see the biased presentation referenced above), then bump it up to 5:1, yielding 132 bike spaces per 7-car train and see what happens. Otherwise, stick to the 8:1 and provide the 84 bike slots per 7-car train as mandated by the Board in 2015. It's the least you can do.

And stop dumping on bicyclists, please.

Ellen Koivisto

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jason Roesslein"; [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: RE: The most efficient means of transportation!
Date: Tuesday, March 05, 2019 4:00:49 PM

Dear Jason,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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Best,
Lori

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

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Gary Downing"; [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: RE: Thank you for considering Bicyclist for future electric train planning!
Date: Tuesday, March 05, 2019 3:38:32 PM

Dear Gary,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Gary Downing
Sent: Wednesday, February 27, 2019 9:40 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Thank you for considering Bicyclist for future electric train planning!

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: David Meyer
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); BusinessPlan@caltrain.com
Cc: [Mathew Reed](#); [Michael Lane](#)
Subject: SV@Home Letter RE: Caltrain TOD Policy
Date: Wednesday, March 06, 2019 7:18:22 PM
Attachments: [SVH Letter RE - Caltrain TOD Policy 030619.pdf](#)

Dear Members of the Peninsula Corridor Joint Powers Board of Directors,

On behalf of SV@Home and our members, we write today regarding the proposal for Caltrain to adopt a Transit-Oriented Development (TOD) policy prioritizing affordable housing development on Caltrain-owned land. **We urge the Board of Directors to pass a policy that prioritizes high-density residential development on Caltrain land and requires 20% of all homes built to be deed-restricted affordable. We also urge the Board to put in place incentives for the construction of 100% affordable developments, which can provide homes at deeper levels of affordability.**

Caltrain has the opportunity to follow in the footsteps of other Bay Area transit agencies, including the Santa Clara Valley Transportation Authority (VTA) and Bay Area Rapid Transit (BART) to put its land to use in helping address our shared housing crisis.

This is an opportunity for the Board to put in place a policy that both prepares for the improved service that will come with the electrification of the corridor as well as complements the hard work of many cities along the corridor to incentivize the development of housing adjacent to Caltrain stations. We urge you to act on a TOD policy responsive to our above recommendations without delay.

Sincerely,

David

David Meyer
Director of Strategic Initiatives
david@siliconvalleyathome.org
(408) 462-1572

sv@home

350 W Julian St. #5, San Jose, CA 95110

[Website](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Become a Member!](#)

TRANSMITTED VIA EMAIL

March 6, 2019

Honorable Members of the Peninsula Corridor Joint Powers Board of Directors
 Caltrain Peninsula Corridor Joint Powers Board
 1250 San Carlos Ave.
 San Carlos, CA 94070

Dear Members of the Peninsula Corridor Joint Powers Board of Directors,

RE: Caltrain Transit-Oriented Development (TOD) Policy

On behalf of SV@Home and our members, we write today regarding the proposal for Caltrain to adopt a Transit-Oriented Development (TOD) policy prioritizing affordable housing development on Caltrain-owned land. **We urge the Board of Directors to pass a policy that prioritizes high-density residential development on Caltrain land and requires 20% of all homes built to be deed-restricted affordable. We also urge the Board to put in place incentives for the construction of 100% affordable developments, which can provide homes at deeper levels of affordability.**

Public land is one of the most important tools policymakers have to incentivize affordable housing development. It provides ready sites for housing construction and can be leveraged to increase the financial feasibility of affordable housing developments. Additionally, public land located near transportation corridors allows for the development of truly transit-oriented developments, where residents can make use of public transportation options to more easily access jobs and other necessities.

Caltrain has the opportunity to follow in the footsteps of other Bay Area transit agencies, including the Santa Clara Valley Transportation Authority (VTA) and Bay Area Rapid Transit (BART) to put its land to use in helping address our shared housing crisis. Current VTA policy, for example, seeks to incentivize housing development on VTA-owned parcels and requires that 20% of new homes constructed be deed-restricted affordable. The VTA has shown leadership in responding to the regional issue of housing affordability by leveraging its regionally-dispersed land ownership to attract housing development on its land, which is accessible to public transportation options.

In this same spirit of our regional housing challenge requiring bold solutions from regional transit agencies, we urge the Caltrain Board to adopt a TOD policy that prioritizes high density housing development on Caltrain land while also seeking to maximize the amount of deed-restricted affordable homes that are built. To that end, we urge the Board to require that 20% of all new homes built on Caltrain land be deed-restricted affordable and further encourage the Board to explore incentivizes to reach deeper levels of affordability through 100% deed-restricted affordable developments.

Ron Gonzales, Chair
*Hispanic Foundation
 of Silicon Valley*

Janice Jensen, Vice Chair
*Habitat for Humanity
 East Bay/Silicon Valley*

Kevin Zwick, Treasurer
Housing Trust Silicon Valley

Kathy Thibodeaux, Secretary
KM Thibodeaux Consulting LLC

Shiloh Ballard
Silicon Valley Bicycle Coalition

Bob Brownstein
Working Partnerships USA

Gina Dalma
*Silicon Valley Community
 Foundation*

Katie Ferrick
Linkedin

Amie Fishman
*Non-Profit Housing Association of
 Northern California*

Javier Gonzalez
Google

Poncho Guevara
Sacred Heart Community Service

Nathan Ho
Silicon Valley Leadership Group

Janikke Klem
Technology Credit Union

Jan Lindenthal
MidPen Housing

Jennifer Loving
Destination: Home

Mary Murtagh
EAH Housing

Chris Neale
The Core Companies

Andrea Osgood
Eden Housing

Kelly Snider
Kelly Snider Consulting

Jennifer Van Every
The Van Every Group

Staff

Leslye Corsiglia
Executive Director

Honorable Members of the Peninsula Corridor Joint Powers Board of Directors

March 6, 2019

Re: Caltrain Transit-Oriented Development (TOD) Policy

Page 2 of 2

This is an opportunity for the Board to put in place a policy that both prepares for the improved service that will come with the electrification of the corridor as well as complements the hard work of many cities along the corridor to incentivize the development of housing adjacent to Caltrain stations. We urge you to act on a TOD policy responsive to our above recommendations without delay.

Sincerely,

A handwritten signature in blue ink, appearing to read "David K Meyer". The signature is written in a cursive style and is positioned above the printed name and title.

David K Meyer
Director of Strategic Initiatives



From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Scott Yarbrough"; [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)); [Bikes on Board](#)
Subject: RE: Seats in view of Bike AND maintain sea to bike ratio On Board
Date: Tuesday, March 05, 2019 4:12:38 PM

Dear Scott,

Thank you for your continued feedback and involvement, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and

Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Scott Yarbrough
Sent: Monday, March 04, 2019 9:45 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: Seats in view of Bike AND maintain sea to bike ratio On Board

Hello,

Thank you for including a public process that will incorporate feedback from all stakeholders regarding the layout of electric trains and seats within view of bikes. Thank you as well for planning to run 7 car electric trains instead of 6 car trains. Current diesel trains are designed with seats in view of bikes and there are an average of 77 bike spaces on trains. Unless Caltrain's new 7 car electric car design includes 84 bikes per train with seats in view of bikes to limit station dwell time, the current JPB will be ignoring the recommendation of your 2015 JPB predecessors, who mandated to staff that a ratio of 8 seats to each bike space be preserved on trains in the interest of both carbon-neutral transportation and minimizing taxpayer subsidies for more costly means of accessing Caltrain stations. Bicyclists are currently being bumped from trains with 77 spaces available on the average train, so a 7 car electric design with 72 bike spaces per train will not be able to meet the current demand for passengers who require a bike at both ends of the train commute. Bike share companies do not serve all of your corridor and you will lose cycling passengers to automobiles, according to your own survey data. Please think of the climate and the environment that we leave for the next generation when making your recommendations to Caltrain staff and recommend 84 bikes per train with seats in view of bikes to maintain the commitment that the 2015 JPB made to support cleaner transportation choices.

Scott Yarbrough
San Francisco/Palo Alto Daily Commuter

*District 2 Members of the San Jose High-Speed Rail Community Working Group
District 2 Neighborhood Leadership Council*

March 20, 2019

Mr. Brian P. Kelly, Chief Executive Officer and Board of Directors
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Subject: Request for High Speed Train Alternatives to be Evaluated for the Monterey Corridor in San Jose

Dear Mr. Kelly and CAHSRA Board Members,

The District 2 Members of the San Jose HSR Community Working Group (CWG) have been working with the California High Speed Rail Authority (CHSRA) on behalf of the thousands of San Jose residents who live and work along the proposed High-Speed Rail (HSR) alignment in San Jose's Monterey Corridor. It is our understanding that the CHSRA is scheduled to identify a Preferred Alternative (PA) in September 2019, followed by the preparation of an EIS/EIR for the San Jose to Merced Segment, which includes the Monterey Corridor. The purpose of this letter is to request the study of a modified blended trench alternative that we believe will result in an HSR design that avoids or minimizes the adverse effects of the HSR on our community to the greatest extent feasible.

Significance of the Monterey Corridor

The Monterey Corridor area of concern in San Jose extends for a distance of approximately 7.9 miles between Capitol Expressway on the north and Bailey Avenue on the south. It includes Monterey Road, a major four- to six-lane arterial and the UPRR tracks that are utilized by Caltrain, Amtrak, and freight trains. Unless constructed in a manner that will minimize effects, the proposed construction of the HSR in the Monterey Corridor will result in unacceptable significant short- and long-term impacts to those who live and work along the Monterey Corridor. As a way of highlighting the importance of the Monterey Corridor, we note the following:

- Within a 500-foot wide band along the west side of the Corridor, there are more than 2,000 single-family, multi-family, and mobile home residences, many of which are directly adjacent to the UPRR tracks.
- Within a 500-foot wide band along the east side of the Corridor, there are more than 2,400 single-family, multi-family, and mobile home residences, many of which are directly across Monterey Road from the UPRR tracks.
- Assuming an average of 2.5 persons per dwelling unit, there are approximately 11,000 residents living along the Corridor.
- Within 500-feet of the Corridor, noise-sensitive land uses include the above-listed residences, Edenvale Garden Park, Ramac Park, and the Edenvale Library.
- There are hundreds of businesses in the Corridor whose access is directly to/from Monterey Road.
- Within the Corridor, there are three major east-west roadways that intersect with Monterey Road and cross the UPRR tracks at-grade: Chynoweth Avenue, Branham Lane, and Skyway Drive. These

roadways carry substantial volumes of traffic and Skyway Drive is an important emergency response route as San Jose Fire Station #18 is located at the northeast corner of Monterey Road/Skyway Drive.

- There is a large group of black walnut trees that line Monterey Road from San Jose to Gilroy that are designated Heritage Trees. The group of trees, known as Keesling's Black Walnut Shade Trees, is listed in the Santa Clara County Heritage Resource Inventory (approved by the Board of Supervisors 4/20/82) and the California Historical Resources Directory as a State Point of Interest (approved by the State Historical Resources Commission 7/02/85). A plaque marking this historic resource is located adjacent to the UPRR tracks 0.16-mile north of Skyway Drive.
- The Monterey Corridor is part of the El Camino Real, which is designated as California Historical Landmark #784.

Issues of Importance

In view of the above-listed substantial community and environmental resources that are present along the HSR alignment in the Monterey Corridor, we are focusing solutions that will achieve the following key goals to the greatest extent feasible:

- Avoid vehicular, pedestrian and bicycle safety, traffic operation, and emergency response impacts by grade separating Skyway Drive, Branham Lane, and Chynoweth Avenue from the HSR/Caltrain.
- Minimize noise & vibration impacts, both during construction and during the operational phase.
- Minimize right-of-way impacts, especially those that will require the acquisition of residences and/or businesses.
- Maintain access between Monterey Road and local businesses.
- Minimize disruption during construction by avoiding night-time work, requiring the use of low-emission construction equipment, and avoiding prolonged roadway closures/detours.
- Minimizing visual impacts, especially those associated with any elevated facilities.
- Preserving the historic Keesling Trees where feasible.

HSR Alternatives

We understand fully that there are trade-offs on a large project and that there is no such thing as a project with no effects. However, we believe that it is feasible to build an HSR project in the Monterey Corridor that achieves the objectives we listed above.

Similar to what is planned from the San Francisco to San Jose Segment, it is our understanding that a blended HSR/Caltrain system is being considered, which would allow the electrification of Caltrain to expand from south of the Tamien Station to Gilroy. The blended system would substantially reduce the footprint of the project (as compared to separate systems) and would allow for diesel-powered Caltrain engines to be replaced with electric trains, both of which we support.

To further reduce impacts, we request that one of the alternatives studied in the EIS/EIR be one where the HSR/Caltrain tracks are depressed in a trench along the Monterey Corridor between Capitol Expressway and Metcalf Road. This proposed alternative would consist of 3 tracks, with an existing freight track relocated at-grade to the east side of the UPRR right-of-way (i.e., away from the residences) as a first stage. This would

allow for the existing freight, Amtrak, and Caltrain service to continue uninterrupted, which we understand is mandatory. Once this occurs, construction of the 2-track HSR/Caltrain facility would take place in a trench, including retaining walls, in the vacant westerly portion of the UPRR right-of-way.

The advantages of this alternative would be substantial and would include the following:

- Most important, by depressing the HSR/Caltrain tracks, there would be no future at-grade crossings of Skyway Drive, Branham Lane, and Chynoweth Avenue by HSR/Caltrain, which would avoid the traffic, vehicular, pedestrian and bicycle safety, and emergency response impacts of an at-grade design. The only remaining at-grade crossing would be for the occasional freight trains and twice daily Amtrak trains.
- The noise and visual impacts of this design would be much less than an at-grade or elevated system.
- By only depressing the two HSR/Caltrain tracks, we assume that construction would be quicker and less costly than if all three tracks were depressed. Please let us know if this assumption is accurate.

If it is determined that this proposed alternative is not feasible for Capitol to Metcalf, we would respectfully request that it be considered for a shorter segment that would include the intersections of Skyway, Branham and Chynoweth to avoid the significant impacts not having grade separations at these intersections would create.

While we understand that an elevated design alternative, whereby the system is constructed on a viaduct, may have certain advantages, we believe that its visual and aesthetic aspects would be significant and unmitigable, as well as be incompatible with the surrounding uses and the corridor's designation as a California Historical Landmark. While such a design may be acceptable for an industrial or rural setting, it is not desirable for a corridor that is predominantly bordered by residences, especially when there are other feasible options. To this point, we note the permanent adverse visual effects from where BART is elevated on a viaduct through residential areas in various East Bay cities.

Conclusion

We thank you for your consideration of the requests stated in this letter. It is our hope that we can work together with you in achieving our goals and, at the same time, have an improved transportation system. Please contact Karen Lattin at kblattin@comcast.net if you have any questions regarding this letter.

Sincerely,

District 2 Members of the San Jose High-Speed Rail Community Working Group and
Leaders in the San Jose District 2 Neighborhood Leadership Council (D2 NLC)

<u>Karen Lattin</u> CWG D2 NLC Los Paseos Neighborhood	<u>Greg Peck</u> CWG D2 NLC Los Paseos Neighborhood	<u>Amy Georgiades</u> CWG D2 NLC Los Paseos Neighborhood	<u>Patricia Carlin</u> CWG Metcalf Neighborhood	<u>Brian Gurney</u> CWG Tulare Hill HOA
<u>James Patterson</u> CWG Member-at-Large- Oak Grove NA	<u>Manuel Souza</u> CWG Hayes Neighborhood	<u>Barbara Canup</u> Los Paseos Neighborhood	<u>Alan Chan</u> Los Paseos Neighborhood	<u>Russ Failing</u> President- Oak Grove NA
<u>Judy Purrington</u> Friends of Edenvale Library	<u>Perry Henry</u> CCNA	<u>Mila Heally</u> Cottle Lean Neighborhood	<u>Dave Wilkins</u> D2 Resident	<u>Rose Combs</u> D2 Resident
<u>Marie Arnold</u> D2 NLC D2 Resident	<u>Yazmin Rios</u> Edenvale Great Oaks NA (EGOPIC)	<u>Jon Reinke</u> Santa Teresa Foothills Neighborhood Association	<u>John Hesler</u> Santa Teresa Foothills Neighborhood Association	<u>Elvera Faria</u> D2 NLC Cottle/Lean Neighborhood
<u>Herb Bowen</u> Los Paseos Neighborhood	<u>Norma Callender</u> D2 NLC	<u>Janet Walde</u> D2 NLC	<u>Lalbabu Prasad</u> Hayes NA	<u>Jerry Lewis</u> Hayes Neighborhood
<u>Janet Lewis</u> Hayes Neighborhood	<u>Carole Holcomb</u> D2 NLC			

Cc: Boris Lipkin, Northern CA Regional Director, CAHSRA
Morgan Galli, Interim Northern California Regional
Stakeholder Manager, CAHSRA
Mayor Sam Liccardo & San Jose City Council
Santa Clara County Board of Supervisors
John Ristow, Acting Director, San Jose Department of
Transportation
Board of Directors, Peninsula Corridor Joint Powers Board

Senator Jim Beall
Senator Bill Monning

Assemblyman Ash Kalra
Assemblyman Mark Stone
Board of Directors, Santa Clara Valley Transportation
Authority

From: Leigh Cheloha
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Restrooms on Caltrain
Date: Tuesday, March 12, 2019 10:07:14 AM

Please do not consider removing restrooms from CalTrain. They are a lifesaver.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jesse Atkinson"; [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: RE: Requesting more bike spaces on the electrain trains
Date: Tuesday, March 05, 2019 4:13:55 PM

Dear Jesse,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

From: Jesse Atkinson [mailto:jesse@jsatk.us]

Sent: Sunday, March 03, 2019 2:04 PM

To: Board (@caltrain.com)

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

Subject: Requesting more bike spaces on the electrain trains

First off, thank you for planning a public process on car layouts for the new electric trains. And thank you for uping the number of cars to seven instead of six. We need all the capacity we can get.

However we need seats within view of the bikes. I commute via bike + caltrain every day. Bikes get stolen all the time. My bike is rather nice and I'm already paranoid about being the next victim of bike theft as it is. It's imperative the new trains allow us bike commuters the ability to see our bikes.

Also, we need more bike spaces in general. It's already crowded as it is. We can't afford less. If anything we desparately need more. Today's diesel trains have 77 bike spaces per train on average.

I, and most commuters, cannot afford to be bumped from a bullet train only to take a later and slower train home. This affects our lives in real negative ways as well as the lives of those who depend on us being home when we say we're going to be.

Please add many more bike spots to the new electric trains and please ensure we have seats so we can see our bikes.

Thank you.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Bikes on Board"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); CalMod@caltrain.com
Subject: RE: Reported bicycle bumps increased 34% last year
Date: Tuesday, March 05, 2019 4:34:47 PM

Dear Bikes ONboard,

Thank you for your continued engagement. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

In 2015, after a two-year outreach effort to our riders that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

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

Best,
Lori

From: Bikes on Board [<mailto:bikesonboard@sonic.net>]
Sent: Friday, March 01, 2019 5:35 AM
To: Board (@caltrain.com)
Cc: [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); CalMod@caltrain.com
Subject: Reported bicycle bumps increased 34% last year

Dear Chair Gillett and Members of the Joint Powers Board,

In 2018, 624 people with bicycles were reportedly denied service, a 34% increase over 2017. Not all bicycle bumps are reported and historical records show that actual bumps may be ten times higher than reported. Staff provided the attached list of service denials voluntarily reported by users via Caltrain's [bicycle bump report form](#) to the Bicycle Advisory Committee at its January meeting.

People who ride Caltrain have stuff they need to bring with them to make Caltrain a viable option. Mothers with babies need space for their strollers, people in wheelchairs need space for their wheelchairs, travelers going to the airport need space for their luggage, and people with bicycles need space for their bicycles. Otherwise all these folks would not be able to ride Caltrain.

Denying service to people with bicycles forces cyclists off the train and back into their cars. Please increase bike capacity on electrified trains to accommodate your most loyal passengers.

Respectfully,
BIKES ONboard Team

Bike Bump 2018 Full Year Report

Timestamp	Date Bumped	Station boarding	Destination	Train #	Direction	Departure Time	Add'l Bikes Bumped
1/30/2018 8:53:03	1/30	22nd St	Mountain View		SB	8:49:00 AM	10
1/30/2018 9:15:35	1/30	22nd St	San Antonio	232	SB	8:50:00 AM	14
1/30/2018 16:54:03	1/30	22nd St	San Mateo		SB	8:49:00 AM	20
1/30/2018 17:28:03	1/30	Menlo Park	San Francisco	269	NB	5:23:00 PM	1
2/9/2018 17:38:52	2/9	Redwood City	22nd St	269	NB	5:29:00 AM	3
2/12/2018 8:26:06	2/12	Palo Alto	San Francisco		NB	8:24:00 AM	2
2/12/2018 8:45:26	2/12	San Mateo	San Francisco	225	NB	8:38:00 AM	5
2/27/2018 9:44:14	2/21	San Francisco	San Jose Diridon	370	SB	5:16:00 PM	12
2/27/2018 17:31:49	2/27	Palo Alto	San Francisco	269	NB	5:20:00 PM	10
2/27/2018 17:34:00	2/27	Palo Alto	San Francisco	269	NB	5:20:00 PM	2
3/6/2018 8:08:36	3/6	22nd St	Palo Alto	324	SB	8:03:00 AM	12
3/6/2018 8:26:02	3/6	22nd St	Mountain View	222	SB	7:51:00 AM	10
3/6/2018 8:27:33	3/6	22nd St	Mountain View	324	SB	8:03:00 AM	6
3/12/2018 8:53:08	3/12	22nd St	Sunnyvale	232	SB	8:51:00 AM	15
3/12/2018 8:54:01	3/12	22nd St	Palo Alto		SB	8:49:00 AM	20
3/12/2018 8:55:17	3/12	22nd St	Palo Alto	232	SB	8:49:00 AM	15
3/12/2018 9:30:19	3/12	22nd St	Palo Alto	232	SB	8:49:00 AM	12
3/19/2018 8:44:17	3/19	San Mateo	San Francisco		NB	8:38:00 AM	5
3/19/2018 16:57:26	3/19	Menlo Park	San Francisco	365	NB	4:53:00 PM	5
3/26/2018 17:46:16	3/26	San Mateo	22nd St		NB	5:40:00 PM	4
3/28/2018 9:01:17	3/28	San Francisco	San Mateo	232	SB	8:45:00 AM	14
3/28/2018 9:03:46	3/28	San Francisco	San Mateo	232	SB	8:45:00 AM	14
4/2/2018 18:26:11	4/2	Menlo Park	San Francisco		NB	6:23:00 PM	4
4/3/2018 17:51:12	4/3	California Ave	San Francisco	269	NB	5:14:00 PM	4
4/12/2018 17:32:21	4/12	Redwood City	San Francisco	269	NB	5:29:00 PM	2
5/8/2018 17:26:51	5/8	Menlo Park	San Francisco		NB	5:25:00 PM	4
5/9/2018 14:54:47	5/7	San Antonio	San Francisco		NB	8:00:00 AM	
5/15/2018 17:25:12	5/15	Menlo Park	San Mateo	269	NB	4:23:00 PM	7

6/5/2018 7:20:02	6/5	Palo Alto	San Francisco	313	NB	7:12:00 AM	1
6/5/2018 17:25:08	6/5	Palo Alto	22nd St	269	NB	5:20:00 PM	2
6/5/2018 17:32:25	6/5	Menlo Park	Redwood City	269	NB	5:23:00 PM	9
6/5/2018 17:34:17	6/5	Redwood City	22nd St	269	NB	5:29:00 PM	4
6/12/2018 8:56:29	6/12	22nd St	Palo Alto		SB	8:50:00 AM	2
6/12/2018 9:15:01	6/12	22nd St	Mountain View	232	SB	8:49:00 AM	1
6/19/2018 17:26:13	6/19	Menlo Park	San Francisco		NB	5:23:00 PM	10
7/9/2018 9:06:17	7/9	Hillsdale	San Francisco	227	NB	8:59:00 AM	3
7/9/2018 9:10:58	7/9	Hillsdale	San Francisco		NB	8:59:00 AM	10
7/10/2018 7:37:02	7/10	California Ave	San Carlos	215	NB	7:17:00 AM	20
7/10/2018 17:42:55	7/10	Redwood City	22nd St	269	NB	5:30:00 PM	0
7/11/2018 17:28:35	7/11	Menlo Park	San Francisco	267	NB	5:27:00 PM	
7/11/2018 17:36:53	7/11	San Carlos	San Francisco	267	NB	5:36:00 PM	
7/16/2018 9:31:19	7/16	San Bruno	San Francisco	225	NB	8:50:00 AM	1
7/23/2018 8:52:33	7/23	22nd St	Sunnyvale	232	SB	8:50:00 AM	
7/30/2018 17:38:58	7/30	Palo Alto	22nd St		NB	5:20:00 AM	10
7/30/2018 17:46:33	7/30	Palo Alto	22nd St		NB	5:20:00 PM	10
7/30/2018 17:48:58	7/23	Palo Alto	22nd St		NB	5:20:00 PM	15
7/31/2018 17:34:23	7/31	San Francisco	Palo Alto		SB	5:38:00 AM	10
8/7/2018 8:43:49	8/7	San Carlos	Mountain View	226	SB	8:40:00 AM	2
8/7/2018 9:10:45	8/7	San Bruno	San Francisco	225	NB	9:50:00 AM	0
8/7/2018 10:00:24	8/7	San Francisco	Palo Alto		SB	9:51:00 AM	
8/16/2018 17:21:47	8/16	California Ave	San Francisco	269	NB	5:14:00 PM	3
8/20/2018 18:09:06	8/20	California Ave	San Francisco	269	NB	5:14:00 PM	15
8/21/2018 17:34:34	8/21	California Ave	San Francisco	269	NB	5:14:00 PM	12
8/23/2018 17:04:30	8/21	Redwood City	Sunnyvale	222	SB	8:21:00 AM	5
8/27/2018 8:34:25	8/27	Hillsdale	Millbrae	323	NB	8:24:00 AM	10
8/29/2018 8:26:00	8/29	Redwood City	Mountain View	222	SB	8:23:00 AM	3
9/5/2018 15:54:37	9/5	Millbrae	Palo Alto	324	SB	8:16:00 AM	
9/5/2018 17:54:12	9/5	Hillsdale	Palo Alto	370	SB	5:43:00 PM	2
9/10/2018 17:31:41	9/10	Menlo Park	San Francisco	269	NB	5:23:00 PM	1
9/11/2018 9:14:28	9/11	San Bruno	San Francisco	225	NB	8:50:00 AM	3
9/11/2018 17:30:56	9/11	Menlo Park	San Francisco		NB	5:23:00 PM	3
9/11/2018 18:18:21	9/11	San Francisco	Mountain View	272	SB	5:27:00 PM	6
9/12/2018 17:32:40	9/12	Redwood City	22nd St	371	NB	5:30:00 PM	9
9/17/2018 17:24:06	9/17	Palo Alto	22nd St	269	NB	5:20:00 PM	6
9/17/2018 17:27:38	9/17	Menlo Park	San Francisco		NB	5:23:00 PM	2
9/18/2018 17:42:12	9/18	Palo Alto	Redwood City	269	NB	5:30:00 PM	25
9/24/2018 17:37:17	9/24	San Francisco	Mountain View	272	NB	5:27:00 PM	10
9/25/2018 20:50:46	9/25	Menlo Park	San Mateo	269	NB	5:23:00 PM	2

10/9/2018 8:38:07	10/9	Hillsdale	San Francisco	225	NB	8:33:00 AM	1
10/9/2018 18:16:39	10/9	So. San Francisco	San Antonio	278	SB	6:09:00 AM	6
10/10/2018 8:29:14	10/10	Palo Alto	San Francisco		NB	8:12:00 AM	7
10/10/2018 8:38:12	10/10	Palo Alto	San Francisco		NB	8:12:00 AM	
10/10/2018 17:36:08	10/10	Palo Alto	22nd St	269	NB	5:20:00 PM	10
10/10/2018 17:40:29	10/10	San Francisco	Mountain View	272	SB	5:27:00 PM	2
10/10/2018 17:40:33	10/10	Menlo Park	San Francisco	269	NB	5:20:00 PM	
10/10/2018 17:48:06	10/10	San Carlos	San Francisco	269	NB	5:33:00 PM	2
10/11/2018 8:18:38	10/11	Hillsdale	San Francisco		NB	8:12:00 AM	6
10/12/2018 19:02:08	10/12	San Francisco	Mountain View	386	SB	6:38:00 PM	0
10/15/2018 17:40:58	10/15	San Francisco	Palo Alto		SB	5:39:00 PM	7
10/17/2018 7:50:53	10/17	Redwood City	Hillsdale		NB	7:50:00 AM	
10/17/2018 17:33:29	10/17	California Ave	San Jose Diridon		SB	5:30:00 PM	3
10/17/2018 17:35:13	10/17	California Ave	San Jose Diridon	262	SB	5:30:00 PM	3
10/18/2018 8:26:40	10/18	Palo Alto	San Francisco		NB	8:12:00 AM	
10/18/2018 17:28:39	10/18	San Francisco	Mountain View	370	SB	5:16:00 PM	2
10/23/2018 8:15:54	10/23	22nd St	Palo Alto	324	SB	8:03:00 AM	
10/25/2018 8:16:26	10/25	Palo Alto	San Francisco		NB	8:12:00 AM	4
11/2/2018 17:16:32	11/2	California Ave	Mountain View	262	SB	5:08:00 PM	2
11/5/2018 8:43:36	11/5	Hillsdale	So. San Francisco	225	NB	8:34:00 AM	3
11/5/2018 8:46:32	11/5	San Mateo	San Francisco		NB	8:37:00 AM	5
11/5/2018 17:23:47	11/5	Palo Alto	San Jose Diridon	262	SB	5:06:00 PM	1
12/4/2018 10:00:04	12/3	Palo Alto	22nd St	269	NB	5:20:00 PM	10

Bike Bump Reports	91
Add'l Bikes Reported Bumped	533
Total (Reports + Add'l Bumps) YTD	624

From: Shirley Johnson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Lois Kell](#); [Ruth Radetsky](#); [Hartnett, Jim](#); [Mau, Carter](#)
Subject: Re: Public comments help Caltrain - please listen to us
Date: Wednesday, March 20, 2019 9:18:11 AM

Dear Ms. Seamans,

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

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

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

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

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

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

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

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

Thank you for your assistance.

With kind regards,
Shirley

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

Dear Dr. Jones, et al, Good Morning,

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

Public Comment

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

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

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

From: Shirley Johnson

Sent: Tuesday, March 12, 2019 12:05 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell ; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>

Subject: Public comments help Caltrain - please listen to us

Dear Joint Powers Board,

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

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

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

Public input is critical for better decision making. A salient example is EMU car layout, where staff

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

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

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

Thank you.

Sincerely,
Shirley

From: Shirley Johnson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com); CalMod@caltrain.com; [cacsecretary \[@caltrain.com\]](mailto:cacsecretary@caltrain.com); [Lois Kell](#); [Ruth Radetsky](#); [Hartnett, Jim](#); [Mau, Carter](#)
Subject: Re: Public comments help Caltrain - please listen to us
Date: Wednesday, March 20, 2019 9:18:11 AM

Dear Ms. Seamans,

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

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

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

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

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

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

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

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

Thank you for your assistance.

With kind regards,
Shirley

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

Dear Dr. Jones, et al, Good Morning,

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

Public Comment

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

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

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

From: Shirley Johnson

Sent: Tuesday, March 12, 2019 12:05 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell ; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>

Subject: Public comments help Caltrain - please listen to us

Dear Joint Powers Board,

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

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

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

Public input is critical for better decision making. A salient example is EMU car layout, where staff

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

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

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

Thank you.

Sincerely,
Shirley

Denying Service to People with Bicycles Costs Caltrain Ridership and Revenue

March 5, 2019

BIKES ONboard Project

SFBCmomentum.org/bob

1

BIKES ONboard is an all-volunteer advocacy group working to improve bicycle access to Caltrain.

Summary

- Bicycle bumps force bike riders off the train and back into their cars
- Bike boardings have plateaued since 2015 (while walk-on boardings continue to rise linearly)
- Caltrain lost over \$3 million in ticket revenue in 2018 due to insufficient bike capacity

Caltrain does not have enough bike capacity and routinely denies service to people with bicycles, known as bicycle bumps.

Bicycle bumps make Caltrain unreliable as a commute option. People need to get to work on time and they need to get home on time. Bike bumps force people off the train and back into their cars onto the overcrowded freeway.

Bike boardings have plateaued since 2015 because bike cars are maxed out. Walk-on boardings continue to rise linearly because walk-ons are allowed to board the train and stand when seats are full.

Caltrain lost over \$3 million in ticket revenue in 2018 due to insufficient bike capacity.

Overcrowded Bike Cars – Rider Survey (2017)

“BIKE CARS ARE OVERCROWDED DURING RUSH HOUR AND SOME BIKES CANNOT FIT ONBOARD WHICH IS UNACCEPTABLE”

“BIKES ARE TURNED AWAY AT 22ND EVERY DAY, DISCOURAGING USE.”

“WISH YOU WOULD MAKE MORE ROOM FOR BIKES. IT SUCKS WHEN YOU'RE NOT LET ONTO A TRAIN BECAUSE THE BIKE CAR IS FULL.”

“I LOVE RIDING THE TRAIN. MY ONE CONCERN IS THE LACK OF BIKE SPACE. I HAVE SEEN PEOPLE GET REFUSED BECAUSE THE BIKE CARS WERE FULL.”

“IT'S GETTING SUPER CROWDED AT PEAK TIMES, HARD TO GET BIKES ON AT MANY STOPS. “

“MANY TRAINS DURING MY COMMUTE ARE AT OR ABOVE CAPACITY FOR BICYCLES, RESULTING IN "BUMPING"”

There is ample evidence the bike cars are overcrowded. These are a sampling of quotes from Caltrain's 2017 rider satisfaction survey.

Reference

2017 Customer Satisfaction Survey Comments:

<http://www.caltrain.com/AssetFactory.aspx?did=10350>

Social Media Customer Complaints – Maxed Out Bike Cars

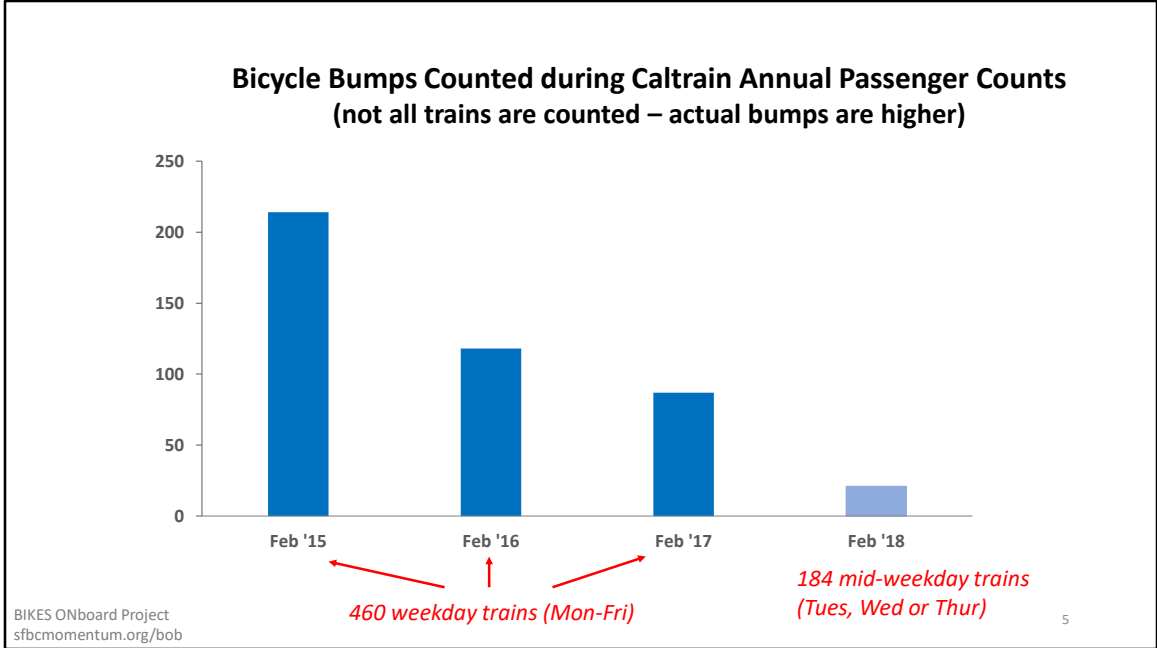


BIKES ONboard Project
sfbcmomentum.org/bob

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There are many complaints on social media. One person was late for work three times in a week due to getting bumped. Another was late for a Caltrain policymaker working group because she got bumped. Another states “what’s old is new again.” In other words, major bike bumping is back due to constrained bike capacity.

These loyal customers can take service denials only so much before they abandon the train for more reliable commute options.



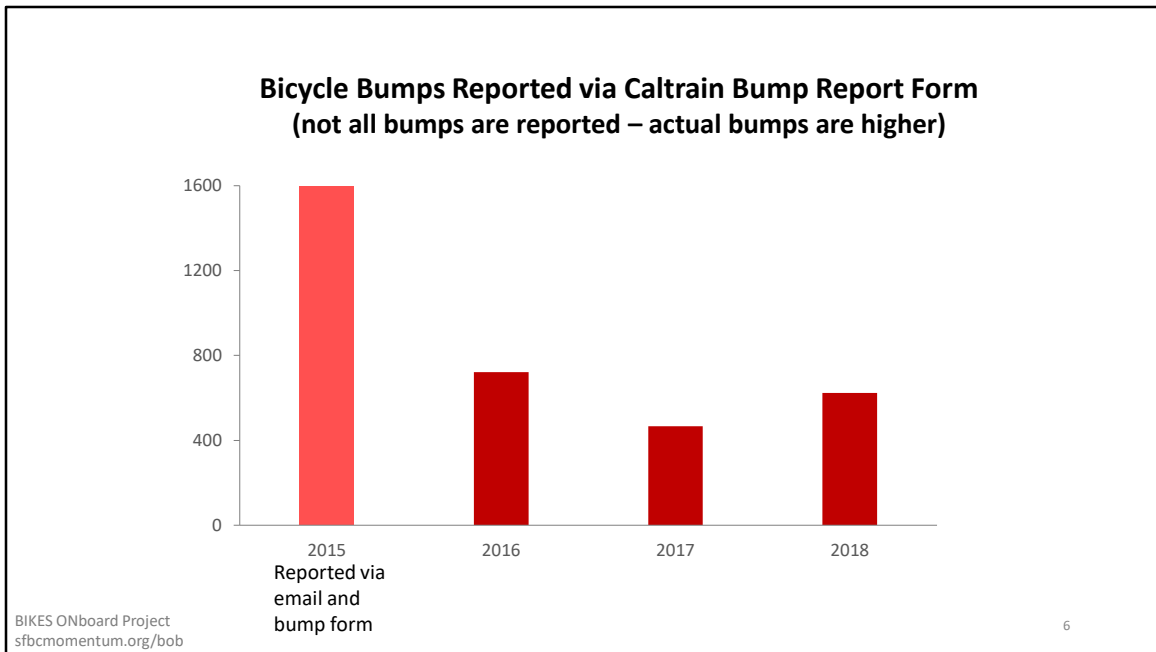
This graph shows bicycle bumps that Caltrain counted during its February annual passenger counts. Even in the wet winter month of February, bike cars are maxed out and people with bikes are denied service. Actual bumps are higher than shown because Caltrain counts only a sampling of trains, not all trains.

Bumps were highest in 2015. In 2016, Caltrain added a third bike car to Bombardier trains and bumps dropped in 2016 and 2017. The data in 2018 are not really comparable because Caltrain changed its method in 2018 and counted fewer trains.

Reference

Caltrain Annual Passenger Counts:

<http://www.caltrain.com/about/statsandreports/Ridership.html>



This graph shows a more complete picture. These are bicycle bumps voluntarily reported by Caltrain users for the full year shown. Users report bumps via the Caltrain bump report form: <http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>

The data show the same trend as the previous graph for 2015, 2016, and 2017, but bumps are on the rise in 2018. Increasing bicycle bumps force people with bikes off the train and back into their cars.

Caltrain released the bike bump report form partway into 2015, so the data shown for 2015 include reports from the form as well as email reports to the Joint Powers Board (Caltrain board).

Not everyone knows that they are able to report bumps and many bumps go unreported. There are many more actual bumps than shown in the graph above. Bicycle bumps deter people from riding Caltrain, costing Caltrain ridership and revenue.

References

Annual Reported Bicycle Bumps from Caltrain's Bike Bump Report Form:

2015:

http://www.caltrain.com/Assets/_Public+Affairs/Government+Affairs/pdf/Bike+Bump+Report+for+CY+2015.xlsx

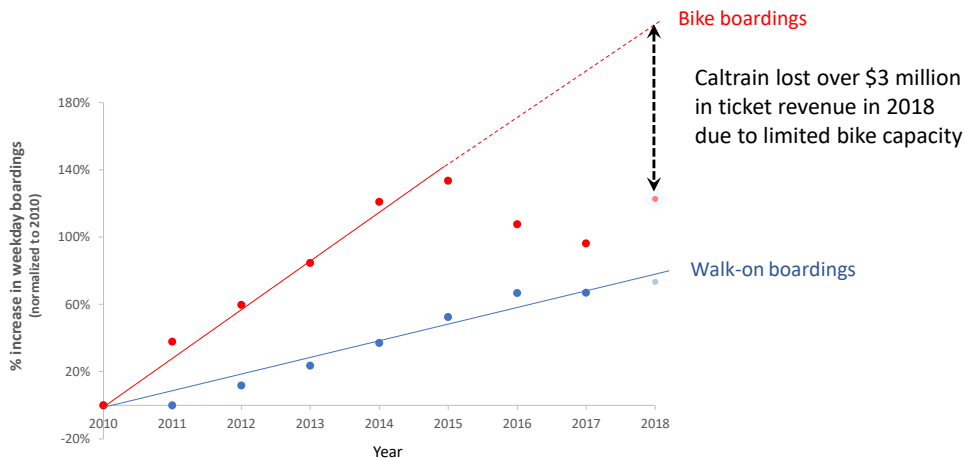
2016:

http://www.caltrain.com/Assets/_Public+Affairs/Government+Affairs/pdf/Bike+Bump+Report+2016+-+Full+Year.xlsx

2017: http://www.caltrain.com/Assets/BAC/pdf/BAC+Bike+Bump+Report_2017+Full+Year.pdf

2018: http://www.caltrain.com/Assets/Bike+Bump+Report+2018_Full+Year+1.17.19.pdf

Increase in Weekday Boardings per Caltrain Annual Passenger Counts



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This graph shows the percentage increase in weekday boardings according to Caltrain's annual passenger counts. On the vertical axis is percent increase in boardings normalized to 2010. The horizontal axis shows year.

The data points for 2018 are for mid-weekday (Tues-Thurs) ridership due to Caltrain changing its counting method, whereas all other years are weekday (Mon- Fri) ridership. Mid-weekday ridership tends to be slightly higher.

The blue line shows walk-on boardings. There is a steady linear rise in walk-on boardings, even though seats are full on some peak trains. Walk-on boardings continue to rise, because people are allowed to stand when seats are full.

The red line shows bike boardings. Bike boardings were growing faster than walk-on boardings and this trend should have continued, but bicycle bumps forced people with bikes off the train and bike boardings fell off.

If bike boardings had been unconstrained the way walk-on boardings are, the linear rise would be expected to continue. Because bike boardings were constrained by limited onboard bike capacity, Caltrain lost over \$3 million in ticket revenue in 2018 alone.

References

Caltrain Annual Passenger Counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>
Average ticket price = \$4.80: <http://www.caltrain.com/AssetFactory.aspx?did=11633>

Advocates Protest Rollback in Caltrain Bike Capacity

By Roger Rudick | Sep 14, 2017 | 45



BIKES ONboard Project
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Despite promises, it looks as if Caltrain still plans to decrease space for bikes on its future electric trains.

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Here's an article from Streetsblog: <https://sf.streetsblog.org/2017/09/14/advocates-protest-rollback-in-caltrain-bike-capacity/>

There is little wonder that advocates protest the rollback in Caltrain bike capacity. In fact anyone concerned about Caltrain ticket revenue should also protest the rollback in Caltrain bike capacity.

This rollback refers to reducing bike capacity on electrified trains to 72 bikes per train from today's 77 bike space per train.

The good news is with seven-car electric trains, Caltrain can hold 84 bikes per train to meet the board-mandated 8:1 ratio of seats to bike spaces per train. This will keep the board's 2015 promise to the public for more bike capacity and bring Caltrain millions of dollars more ticket revenue every year.

The bad news is that staff are saying the 8:1 ratio doesn't apply anymore: http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/Update+on+TIRCP+Project+-+EMU+Configuration.pdf

Appendix: Calculations for lost revenue in 2018 due to constrained bike capacity

- Slide 6: Extrapolated weekday bike boardings to 2018 = 220% over 2010 boardings
- 2010 bike boardings were 2659
- 220% of 2659 is 8500 boardings each weekday in 2018, if bike capacity had been unconstrained
- Actual mid-weekday boardings counted in 2018 = 5919 per Caltrain's annual passenger counts.
- $(8500-5919)$ bike boardings lost/weekday x 261 working days per year x \$4.80/boarding = \$3.2 million in ticket revenue lost in 2018 due to constrained bike capacity

Contact us: bikesonboard@sonic.net

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kyle Barlow"; [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: RE: Public comment: Bicycle capacity aboard Caltrain's electrified fleet
Date: Wednesday, March 06, 2019 5:48:31 PM

Dear Kyle,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Kyle Barlow
Sent: Tuesday, March 05, 2019 6:00 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Public comment: Bicycle capacity aboard Caltrain's electrified fleet

I am writing as a passenger who commutes via Caltrain every day out of concern for the environment and my own time. I'm forced to bring a bike on board due to the abysmal public transit connections available to solve the Peninsula's last mile problem, and because Caltrain and partner agencies have failed to provide secure bicycle parking or reliable bike share at my destination station. I wouldn't be able to commute via Caltrain without bringing my bike on board, and this onboard capacity is already pushed to the limit at the current ratio of seats to bikes.

Allowing passengers to bring their own bikes on board Caltrain has been the only consistent, reliable solution for my and many others commute, and the current ratio of seats to bikes should be maintained on Caltrain's electric fleet. I would be happy to rely on bikeshare or bicycle parking instead of bringing my bike on board; in fact, I have had an active application for Caltrain's secure bicycle parking pending for years and have received no response. Nor have I seen any progress in implementation of the bicycle parking management plan adopted over a year ago.

Without showing the ability to deliver real improvements in wayside facilities (including bike parking and bike share), after many years of having the opportunity to do so, the board is in no position to reduce the seat to bike ratio aboard the future fleet. Either plan to at least maintain the current ratio, or please show that you can actually deliver on other wayside facility improvements by starting to finally do so.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Rose Rustowicz"; [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: RE: Protect Caltrain bike capacity
Date: Tuesday, March 05, 2019 4:04:11 PM

Dear Rose,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Donna Weber"; [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: RE: Please take care of cyclists
Date: Wednesday, March 06, 2019 5:51:00 PM

Dear Donna,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Donna Weber
Sent: Tuesday, March 05, 2019 6:08 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please take care of cyclists

I have been riding Caltrain regularly since 2009 and would greatly appreciate your attention in the coming changes to take care of cyclists and our bikes.
I bring my bike on the train because I need to ride it at both ends of my travels.

Considerations:

- Walk-on boardings continue to increase because walk-ons are allowed to stand when seats are full, but bike boardings have leveled off due to limited bike capacity
- Maxed out bike cars and bicycle bumps force people with bikes off the train and back into their cars, costing Caltrain over \$3 million in lost ticket revenue in 2018 alone
- Ridership projections show that over 20% of passengers would bring bikes on board in 2022 if bike capacity were not limited
- If the 8:1 ratio of seats-to-bike spaces no longer applies as Caltrain staff claims, then let's go with a 5:1 ratio, or 132 bikes per seven-car train, to meet projected demand
- With significant improvements in wayside facilities including bike parking and bike share, however, we could compromise to 84 bikes per seven-car train, which would meet the 8:1 ratio mandated by the Board in 2015

Thanks,
Donna

Donna Weber |

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Peter Diaz"; [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: RE: New Electric Trains Bike Capacity
Date: Tuesday, March 05, 2019 3:47:34 PM

Dear Peter,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Peter Diaz [mailto:pdiaz@mercyhsb.com]
Sent: Wednesday, February 27, 2019 9:46 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: New Electric Trains Bike Capacity

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

--

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Martin MacKerel"; [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)); [Bikes on Board](#)
Subject: RE: need proper support for bikes on trains
Date: Tuesday, March 05, 2019 3:54:07 PM

Dear Martin,

Thank you for your continued feedback. Caltrain believes bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Martin MacKerel
Sent: Tuesday, March 05, 2019 12:51 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: need proper support for bikes on trains

I feel like a broken record. Periodically I say the same thing: I live in SF, I used to commute by Caltrain and bike to the South Bay as often as daily, but now do it rarely. Nevertheless, on those occasions that I do, it's usually for business so punctuality is vital. And it's certainly possible that I might take a job in the South Bay in the future. Therefore I want to make sure that bike plus Caltrain is a viable transportation option.

We need to maintain the ratio for seats to bike spaces, there need to be seats in view of the bikes, and we need more bike capacity overall, since passengers with bicycles do sometimes get bumped from the trains today.

Thank you for electrifying Caltrain and for planning a public process around the cars and layout for the electric trains. Please take my points above to heart when designing the new cars.

Thank you,
Martin MacKerel

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kelli Shields"; [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: RE: More Bike Capacity on New, Longer Trains
Date: Tuesday, March 05, 2019 3:59:54 PM

Dear Kelli,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Kelli Shields [mailto:shields.kelli@gmail.com]
Sent: Wednesday, February 27, 2019 12:09 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More Bike Capacity on New, Longer Trains

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Drew Abernathy"; [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: RE: More Bike Capacity on Electrified Trains
Date: Tuesday, March 05, 2019 3:55:59 PM

Dear Drew,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Drew Abernathy [mailto:andrew.dr.abernathy@gmail.com]
Sent: Wednesday, February 27, 2019 10:43 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More Bike Capacity on Electrified Trains

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

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Bert Hill"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); CalMod@caltrain.com
Subject: RE: Letter of Appreciation of Improvements for Electrified Caltrain
Date: Tuesday, March 05, 2019 4:27:39 PM

Dear Bert,

Thank you and the San Francisco Bicycle Advisory Committee for your continued input and engagement. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you and the Committee for your continued work and dedication. Your feedback is

valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Bert Hill [mailto:echill@sfhills.org]
Sent: Monday, February 04, 2019 12:22 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Letter of Appreciation of Improvements for Electrified Caltrain

Peninsula Corridor Joint Powers Board

Dear Chair Gillian Gillett and Directors;

Please find attached, a letter of appreciation from the San Francisco Bicycle Advisory Committee



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

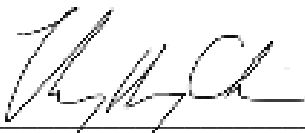
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

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.



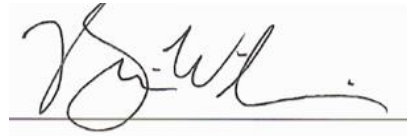
Mary Kay Chin, Vice-chair

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.



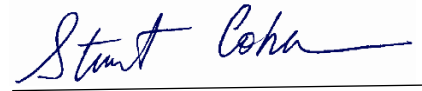
Brian Wiedenmeier
Executive Director

San Francisco Bicycle Coalition



Dave Snyder
Executive Director

California Bicycle Coalition



Stuart Cohen
Executive Director

TransForm



Tom Radulovich
Executive Director

Livable City



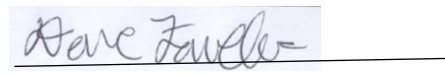
Cassandra Woo
Chairperson

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: Tubridy/ Hashisaki
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Hashisaki/ Tubridy](#)
Subject: Kudos
Date: Friday, March 08, 2019 7:21:14 PM

Dear Members of the Board:

On February 25, 2019, while disembarking from the San Francisco to Mountain View Caltrain I left my wallet on the train. Fortunately, when I called the Customer Service number, I reached a wonderful employee named Malia (or Melia, I'm not sure how to spell her name). She took my information and immediately understood that, since I was returning home to Seattle the next day, it was important to try to find the wallet quickly. A conductor searched the train three times and was able to find the wallet. Malia worked on contacting me at a local number, then arranged for me to pick up the wallet from a security person named Rich at the San Jose station. Three hours after losing the wallet, I met Rich at the arranged time and I was able to return home with my wallet and all its contents.

My friends, who helped with contacting Caltrain and with the driving to the pick up, and I were impressed by Caltrain's responsiveness, professionalism, and kindness, as embodied by the lovely and organized Malia and Rich. I hope that you are able to find them and give them the appropriate recognition along with my gratitude.

Sincerely yours,
Gerrie Hashisaki

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kash"; [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: RE: Increase bicycle capacity on electrified trains
Date: Tuesday, March 05, 2019 4:08:44 PM

Dear Kash,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

From: Kash [mailto:kash@warmplanetbikes.com]

Sent: Thursday, February 28, 2019 8:05 AM

To: Board (@caltrain.com)

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

Subject: Increase bicycle capacity on electrified trains

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. :)

--

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

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kevin Wang"; [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: RE: Electric trains need 8:1 seats to bike spaces
Date: Tuesday, March 05, 2019 3:55:21 PM

Dear Kevin,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Madeline Sides"; [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: RE: Electric Train Planning and Bikes
Date: Tuesday, March 05, 2019 4:10:54 PM

Dear Madeline,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Madeline Sides [mailto:madelinesides@gmail.com]
Sent: Sunday, March 03, 2019 10:30 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electric Train Planning and Bikes

Dear Caltrain Board,

I am a daily Caltrain commuter from San Francisco to Mountain View. First of all, thank you for planning a public process on car layout for electric trains and thank you for planning to run seven-car electric trains. The service and usefulness of Caltrain makes my commute possible.

As a bike commuter, I want to emphasize the importance of bike capacity planning when laying out new electric trains. First, I want to remind you of the importance of seats within view of bikes. This is necessary to encourage use of the Caltrain and bike cars- without the opportunity to securely bring my bike onboard, I would need to drive and park at the Caltrain station in SF, which is certainly undesirable for the neighbors of the Caltrain station.

I want to also remind you of the board-mandated 8:1 ratio on Caltrain cars of seats-to-bikes. The new seven car trains should be planned to accommodate this ratio to ensure that all users can bring bikes on board. Today's diesel trains have 77 bike spaces per train on average. Even with 77 spaces, we still experience bike bumps throughout the route.

I sincerely hope that you take the needs of bikers into consideration for your planning such that in 2022 when electric trains start running, bikes will continue to be a useful part of the transportation chain.

Best wishes,
Madeline Sides
SF Resident

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Ryan S"; [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: RE: Caltrain's Future Bike Capacity
Date: Tuesday, March 05, 2019 4:11:19 PM

Dear Ryan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Ryan S [mailto:mailrmschaub@gmail.com]
Sent: Saturday, March 02, 2019 5:48 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Caltrain's Future Bike Capacity

Hello all,

It blows me away that the Caltrain board is considering new cars with fewer bike capacity than the current cars offer (per six-car train). Over time, biking on Caltrain has only become more popular, so why is the board considering reducing bike accommodations for the next generation of trains? It makes no sense.

As a bike commuter that uses Caltrain daily, I frequently get bumped from trains during rush hour, as do many other bike commuters. This is especially true in the summer. Please consider increasing bike capacity on the next generation of Caltrain trains.

Thanks and take care,
Ryan Schaub

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jon Hills"; [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: RE: Caltrain bike capacity/layout
Date: Tuesday, March 05, 2019 3:52:54 PM

Dear Jon,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

From: Jon Hills [mailto:hills.jon@gmail.com]

Sent: Wednesday, February 27, 2019 10:12 AM

To: Board (@caltrain.com)

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

Subject: Caltrain bike capacity/layout

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Catherine Breen"; [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: RE: CalTrain bike capacity
Date: Tuesday, March 05, 2019 3:50:40 PM

Dear Catherine,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Catherine Breen [mailto:catherine.m.breen@gmail.com]
Sent: Wednesday, February 27, 2019 9:52 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: CalTrain bike capacity

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: [Low, Lori](#)
To: [Board \(@caltrain.com\)](#); "[georgehalet@gmail.com](#)"
Subject: RE: Caltrain Bicycle Capacity
Date: Tuesday, March 05, 2019 4:03:10 PM
Attachments: [image001.png](#)

Dear George,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Board (@caltrain.com)
Sent: Wednesday, February 27, 2019 12:47 PM
To: Caltrain, Bac (@caltrain.com)
Subject: FW: Caltrain Bicycle Capacity

Best,

Cindy Mamaradlo-Gumpal

Executive Office

1250 San Carlos Ave.

San Carlos, CA 94070-3006

Direct Line: (650) 508-6279

Cell: (650) 465-1058

Email: gumpalc@samtrans.com



From: George Halet [<mailto:georgehalet@gmail.com>]
Sent: Wednesday, February 27, 2019 9:55 AM
To: Board (@caltrain.com)
Subject: Caltrain Bicycle Capacity

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: Roland Lebrun
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [VTA Board Secretary; clerk@sfcta.org](mailto:clerk@sfcta.org); [MTC Commission](#); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); [SFCTA CAC](#)
Subject: Caltrain 3/7 Board meeting Item #10 EMU configuration
Date: Wednesday, March 06, 2019 9:51:11 AM
Attachments: [July 2016 letter to MTC.pdf](#)
[March 2019 SFBAC letter to the Caltrain Board.pdf](#)

Dear Chair Gillett,

Further to my July 2016 letter to MTC (attached), the intent of this letter is to recapitulate the timeline that led to the developing capacity crisis triggered by the selection of Stadler EMUs which cannot possibly handle Caltrain's present or future capacity requirements let alone the 240,000 passengers/day by the year 2040.

March 2012

Caltrain/California HSR Blended Operations Analysis

"Caltrain is planning to use 8-car trains to **augment the seating capacity of an existing 5 car train**".

"To ensure conservative simulation results, **all trains were simulated with a full seated load of 948 passengers** (for an 8-car EMU) ".

May 22 2014

Caltrain issues a Request for Information (RFI) to the EMU manufacturers showing a 6-car EMU configuration with capacity for **600 seats**, 48 bikes and 2 ADA bathrooms.

"EMUs must satisfy JPB's fleet management and operations service plan needs"

May 20 2015

Board workshop slide depicting "**650-seat 5-car trains operating at over 150% of capacity**"

August 2015

Caltrain releases a Request for Proposals (RFP) to the EMU manufacturers

APPENDIX A (page 468) states that **seated** capacity (AW1) is "assumed to be **550 passengers**" (**100 seats less than trains operating at over 150% of capacity**).

May 5th 2016

Caltrain releases annual passenger counts showing **massive overcrowding on 762-seat trains**

July 1st 2016

Caltrain announces that the only responder to the EMU RFP is Stadler Rail

Caltrain announces its intention to proceed with a \$551M procurement for 16x6-car KISS EMUs with 550 seats

March 2019

The San Francisco Bicycle Advisory Committee writes to the Caltrain Board as follows:

“six-car diesel trains today have an average of **741** seats per train”

“in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having **910** seats”

“Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021”

“Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021”

Respectfully,

Roland Lebrun

Attachments

July 5 2016 letter to MTC

March 2019 letter to the Caltrain Board

CC

SFCTA Board of Directors

VTA Board of Directors

MTC Commissioners

Caltrain CAC

Caltrain BAC

SFCTA CAC

VTA CAC

Roland Lebrun
ccss@msn.com
July 5 2016

Metropolitan Transportation Commission
375 Beale Street
San Francisco
CA 94105-2066

Dear Honorable Chair Cortese and MTC Commissioners,

Further to my comments during the June Commission Meeting, the intent of this letter is to substantiate and elaborate on the concerns I expressed about the Caltrain Modernization (CalMod) project, specifically the cost and reduced capacity of the proposed Electric Multiple Unit (EMU) railcars (**550-seat trains replacing 650-seat trains operating at 158% of capacity**).

This letter concludes with a recommendation that MTC and the FTA suspend all funding and initiate an independent investigation into the Caltrain EMU procurement process.

Background

March 2012

LTK Engineering (LTK) releases a document entitled "Caltrain/California HSR Blended Operations Analysis"

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>

Section 3.3 Rolling Stock on page 28 states "Caltrain is planning to use 8 car trains to **augment the seating capacity of an existing 5 car train**".

The document additionally states (page 38). "To ensure conservative simulation results, **all trains were simulated with a full seated load of 948 passengers** (for an 8-car EMU)".

March 6th 2014

The JPB awards a total of \$42.3M in contracts to LTK, including a \$33.2M EMU Vehicle Consultant Service contract.

<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2014/3-6-14+JPB+Agenda.pdf> (item #13).

It should be noted that LTK were the sole respondent to the RFP and **there is strong circumstantial evidence suggesting that LTK were responsible for drafting this RFP.**

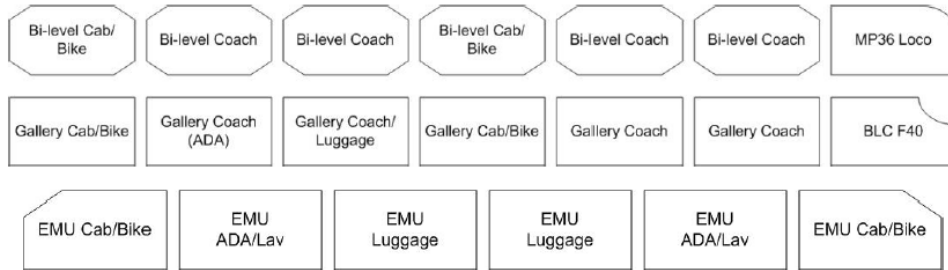
May 22 2014

Caltrain issues a Request for Information (RFI) to the EMU manufacturers

http://www.tillier.net/stuff/caltrain/EMU_RFI.pdf

Section 6.6 "EMUs must satisfy JPB's fleet management and operations service plan needs" shows a 6-car EMU configuration with capacity for 600 seats, 48 bikes and 2 ADA bathrooms.

Future Fleet (simplified - conceptual)



Parameter	Gallery Train	Bi-Level Train	EMU Train
Seated capacity	636	822	600
ADA compliance	4 cars per train	All cars	All cars
Bike capacity	80 per train	48 per train	48 per train minimum
Number in service	4 trains	6 trains	16 trains

May 20 2015

Board workshop presentation highlighting **650-seat trains operating at over 150% of capacity** during the peak summer season:

Standees: 2015 Maximum Loads

Northbound		
Depart SJ	Percent of Seated Capacity (low season)	Percent of Seated Capacity (high season)
7:03 AM	135%	158%
7:45 AM	128%	150%
8:03 AM	127%	149%
5:23 PM	122%	143%
6:57 AM	122%	142%
7:50 AM	117%	137%
6:45 AM	108%	126%
6:50 AM	106%	124%
4:39 PM	106%	124%
7:55 AM	103%	121%
8:40 AM	102%	119%
4:23 PM	96%	113%

6

August 2015


Caltrain releases a Request for Proposal (RFP) to the EMU manufacturers

<https://www.dropbox.com/sh/az34k161d28ah78/AACzwbjBH37v79hHRow8r2LZa?dl=0>

Volume 3 (Tech specs) APPENDIX A (page 468) states that seated capacity (AW1) is “assumed to be 550 passengers” (**100 seats less than trains operating at over 150% of capacity**).

May 5th 2016

Caltrain releases annual passenger counts showing **massive overcrowding on 762-seat bi-level and 650-seat Gallery trains**. It should be noted that Caltrain annual passenger counts are (inexplicably) collected during the low season (February).



2016 Top 10 Trains: Maximum Load

Northbound				
Train No.	Depart SJ	Max Load	Train Seating Capacity	Percent of Seated Capacity
319	7:03 AM	951	762	125%
323	7:45 AM	950	762	125%
329	8:03 AM	882	762	116%
375	5:23 PM	841	762	110%
217	6:57 AM	818	650	126%
225	7:50 AM	764	762	100%
269	4:39 PM	756	762	99%
313	6:45 AM	747	762	98%
233	8:40 AM	722	650	111%
215	6:50 AM	719	650	111%

13

July 1st 2016

Caltrain announces that the only responder to the EMU RFP is Stadler Rail and that it intends to proceed with a \$551M procurement of 16 6-car KISS EMUs with 550 seats (**before removing approximately 100 seats to allow access to another set of doors**).

Issues

1) Capacity

This EMU procurement cannot possibility meet Caltrain's present let alone future capacity requirements (450 seats/train vs. 948 modeled back in March 2012).

2) Costs

This procurement is approximately \$225M (70%) above similar procurements in Europe

Client	Manufacturer/model	Year	Contract (\$M)	#units	Unit cost	Reference
SNCF Lux	Stadler KISS	2010	\$84	24	3.49	http://www.railway-technology.com/ne
Deutsche Bahn	Bombardier Twindexx	2011	\$483	137	3.53	http://www.railway-technology.com/pr
Deutsche Bahn	Bombardier Twindexx	2012	\$210	64	3.28	http://www.railway-technology.com/pr
STIF & SNCF	Bombardier Omneo	2015	\$442	168	2.63	http://www.railway-technology.com/ne
AeroExpress	Stadler KISS	2016	\$205	62	3.31	http://www.railway-technology.com/ne
SNCF	Bombardier Omneo	2016	\$38	16	2.38	http://www.railway-technology.com/ne
Caltrain	Stadler KISS	2016	\$551	96	5.74	http://www.caltrain.com/Assets/___Ag

3) Non-competitive bidding (Stadler was the only responsive bid).

This is identical to what happened at SMART and eBART.

Recommendations

- Launch an immediate investigation into the procurement process
 - Suspend any funding pending the outcome of the investigation
 - Reach out to the 5 manufacturers, who responded to the RFI and inquire as to the events that led them not to respond to the RFP
 - Invite Stadler to provide a comparative breakdown of recent Stadler KISS procurements
 - Determine if the \$225M discrepancy is related to customization for High Speed Rail and revise CHSRA's contribution to the funding package accordingly
 - Initiate an independent Caltrain capacity analysis to inform on the next steps
 - Consider appointing an interim entity responsible for Caltrain administration (per Section 6.B of the 1996 Peninsula Corridor Project Joint Powers Agreement)
- http://www.caltrain.com/Assets/Public/JPA_Agreement_and_Amendment_10-03-1996.pdf

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC

SFCTA Board of Directors

VTA Board of Directors

Transbay Joint Powers Authority Board of Directors

Caltrain Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

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

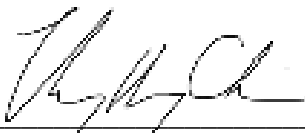
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

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

From: Mike Forster
To: Board.of.Supervisors@sfgov.org; [Groom, Carole \[cgroom@smcgov.org\]](mailto:Groom.Carole [cgroom@smcgov.org]); [Horsley, Don \[dhorsley@smcgov.org\]](mailto:Horsley,Don [dhorsley@smcgov.org]); [Pine, Dave \[dpine@smcgov.org\]](mailto:Pine, Dave [dpine@smcgov.org]); wslocum@smcgov.org; dcanepa@smcgov.org; BoardOperations@cob.sccgov.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: ["Mike Forster"](mailto:Mike.Forster)
Subject: Caltrain - Change from catenary to hydrogen fuel cell EMUs
Date: Thursday, March 07, 2019 11:24:10 PM
Importance: High

(A shorter version of this was published as a Letter to the Editor in the Palo Alto Daily Post, March 6, 2019.)

March 7, 2019

Supervisors of San Francisco, San Mateo, and Santa Clara Counties
Caltrain Joint Powers Board - Board of Directors

Supervisors and Board Members:

With Governor Newsom's downsized California High Speed Rail (CA HSR) decision, Caltrain no longer needs to be compatible with the CA HSR. Caltrain should take this opportunity to change to hydrogen fuel cells.

Traditional catenary overhead contact system (OCS) trainsets have been the only practical choice. Now in 2019, fuel cell electric multiple units (EMUs) are spreading worldwide, to avoid the huge and unnecessary cost of the OCS infrastructure. Stadler, Alstom, Siemens / Ballard and Chinese companies are delivering or planning fuel cell EMUs for Austria, Britain, Canada, China, Denmark, and Norway.

Fuel cell EMUs would:

- * save hundreds of millions in initial costs and millions in ongoing maintenance;
- * include Gilroy and future Dumbarton electrification for no additional cost;
- * avoid impacting 4000 trees;
- * allow for future fuel cell technology improvements;
- * and avoid the overhead visual clutter.

Caltrain should work with Stadler to integrate fuel cells to KISS EMUs. Caltrain should arrange with other US and worldwide transit agencies to take delivery of the standard OCS components from the Balfour Beatty contract for their refurbishment and route extension projects. This would minimize the financial impact on Caltrain of changing from OCS to fuel cells.

If some version of HSR ever does reach San Jose, passengers would simply and quickly transfer between HSR and Caltrain, BART VTA, taxis, Uber, Lyft, and rental cars.

Worldwide, railways are moving to fuel cells rather than OCS systems. It would be unfortunate Caltrain were to spend taxpayers' \$2B to construct one of the LAST catenary systems ... rather than among the first fuel cell rail systems.

For more information, visit www.mikeforster.us.

Mike Forster

420 Stanford Avenue
Palo Alto, CA 94306
650 464 4925
mike@mikeforster.net

From: Daniel Llinas
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Re: Bikes on Trains
Date: Wednesday, March 06, 2019 8:05:53 AM

Thanks for the thoughtful and thorough response. I'm glad to hear we bike riders are not being forgotten in your plans for growth :)

Best,

Daniel Llinas

On Tue, Mar 5, 2019 at 3:50 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Daniel,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is

now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Regarding your comments about traffic jams while boarding, Caltrain recently conducted a successful bikes board first pilot program to try and reduce the amount of time it takes to board.

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

Best,

Lori

From: Daniel Llinas [mailto:danllinas@gmail.com]
Sent: Wednesday, February 27, 2019 9:51 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Trains

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

--

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

--Henry David Thoreau

--

"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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Neal Hannan"; [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: RE: Bikes on Electrified Caltrain
Date: Tuesday, March 05, 2019 3:56:30 PM

Dear Neal,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jennifer Robinson"; [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: RE: Bikes on Electrified Caltrain
Date: Tuesday, March 05, 2019 4:10:30 PM

Dear Jennifer,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Jennifer Robinson [mailto:jrobinson@stanfordalumni.org]
Sent: Friday, March 01, 2019 12:21 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Electrified Caltrain

To whom it may concern:

Now that Caltrain can have 7-car trains, I ask that you please use some of that extra capacity for bike spaces and seats within view of bikes so that Caltrain remains a viable commuting option for me and so many others in the Bay Area.

Caltrain is vital to my commute and to so many others' commutes as well. But Caltrain's stations are far apart, and many offices are too far from the station to walk. Many patrons also live far from any train station.

Biking is the difference between utilizing Caltrain or not for me and many others. Without biking as an option, I would probably resort to driving. Please allocate more bike spaces and seats within view of bikes.

Thank you.

Jennifer Robinson

From: Mark Sherwood
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: [Cliff Bargar; Board \(@caltrain.com\); CalMod@caltrain.com; cacsecretary \(@caltrain.com\); bikesonboard@sonic.net](mailto:Cliff_Bargar; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net)
Subject: Re: bikes on electric trains
Date: Wednesday, March 20, 2019 2:37:50 PM

Thanks, I am happy to support the staff.

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

Dear Mark,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation. Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation, and your idea to educate riders on how to make the system work more efficiently is appreciated. I have shared it with our staff and if they have questions they will definitely reach out.

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

Best,

Lori

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

Hi Lori and Caltrain Bac,

I have discussed the idea of creating a simple bike stacking cartoon with a number of my fellow commuters. The cartoons would be posted in the bike cars on the rails and would help inform new riders how to properly stack their bikes to maximize capacity and cut down boarding time during the busy morning commute. The friendly conductors Lee and Miguel

(conductors on #232 in the morning) also support this idea. In fact, Caltrain's estimate of bikes per row is a significant underestimate as compared to bikes stacked with the correct strategy (as laid out below), so you may be able to increase the quoted bike capacity of trains (including the forthcoming 2022 electric cars). Here is example copy for the cartoon:

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

(1) Furthest stations stack first.

(2) Stack upright, don't lean.

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

(4) Rotate pedals to overlap neighboring bike frames.

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

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

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

Thank you and regards,

Mark Sherwood

650-823-9575

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

Thanks for the thorough response.

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

wrote:

Dear Mark,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and

implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,

Lori

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

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

To: Board (@caltrain.com)

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

Subject: bikes on electric trains

Hello,

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

Thank you,

Mark Sherwood

p.s. some background on me:

I have been a Caltrain commuter on and off for the past decade. Some of the time, I

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

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Henry Mayer"; [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: RE: Bikes on Caltrain!
Date: Tuesday, March 05, 2019 4:06:55 PM

Dear Henry,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Henry Mayer [mailto:hmayer00@gmail.com]
Sent: Wednesday, February 27, 2019 8:47 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain!

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jane Casamajor"; [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: RE: Bikes on Caltrain
Date: Tuesday, March 05, 2019 3:54:58 PM

Dear Jane,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

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
408-891-0875

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Virginia Smedberg"; [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: RE: bikes on Caltrain
Date: Tuesday, March 05, 2019 4:07:33 PM

Dear Virginia,

Thank you for your continued feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Virginia Smedberg [mailto:virgviolin@hotmail.com]
Sent: Wednesday, February 27, 2019 10:01 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bikes on Caltrain

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "AOL"; [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: RE: Bikes on Board Caltrain
Date: Tuesday, March 05, 2019 4:05:51 PM

Dear Clayton,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

From: AOL [mailto:chardman56@aol.com]

Sent: Wednesday, February 27, 2019 5:24 PM

To: Board (@caltrain.com)

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

Subject: Bikes on Board Caltrain

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Lauren Johnson"; [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: RE: Bikes and electrification
Date: Tuesday, March 05, 2019 4:08:15 PM

Dear Lauren,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Lauren Johnson [mailto:lautjoh@gmail.com]
Sent: Thursday, February 28, 2019 7:35 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Bikes and electrification

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: Yoichi Shiga
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)
Cc: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); CallMod@caltrain.com; [cacsecretary \[@caltrain.com\]](mailto:cacsecretary@caltrain.com); bikesonboard@sonic.net
Subject: Re: Biker-passengers are people too!
Date: Tuesday, March 26, 2019 11:30:22 AM

Hi Lori,

Thank you for the email. I appreciate the response and while you listed a lot of things that you say Caltrain is doing to help meet the needs of bike passengers, the actions Caltrain is taking makes it seem like Caltrain's own business goals are targeted towards keeping bike passengers to a minimum. The link that you provided here : *"Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#)."* does not work so I cannot evaluate this claim. The comment about trains are getting busier and so you can't remove seats doesn't make sense *"While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes"* - isn't Caltrain designing new cars as we speak? This seems like the time to think hard and make a sustainable plan for the future. And the statement about how the ridership *" the landscape has drastically changed with ridership nearly doubling since the beginning of this decade."* seems a bit out of touch - it has been a gradual change - I have watched it as a rider for the past 6 years and Caltrain seems to always be catching up rather than pro-actively planning for changes.

Second, the bike security task force is a good start but from personal experience - when I have had lights and fenders stolen off of my bike as it sits on the train and I go to tell the conductor, the conductors are defensive and repeat the same line "Caltrain is not responsible for any of your belongings - you are responsible for keeping track of your own belongings on the train" - which while I know is legally correct sure makes it seem like they don't care. Conductors don't provide any information about who to report the theft to nor do they provide information about going to the Caltrain website. I don't think a taskforce needs to be assembled to have this simple policy enacted. It is really awful to have your stuff stolen and on top of that to then get all muddy from the rainy roads without a fender or even worse have to ride in the dark because a light was stolen.

I really think Caltrain can do a lot of good here with respect to bike passengers and should welcome these challenges as ways to improve its service

Regards,
Yoichi

Yoichi Shiga
yshiga@carnegiescience.edu
yoichishiga@gmail.com

On Tue, Mar 19, 2019 at 1:50 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Yoichi,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,

Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]
Sent: Tuesday, March 05, 2019 1:51 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Biker-passengers are people too!

Dear Caltrain Board,

In the recent rider survey a question was posed that clearly shows the bias of Caltrain as an organization that pits walk-on passengers against passengers that bring their bikes on board. It is unfortunate that Caltrain does not treat its passengers equally and that bike-passengers are treated as second class riders. Getting bumped from a train is an experience that NO walk-on passenger would tolerate and yet it is okay for bikers to have to endure. Additionally, Caltrain is pitting walk-on passengers against bike-passengers - a toxic continuation of Caltrain 's trend to demonize bike-riders - as evident by Caltrain's organization and staff continual disrespect and blame of issues on bike riders. Caltrain continues to treat bikers as problem passengers rather than a dedicated, lively, active core group of passengers who will not give-up on Caltrain - something many walk-on passengers will do during delays and timing issues. All passengers deserve respect and Caltrain needs to be an agent of positive change rather than a stoker of irrational fear and negativity. The future of Caltrain depends on doing service to all of its riders and Caltrain would be failing if that goal if they reduced bike capacity on future train designs.

Biker-passengers are people too!

Think about it...

Yoichi

(bike-Caltrain-bike commuter)

Yoichi Shiga
yoichishiga@gmail.com

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: ["gene_ipetition@smalltime.com"](mailto:gene_ipetition@smalltime.com); [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: RE: Bike spaces on new Caltrain cars
Date: Tuesday, March 05, 2019 4:09:29 PM

Dear Gene,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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

Best,
Lori

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

From: gene_ipetition@smalltime.com [mailto:gene_ipetition@smalltime.com]
Sent: Thursday, February 28, 2019 9:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com);
bikesonboard@sonic.net
Subject: Bike spaces on new Caltrain cars

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
(22nd St to South San Francisco)

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Shane Burkle"; [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: RE: Bike space and capacity for the future
Date: Tuesday, March 05, 2019 3:51:17 PM

Dear Shane,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

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

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
12 Amberwood Cir
S. San Francisco, CA 94080
701.540.5929

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Bill Rupel": [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: RE: Bike capacity on new trains
Date: Tuesday, March 05, 2019 3:51:46 PM

Dear Rupel,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Bill Rupel [mailto:arduous573@gmail.com]
Sent: Wednesday, February 27, 2019 10:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain.com]; bikesonboard@sonic.net
Subject: Bike capacity on new trains

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Mitsu Hadeishi"; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain!!
Date: Tuesday, March 05, 2019 4:37:52 PM

Dear Mitsu,

Thank you for your response. I'm excited to tell you that the seats will be cantilevered on the new electric trains, meaning more storage space under the seats. Thank you again for being engaged in this exciting project that will modernize Caltrain!

Best,
Lori

From: Mitsu Hadeishi [mailto:mitsu.hadeishi@gmail.com]
Sent: Tuesday, March 05, 2019 4:31 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: Bike capacity on Caltrain!!

Bike storage at stations will do literally nothing for 95% of people taking their bikes on board. The vast majority of people need their bike on both ends of their commute. Bikes are not a first or last mile solution — they are both first and last mile. There simply aren't enough Caltrain stations for your concept of adding lots of bike storage to make any sense at all.

There are only two Caltrain stations in SF, and most Caltrain stations are miles from the ultimate destinations of commuters. Many people would never be able to use Caltrain at all if they couldn't bring their bikes on the trains.

There is, however, ONE possible compromise that MIGHT actually help with bike and passenger congestion, which is to make sure that seats are designed in such a way that you can store a folding bike under the seat and/or in a luggage compartment near the seat. I personally would and will never use bike storage at stations as part of my commute — but I am willing to swap my road bike for a folding bike if it makes it easier for me to commute on the train. At present it isn't always that easy to get folding bikes onto the train in a place where I can keep an eye on it.

Mitsu

On Mar 5, 2019, at 3:46 PM, Caltrain, Bac (@caltrain.com)
<BAC@caltrain.com> wrote:

Dear Mitsu,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,

Lori

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

From: Mitsu Hadeishi [<mailto:mitsu.hadeishi@gmail.com>]

Sent: Wednesday, February 27, 2019 9:44 AM

To: Board (@caltrain.com)

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

Subject: Bike capacity on Caltrain!!

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: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)
Cc: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); CalMod@caltrain.com; cacsecretary_f@caltrain.com; bikesonboard@sonic.net
Subject: Re: Bike Capacity on Caltrain
Date: Tuesday, March 05, 2019 10:39:26 PM

Lori, thank you for the kind and detailed reply. It is encouraging to hear more detail around Caltrain's process and consideration for cyclists (as well as other members of the Caltrain community!) I appreciate your efforts and know that these are not easy problems to solve. Thank you and best of luck!

Chris

On Tue, Mar 5, 2019 at 10:33 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Chris,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the

JPB BOARD MEETING
April 4, 2019

Correspondence Packet as of
March 27, 2019

beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,

Lori

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

Sent: Wednesday, February 27, 2019 8:35 PM

To: Board (@caltrain.com)

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

Subject: Bike Capacity on Caltrain

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Richard Reimer"; [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: RE: bike access on Caltrain
Date: Tuesday, March 05, 2019 3:46:17 PM

Dear Richard,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

As you know, Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

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

Best,
Lori

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

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Anne zimmerman"; [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: RE: Bicycles on Trains
Date: Tuesday, March 05, 2019 3:59:22 PM

Dear Anne,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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

Best,
Lori

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

From: Anne zimmerman [mailto:z12010sf@gmail.com]

Sent: Wednesday, February 27, 2019 11:35 AM

To: Board (@caltrain.com)

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

bikesonboard@sonic.net

Subject: Bicycles on Trains

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "jesse miller"; [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: RE: Bicycle-friendly electric trains
Date: Tuesday, March 05, 2019 4:14:23 PM

Dear Jesse,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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

Best,
Lori

From: jesse miller [mailto:kawriver@gmail.com]
Sent: Monday, March 04, 2019 12:13 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycle-friendly electric trains

Dear Caltrain Board,

Thank you for planning a public process on car layout for electric trains. As a bicycle commuter, it is very important to me to have the ability to reliably sit within sight of my bike on Caltrain to prevent theft. Thank you for planning to run seven-car (instead of six-car) electric trains. Seven-car trains are needed to provide 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Please keep in mind that today's diesel trains have 77 bike spaces per train on average and still fill up regularly, so we will need more bike capacity as time goes on.

Sincerely,
Jesse Miller
Daily SF - Palo Alto Caltrain commuter

Jesse E. D. Miller
Botanist - Ecologist
Lecturer, Stanford University
Research Associate, University of California, Davis
[@Texosporium](https://www.instagram.com/texosporium)
<http://jesseedmiller.com>

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Cyrus Vafadari"; [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: RE: Bicycle parking at stations
Date: Wednesday, March 06, 2019 5:56:31 PM

Dear Cyrus,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

As you mentioned, space at the stations is more abundant than onboard, and now there is a greater ability to serve bicyclists at stations. We agree that current bike parking options at many of our stations leave a lot to be desired, but the huge advances in bike share, electronic lockers, and controlled access bike parking facilities, have helped create the possibility to provide better options to more people who want to use a bike and Caltrain.

Caltrain recently designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access. It's great to hear that the BikeLink shed at Palo Alto is working well for you. That feedback is invaluable as we move forward with improving bike parking at stations. Your thoughtfulness and input is greatly appreciated.

Best,
Lori

From: Cyrus Vafadari [<mailto:cvafadari@gmail.com>]
Sent: Tuesday, March 05, 2019 12:58 PM
To: 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: Bicycle parking at stations

Theres a lot of pressure to put more bike spots on the train cars, but as a bike commuter who works with bike commuters, we know the most space and time efficient use is more secure bike parking at the stations. I'm happy with BikeLink and the Palo Alto cage room looks great. Sadly Caltrain/municipal cages need help. In Sunnyvale the reservations are a long, unfair line that costs little enough that people reserve and leave the cages empty. Investing in the bike cage infra will relieve pressure in the train cars themselves -- my office is right on the Caltrain (easier to walk than bike) but people still bring their bikes on the train instead of parking at the station by their house bc the infrastructure is poor and insecure.

Let me know if I can do anything to help drive this

Cyrus

1 [Appointment, Peninsula Corridor Joint Powers Board – Supervisor Shamann Walton]

2

3 **Motion appointing Supervisor Shamann Walton, for an indefinite term, to the Peninsula**
4 **Corridor Joint Powers Board.**

5

6 MOVED, That the Board of Supervisors of the City and County of San Francisco does
7 hereby appoints the hereinafter designated person to serve as a member of the Peninsula
8 Corridor Joint Powers Board for the term specified:

9 Supervisor Shamann Walton, seat 1, succeeding Gillian Gillett, must be appointed by
10 the Board of Supervisors, for an indefinite term, and serve at the pleasure of the Board of
11 Supervisors.

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City and County of San Francisco
Tails
Motion: M19-051

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 190247

Date Passed: March 19, 2019

Motion appointing Supervisor Shamann Walton, for an indefinite term, to the Peninsula Corridor Joint Powers Board.

March 11, 2019 Rules Committee - RECOMMENDED


March 19, 2019 Board of Supervisors - APPROVED

Ayes: 10 - Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani and Yee

Excused: 1 - Walton

File No. 190247

I hereby certify that the foregoing Motion was APPROVED on 3/19/2019 by the Board of Supervisors of the City and County of San Francisco.



Angela Calvillo
Clerk of the Board

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Yumi Taylor DiAngi"; [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: RE: Action Alert: Bike capacity on the Caltrain
Date: Tuesday, March 05, 2019 4:07:50 PM

Dear Yumi,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Yumi Taylor DiAngi
Sent: Wednesday, February 27, 2019 11:39 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Action Alert: Bike capacity on the Caltrain

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: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jonathan Dirrenberger"; [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: RE:
Date: Tuesday, March 05, 2019 5:08:43 PM
Attachments: [image001.png](#)
[image002.png](#)

Dear Jonathan,

Thank you for your thoughtful feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Caltrain also ran a successful "Bikes Board First" pilot program to improve boarding and deboarding.

The pilot began at three stations and was then expanded to six, and Caltrain is looking to further implement it this spring. Regarding your suggestion of platform signage denoting where cyclists should wait, Caltrain agrees this would be ideal. Unfortunately, with the different types of trainsets, it would be difficult to implement at this time as the loading area for bicycles changes depending on the type of train.

Again, we thank you for taking the time to send us your thoughts. I have sent your comments regarding the current system, signage, and infrastructure to the appropriate staff. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Jonathan Dirrenberger [mailto:jonathan.dirrenberger@gmail.com]
Sent: Wednesday, February 20, 2019 10:01 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject:

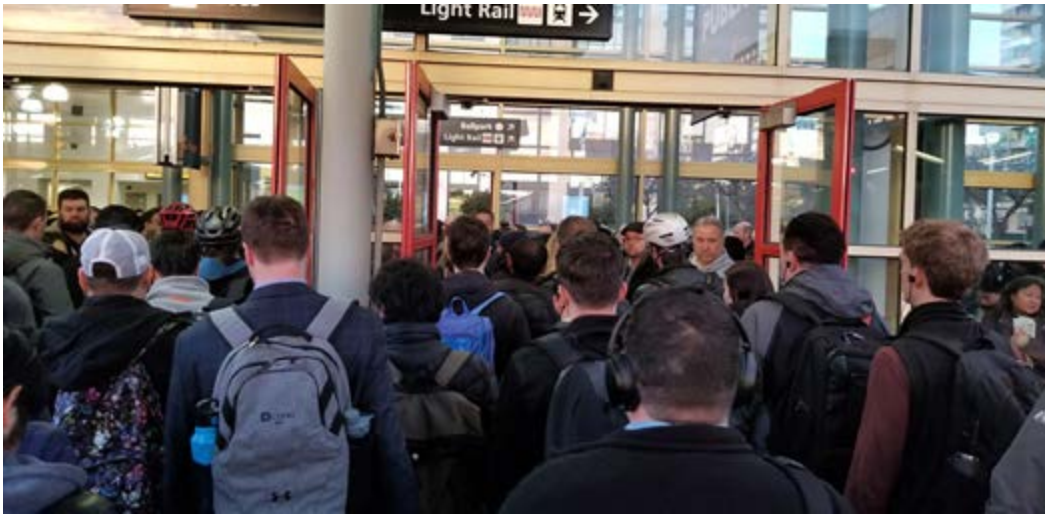
Caltrain,

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

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); "Shirley Johnson"
Subject: RE: Bike Space on Caltrain
Date: Wednesday, March 27, 2019 10:17:23 AM

Dear Terry,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a [full-time station access planner](#) was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

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

Best,
Lori

From: Terry Rolleri [<mailto:terryrolleri@yahoo.com>]
Sent: Tuesday, March 05, 2019 2:59 PM
To: Board (@caltrain.com)
Cc: Shirley Johnson
Subject: Bike Space on Caltrain

Dear Caltrain Board:

I'm retired and travel during off peak hours and generally do not get bumped and generally have a seat. I ALWAYS use my bike to reach the station. I live at least 5-7 miles from the SF station and taking MUNI would take forever. I may be retired but time is still important to me.

I do think it is wrong to pit one group of passengers against another. As a cyclist, I help Caltrain save money by not needing any transportation service to reach the train or any other service to reach my ultimate destination. Passengers who drive to the station place a much larger burden on Caltrain as they require a costly parking lot. Caltrain should NOT make any attempt to further accommodate those who drive to the stations.

Caltrain should do everything possible to prevent bicycle bumping. If one is to use the train it must be reliable. How can you expect people to use the train if they are never entirely certain they will reach their destination (job) in a timely manner? If a person is bumped and must wait for another train, they will be late for work and their employer will not care why. The result will be that they will see that driving their own car is more reliable than taking the train and they will not return to try it again.

If you do not ride a bike, then you may not be aware of just how necessary it is to have your own transportation to and from the station. Without my bike, I would need to take MUNI, which would require a transfer. I would estimate that it would take more than an hour just to travel from my house to the station. Once I reach my departure station, I become dependent on SamTrans to reach my ultimate destination. This would add even more time to my trip. Very few would be willing to accept this level of service. Most sensible people would simply drive their cars.

Simply put, the transportation options to reach the train, or travel from the train to my ultimate destination are woefully inadequate. Bicycles are the cheapest and most reliable form of transportation to partner with the Caltrain. In Europe, train stations provide adequate secure parking for bikes, bike rentals and even showers in some stations. If we are to reduce traffic congestion and parking woes, we must do more to encourage the use of public transit. Until the public transit systems that support Caltrain are improved, we will need increased bicycle access to the trains. The new trains MUST, at the very least, accommodate the same number of bikes as our current train cars. Without bike access, taking the train is unreliable and takes far too long.

Sincerely,

Terry Rolleri

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Dave Maltz"; [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: RE: Bike capacity on Caltrain is essential - please include 7-car designs
Date: Wednesday, March 27, 2019 10:20:30 AM

Dear David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a [full-time station access planner](#) was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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

Best,
Lori

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

Dear Caltrain board members,

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

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

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

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

Best,
David Maltz
San Francisco, CA