

JPB BOARD MEETING  
June 6, 2019

Correspondence Packet as of  
June 4, 2019 4:00 pm

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); Rich Schwerin  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Reject staff's proposed "new" bike-car layout  
**Date:** Friday, May 31, 2019 5:11:56 PM

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Dear Rich,

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

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

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

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

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is

working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Seamans, Dora **On Behalf Of** Board (@caltrain.com)  
**Sent:** Monday, May 20, 2019 8:03 AM  
**To:** Rich Schwerin; Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain.com]; bikesonboard@sonic.net  
**Subject:** RE: Reject staff's proposed "new" bike-car layout

Dear Mr. Schwerin – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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**From:** Rich Schwerin <[rich\\_schwerin@hotmail.com](mailto:rich_schwerin@hotmail.com)>  
**Sent:** Friday, May 17, 2019 1:50 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; cacsecretary [mailto:caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); Rich Schwerin <[rich\\_schwerin@hotmail.com](mailto:rich_schwerin@hotmail.com)>  
**Subject:** Reject staff's proposed "new" bike-car layout

Hello Caltrain Board,

I'm a San Carlos resident and multi-modal commuter who takes his bike on Caltrain to work in SF four days a week.

- The staff's proposed "new" bike-car layout has fewer bike spaces than today and that's a bad idea - there will be MORE bikes in the future, not less.
- **I urge you to reject the staff's proposed layout** as not only does it have fewer spaces, it increases the risk of bike theft.
- **Please keep your promise of an 8:1 seats-to-bike-spaces ratio**, that is 84 bike spaces per seven-car electric train and please have at least one seat within view of two bike spaces (same as today).
- As you know, seats near bikes are important to mitigate train delays caused by

congestion, and help prevent theft.  
Thanks for your support of bikes on Caltrain, and the extensive environmental,  
economic, and societal benefits of this program.

Sincerely,  
Rich Schwerin  
San Carlos  
[rich\\_schwerin@hotmail.com](mailto:rich_schwerin@hotmail.com)

**From:** Hunter Oatman-Stanford  
**To:** [Low, Lori](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: reduction of bike space on new electric cars  
**Date:** Friday, May 31, 2019 5:56:49 PM

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Thanks for the thorough response Lori.

I do appreciate the Bikes Board First program and look forward to Caltrain providing more robust and safer options for the many users who are opting to cycle to/from the station.

best,  
Hunter

On Fri, May 31, 2019 at 5:29 PM Low, Lori <[LowL@samtrans.com](mailto:LowL@samtrans.com)> wrote:

Dear Hunter,

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

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

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

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

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

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

Best,

Lori

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**From:** Seamans, Dora **On Behalf Of** Board ([@caltrain.com](mailto:@caltrain.com))

**Sent:** Friday, May 31, 2019 12:27 PM

**To:** Murphy, Seamus; Fromson, Casey; Low, Lori; Bouchard, Michelle; Provence, Dan; Lipps, Jeremy; Lieberman, Dan; Eisenhart, Alex; Malek, Haroon; Low, Conan

**Subject:** FW: reduction of bike space on new electric cars

**From:** Hunter Oatman-Stanford <[hoatmanstanford@gmail.com](mailto:hoatmanstanford@gmail.com)>

**Sent:** Thursday, May 30, 2019 11:30 PM

**To:** Board ([@caltrain.com](mailto:@caltrain.com)) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>

**Subject:** reduction of bike space on new electric cars

Hi there,

I'm a regular Caltrain rider (from san francisco) who \*always\* gets there by bicycle. I have regularly had trouble finding space for my bike during peak hours, and it was just brought to my attention that the new electric fleet will have LESS space for bicycles. This makes zero sense. We need a minimum of 3 bike cars per train (preferably four or more) along with seats visible to the cycle area so that we can ensure our bikes aren't stolen. Please listen to your riders who do not drive to their destinations and work to encourage more people with bikes to ride Caltrain, not fewer.

thank you,

Hunter Oatman-Stanford

855 Folsom St.

San Francisco CA 94107

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Matt Kurzrock](#)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Please improve the proposed offering.  
**Date:** Friday, May 31, 2019 5:11:21 PM

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Dear Matt and Carol,

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

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Best,  
Lori

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**From:** Seamans, Dora **On Behalf Of** Board (@caltrain.com)  
**Sent:** Monday, May 20, 2019 8:03 AM  
**To:** Matt Kurzrock; Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:@caltrain.com]; bikesonboard@sonic.net  
**Subject:** RE: Please improve the proposed offering.

Dear Mr. Kurzrock – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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**From:** Matt Kurzrock <[mattkurzrock@gmail.com](mailto:mattkurzrock@gmail.com)>  
**Sent:** Friday, May 17, 2019 3:41 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; cacsecretary [mailto:@caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Please improve the proposed offering.

Sirs:

We need improvements.

Please improve the proposed offerings to exceed what is now running.

We need to see our bicycles & trikes & not be left on the platforms.

Cyclists are good for our environment, economy, etc.

Please do better.

Anything worth doing is worth doing well.

Safe travels to all, be healthy, well, staying accident free.

With Cheers, All Things Good,

Sincerely,

Matt & Carol

Dr. Matthias D. Kurzrock

◇ 2673 Cassandra Court, Walnut Creek, CA 94598-4459

◇ 925-465-4611; Facsimile, Fax: 925-465-4611

◇ Mobile: 925-330-4568

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [laura.celio](mailto:laura.celio)  
**Cc:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** RE: Please improve bike cars in new layout  
**Date:** Friday, May 31, 2019 5:12:21 PM

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Dear Laura,

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

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working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Seamans, Dora **On Behalf Of** Board (@caltrain.com)  
**Sent:** Monday, May 20, 2019 8:01 AM  
**To:** laura celio; Board (@caltrain.com)  
**Cc:** Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com  
**Subject:** RE: Please improve bike cars in new layout

Dear Ms. Celio – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

**From:** laura celio <[lauracelio@gmail.com](mailto:lauracelio@gmail.com)>  
**Sent:** Friday, May 17, 2019 12:53 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); cacsecretary [@caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** Please improve bike cars in new layout

Dear caltrain board,

I bring my bike on board 5 days a week as I require it for last mile connection to and from both my northern and southern stations. Getting left behind on the platform due to insufficient bike capacity is stressful, frustrating and my highest reason to stop using caltrain. While less frustrating, it's still stressful to not be able to sit in the car and observe my bike, both to deter theft as well as to ensure other bikes stack in proper order and avoid congestion when alighting.

Please reject the staff's proposed "new" bike-car layout - it will encourage bike theft and has fewer bike spaces than today. As a daily caltrain user I implore you to keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train AND have at least one seat within view of two bike spaces (same as today). Seats near bikes are important to prevent train delays caused by congestion from standees guarding their bikes. Last mile connection riders have many environmental, economic, and societal benefits. Please don't take a step backward with your bikes on board policy. I ask you to ensure all riders, cyclists

included, are considered in the new layout.

Thanks,  
Laura

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); Carol Fan  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: More bike capacity and seats on bike cars please!  
**Date:** Friday, May 31, 2019 5:10:55 PM

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Dear Carol,

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

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Best,  
Lori

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

From: Seamans, Dora On Behalf Of Board (@caltrain.com)  
Sent: Monday, May 20, 2019 8:04 AM  
To: Carol Fan; Board (@caltrain.com)  
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
Subject: RE: More bike capacity and seats on bike cars please!

Dear Ms. Fan – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

From: Carol Fan <[cefan\\_2000@yahoo.com](mailto:cefan_2000@yahoo.com)>  
Sent: Friday, May 17, 2019 8:14 PM  
To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
Cc: [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; cacsecretary [@caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
Subject: More bike capacity and seats on bike cars please!

The proposed plans do not seem to have as much bike capacity and do not have many seats next to bikes.

There are many times when I have been bumped due to lack of bike capacity. This is an opportunity to improve the situation for bikes and reduce the congestion over all.

Thanks,

Carol

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Bill Rupel](#)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: more bike capacity  
**Date:** Friday, May 31, 2019 5:09:54 PM

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Dear Bill,

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

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**Sent:** Monday, May 20, 2019 8:05 AM  
**To:** Bill Rupel; Board (@caltrain.com)  
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**Subject:** RE: more bike capacity

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**Sent:** Sunday, May 19, 2019 4:29 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; cacsecretary [@caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** more bike capacity

To Whom It May Concern,

Please increase the bike capacity on the new electric trains. Myself and my family commute by train and bike and the space and ability to see your bike when you sit are very important.

Thank you, Bill Rupel

**From:** giuliano carlini  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Re: Electric car layout for bringing bikes on the train  
**Date:** Friday, May 31, 2019 8:20:35 PM

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14 seats is entirely inadequate for ensuring my bike's safety. Especially as so many are flip down multi-purpose seats. I don't own a car, I can't afford for my bike to be stolen, and be without my means of commuting for the time it takes to replace it. Bike theft is an issue now, I've personally intervened to stop a bike theft, and know such events happen more frequently than Caltrain statistics record. Thefts will increase with so few seats in view of bikes.

For Caltrain to be practical for me, I need to bring my bike on board. I get on and get off at various stations, and at times need to travel substantial distances from the station. I can't park my bike at my origin station.

Total system capacity will be reduced by placing so many bikes into only two cars. Dwell time will be longer than distributing bicycles onto all cars, or at least onto four cars. Increased dwell time constrains the number of trains that can be run. Fewer trains means a smaller total capacity. An all car design may reduce a single trains capacity by 1%, but is compensated for by an increase in total system capacity.

What is the total increase in passenger capacity for the Electrification Project? Greater than 17%? Increase in on board cycle capacity should match the increase in passenger capacity.

Public outreach was systematically constructed to lead to public input opposed to additional bikes on board. For example, the survey asked loaded questions, designed to elicit responses opposed to bikes on board. Interactive activities similarly "pushed" the two car option, and if I recall correctly, did not even present an all car option. Another example, I found the statistic that the all car option provides less than 1% fewer seats than an all car option buried in a report. Seems like that should have been prominently presented on the page 1 summary.

I really think the electrification is a fantastic, and thank you for it. Please make ALL of our lives better, including cyclists. There's no reason to diminish cyclists ability to use Caltrain.

giuliano

On 5/31/19 5:07 PM, Caltrain, Bac (@caltrain.com) wrote:

Dear Giuliano,

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

which is achieved through train frequency.

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

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

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

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

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

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

Best,  
Lori

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

From: giuliano carlini [<mailto:giuliano@carlini.com>]

Sent: Saturday, May 25, 2019 12:36 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
Subject: Electric car layout for bringing bikes on the train

Hi Board,

Thanks again for electrifying Caltrain. And for your long time support of cyclists bringing their bikes on board trains. Caltrain has been a leader in not only the nation but the world in doing this.

Unfortunately, as the rest of the world is stepping up its support of cycling infrastructure, Caltrain staff is recommending stepping back. Electrification should be a time for Caltrain to improve service for all riders, including cyclists, and especially by providing better access to bringing bikes on board.

Putting all bikes onto two cars will increase the rates of bike theft and slow down trains. There will be only a few seats for just a handful of cyclists to watch dozens of bikes. Those few folks won't even know who the owners of the vast majority of bikes are. It'll be a simple matter for thieves to walk on and take a bike. It will also increase dwell times, especially at the most active stations, as many bikes will need to exit and enter those two cars, slowing trains down, which leads to lower total system capacity throughout the entire day.

I would very much like to see every car able to accommodate bikes, preferably with the same or a similar layout. Such a layout would reduce overall capacity by about 7 seats per train, less than 1% of a train's capacity. As very few trains hit capacity, this small reduction will impact few trains. Those that are impacted should have enough standing room, so that overall capacity will not be reduced. Considering only per train capacity, it's a small impact to the non-cyclist ridership for a few trains each day, but a huge boon to the cyclists. Considering dwell time, it's an improvement for everyone, throughout the entire day.

At the very least, if even that tiny impact, for just a few trains per day, is seen as being too significant, please support the four car layout for bikes. While not perfect, it's still significantly better than the two or three car options promoted by the staff.

Also, consider how much support Caltrain gives drivers. Look at the size of the lots that are maintained to assist them. Consider how much better things would be if we could convert many of those drivers to cycling, as happened to me. Traffic will diminish, drive times will get better, pollution will be reduced, cyclists' health will improve, public spending on health care will go down, and on and on. A huge factor in my conversion from driver to cyclist/train rider was being able to use my bike on both sides of my trips, being able to return to a different station than my origin (I have a lot of activities), the ease with which I could take the train, and the security of my bike on the train.

I've been on a public board (for my kids' school). I understand the need to generally

consider staff's opinion carefully, and normally to go with it. I did so time and again, each time against some community members objections. But a few times, with issues that would affect the school for years/decades, I led. I led the community, and in particular the staff. I didn't accept their preferred choice, but looked to what would be best long term for the school and all of its community members.

Please lead. Please make Caltrain better for all its users. Please adopt at least the four car bike option, and hopefully the all car option.

Thank you,

giuliano carlini

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Robin Kutner"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Friday, May 31, 2019 5:02:27 PM

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Dear Robin,

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

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

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

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

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is

working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

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

From: Robin Kutner [mailto:robin.kutner@gmail.com]  
Sent: Friday, May 31, 2019 11:02 AM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thank you,  
Robin Kutner

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Lorraine Ling"; [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Bikes on proposed Caltrain EMU train cars  
**Date:** Friday, May 31, 2019 5:04:38 PM

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Dear Lorraine,

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

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

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

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is



working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

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

From: Lorraine Ling [mailto:loriling@stanford.edu]  
Sent: Thursday, May 30, 2019 8:30 PM  
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Bikes on proposed Caltrain EMU train cars

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. My commute involves Caltrain and bicycling to cover “the last” mile at both destinations and I’m sure many riders are in the same situation. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to maintain the same level of bike capacity for the new electric trains. Please approve three or more bike cars and include seats IN VIEW of bikes to prevent bike theft.

Imagine forcing someone to leave her \$1000 laptop in the “electronics/ computers” car and NOT have any seats in view of these devices. No, that wouldn’t be prudent.

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

Sincerely,  
Lorraine

Please excuse any typos. Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Drew Skau"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Bikes on Board](#)  
**Subject:** RE: Bikes on New Caltrain Cars  
**Date:** Friday, May 31, 2019 5:06:48 PM

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Dear Drew,

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

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working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

**From:** Drew Skau [mailto:dwskau@gmail.com]

**Sent:** Thursday, May 30, 2019 9:07 AM

**To:** Board (@caltrain.com)

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

**Subject:** Bikes on New Caltrain Cars

Dear Caltrain Board,

I'm saddened by what seems to be passing as "public outreach" and "public workshops" to improve the layouts of the planned electrified train cars. The community of bicycle riders who rely on Caltrain have made their message heard loud and clear and yet the Caltrain staff are refusing to listen.

I personally have spent over 100 hours drawing alternative car layouts that would improve the cars for both cyclists and for regular riders, and none of these adjustments have ever been seriously considered in any public forum, nor have I received any feedback from staff on why those layouts will not work. To complicate the process, information on space requirements and clearances have not been made available, so the public cannot truly participate without making guesses.

Setting aside the poor outreach process, let's look at the issues once again:

Caltrain is electrifying partially because they understand that continuing to burn fossil fuels to operate is not an option. This is fantastic, and a step in the right direction. But, if they recognize this imperative need, then why are they not also working on making the system as compatible with other fossil fuel free transit as possible? Please help build a Caltrain system for the future energy economy, not for the fossil fueled past.

Caltrain wants to make sure the trains have enough capacity for regular riders, and they hold the position that bike spaces take the space of another passenger. While this is true, currently, Caltrain does not experience trains at a capacity level that would prevent passengers without bikes from boarding, while they do have capacity issues for riders with bikes. Why would they not want to increase bike spaces to help remedy this? Please help build a Caltrain system that respects all riders, not just those with automobiles.

The board has mandated an 8:1 ratio of bikes to seats within view, and this seems to be something Caltrain staff are not even slightly concerned with. Why are staff allowed to flaunt board mandates? Please hold staff accountable and uphold your previous mandates.

Overall, this process reeks of cronyism from the early days of rail. The railroad company is

deciding what they want and forcing it on everyone, regardless of what the impact will be.  
This is not the Caltrain I want to ride. Please help change that.

Sincerely,  
Drew Skau  
Bicycle and Caltrain rider

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Jeffrey Allen](#)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bikes on board  
**Date:** Friday, May 31, 2019 5:09:26 PM

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Dear Jeffrey,

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

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working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

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

From: Seamans, Dora On Behalf Of Board (@caltrain.com)  
Sent: Monday, May 20, 2019 8:05 AM  
To: Jeffrey Allen; Board (@caltrain.com)  
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
Subject: RE: Bikes on board

Dear Mr. Allen – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

From: Jeffrey Allen <[jhallen0@gmail.com](mailto:jhallen0@gmail.com)>  
Sent: Sunday, May 19, 2019 6:17 PM  
To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
Cc: [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; cacsecretary [@caltrain.com] <[jpbccacsecretary@samtrans.com](mailto:jpbccacsecretary@samtrans.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
Subject: Bikes on board

Dear Caltrain Board,

Please keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train AND have at least one seat within view of two bike spaces!

Jeffrey Allen  
Commuter

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [moorecm@yahoo.com](mailto:moorecm@yahoo.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bike theft  
**Date:** Friday, May 31, 2019 5:10:22 PM

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Dear Charlotte,

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

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

Best,  
Lori

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**From:** Seamans, Dora **On Behalf Of** Board (@caltrain.com)  
**Sent:** Monday, May 20, 2019 8:04 AM  
**To:** moorecm@yahoo.com; Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
**Subject:** RE: Bike theft

Dear Ms. Moore – this email is to confirm receipt and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

**From:** charlotte moore <[moorecm@yahoo.com](mailto:moorecm@yahoo.com)>  
**Sent:** Sunday, May 19, 2019 11:30 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; cacsecretary [@caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bike theft

Please consider alternate proposals to the 'bike car's. The design needs to prevent theft, not make it easy! Please use common sense and support a proposal that will work!!

[Sent from Yahoo Mail on Android](#)



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Andy Michelle Meislin"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bike Capacity  
**Date:** Friday, May 31, 2019 5:05:34 PM

---

Dear Andy,

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

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

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

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

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

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is

working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

**From:** Andy Michelle Meislin [mailto:ameislin@stanford.edu]

**Sent:** Tuesday, May 28, 2019 9:15 AM

**To:** Board (@caltrain.com)

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

**Subject:** Bike Capacity

Hi,

I'm emailing a second time about the proposed bike capacity on Caltrain for the new trains because although some changes have been made to the layout, the capacity for bikes has not increased from today's trains. Here is a photo from my commute this morning - there already aren't enough bike spaces for the people who want to bike to the train:



Again, I believe that we should be encouraging people to bike to Caltrain when we can - it will make for healthier residents, less traffic in our cities, and more sustainable communities. But beyond what I believe, the new proposed bike layout is *not* in line with the California's Climate Change Scoping Plan, which states that by 2030 we will have more walkable, bike-able cities with access to public transit. If anything, Caltrain should be creating layouts with far greater bike capacity than today's trains in order to anticipate a higher proportion of riders commuting with bikes. Cities all over California are re-doing streets and adding bike lanes in order to address climate, congestion, and health challenges, and Caltrain should be a leader in encouraging sustainable commuting (After all, an electric train will be an amazing, sustainable commute! I'd hate to have to take a Lyft or Uber to Caltrain every morning to ensure I could get on my train without fear of a "bike bump").

Thank you so much for your consideration. I'm hoping for happier, healthier, and more sustainable commuting for all Caltrain riders.

Best,  
Andy Meislin  
Graduate Student at Stanford University

**From:** Bikes on Board  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \[ @caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Bicycles on Electrified Caltrain  
**Date:** Friday, May 31, 2019 12:28:12 AM  
**Attachments:** [Report Bicycles on Electrified Caltrain 20190530.pdf](#)

---

Dear Joint Powers Board,

Please see the attached report titled "Bicycles on Electrified Caltrain."

Respectfully submitted,  
BIKES ONboard Project

# Bicycles on Electrified Caltrain

May 30, 2019

Prepared by:  
BIKES ONboard Project

Email: [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
Website: [SFBCmomentum.org/bob](http://SFBCmomentum.org/bob)

## Executive Summary

We recommend that Caltrain make accommodations to shift mode share for station access from motorized transportation to bicycling.

Our specific recommendations are:

1. Fixed seats within view of bikes, at least one seat for every two bikes spaces, to deter bicycle theft
2. 84 bike spaces per seven-car electric train with a minimum of four bike cars

Number 2 satisfies the ratio of 8:1 seats-to-bike-spaces on electric trains unanimously approved by the board in 2015 and re-approved in 2018 as part of the contract with Stadler. We strongly encourage the board to keep its promise to the public and honor the 8:1 ratio not only as a matter of integrity but also for the economic, environmental, and societal benefits of bikes on board Caltrain.

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# 1 Introduction

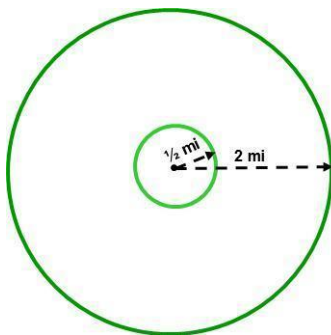
## 1.1 Purpose of this document

Caltrain, the commuter rail line serving the San Francisco Peninsula, plans to electrify its line in 2022 and has purchased new rail cars, known as electric multiple units (EMUs). The purpose of this document is to explain and justify why electric trains should be designed with more bike capacity than today's diesel trains.

## 1.2 Bicycles solve the first/last mile problem

Caltrain provides an essential transit service, but that service is rarely door-to-door. Commuters must find a way to get to the station from their starting points and reach their destinations after exiting the train. Public transportation, even when available, does not provide 100% coverage.

Proximity to transit is an important consideration. In the Bay Area, people who live within a half-mile radius of a transit station are three times more likely to use transit compared with those who live farther away.<sup>1</sup> The average person can walk half a mile in about 10 minutes. In that same time, the average bicyclist can cover about two miles, increasing the number of people within easy reach of a Caltrain station by 16-fold, as illustrated in Figure 1. The combination of bicycles and Caltrain represents a practical and environmentally friendly intermodal transportation solution.



**Figure 1.** In 10 minutes, the average person can walk  $\frac{1}{2}$  mile or bicycle two miles. The concentric circles, with the station at the center point, illustrate that bicycling brings 16 times more people within 10 minutes of a Caltrain station.

## 1.3 Benefits of bicycle usage with Caltrain

Some of the many benefits of using a bicycle with Caltrain are summarized below:

1. Biking to Caltrain stations is more cost-effective than all station-access modes except walking.
2. Bikes onboard increase ridership. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.<sup>2</sup>

<sup>1</sup> Metropolitan Transportation Commission's Resolution 3434, Transit-Oriented Development Policy, July, 2006.

<sup>2</sup> 2007 Caltrain Online Bicycle Survey: Selected Preliminary Results, reported in the agenda for the July 11, 2007 meeting of the Caltrain Bicycle Master Plan Technical Advisory Group.

3. Bikes onboard allow passengers to reach the station and their final destination without using motorized transportation on either end of their commutes, thereby reducing carbon emissions. California has mandates to reduce carbon emissions, a leading cause of climate change.
4. Biking to and from Caltrain stations frees up seats on shuttles and feeder buses, many of which are crowded.
5. Biking to and from Caltrain stations reduces the need for new shuttles and buses.
6. Bikes onboard reduce traffic congestion, which shortens driving time for commuters who drive, thereby reducing pollution and stress.
7. Biking to Caltrain stations reduces the need for parking spaces at stations, so drivers will be able to find a parking space more easily.
8. Biking to Caltrain stations reduces demand for new parking lots or parking structures. Impermeable surfaces of parking lots damage the environment by sealing the soil surface, preventing rain water infiltration and depriving tree roots of aeration. Furthermore, many Caltrain parking lots are in quaint downtown areas where real estate is at a premium, and the land could be put to more productive use. The only way to increase parking at most stations would be to build multi-level parking structures at a cost of \$50,000 per parking space, and an unsightly parking garage would not be welcomed by most local residents.
9. Biking to stations avoids short automobile trips, which cause excessive pollution due to pollution control devices not reaching optimal operating temperature.
10. Biking to and from Caltrain stations enables commuters to get exercise, improving their overall health and well-being, while at the same time not contributing to air pollution. Less pollution and more exercise mean healthier people, saving health care costs.

### **1.4 History of increasing bike capacity onboard Caltrain**

There has been a long history of incremental improvements toward better bicycle access onboard Caltrain, as shown in table 1.

<b>Year</b>	<b>Bicycle Access</b>
1992	8 bikes allowed per train
1996	24 bikes allowed per train
2002	16, 32 or 64 bikes per train: 32 bikes allowed on gallery bike cars, but only 16 bikes on new Bombardier cars; trains have one or two bike cars
2009	40, 48 or 80 bikes per train – 40 bikes allowed on gallery bike cars (one or two bike cars per gallery train) and 24 bikes allowed on Bombardier bike cars (all Bombardier trains upgraded to two bike cars)
2011	48 or 80 bikes per train – all gallery trains upgraded to two bike cars with 40 bikes per bike car
2016	72 or 80 bikes per train – all Bombardier trains upgraded to three bike cars with 24 bikes per bike car

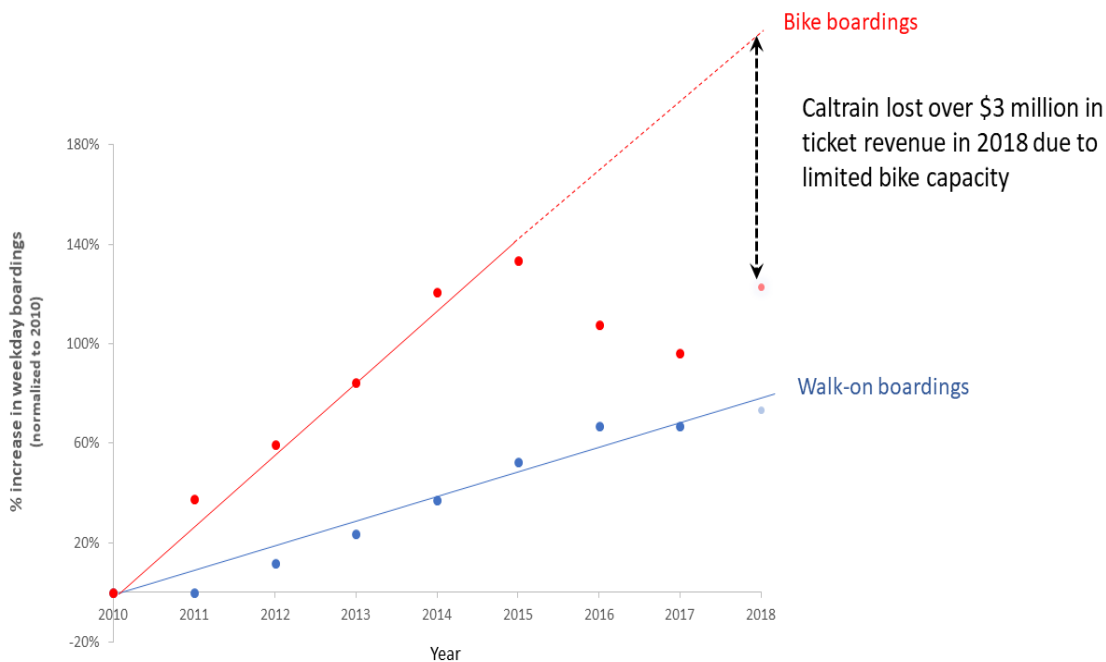
**Table 1:** History of bicycle access onboard Caltrain

Caltrain’s bikes-on-board service is so popular that when more bike capacity is added, it is quickly filled. Caltrain now has an opportunity to avoid expensive retrofit costs by designing electrified trains with increased bike capacity to meet increasing demand. Today’s diesel trains hold an average of 77 bikes per train. A nominal increase to 84 bike spaces per seven-car EMU train along with improvements in wayside bicycle facilities would continue Caltrain’s history of supporting bicycle commuting.

## 2 Financial Analysis

### 2.1 Millions of dollars in lost ticket revenue due to insufficient bike capacity

Caltrain conducts annual passenger counts each February on a sampling of trains to assess ridership trends. Figure 2 shows percentage increase in ridership normalized to 2010. Both bike boardings and walk-on boardings were increasing approximately linearly until 2015, when bike boardings fell off. In contrast, walk-on boardings continued their same upward trajectory. Some trains have standing room only during commute periods, but limited seating capacity did not dampen walk-on boardings. This shows that customers are willing to stand on Caltrain. However, customers are not willing to be bumped and left behind on the platform. They’ll abandon Caltrain and find an alternative commute method; most will just drive alone instead.



**Figure 2:** Caltrain boardings according to Caltrain annual passenger counts

If bike boardings had continued to rise linearly the same as walk-on boardings, then Caltrain would have made over \$3 million more in ticket revenue in 2018 alone, as indicated by figure 2, based on Caltrain annual passenger counts<sup>3</sup> and an average ticket price of \$4.80.<sup>4</sup> The additional ticket revenue from more bike capacity on EMU trains could be used in the future to retrofit trains to replace bike racks with seats if bike capacity goes underutilized due to improvements in wayside facilities.

While some commute period trains have standees between the two or three busiest stops, bike cars get full when there are still many empty seats on the trains. Customers with bicycles are denied service or ‘bumped’ before the train even leaves its starting station, San Francisco 4<sup>th</sup> & King or San Jose Diridon. Appendix A shows photos taken in April 2018 that illustrate the problem. During peak commute periods, full bike cars limit Caltrain ridership.

## **2.2 Cost comparison of different station access modes**

All Caltrain passengers are subsidized. In considering subsidies, one must take into account the mode by which passengers travel to the stations and to their final destinations. We evaluate here four different modes of traveling to and from stations: walking, biking, city bus, and personal automobile. Subsidies arise from the following:

- Caltrain ticket revenue does not cover operating costs, so every Caltrain passenger is subsidized to ride the train. For simplicity, we ignore train car depreciation cost in this calculation; if included, it would add a constant amount to the subsidy for each passenger.
- Bicyclists bring their bikes on board the train without an extra charge, and one bike takes the space of one seat. We assume the bike rider is subsidized the full ticket price for their bicycle.
- Passengers pay a fare for the bus, but the fare does not completely cover operating expenses nor bus depreciation.
- Caltrain charges \$5.50 per day to park a car in a station lot, which does not cover the opportunity cost of using the land for another purpose, for example to generate rental income.

Table 2 shows that bike riders are subsidized less than any other mode besides walking at both ends of the trip. The financial data used to derive the values in Table 2 can be found in Appendix B.

---

<sup>3</sup> Caltrain annual passenger counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>

<sup>4</sup> Caltrain Fare [Study](#), April 2018

Travel mode to station	Travel mode to destination	Subsidy
walk	walk	\$1.78
bike	bike	\$8.35
walk	bus	\$9.77
bus	bus	\$17.77
drive	walk	\$45.72

**Table 2:** Estimated subsidies for Caltrain trip plus various methods of getting to and from stations.

Not only do bikes-on-board passengers receive lower subsidy than most other passengers, but bicycling does not add to traffic congestion or pollution. It is often faster to bike to and from Caltrain stations than to take public transportation, because a bike rider does not have to wait for transit connections and is not delayed by heavy motorized traffic during commute periods.

### 3 Caltrain Ridership Trends

#### 3.1 Increase in bike boardings outpace walk-on boardings

Bikes-on-board passengers have long been Caltrain’s fastest growing passenger segment,<sup>5</sup> increasing 131% between 2008 and 2018 while walk-on ridership increased only 66%. Over the last decade:

- Average annual increase in weekday walk-on boardings = 5.1%
- Average annual increase in weekday bike boardings = 9.0%

The number of weekday bike boardings peaked at 6,207 in 2015 and then fell off while walk-on boardings continued to rise, suggesting that service denials (bicycle bumps) are taking their toll, forcing people with bikes off the train and back into their cars.

#### 3.2 Caltrain’s national leadership position is in jeopardy

Caltrain has been a national leader in accommodating bicycles on board trains, but other train systems may soon overtake Caltrain’s leadership position. For example, SMART trains in

<sup>5</sup> Caltrain annual passenger counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>

Sonoma County, California have a seat-to-bike-space ratio of 6.6:1 and SMART recently celebrated its 100,000<sup>th</sup>-cyclist passenger.<sup>6</sup> The Caltrain board approved a ratio of 8:1 seats-to-bike-spaces for electric trains, falling behind SMART trains capability to accommodate a higher percentage of passengers with bicycles.

Looking worldwide, Copenhagen has increased bike capacity on S-trains to meet increasing demand. The bicycle-optimized S-trains have a 5:1 ratio of seats-to-bike-spaces and 9 million passengers (nearly 10%) brought bikes on board in 2015.<sup>7</sup> Caltrain is significantly behind Copenhagen S trains in accommodating bikes on board.

## **4 Bikes on Board Make Caltrain a Viable Commute Option**

### ***4.1 Many passengers need their bikes at both ends of their commute***

Most people do not live or work within walking distance of Caltrain stations, but a bicycle solves that problem at both ends of the trip. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.<sup>8</sup> The alternative to bringing a bike on board is most often driving alone.

### ***4.2 A bike on board provides flexibility***

About 40% of cyclists vary their normal commute by sometimes starting or ending at a different station,<sup>9</sup> a commute pattern that would be impossible if they had a bicycle parked at each end of their normal commute. The flexibility of having a bicycle with them allows irregular trip chaining, such as running an off-line errand on the way home or attending an engagement after work located by a different station than the normal destination station.

### ***4.3 A bike on board effectively increases train frequency***

Caltrain's skip-stop train schedule results in some stations with infrequent service, but a bicycle enables a cyclist to use various stations. For example, train service to Belmont is once per hour. A cyclist traveling from San Francisco 4<sup>th</sup> & King to Belmont could exit at Belmont, but also at Hillsdale, San Carlos, or Redwood City and easily ride to Belmont. By adding the other exit stations for a morning commute, the cyclist can board any of ten trains between 7am and 9am instead of only two trains. Such flexibility would be impossible without being able to bring one's bike on board the train. It is particularly important to be able to bring bikes on board trains for destinations on the Peninsula, where public transport options can be limited and infrequent.

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<sup>6</sup> Sonoma-Marín Rail Area Transit District, General Manager's [Report](#) – March 2019

<sup>7</sup> [Copenhagenize.com](#), *Massive Passenger Increase after Bikes Allowed Free on Trains*, November, 2016.

<sup>8</sup> 2007 Caltrain Online Bicycle Survey, Ibid.

<sup>9</sup> Loc cit.

#### 4.4 Bike space is flexible space

Bike space on board trains is flexible space and is often used for stowage of strollers, luggage, and other bulky items especially during off-peak travel times. The availability of this flexible space encourages people to take the train instead of drive. Trains carry very heavy passenger loads for special events such as Giant’s games. The bike space is used by standees and more people can stand in bike cars than in other cars due to the flexibility of the bike space. The bike cars enable higher ridership when there are many standees.

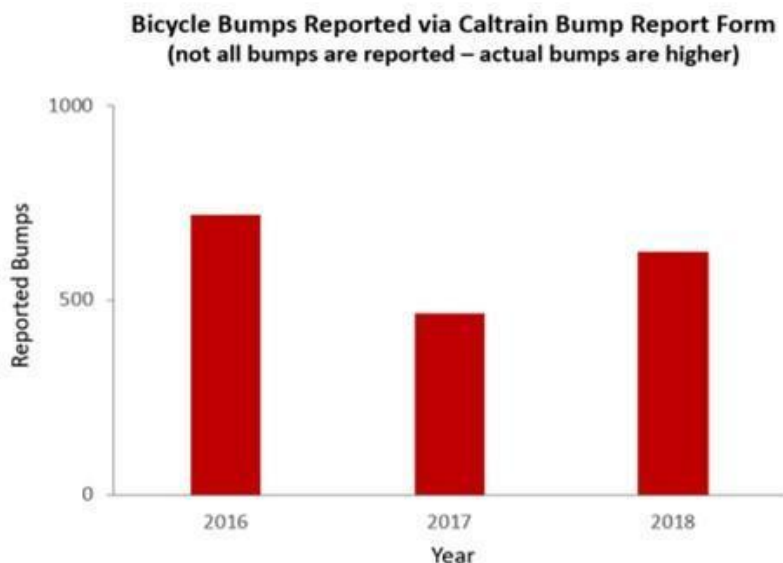
### 5 Bike Riders Face Risks on Caltrain

#### 5.1 People with bicycles are the only customers denied service

Only people with bicycles are denied service or ‘bumped.’ Walk-on passengers are allowed to board the train and stand when seats are full, but bike riders are left behind on the platform when bike cars are full.

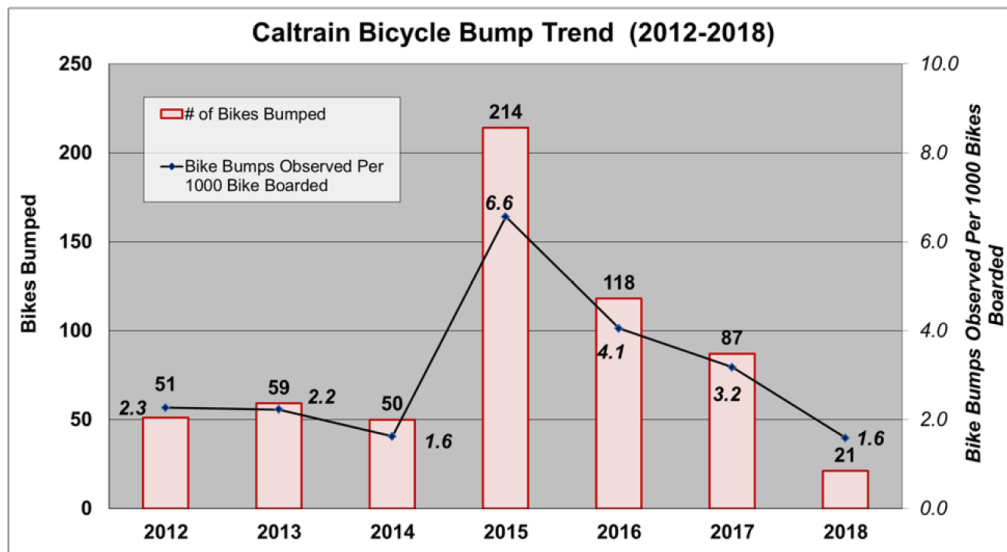
Bicycle bumps cause Caltrain service to be unreliable. For those commuters who need to get to work on time, it’s not merely an inconvenience; it could cost them their jobs. Many bicyclists have abandoned Caltrain and gone back to driving, because they couldn’t count on Caltrain.

Caltrain implemented a bicycle bump form in March 2015 for users to voluntarily report bicycle bumps. Hundreds of people with bikes are bumped every year as shown in figure 3. There are likely many more people with bikes denied service, because not all bumps are reported.



**Figure 3:** User-reported bicycle service denials

Caltrain started counting bumped bikes in 2012 during its February annual passenger counts on a subset of trains. From 2012 through 2017, 460 trains were counted, but in 2018 only 184 trains were counted resulting in a lower bump count in 2018 as shown in figure 4. Caltrain attempted to normalize the results by showing a line for “bike bumps observed per 1000 bikes boarded,” but if too few trains are counted, then this calculation is inaccurate. As an extreme example, if only one train is counted and it happened to bump no people with bikes, then a calculation of bike bumps per 1000 bikes boarded would be zero, even if other trains bumped many people with bikes. Caltrain likely counted too few trains in 2018, because voluntarily reported bumps actually increased in 2018 as shown in figure 3 whereas counted bumps decreased as shown in figure 4.



2018: Bike Bumps were observed on a total of 184 mid-weekday trains (Tues, Wed or Thur)  
 2012-2017: Bike Bumps were observed on a total of 460 weekday trains (Mon-Fri)

Figure 4: Bicycle bumps counted in Caltrain February annual passenger counts on a subset of trains

Caltrain needs more bike capacity to stop bumping bike riders. Bicycle bumps force bikes-on-board passengers off the train and back into their cars, costing Caltrain ridership and revenue as shown in figure 2.

## 5.2 Bike theft from Caltrain

Bike riders are not permitted to lock their bikes onboard Caltrain because passengers must continually reshuffle bikes to stack them in the order of destination. The bike disembarking first is placed on top of the stack to enable passengers to quickly exit the train. Reshuffling bikes occurs at each stop after new passengers board the train. Each bike is marked with a destination tag to aid in stacking bikes in the correct order.

Bike cars have seats within view of bike to allow passengers to guard their bikes against theft. Figure 5 shows the number of bike spaces and seats within view of bikes in each type of bike car today.







		
 Gallery bike cars	40	28 to 34
 Bombardier bike cars	24	12 to 15

Figure 5: Number of bike spaces and seats within view of bikes in gallery and Bombardier bike cars today

There are not enough seats for every bikes-on-board passenger to sit in the bike car and bikes are stolen from trains today. In 2017, 27 bikes were reported stolen,<sup>10</sup> which is a low-end estimate because many stolen bikes are never reported. While it would be ideal to have at least as many seats as bike spaces within view of bikes, Caltrain certainly should not encourage bike theft by reducing the number of seats within view of bikes compared with today. Therefore, we recommend at least one seat within view of two bikes on EMU trains.

## 6 Bikes Do Not Cause Dwell Time Delays

Caltrain staff claims that riders who take a bike on board Caltrain are responsible for longer dwell times at stations. A Caltrain study in which train dwell times were collected and analyzed in 2010 negate the assumption that bikes cause dwell time delays.<sup>11</sup>

Where human behavior was identified as related to increased dwell times, the delay was associated with high overall passenger boardings, including passengers boarding with or without a bicycle. The report includes a table entitled *Dwell time - Overall By Station* (page 23 of the report) with a caption to the table labeled “Dwell time tends to be higher at stations where Baby Bullets trains stop this is due to a higher number of passengers boarding at these stations.” The data show that it takes more time for more people to get on and off the train, and the last passenger to board the train was a walk-on passenger without a bike 57% of the time.

Caltrain implemented a pilot project in 2018 that encouraged conductors to facilitate a “bikes board first” policy at a limited number of high-use stations. The policy was implemented across all stations in March 2019. Bikes boarding first is a good approach for reducing dwell times, because walk-on passengers can choose to board at other doors. However, distributed bike boarding across multiple doors provides a more effective approach when dwell time reduction is a goal. When large numbers of passengers must both exit and board a train, distribution of passenger ingress and egress among train cars is essential for facilitated passenger movement.

<sup>10</sup> Streetsblog, “[Caltrain Bike Car Easy Pickins for Thieves](#),” November 8, 2018

<sup>11</sup> 2010 Caltrain On-board Bike Count and Dwell Time Summary [Report](#); Cory, Canapary & Galanis Research

Caltrain car and station enhancements that improve passenger flow off and on trains may decrease dwell times at high use stations, where large numbers of passengers both exit and enter trains. Dwell times are influenced by factors more complicated than whether a Caltrain passenger brings a bike on board the train. More onboard bike capacity that is dispersed across all Caltrain cars and that permits passengers with bikes to disperse across the platform is a preventive design strategy to reduce dwell times.

Caltrain staff has proposed a design of two bike cars on EMU trains that will prevent rapid passenger exiting from bike cars. Once passengers have exited a bike car, bike boarding passengers under the proposed bike car design will be delayed in their access to the bike cars due to the confined aisle spaces that will accommodate approximately five boarding passengers with bikes while the remaining passengers with bikes wait on the platform for the first five passengers with bikes to stow their bikes. Caltrain staff's recommended layout for EMU bike cars will likely increase train dwell times.

Caltrain staff's proposed bike car layout for EMU trains has only seven folding seats within view of 36 bike spaces. Many passengers will need to stand in the bike car to guard their bikes to prevent theft and damage. A full bike car would mean 36 bikes, seven people seated and 29 people standing. Based on drawings from the train designer, Stadler, a comfortable standing density is four standees per square meter or about 25 people in the lower level of the bike car. There would not be enough room near the bikes to accommodate 29 standees comfortably, let alone enough space for people to restack bikes according to destination to smooth exiting. Even during off-peak travel times when the rest of the train has hundreds of empty seats, the bike car will have standees guarding their bikes. Dwell time will likely increase with the proposed bike car layout.

## **7 Wayside Options**

### **7.1 Bike share**

#### **7.1.1 Bike share survives on density and balanced use**

Shared bikes and to a lesser extent scooters are, in theory, an attractive option to enable more bike users on the Caltrain system. In reality, two-thirds of Caltrain passengers do not have access to bike sharing as shown in table 3. Attempts to expand bike sharing to more passengers have been unsuccessful. The reason for the failure of bike sharing experiments beyond San Francisco and San Jose is structural. This is unfortunately poorly understood by municipalities and transportation agencies which are blinded by the vision of a low-cost, environmentally-friendly, last-mile solution. To operate, bike sharing requires a balanced number of users taking and returning bikes in the zones in which they operate.

Relying on shared bikes creates significant day-to-day challenges for regular commuters: they can be useful only for users who live and work near the train station and there is always a significant risk that a bike will not be available.

Bike sharing is a valuable service in densely populated areas and as such, the growth of bike share should be encouraged in San Francisco and San Jose. However, it cannot accommodate the needs of users today who need a bike at both ends of their commutes or who live and work outside these two cities.

### ***7.1.2 Insufficient access to bike share for Caltrain passengers***

As shown in table 3, only one-third of Caltrain passengers along the network have a bike share facility available at their Caltrain station, mostly at the San Francisco and San Jose stations. Other cities along the peninsula have experimented with bikeshare but the failure rate has been high, due to a business model which is structurally unprofitable in the absence of public subsidies.

Stations	Percent total passenger boardings <sup>12</sup>	Currently have public bikeshare	Bike share attempted
Gilroy	0.4%	No	Yes
San Martin	0.1%	No	No
Morgan Hill	0.4%	No	No
Blossom Hill	0.2%	No	No
Capitol	0.1%	No	No
Tamien	2.0%	No	No
San Jose Diridon	7.5%	Yes	Yes
College Park	0.2%	No	No
Santa Clara	1.7%	No	No
Lawrence	1.5%	No	Yes
Sunnyvale	5.2%	No	Yes
Mountain View	7.4%	No	Yes
San Antonio	1.5%	No	No
California Ave	2.6%	No	Yes
Palo Alto	11.9%	No	Yes
Menlo Park	2.7%	No	No
Redwood City	6.5%	No	Yes
San Carlos	2.0%	No	Yes
Belmont	1.2%	No	No
Hillsdale	5.0%	No	Yes
Hayward Park	0.9%	No	Yes
San Mateo	3.5%	No	Yes
Burlingame	1.7%	No	Yes
Millbrae	5.1%	No	No
San Bruno	1.1%	No	No
So. San Francisco	0.7%	No	Yes
Bayshore	0.4%	No	No
22nd Street	3.0%	Yes	Yes
San Francisco	23.7%	Yes	Yes
<b>Total have Bike Share</b>	<b>34.2%</b>	Yes	
<b>Total do NOT have Bike Share</b>	<b>65.8%</b>	No	

Table 3: Only one-third of Caltrain passengers currently have access to bike share at stations; bike share was attempted at more stations, but failed

<sup>12</sup> Annual passenger survey (2018). III: Station Rank By Mid-Weekday All Day Passenger Boardings  
<http://www.caltrain.com/Assets/Marketing/pdf/2018+Annual+Passenger+Counts.pdf?v=2> (Annual passenger count)

### 7.1.3 High failure rate of bike share experiments on the Peninsula

The announcement in February of 2019 by Lime to close its bike share operations in multiple cities along the Peninsula brutally leaving local residents without this transport option is only the latest in a series of grandiose announcements, substantial payments by municipalities, and disappointments with bike share experiments on the Peninsula<sup>13</sup> as described in table 4.

Date	Bike Share news
2019	Lime closes operations in San Mateo, South San Francisco, Burlingame, Sunnyvale
2018	Termination of Social Bikes program in San Mateo (the contract signed in 2016 included a cost for San Mateo of \$1,800 per bike per year, plus a \$23,000 startup fee, for a \$293,000 contract for the first 3 years)
2017	Palo Alto pulls the plug on bikeshare experiment
2017	Due to bankruptcy of bike manufacturer Bixi, the peninsula-wide Bike Share System is terminated
2016	Palo Alto stops bikeshare experience (37 bikes) and aims for a relaunched program with 350 GPS-equipped bikes.
2013	The Bike Share system was launched in 2013 with 700 bikes at 70 docking stations in San Francisco, Redwood City, Palo Alto, Mountain View and San Jose. The Bay Area Air Quality Management District and other local governments allocated \$11.4 million for the bike sharing pilot program.

Table 4: A series of bike share failures on the Peninsula

After the initial wave of enthusiasm globally for bike share and major investments by private investors and spectacular failures (near-bankruptcy of Ofo for instance), operators are most likely to concentrate in large cities where the operation of bike share systems is more likely to be viable in the long run.

### 7.1.4 Prerequisites for a successful bike share system

The essence of all sharing systems be they cars, bikes or scooters is that the vehicles must be used as many times as possible during the day. For this to happen, the supply of shared vehicles

<sup>13</sup> Numerous press articles and blogs have covered the issues of bike sharing over the years:

<https://www.svvoice.com/sunnyvale-re-evaluates-bike-share-program-after-lime-withdraws/>  
<https://www.paloaltoonline.com/news/2019/03/21/palo-alto-takes-bike-share-program-on-another-spin>  
<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>  
[http://www.samtrans.com/Planning/Planning\\_and\\_Research/BikeSharingProgram.html](http://www.samtrans.com/Planning/Planning_and_Research/BikeSharingProgram.html)  
<https://www.mv-voice.com/news/2019/02/22/lime-ditches-bikes-for-scooters-leaving-cities-in-limbo>  
<https://www.sanjoseinside.com/2017/08/03/rebranded-bike-share-system-expands-in-downtown-san-jose/>  
<https://sf.streetsblog.org/2017/06/07/san-mateo-bike-share-update-city-readies-to-double-fleet-to-100-bikes/>  
<https://gilroydispatch.com/2018/01/31/limebike-bike-share-helps-gilroy-go-green/>  
<https://bikesiliconvalley.org/2018/12/burlingame-extends-bike-share-pilot-through-june-2019/>  
<https://www.mercurynews.com/2018/04/24/san-mateo-switches-bike-share-contracts-saving-90000/>  
<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>

must match the demand at all times. This is also the principle upon which transportation network companies (TNCs) such as Lyft and Uber operate.

Daily patterns of transportation tend to be the same across all transportation systems: people tend to all want to go towards the same direction at the same time.

If we take the hypothetical case of a bike commuter, the pattern will be from home to the train station in the morning and from the train station to home in the evening as shown in figure 6. Once a bike has been left at the station in the morning, it is less likely to be used during the day. In the evening, once a bike has been left near someone's home, it is less likely to be used by anyone else.

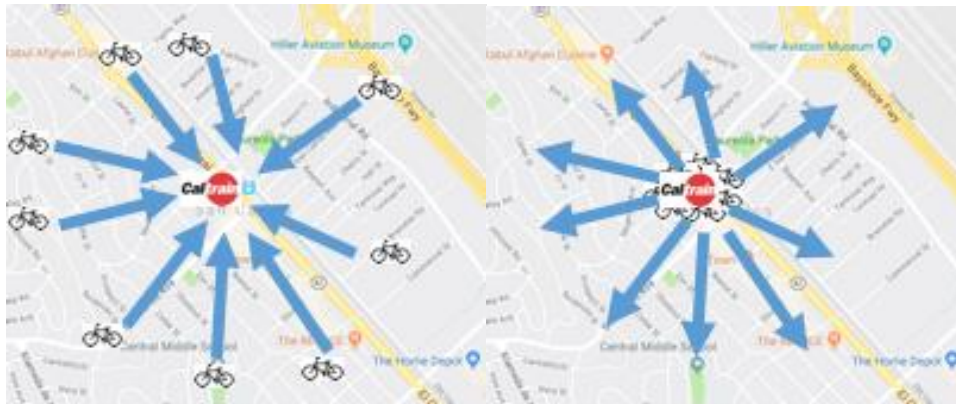


Figure 6: Morning and evening travel patterns

For TNCs, drivers can drive the car where demand is. In contrast, bike and scooter sharing operators try to help match supply and demand through a process known as rebalancing: this consists in having trucks load up bikes in one area and drop them off in another where demand is likely to be higher. Rebalancing is extremely costly. Trucks can carry only a limited number of bikes, labor costs are high and day time congestion makes the productivity low. In the absence of active rebalancing, bikes or scooters can be left unused on the edges of their operating territory for days.

The key to a successful sharing system is the existence of natural two-way traffic whereby only a limited amount of rebalancing is necessary. The absence of balanced supply and demand is the primary reason why bike share experiments have failed on the Peninsula.

In San Francisco and San Jose, however, one would hope that the sheer population size and the varied nature of users in addition to commuters will create enough demand. These include tourists, office workers doing daily errands, parents at home, retired, etc.

### **7.1.5 Bike share summary**

Bike share is a favorable development and experimentation should continue, especially in San Francisco where supply and demand inside the city are more likely to be balanced. However, the absence of coverage for all locations along the Caltrain corridor and the high failure rate of bike operators means that any reduction in bike capacity on electric trains will unfortunately not be compensated by increased bike share availability.

### **7.2 Bike parking**

Wayside parking improvements are needed and are currently a priority area for Caltrain. According to Caltrain survey results,<sup>14</sup> 16% of passengers who brought their bikes on board did so to minimize the chances of their bikes getting stolen. Caltrain should strive to rapidly implement safe bike parking to reduce pressure for on board bike space. While we fully support improving safe bike parking at stations, there will always be people who need a bike at both ends of their commutes.

Before we can expect even more passengers to park their bikes at stations, our urban sprawl must be converted to dense housing near stations, businesses must relocate to be near stations, and public transit must be vastly improved. Once all that has been accomplished, then people won't need their bikes at both ends of their commutes, but that won't happen by 2022 when Caltrain electrifies. Bikes on board provide the most economical and environmentally friendly solution to the first/last-mile problem besides walking. The vast majority of people live/work too far from stations to walk, but a bicycle extends their range to several miles.

## **8 Caltrain Electrification**

### **8.1 Low capacity on electric trains is the problem, not bikes**

Caltrain will electrify its line in 2022. The public has been told for years that electrification will bring greater capacity, especially for bikes on board. People with bicycles have suffered for over a decade by being left behind on the platform due to limited bike capacity. Unfortunately, the promise of much greater capacity on electric trains did not come to fruition. Electric multiple unit (EMU) trains have lower capacity than today's diesel trains as shown in table 5.

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<sup>14</sup> Caltrain Bike Access Survey, conducted online October 30 to November 16, 2018; 1143 respondents

<b>Train Capacity</b>	<b>Seats</b>	<b>Bikes</b>
Today's diesel fleet	687	77.6
Seven-car EMU trains	660	84
Seven-car diesel trains	910	72
Mixed fleet (79% EMU & 21% diesel)	708	81.5

Table 5: Train capacity assuming the board-mandated 8:1 ratio for seats-to-bike-spaces is met for seven-car diesel trains

Caltrain plans to run one more train per peak hour after electrification, but that will bring only 25% more line capacity as shown in table 6. It's noteworthy that the increase in seating capacity is primarily due to the high-capacity, seven-car diesel trains in the mixed fleet, not the EMU trains.

<b>Line Capacity</b>	<b>Seats</b>	<b>Bikes</b>
Peak service today (5 trains per hour)	3437	388
Peak service 2022 (6 trains per hour)	4273	489
Peak line capacity increase in 2022	24.3%	26.0%

Table 6: Line capacity assuming the board-mandated 8:1 ratio is met for seven-car EMU trains.

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

Caltrain staff has attempted to address the problem of low EMU capacity by reducing bike space on board, but every bike on board the train brings a paying passenger. Finding ways to reduce bikes-on-board ridership is not the answer.

For more details on train and line capacity, see appendix C.

## **8.2 Public support for more bike capacity**

The Joint Powers Board has received hundreds of emails requesting more bike capacity on electric trains and over 1000 customers signed a petition in support of more bike capacity and



seats within view of bikes.<sup>15</sup> It would be prudent for Caltrain to accommodate increasing demand for bikes on board to enhance Caltrain's reputation as a transit agency responsive to its customers.

### **8.3 Caltrain should serve all customers**

People with bicycles are the only customers denied service and left behind on the platform. For lower income folks, this is not only an inconvenience, it could cost them their jobs. A public agency should serve all customers, not favor those who can afford to drive to the stations.

Caltrain plans to put a measure on the ballot for dedicated funding.<sup>16</sup> The measure will need widespread public support to pass at the ballot box. Bike advocates are well-organized and could garner support for such a ballot measure, if Caltrain keeps its promise from 2015 for more bike capacity on electrified trains.<sup>17</sup>

Caltrain should be appealing to the three counties, the Municipal Transportation Commission, and the State of California to get funding to serve all passengers. It's the agency's obligation to reduce greenhouse gas emissions. Denying service to people with bicycles is counter to that goal and is damaging to Caltrain's reputation in the public eye.

### **8.4 JPB mandated 8:1 seats-to-bike-spaces on EMU trains**

In 2015, the Joint Powers Board (JPB) unanimously approved a ratio of 8:1 seats-to-bike-spaces on electric trains.<sup>18</sup> The contract with Stadler approved in 2016 requires an 8:1 ratio for eight-car EMU train sets.<sup>19</sup> Caltrain did not have enough funds to buy eight-car trains, and ended up purchasing six-car trains that met the 8:1 ratio. The 8:1 ratio was again confirmed to still be in effect in the revised contract with Stadler dating to November 2018.<sup>20</sup> Due to the low capacity of EMU trains, the number of bike spaces was only 72 per six-car EMU train compared with today's 77 on average.

Caltrain received additional funding in 2018 to purchase 37 more rail cars to run seven-car EMU trains.<sup>21</sup> In order to meet the 8:1 ratio, seven-car EMU trains need 84 bike spaces. However, staff reported to the JPB<sup>22</sup> that they want to maximize seat capacity and limit bike capacity to 72 bikes per seven-car EMU train.

Staff held a public workshop on train layout on April 17, 2019 in which they restricted EMU trains to a maximum of three bike cars. Staff's proposal does not meet the 8:1 ratio. While staff

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<sup>15</sup> Petition, "[More capacity and better bike car layout for electrified Caltrain](#)," 2018.

<sup>16</sup> Meeting minutes of the Joint Powers Board, May 2, 2019

<sup>17</sup> Meeting minutes of the Joint Powers Board, July 2, 2015

<sup>18</sup> Loc cit.

<sup>19</sup> Meeting minutes of the Joint Powers Board, June 2, 2016

<sup>20</sup> Contract #14-PCJPB-P-056 Conformed 11/05/18 Rev2

<sup>21</sup> Meeting minutes of the Joint Powers Board, December 6, 2018

<sup>22</sup> Meeting minutes of the Joint Powers Board, March 7, 2019

is entitled to their opinion, we expect the board to uphold their promise to the public for an 8:1 ratio of seats-to-bike spaces. We offer recommendations in table 7 to meet that ratio while at the same time providing seats within view of bikes comparable to today's bike cars.

	Bike Cars	Bike Spaces	Seats	Sufficient seats within view of bikes	Ratio of seats-to-bike-spaces
Today's diesel fleet	2 or 3	77	687	Yes	8.9 to 1
7-car EMU with two bike cars (Caltrain staff's recommendation)	2	72	675	No	9.4 to 1
7-car EMU with four bike cars (our recommendation #1)	4	80	661	Yes	8.3 to 1
7-car EMU with bikes in every car (our recommendation #2)	7	84	660	Yes	7.9 to 1

Table 7: Capacity comparison for different train sets and configurations

### 8.5 Problems with Caltrain staff's recommended layout for EMU trains

We are deeply disappointed with the "new" bike-car layout that staff is recommending. It is so similar to the old layout that one has to look carefully to discern any difference (see figure 7).

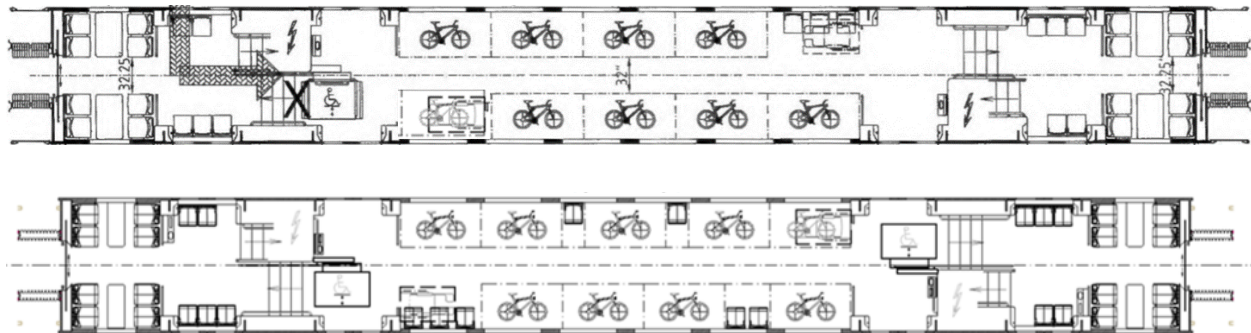


Figure 7: Caltrain staff's original recommended layout (top) and new recommended layout (bottom).

Specific problems with staff's recommended EMU train layout include:

- Encourages bike theft. There are only seven folding seats (three at the same location as wheelchair space) within view of 36 bikes. To match today’s bike cars, there would need to be 18 to 31 seats within view of 36 bikes.
- Will likely cause train delays. Standees guarding their bikes will make it difficult to re-stack bikes according to destination, and congestion in bike cars will slow boarding and exiting.
- Less bike capacity than today. Staff is recommending only 72 bike spaces per train compared with today’s 77 bike spaces per train.
- The ratio of seats-to-bike-spaces is 9.4 to 1, worse than 8:1 unanimously approved by the board in 2015 and stated in the board-approved contract with Stadler. The 8:1 ratio equates to 84 bike spaces (not 72) per seven-car EMU train.

We call on the Joint Powers Board to direct staff to offer options that solve the layout problem by providing adequate seats within view of bikes and meet the 8:1 ratio of seats-to-bike-spaces.

### 8.6 Recommended EMU car layouts that meet the 8:1 ratio

We offer two possible layouts for consideration, both of which meet the following criteria:

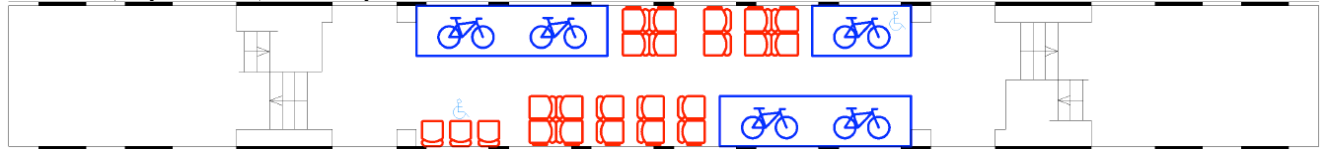
1. Satisfies the 8:1 ratio of seats-to-bike-space as mandated by the JPB
2. Fixed seats within view of bikes, at least one seat for every two bikes spaces (same as today) to deter bike theft

#### Our Recommendation #1:

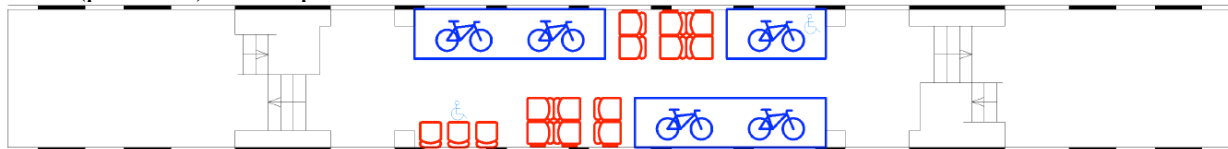
80 bikes per 7-car EMU train  
 Four bike cars, 20 bikes each  
 Seat-to-bike-space ratio = 8.3:1

*Car Layouts (to scale):*

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



E car (powered) -- two per trainset



*Features:*

- Each bike car has at least half as many fixed seats as bikes to deter bike theft

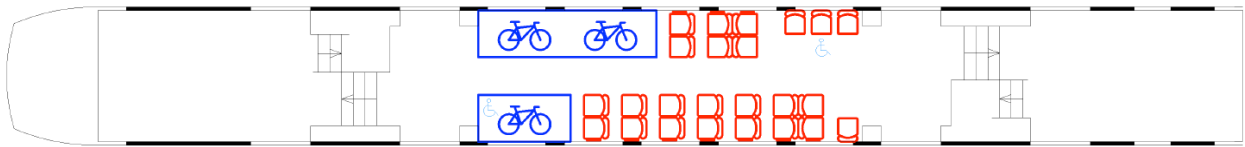
- All bike cars have the same layout with regard to bike racks for consistency so passengers know what to expect
- Distributes bike boardings at four cars to reduce dwell time
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

**Our Recommendation #2:**

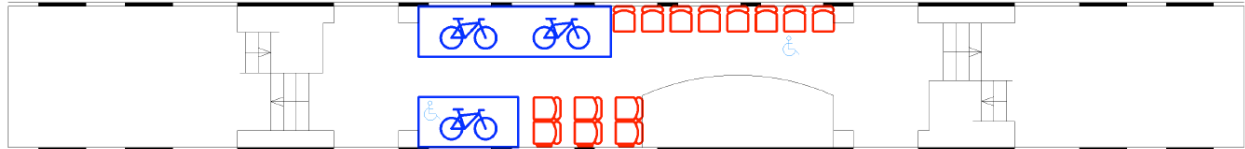
84 bikes per 7-car EMU train  
 12 bikes in each and every car  
 Seat-to-bike-space ratio = 7.9:1

*Car Layouts (to scale):*

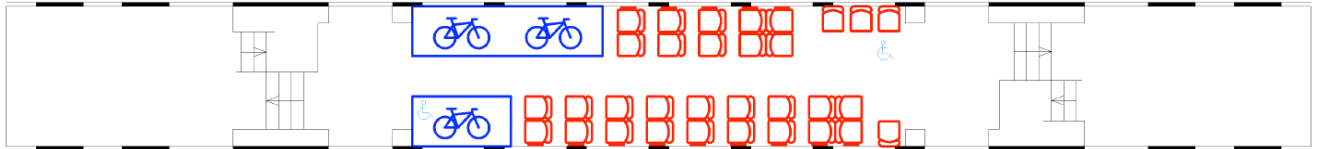
B car (cab)



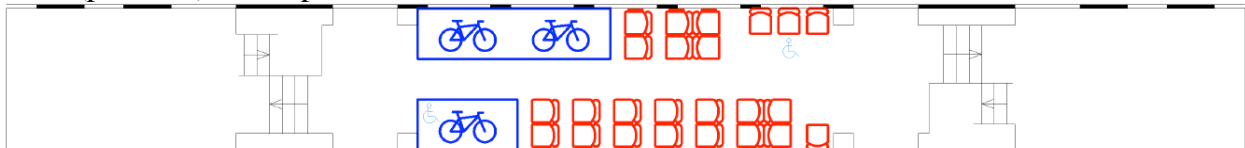
C car (bathroom)



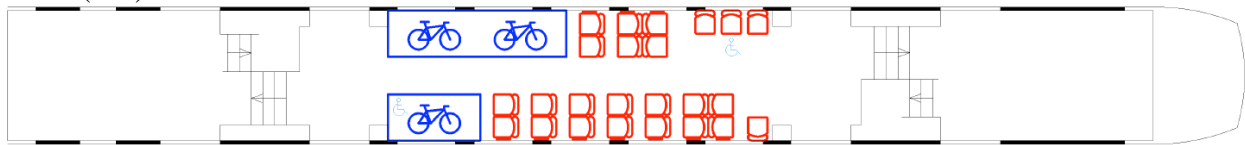
D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



A car (cab)



*Features:*

- All but one car have more fixed seats than bike spaces to deter bike theft; the bathroom car has half as many fixed seats as bike spaces
- All cars have the same layout with regard to bike racks for consistency
- Distributes bike boardings at all cars to reduce dwell time
- Readily scalable to longer trainsets
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

Both our recommendations include the following space-saving measures:

- No tables between seats in the bike area
- Two bike corrals have been combined with no separator in between

## **9 Conclusion**

Caltrain has an opportunity to enhance its service with more bike capacity on EMU trains to take advantage of the economic, environmental, and societal benefits of bikes on board. We recommend 84 bike spaces per seven-car EMU train and adequate seats within view of bikes. We encourage Caltrain to find funding to run longer trains to meet overall demand, especially latent demand of bikes-on-board passengers.

## **10 Appendices**

Appendix A: Photos from April 2019 of bike and non-bike cars in the same trains

Appendix B: Financial data to calculate subsidies for various station access modes

Appendix C: Caltrain train and line capacity tables

**Appendix A: Photos from April 2019 of bike and non-bike cars in the same trains**

**Train 313**



Overfull bike car



Empty seats elsewhere in the train

**Train 360**



Overfull bike car



Empty seats elsewhere in the train

## Appendix B: Financial data to calculate subsidies for various station access modes

#	Parameter	Value	Reference
1	Average Caltrain fare	\$4.80	Caltrain Fare <a href="#">Study</a> , April 2018
2	Farebox recovery	73%	<a href="https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=2&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwiX04CTmMXiAhXyNX0KHSikBAIQFjABegQIBBAC&amp;url=http%3A%2F%2Fwww.caltrain.com%2FAssets%2F_Finance%2FCAFR%2FCT%2FPCJPB%2BCAFR%2B2018.PDF&amp;usg=AOvVaw12tmxgIpA1UIGMpN2hFMK3">https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=2&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwiX04CTmMXiAhXyNX0KHSikBAIQFjABegQIBBAC&amp;url=http%3A%2F%2Fwww.caltrain.com%2FAssets%2F_Finance%2FCAFR%2FCT%2FPCJPB%2BCAFR%2B2018.PDF&amp;usg=AOvVaw12tmxgIpA1UIGMpN2hFMK3</a>
3	Annual dwell time delay in hours due to bikers	0	<a href="#">2010 Bike and Dwell Time study</a> , p. 50 - dwell time averages are the same regardless of whether bikes or passengers are the last to board
4	Bus operating cost per passenger	\$6.89	2013, from <a href="#">Short Range Transit Plan</a> , Santa Clara Valley Transportation Authority, FY 2014 - 2023, Fig 2-9
5	Passengers/bus/day	206	In 2013, VTA has 432 buses carrying 32,432,354 passengers per year, according to <a href="#">Short Range Transit Plan</a> , Santa Clara Valley Transportation Authority, FY 2014 - 2023
6	Average bus fare	\$0.89	VTA average fare per boarding for the entire system in FY13, VTA Short Range Transit Plan, Figure 2-9
7	Cost of new bus	\$1,200,000	SFMTA, " <a href="#">Completing a New Generation of Investment for our Bus Fleet</a> ," April 18, 2017, p. 13.

8	Bus lifetime in years	8	SFMTA, “ <a href="#"><i>Completing a New Generation of Investment for our Bus Fleet</i></a> ,” April 18, 2017, p. 3.
9	Square feet per parking space	243	Parking space size of 9' x 18' plus 9' x 9' feet maneuvering space: Nonpoint Education for Municipal Officials, Technical Paper Number 5, Parking Lots, p. 3
10	Monthly rent per square foot	\$5.75	Ranges from \$2 to \$10 per square foot on <a href="https://42floors.com/for-lease/office-space/us/ca/palo-alto">https://42floors.com/for-lease/office-space/us/ca/palo-alto</a> , but much higher in San Francisco, averaging \$72 per square foot according to <a href="https://medium.com/initialized-capital/the-outlook-for-bay-area-startup-office-space-in-2017-b7318adf809e">https://medium.com/initialized-capital/the-outlook-for-bay-area-startup-office-space-in-2017-b7318adf809e</a>
11	Parking space maintenance cost per month	\$86	EPA Parking Spaces/Community Places, 2006, p 10



## Appendix C: Caltrain train and line capacity tables

### CAPACITY BY TRAIN TYPE

Service year	Train Type	Average seats per train	Bike spaces per train	Mandated ratio of seats-to-bikes	Actual ratio of seats-to-bikes
2018	5-car gallery	609	80	-	7.6 : 1
2018	6-car gallery	731	80	-	9.1 : 1
2018	6-car Bombardier	830	72	-	11.6 : 1
2022	6-car electric*	567	72	8 : 1	7.9 : 1
2022	7-car electric*	660	84	8 : 1	7.9 : 1
2022	7-car diesel	910	72	-	12.6 : 1

\*Caltrain received funding in 2018 to launch electrified service with 7-car trains instead of 6-car.

We recommend 84 bike spaces per 7-car electric train, but Caltrain staff claims the 8:1 ratio no longer applies and proposes only 72 bike spaces.

### TRAIN CAPACITY IN COMMUTE FLEET (seats & bikes per train)

**Today:** Caltrain runs 20 train sets to complete 92 runs per day.

Train type	Number in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Five-car gallery	12	609	80	
Six-car gallery	2	731	80	
Six-car Bombardier	6	830	72	
Commuter fleet	20	687.4	77.6	8.9 : 1

## TRAIN CAPACITY

### OUR RECOMMENDATION

In 2022: Assumption: The mixed fleet will be 19 electric and 5 diesel trains.

Train type	% in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Seven-car electric	79%	660	84	
Seven-car diesel	21%	910	72	
Commute fleet	100%	712.1	81.5	8.7 : 1
Change from today		3.6%	5.0%	

### CALTRAIN STAFF'S RECOMMENDATION

In 2022: Assumption: The mixed fleet will be 19 electric and 5 diesel trains.

Train type	% in service	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
Seven-car electric	79%	675	72	
Seven-car diesel	21%	910	72	
Commute fleet	100%	724.0	72	9.7 : 1
Change from today		5.3%	-7.2%	

**PEAK LINE CAPACITY (seats & bikes per hour based on average capacity of commute fleets)**

*OUR RECOMMENDATION*

	Seats per hour	Bikes per hour
Peak service is five trains per hour today	3437	388
Peak service is six trains per hour in 2022	4273	489
Peak line capacity increase in 2022	24.3%	26.0%

*CALTRAIN STAFF'S PROPOSAL*

	Seats per hour	Bikes per hour
Peak service is five trains per hour today	3437	388
Peak service is six trains per hour in 2022	4344	432
Peak line capacity increase in 2022	26.4%	11.3%

**Caltrain Staff's Calculations for Six-car Electric Trains**

Caltrain calculates line capacity using an arbitrary (and atypical) peak hour of service today.

This peak hour has 80% Bombardier trains today, when the fleet has only 30% Bombardier trains.

This atypical mix of train types results in inflated bike capacity in 2022 (17% increase instead of 11%).

Today - one peak hour of service			
Train number	Train type	Seats per train	Bikes per train
217	Six-car Bombardier	774	72
319	Six-car Bombardier	770	72
221	Five-car gallery	615	80
323	Six-car Bombardier	757	72
225	Six-car Bombardier	789	72
Total per hour ->		3705	368

2022 - one peak hour of service for six-car electric			
Train number	Train type	Seats per train	Bikes per train
305	Seven-car diesel	910	72
113	Six-car electric	567	72
115	Six-car electric	567	72
307	Seven-car diesel	910	72
117	Six-car electric	567	72
119	Six-car electric	567	72
		4088	432
Change in 2022 ->		10.3%	17.4%

**From:** Yoichi Shiga  
**To:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [Bikes on Board](#)  
**Subject:** Re: Don't leave bikers behind at the station  
**Date:** Saturday, June 01, 2019 1:15:51 PM

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Hi Lori,

Thanks for taking the time to respond. It is clear we have differing views on this subject. Unfortunately I am really disappointed in the way Caltrain has claimed to make changes in response to the bike community. It is also a bit insulting that Caltrain continues to tout their 17% increase in bike capacity - either this is a marketing or PR messaging thing that is meant to signal to non-bike riders that Caltrain is making an effort - or it is just bad math and a total misunderstanding of how it feels to be dependent on a system that has unreliability baked into the system. As a bike rider who has been bumped I can tell you it is not an assuring feeling to be told "Don't worry the next train will have space for you" - this is not a system I feel works for the future of bike-riders on Caltrain. Walk-on passengers can always walk on and never have to wait for the next train so there is a false equivalency between the two types of "capacity" metrics. Why not be honest and say Caltrain is planning to reduce the number of bikes per train so that they can make more revenue from seated/standing passengers and use that money to increase other options for biker riders. It is belittling to be told that 17% increased capacity is somehow serving the bike community when 1) the non-bike community is getting (according to your link) a 30% increase in capacity and 2) the bike community is saying loud and clear that they want more bikes PER train and more seats in view of bikes! Even through today's gallery trains are 30+ years old they are still superior in terms of bike spaces (80) and seats in view of bikes (40) and it is sad that Caltrain could not come up with a design plan that can improve upon something that is 30+ years old! Just to be clear if the odds of me getting on any individual train are being reduced (80 spaces from a gallery train to 72 spaces on EMUs) - then the odds of me getting bumped will go up. An example - if I go to ride a train today (the gallery trains have 80 bike spaces) and it is full - in the future 8 of those people will be bumped and will have to wait for the next train. Caltrain is making it very clear that being bumped is going to now be part of the design of Caltrain's future for bike riders and that is very disappointing.

Please consider alternative options for the future of ALL Caltrain passengers detailed [here](#).

Thank you,

Yoichi

Yoichi Shiga  
[yoichishiga@gmail.com](mailto:yoichishiga@gmail.com)

On Fri, May 31, 2019 at 4:59 PM Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)) <[BAC@caltrain.com](mailto:BAC@caltrain.com)> wrote:

Dear Yoichi,

Thank you for your continued feedback. Receiving input from the public is extremely

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

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

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

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

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

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

Best,

Lori

**From:** Yoichi Shiga [mailto:[yoichishiga@gmail.com](mailto:yoichishiga@gmail.com)]

**Sent:** Friday, May 31, 2019 12:40 PM

**To:** Board ([@caltrain.com](mailto:@caltrain.com))

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

**Subject:** Don't leave bikers behind at the station

Dear Joint Powers Board,

I am a daily Caltrain commuter - I love that I can bring my bike on Caltrain because otherwise I would have to drive to work. Biking is the only way I can afford to ride Caltrain as taking other options to the station/home (e.g. public transit/Uber/bike-share) would make my commute too expensive. This has been my commute for 5 years and I love it!

Commuting plays a huge role in my life as it does for most people living in the Bay Area. I have watched colleagues switch from biking+Caltrain to driving because of the bump crisis of ~2015. I have even seen others take the drastic option of re-locating (they moved to the peninsula) because they didn't want to deal with Caltrain's delays/being bumped as a biker.

Please don't leave people like me - who can't afford other transit options - behind at the station as Caltrain moves into the future with their electrification plans. You have the power NOW to make the right decision for the future of Caltrain and ADD MORE BIKE SPACES - not less - to the train designs.

Learn from history - Caltrain already had to REACT to add more bike spaces in 2016 - don't make the same mistake twice. Plan for the FUTURE and make the smart and cost effective choice. NOW is the cheapest time to include more bike spaces on the trains.

I attended the Caltrain led workshop where the public strongly recommended a 4 bike train option (even though this wasn't allowed in their scenarios). Caltrain staff unfortunately railroaded their "Bike car design workshop" by asking for feedback so late in the process that any change would be shot down because of "cost". This is NOT how you plan for the

FUTURE! Planning ahead calls for a deep consideration of all options and a sincere acknowledgement of future needs. The people have spoken from [letters to the editor](#) to [petitions](#)! Luckily there is a clear way to add more bike spaces detailed [here](#) - this includes more bike cars (4), which allows for more seats in view of bikes (to prevent theft), and shorter dwell times.

You have the power to shape the future of Bay Area transit!

Sincerely,

Yoichi Shiga

Yoichi Shiga  
[yoichishiga@gmail.com](mailto:yoichishiga@gmail.com)



**From:** Deborah Freitas  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Cal train Bikes  
**Date:** Sunday, June 02, 2019 7:06:43 PM

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Dear Board for Cal Train,

I am writing as a concerned rider of caltrain. I use the caltrain every weekday to get to work and ride my bike to caltrain. I am very concerned of the proposed new bike layout as there would not be enough seats for riders to safely keep an eye on our bikes. Since my ride is an hour each way I really don't want to be standing the whole way to ensure my bike's safety.

I have seen several people over the years steal or attempt to steal bikes from the train. One was just recently and we were able to intercept the thief and he ran off the train. As a paying customer I truly hope you reconsider the layout to have more bike cars with enough seats for the riders to stay close to our valuable bikes. Thank you for your time.

Regards,

Deborah Freitas

**From:** Kevin Wang  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bicycles on caltrain  
**Date:** Sunday, June 02, 2019 7:47:52 PM

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If you want less bicycles on caltrain, you need more bicycle parking. There's never any locked cabinets available at any of the stations I see (sunnyvale).

Valet parking is of course better; maybe try pairing up with a nearby bicycle shop to staff a locked shipping container as bicycle valet for a few months? \$15/hr \* 16 hrs ~= \$240 per day per station you choose to set up at.

utrecht central station (largest in the world) has bicycle parking for 22,000 bicycle and moves 186,000 passengers per day (12%). By that measure, sunnyvale station which moved AMWR 3,364 in 2018 ought to have 403 bicycle parking spaces. Instead, there are FOUR BikeLink locked bicycle boxes ( $4/3364 = 0.1\%$  or 100x less than Utrecht's parking ratio). It's no wonder you have too many bicycles *on* caltrain.

Heck, you'd be getting more money out of me if you had BikeLink lockers at Lawrence station, which is actually closer to my house, but is one zone further away from SF. There are currently ZERO BikeLink locked bicycle boxes at Lawrence station.

I see these "monthly rental" keyed lockers at many stations, but I've never seen a single one used. Many in fact look welded shut. Are they even being used? Can they be retrofitted for a modern electronic pay-per-use lock?

Bicycle security is a real problem. Even if I only use a \$100 beater bike to commute with, it's a huge hassle to get my bicycle stolen. To that end, I have to stand and watch over my bicycle. Doing so is physically painful for me, given my flat feet. Nearby seating would be far preferable.

- Kevin, Santa Clara

**From:** Karen Sachs  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Bikes on Board](#)  
**Subject:** (My bike and) I love CALTRAIN!  
**Date:** Sunday, June 02, 2019 6:36:04 PM

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Dear Caltrain

The ability to get from SJ to SF with nothing but my bike and a CALTRAIN pass is one of my favorite things about living in the Bay area.

Please, in the deliberation happening soon, consider optimizing for MORE BIKE SPOTS, because bumps are the worst! They are a real hindrance to commuting by Caltrain (whereas lack of seats is not! I'd much rather have to stand than get bumped!),

Also please be mindful of the fact that we worry a lot about our beloved bikes. Bike cars that allow us to sit in proximity go far towards reducing the threat of bike theft.

Please consider bike-friendly designs. They will preserve a very valuable aspect of the great service you provide by running CALTRAIN.

Thank you for all you do  
Karen

**From:** Amanda Fanniff  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Caltrain bike layouts for new electric trains  
**Date:** Sunday, June 02, 2019 8:22:42 PM

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Dear Caltrain Board,

I am writing to ask that you take time to consider the needs of bike commuters and the importance of this population in helping reduce our traffic problems in the Bay Area as you contemplate the new bike car layouts. As a San Francisco resident (94017) who uses Caltrain and my bike to commute to my office in Los Altos (94022), being able to bring my bike on board is essential. If Caltrain is no longer feasible for me due to inadequate access for bikes, I will become one more car-based commuter clogging up the highways and polluting our air - and I'm sure there are many like me. I already worry quite a bit about getting bumped from Caltrain due to inadequate bike space and this would be much worse if the seat to bike ratio drops below 8:1. I would also like to have more seats with views of bikes, given the risk of bike theft.

Thank you for your dedicated service and your consideration.

Amanda Fanniff  
San Francisco, 94107

**From:** Karen Stevenson  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [Bikes on Board](#)  
**Subject:** Please consider the future of Caltrain and bikes  
**Date:** Monday, June 03, 2019 5:58:45 PM

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Hello Caltrain board,

A quick note to say that I hope you really consider the needs of expanding bicyclists riding the Caltrain in your June 6th decision on the final bike car layout. Please make a good decision the first time so that there is a smooth transition to the electric car layout going forward. Even though the staff has recommended 2 bike cars, please reconsider that this is really inadequate and 4 bike cars would be in line with the expanding community. Plus it allows for people with luggage or strollers or packages to have a place to ride without impacting the flow of pedestrian traffic on other cars.

There are already a number of bikes on the Caltrain and I would love to see the honoring of the 8 seats to 1 bike space ratio. Even as cities outside San Jose and San Francisco are trying to figure out the last mile issue, the reality is that riding the Caltrain with one's bike reduces gas emissions from less cars on the road and gives more flexibility for riders who do more than just commute from home to work (but also complete errands as well).

I thank you for listening to the needs of riders like me who commute from Sunnyvale to San Francisco 5 days a week. Please ensure that the future of Caltrain serves all of your riders.

Thank you!

Karen Stevenson

**From:** Jim Hartman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Please consider alternatives to current bike plan for new trains  
**Date:** Monday, June 03, 2019 5:54:08 PM

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Dear Caltrain Board,

I would like to begin by thanking you for supporting the Caltrain bike program throughout the years. I am a San Francisco resident who has been commuting to South San Francisco for the last 20 years, using various bicycle solutions over that time period depending on congestion and the bicycle I was using (bikes-on-board, locker in SF, bikestation parking). I firmly believe that supporting bike solutions is a critical part of the overall transportation plan, as it gives riders additional flexibility and avoids the situation of taking two forms of mass transit with different schedules. I have personally found taking my bike on board to be my favorite solution, allowing me to use it both in SF and SSF and shortening my commute time. It also allows for additional flexibility on those occasions where either myself or the train are late!

I'm excited about the new electric trains, and can't wait for them to be rolled out. As part of that process, I hope that you can give greater consideration to alternatives to the current proposal for bike car space and configuration. Given the amount of time that the new trains are in service, and given the growth in ridership that has been occurring, I believe that providing more bike spaces per train (84 per seven-car train) will be a better and more durable solution for your bicycle patrons. Additionally, configurations that encourage/enhance bike security are very important. I am fortunate to have a short journey, but others ride long distances and if you cannot see (or, alternatively, lock) your bike you are more susceptible to bike theft. Bicycle theft is already a plague in the Bay Area, so please carefully consider additional options for maximizing bicycle security.

Thank you for your consideration, and for continuing to support biking as an important component of our future transportation plans.

Sincerely,

Jim Hartman  
San Francisco  
[bucketbiochemist@yahoo.com](mailto:bucketbiochemist@yahoo.com)

**From:** Rick Goldman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Need bike cars with seats  
**Date:** Monday, June 03, 2019 9:51:31 AM

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Caltrain Board:

As a concerned bicyclist, I am writing to express my disappointment with staff's recommendation for the layout of the bike cars, with only 7 seats for 36 bikes in the 2 bike cars per train. The bike cars need at least half as many seats as bike spaces within view of bikes to match today's train – any fewer seats will make bike theft even worse than it is.

I would also expect the board to keep its promise of an 8:1 ratio of seats-to-bikes spaces, that is, 84 bike spaces per seven-car electric train.

Staff's recommendation should be rejected and you need to direct staff to provide additional options to solve the problem with the recommended layout that reduces the number of bikes per train, and will encourage bike theft.

Thank you for your consideration,

Rick Goldman  
San Francisco

**From:** David Cary  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Need Better Options for More Bikes on Caltrain  
**Date:** Monday, June 03, 2019 10:47:35 AM

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Please do not accept staff's recommendation for supporting bikes on Caltrain's new electrified trains. Instead ask staff to quickly present better options that better support riders who bring their bikes on board. Staff's currently recommended option fails to adequately consider the full consequences of continued inadequate support for bikes, consequences both for Caltrain and for the Bay Area's overall transportation infrastructure of the future.

Biking is one of the most economical, environmentally friendly, and healthy ways for people to get to and from Caltrain stations. Yet people who bring their bikes on Caltrain are the only riders who are already being denied boarding (i.e. being bumped) due to current capacity limitations. This has depressed using bikes to travel to and from Caltrain stations in the last several years.

Planning for future trains needs to better support riders who bring their own bikes. In particular, you should require staff to develop options that:

- allow bikes on more cars, there are workable options for bikes in at least four to seven cars,
- support the Board's policy of having at most an 8:1 seat-to-bike ratio, and
- support having at most a 2:1 ratio of bikes-to-seats-that-can-view-the-bikes for adequate security.

The current staff analysis has been too limited to allow the Board to make a well-informed decision.

Unproven solutions such as better, more secure bike storage at Caltrain stations and bike rentals should be investigated, but are not a replacement for current demand and future growth of biking with Caltrain.

As someone who has increasingly used Caltrain for regional transportation and who uses my bike at both ends of my rides on Caltrain, having a more reliable (i.e. not subject to being bumped) Caltrain option is a critical factor in helping me to use Caltrain more and my car less.

-- David Cary  
Belmont



**From:** [Seamans, Dora](#)  
**To:** [Matt Brezina; Board \(@caltrain.com\)](#)  
**Subject:** RE: I can't imagine taking Caltrain without my bike  
**Date:** Monday, June 03, 2019 8:40:26 AM

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Dear Mr. Brezina – this is to confirm receipt of your email and thank you for your thoughtful comments to the Board.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

**From:** Matt Brezina <mattbrezina@gmail.com>  
**Sent:** Friday, May 31, 2019 10:38 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** I can't imagine taking Caltrain without my bike

And I can't imagine taking my bike on a train where I can't watch it. A design that doesn't let me sit within view of my bike is a non starter and will hurt ridership. People will bikes/scooters are some of your best customers - they can get to your stations easily!

Dear Caltrain Board,

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

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

Sent from my iPhone

--

Sincerely,  
Matt

Cell: 301-512-3438  
Blog: [here](#)  
Twitter: [here](#)

**From:** Vincent de Martel  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Shirley Johnson](mailto:Shirley_Johnson)  
**Subject:** Bikeshare, your responsibility as a Caltrain board member  
**Date:** Monday, June 03, 2019 8:35:47 AM

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As a Caltrain board member, it is your responsibility to evaluate the argument you have heard **in favor of bikeshare and against bikes on board**. In a nutshell, the proposition is that it is acceptable to cut back access to bike users on Caltrain since the emergence of new business models and technology would permit to both i) foster the use of bikes in the Bay Area ii) accept the long-standing request from Caltrain staff to reduce bikes on board. At first sight, it is a win-win that you should feel comfortable supporting.

The reality is different: Bikeshare cannot replace lost bike capacity on board because bikeshare requires high user density and balanced use. The Caltrain corridor, with the exception of San Francisco and possibly San Jose is not an adequate location for bikeshare. The decision by Lime in February to withdraw bikes from South San Francisco, Burlingame, San Mateo, Foster City, Sunnyvale, Mountain View was a major blow to hopes of major adoption. This was unfortunately not the first event of failures going back to 2013. **The reality is that there is just not enough demand for a sizable two-way flow of bikes** to allow bikes to be shared enough times in any given day. Bikeshare today only serves one third of Caltrain passengers.

The latest Lime failure in the Peninsula has left many municipalities feeling bitter about bikeshare as voters start to pay attention to the high costs of setup and the repeated failed attempts.

It would be unworthy of a board member with a duty to take the long-term view to sacrifice a population of bike users on Caltrain who have shown over the years faith in the system and are actively propagating the image of Caltrain as an environmentally-friendly organization in favor of an unrealistic bikeshare dream.

Please read the report here for more information: [Bicycles on Electrified Caltrain](#). I ask you to consider supporting bikeshare as a complement to bikes on board, not as a substitute. Allowing four bike cars per train on the new EMUs is the way to do so.

Best regards,

Vincent de Martel

**From:** Mark Rauscher  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** PLEASE! Four bike cars!!!  
**Date:** Monday, June 03, 2019 1:24:33 PM

---

Dear all,

Please understand the value of todays bicycles, upwards \$4000 to \$5000 dollars.

It is super important that the bicyclist owners can sit near their bikes to have that security! Thieves will quickly figure out they can take any bike that they wish that is unsupervised.

Thank you for understanding this security issue!

All the best -Mark Rauscher

**From:** Wei Liu  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** RE: Request for more bike spaces and biker"s seats in the new bike car layout  
**Date:** Tuesday, June 04, 2019 12:51:04 PM

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Dear Ms. Seamans,

Thank you so very much for your informative reply and for taking community inputs seriously. It is encouraging to see the increase of seats to 14 in the new bike car layout.

If I'm allowed to make another comment, personally, I feel having more than two bike cars with bikes distributed widely on a train would be the best option, because it would:

- (1) allow more seats in view of bikes to deter theft;
- (2) make boarding/detrainig faster, as opposed to packing all bikes into two cars that would cause a bottle neck in the boarding process and thus frequent train delays (as we often have now).

The board's understanding and support of bike commuters would mean a lot to me personally and to the bike community at large. Thank you.

Best,  
Wei

On Tue, 4 Jun 2019, Board (@caltrain.com) wrote:

- > Dear Wei Liu,
- >
- > Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity over today which is achieved through train frequency.
- >
- > Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you mentioned on April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.
- >
- > The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.
- >
- > Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most

extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

>

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

>

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

>

> Best,

> Dora Seamans

> Executive Officer/District Secretary

>

> -----Original Message-----

> From: Wei Liu <weiliu@sun.Stanford.EDU>

> Sent: Monday, June 3, 2019 4:36 PM

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

> Cc: Wei Liu <weiliu@sun.Stanford.EDU>

> Subject: Request for more bike spaces and biker's seats in the new bike car layout

>

> Dear Caltrain Board Members,

>

> I am writing to sincerely ask you consider more bike spaces and seats for the new bike car layout currently under consideration. I have three specific requests:

>

> (1) From my personal experience of riding Caltrain for eight years, I believe that it is an absolute necessity to have sufficient seats within view of bikes in the bike car. I myself had a bike stolen on Caltrain near Sunnyvale on June 16, 2017, simply because I was not able to sit in the bike car to watch it. (The loss was not only a financial burden, but also a serious impact on my daily commute and work for many weeks following the theft.)

>

> Therefore, having adequate seats within view of bikes is the only practical way, currently available, to deter bike theft, which is not uncommon at all on daily basis. In general, as in the bike cars currently in operation, we need at least half as many seats as bike spaces.

>

> Alternative approaches like cameras will NOT work for this purpose,

> because: (a) a thief could cover his/her face, and (b) by the time a bike owner (who sits on the 2nd floor) sees his/her bike being taken/stolen in the camera and comes downstairs to intercept, it would be too late, since the thief could have already detoured with the bike and the door is closed in front of the victim biker.

>

> (2) I would also ask the board members: please keep your promise of the

> 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train. The reason is simple: there is an ever increasing demand for bike spaces on the train (for both commute and environmental reasons).

>

> Many bikers, like myself, need their bikes on both ends of the commute (because of the last-mile need, but with no other, convenient transportation modes available), and thus bikers have to bring bikes on board. Alternatives, such as bike sharing or bike parking at train stations, would help very little in this regard.

>

> (3) In a big picture of the climate change, if we care about our children and grand children for generations to come at all, we must act NOW and promote eco-friendly commutes. Biking is the most green commute mode with zero carbon footprint. Other green modes like public transit (Caltrain

> included) must work together with bikers in this direction, for which the Bay Area is the leader in this country, but still lags behind European and Asian countries.

>

> Sincerely yours,

> Wei Liu

> Resident of City of Santa Clara

>

**From:** Barry Marchessault  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Proposed bike-theft/bike-car layout concerns  
**Date:** Tuesday, June 04, 2019 12:35:50 PM

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Caltrain Board,

I am a monthly Caltrain pass holder and cyclist who has utilized both forms of transportation to commute to work for well over a decade.

I was concerned to learn that the proposed electric car layout will reduce bike capacity and fails to meet Caltrain's own board mandated ratio of seats-to-bike spaces and reduces the number of seats within view of bikes critical to the reduction of bicycle thefts.

Understanding that cyclists are commonly bumped today, the decision to reduce and not increase bike capacity going forward appears to be extremely shortsighted at best?

As a cyclist I feel that we are the most dependable monthly pass holders and require the least amount of infrastructure by not requiring parking or shuttles to reach our final destination (work).

Just the other day I stood in a full bike preparing to exit while looking towards a completely empty passenger car and can't understand why any business would intentionally inconvenience their most dependable customers and place their possessions at increased risk?

Yours,  
Barry Marchessault

**From:** John B. McBirney, D.D.S.  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Please take bike theft seriously!  
**Date:** Tuesday, June 04, 2019 1:05:17 PM

---

Dear Caltrain Board,

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

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

Thanks for listening to rider input!

John McBirney



**From:** [Seamans, Dora](#)  
**To:** [stacy-marie.Ishmael](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't reduce bike capacity  
**Date:** Tuesday, June 04, 2019 8:27:26 AM

---

Dear Ms. Ishmael,

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

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

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

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

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

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

Caltrain is eager to improve service for all its riders.

Best,  
Dora Seamans  
Executive Officer/District Secretary

**From:** stacy-marie Ishmael <stacy@smi.tt>  
**Sent:** Thursday, May 30, 2019 9:14 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Please don't reduce bike capacity

Hi,

I read today that the leading proposal for the design of the new electrified fleet reduces the number of bike cars and has no seats in view of bikes.

A bit about me. I'm on of those folks who works in tech, but I don't drive a Tesla. I don't own a car, because I moved out here from New York, where public transportation is abundant.

I do own a bunch of bikes though, and most days I either ride the whole way to work or do bike and Caltrain.

If you reduce bike capacity, or my bike gets stolen because I can't see it, my options become:

- spend \$\$\$ on Lyft and Uber, reducing my already non-existent savings (thanks, Bay Area rents!) and contributing to congestion and pollution.

- leave home two hours earlier to string together a commute on multiple buses, or be late for morning meetings

And I become less fit and more stressed because of it.

I'm a privileged techie. Very many of the people who commute by bike are not. All of this is even worse for them.

Thanks for your consideration,  
stacy-marie

**From:** Kevin McElroy  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** More bike cars per train!  
**Date:** Tuesday, June 04, 2019 1:24:58 PM

---

As a sometime commuter on Caltrain, I have experienced the awful crowding and insufficient capacity for bikes on your trains. I heard you are only committing to 2 bike cars per train, which is not enough! I encourage you to ride your trains during peak hours and see the awful situation that already exists in the bike cars. Expand this program! There is demand for it, give your riders what they want! We are commuters who are committed to not only riding public transportation every day, but also reducing our carbon footprint by not driving to and from our train connections. We should be working together on this one.

Sincerely,  
Kevin McElroy  
Cyclist and Public Transportation Enthusiast

**From:** Alexander Johnson  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Subject:** More bicycle spaces on cal train  
**Date:** Tuesday, June 04, 2019 12:12:13 PM

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Hello Board,

As a SF denizen and transportation user, I want to encourage you to:

- \* reject the 2 car bicycle proposal
- \* approve more than 3 cars for adequate bicycle parking space
- \* ensure there is seating so people can ensure that bicycles are not stolen
- \* build better bicycling security onboard the train
- \* build better bicycle parking and security at stations

Alexander Johnson  
Software Engineer

**From:** Jay Primus  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary\\_f@caltrain.com](mailto:cacsecretary_f@caltrain.com); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** Input for your decision regrading bicycles on trains  
**Date:** Tuesday, June 04, 2019 12:09:53 PM

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Hello,

As you consider the subject of bicycles on Caltrain, I write to urge you to proceed with the option that allow trains to carry the most people, even if that means carrying fewer bikes.

Caltrain's primary purpose is is to move people, and bicycles diminish the total people carrying capacity of each train. This will become even more important as ridership grows in the future.

To encourage bicycles as means to access stations and complete trips, I encourage Caltrain to instead focus attention and limited resources on improving secure bicycle parking at stations, as well as availability of shared mobility at stations.

Thank you ----

Jay Primus

**From:** Ben Lai  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** I have concerns about the layout of the electric train cars  
**Date:** Tuesday, June 04, 2019 10:58:52 AM

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Hello, Caltrain board, my name is Ben Lai. I live in Mountain View and work in Sunnyvale. I regularly ride the train with my bike. First of all, I'm very glad that Caltrain is going to electrify and run trains more frequently -- I applaud this development! However, I want to express my concern about the design of the new cars.

In particular, I'm concerned that the plan that was recommended by Caltrain staff will not put enough seats in view of the bikes. We all know that bike theft is a problem on Caltrain, and the best deterrence is for the owners to be able to see their bikes while riding. Secondly, it appears that the electric trains will have less space for bikes than the current trains do. I believe that bike ridership is only going to increase over time, as people become ever more motivated to tackle climate change. If we "lock in" a configuration which limits the number of bikes, I'm afraid we are all going to regret it in the future. I would hate for Caltrain to face criticism in the future for poor planning. Please keeps the board's promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train.

Thank you, and keep up the good work!

Ben Lai

**From:** C. Landolin  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Eliminating bike theft on Caltrain requires good planning  
**Date:** Tuesday, June 04, 2019 12:51:21 PM

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Dear Caltrain Board,

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

As someone who rides a family bike, for which even the most inexpensive set ups are at least \$2000, and many upwards of \$5000 (and time consuming to establish), I have to be extremely, extremely careful about it leaving my sight, particularly when my children are with me and splitting my attention. Of course, if bikes can be properly locked, there would be less concern, but this is not always supported in public transit settings. Families always have to bring their bikes on board because our infrastructure doesn't support family bike share, so it's important to consider the needs of families so that more of us can get out of cars and into trains.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately. Please ensure adequate parking for longer bikes to support family use of these facilities - sometimes these spaces need to be specifically designated.

Thanks,  
Chelsea

**From:** Michael Schmitz  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain will need more bike cars to address theft and create new climate commuters  
**Date:** Tuesday, June 04, 2019 12:31:10 PM

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Dear Caltrain Boardmembers,

As you consider the design of the electric cars at your June 6 Board meeting, I believe it is imperative to consider the anticipated future increase in bike usage of Caltrain as more people take action to fight climate change. Unfortunately there remain barriers to biking that include safety and theft and Caltrain's plans need to better address these barriers.

I am urging you to reconsider the staff report that has limited availability of seats with a direct view of bikes. As a bike user of Caltrain between San Francisco and Palo Alto, I always look for a seat where I can watch my bike and if I cannot find one, I choose to stand in view of it. Frankly Caltrain needs more seats for bicyclists in view of their bikes.

Additionally each additional seat provided for a person with a view of their bike is an additional rider that cuts carbon, and chooses to take the train as part of their daily multi-modal trip. It is important to remember from a planning perspective historic usage is not the only, nor even the best, predictor of future use. Unfortunately the staff report does not reflect the need or demand of the (very near) future.

**Caltrain should plan for at least three if not more bike cars to ensure it can keep up with demand and contribute to meeting the agency's and region's climate goals.**

Mindful of all the progress Caltrain has made to date, this is an opportunity to build on the progress at a critical time for our region and planet.

Very best regards,

Michael Schmitz



CEO & Co-Founder

e-mail: [michael@bluevista.co](mailto:michael@bluevista.co)

Stanford CodeX - Fellow

[Tech4Good](#) Initiative - Project Leader

e-mail: [michael.schmitz@codex.stanford.edu](mailto:michael.schmitz@codex.stanford.edu)

T 510.277.3309

linkedin: [linkedin.com/in/mjschmitz](https://www.linkedin.com/in/mjschmitz)

blog: [medium.com/@mikejschmitz](https://medium.com/@mikejschmitz)

calendly: [calendly.com/mjschmitz](https://calendly.com/mjschmitz)

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**From:** Jessica Hickok  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously (and provide enough seating near bikes)  
**Date:** Tuesday, June 04, 2019 12:13:01 PM

---

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Two cars with a 7 seats to 36 bikes ratio is inadequate. Will a train conductor be watching those 29 bikes whose owners are sitting elsewhere to make sure they're not stolen? It seems unlikely.

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

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

Thank you for your attention,

Best,  
Jessica Hickok

**From:** Janet Stillman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:07:16 PM

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Dear Caltrain Board,

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

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

Sent from my iPhone

**From:** Chris Shaffer  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:09:00 PM

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Dear Caltrain Board,

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

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

Chris Shaffer  
38 Clipper St, San Francisco, CA 94114

**From:** Kevin Strharsky  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:09:30 PM

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Dear Caltrain Board,

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

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

**From:** Dan Federman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:09:37 PM

---

Dear Caltrain Board,

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

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

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

Best,  
- Dan Federman  
94117

**From:** mj3c  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:10:24 PM

---

Dear Caltrain Board,

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

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

Thanks,  
-Michael Coci

Sent from my iPhone, embarce typos!

**From:** Lee Bialik Filner  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:12:03 PM

---

Dear Caltrain Board,

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

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

Thanks,  
Lee

**From:** Richard Lee  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:15:38 PM

---

Dear Caltrain Board,

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

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

Richard Lee



**From:** Marie Francis  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:14:15 PM

---

Dear Caltrain Board,

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

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

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

Thank you for your consideration.

Marie Francis  
12 Raust Street  
San Francisco

**From:** Derek Mau (Experis)  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:14:15 PM

---

Dear Caltrain Board,

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

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

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

Sincerely,

Derek Mau

**From:** aloha darlingohana  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:14:49 PM

---

Dear Caltrain Board,

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

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

Bob Darling  
San Francisco

**From:** CSA ProtonMail account  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:15:22 PM

---

Dear Caltrain Board,

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

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

Thank you,  
Carey

**From:** DIANE BRANDT  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:21:24 PM

---

Dear Caltrain Board,

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

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

Thank you.

Diane Brandt

Sent from my iPad

**From:** Gary Shockey  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:29:26 PM

---

Dear Caltrain Board,

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

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

Thank you,

Gary

Sent from my iPhone

**From:** Yiqing Tang  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:32:06 PM

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Dear Caltrain Board,

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

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

**From:** Tom Newman  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:33:02 PM

---

Dear Caltrain Board,

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

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

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

Sincerely yours,

-- Tom Newman, MD, MPH

537 Vista Ave, San Carlos, CA 94070

Help us save the planet! Go to [www.psr.org](http://www.psr.org)



**From:** Jim Gourgoutis  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:39:05 PM

---

Dear Caltrain Board,

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

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

Thanks!

-Jim Gourgoutis

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

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Dear Caltrain Board,

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

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

Cheers,  
James

**From:** Warren Chan  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:45:55 PM

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Dear Caltrain Board,

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

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

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

Best regards,

Warren Chan

**From:** David Motamed  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:49:22 PM

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Hey Caltrain Board,

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

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

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

-David

Sent from my iPhone

**From:** Ben Snyder  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:52:09 PM

---

Dear Caltrain Board,

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

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

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

Ben Snyder, San Francisco, 94110.

**From:** Troedson, Shawn  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:55:07 PM

---

Dear Caltrain Board,

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

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

Thank you,  
Shawn

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**From:** James Graham  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:56:07 PM

---

Dear Caltrain Board,

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

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

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

Thank you,  
James Graham

[www.jamesgrahamdancetheatre.com](http://www.jamesgrahamdancetheatre.com)

Sent from my iPhone

**From:** Kelsie Eichel  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:11:29 PM

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Dear Caltrain Board,

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

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

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

Sincerely,  
Kelsie Eichel, PhD



**From:** CSA ProtonMail account  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:15:22 PM

---

Dear Caltrain Board,

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

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

Thank you,  
Carey

**From:** mariella de mey van streefkerk  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:15:23 PM

---

Dear Caltrain Board,

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

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

Em de Mey

**From:** Kimberly Garrison  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [Janice Li](#)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:16:01 PM

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Dear Caltrain Board,

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

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

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

Thank you for everything that you do!

--

Kim Garrison  
(c) 415.519.8006  
(e) [kdgarrison.sf@gmail.com](mailto:kdgarrison.sf@gmail.com)

**From:** Josh Grey  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:16:03 PM

---

Dear Caltrain Board,

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

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

-Josh Grey

**From:** Ortega, Jacqueline  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:16:09 PM

---

Dear Caltrain Board,

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

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

Thank you for your consideration and support,  
Jackie Ortega

**From:** Octavia Hedwig Zahrt  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:17:54 PM

---

Dear Caltrain Board,

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

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

Thanks,  
Octavia

**From:** iSam@apple.com  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:20:52 PM

---

Dear Caltrain Board,

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

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

Regards,

Sam Brodtkin  
Sunnyvale, CA

**From:** DIANE BRANDT  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:21:24 PM

---

Dear Caltrain Board,

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

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

Thank you.

Diane Brandt

Sent from my iPad



**From:** Kameron C. Chan  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:29:16 PM

---

Dear Caltrain Board,

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

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

Thank you,  
Kameron

**From:** Donald Lobo  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:29:51 PM

---

Dear Caltrain Board,

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

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

lobo  
Ashbury Terrace, San Francisco

**From:** Laura Chinn-Smoot  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:32:09 PM

---

Dear Caltrain Board,

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

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

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

Thank you for your attention,  
Laura Chinn-Smoot

**From:** Tom Newman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:33:02 PM

---

Dear Caltrain Board,

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

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

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

Sincerely yours,

-- Tom Newman, MD, MPH

537 Vista Ave, San Carlos, CA 94070

Help us save the planet! Go to [www.psr.org](http://www.psr.org)

**From:** Fima Zaltsman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:34:23 PM

---

Dear Caltrain Board,

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

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

Thank you,

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

**From:** J. Alan Constant  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:42:14 PM

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Dear Caltrain Board,

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

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

J. Alan Constant  
Member, SF Bicycle Coalition

**From:** Jeff Brain  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:43:42 PM

---

Dear Caltrain Board,

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

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

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

**From:** Larissa Mellor  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:47:07 PM

---

Dear Caltrain Board,

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

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

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

Many thanks,  
Larissa



**From:** ANTHONY DiSalvo  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:49:28 PM

---

Dear Caltrain Board,

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

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

Sent By Two Opposable Thumbs

**From:** Joe Morris  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:53:49 PM

---

Dear Caltrain Board,

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

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

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

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

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

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

Regards,

Joseph Morris

**From:** Angelo Pelonero  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:55:54 PM

---

Dear Caltrain Board,

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

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

Best,  
Angelo

[angelopelonero@gmail.com](mailto:angelopelonero@gmail.com)  
[angelo.pelonero@ucsf.edu](mailto:angelo.pelonero@ucsf.edu)  
415/316-2629

**From:** Brandon Fine  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:57:42 PM

---

Dear Caltrain Board,

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

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

Brandon Fine  
CCSF Instructor  
30+ year Bike Commuter in SF

**From:** Agrawal, Abhinav  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 12:59:31 PM

---

Dear Caltrain Board,

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

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

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

**From:** Roland Wong  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:14:57 PM

---

Dear Caltrain Board,

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

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

**From:** Katharine Bierce  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:18:38 PM

---

Dear Caltrain Board,

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

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

Thanks,

Katharine

--

Katharine Bierce  
[kbierce@gmail.com](mailto:kbierce@gmail.com)  
415-449-0959

**From:** Heli-Claire Witherspoon  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:22:12 PM

---

Dear Caltrain Board,

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

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

Sincerely,  
Claire Witherspoon

Sent from my iPhone



**From:** Sarina Seaton  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:27:09 PM

---

Dear Caltrain Board,

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

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

Best,

Sarina Seaton

**From:** Matthew Barney  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:31:12 PM

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Dear Caltrain Board,

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

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

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

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

**From:** Flavio Crisciani  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:31:29 PM

---

Dear Caltrain Board,

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

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

Flavio

**From:** Raffaele Gesulfo  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:32:10 PM

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Dear Caltrain Board,

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

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

Thank you,

**From:** Rob Fox  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])  
**Subject:** eCaltrain bike cars  
**Date:** Tuesday, June 04, 2019 3:39:24 PM

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Hi,

I live in San Francisco and work at Facebook in Menlo Park. I regularly commute with my bike on Caltrain from 22nd Street to Menlo Park station. I value being able to bring my bike on board for the following reasons:

- I need to go 3 miles from Menlo Park station to reach my office.
- My parents live in Palo Alto (~5 miles from my office) and I often visit them on my bike after work. They live in a low-density neighborhood where biking and driving are the only time-effective ways to get there.
- I bike recreationally both up in SF/Marin and down in the Palo Alto area. I also bike to work from San Francisco to Menlo Park about once a week. I don't have a car and Caltrain lets me get my bike up and down the peninsula as needed.

I see a lot in Caltrain documentation about alternatives like bike-sharing, but these have limitations. I previously lived in Washington, DC and used Capital Bikeshare to get between my home and the metro. Given the nature of commuting patterns (people ride towards stations/commercial areas in the morning and back home in the evening), I had to walk to the station about 40% of the time because the dock by my apartment was empty or the dock by the station was full. Even if bike-sharing was available on the Peninsula (which it isn't), I wouldn't feel comfortable relying on it.

I am writing to ask you to reconsider the bike car design currently planned for the new electric trains. Given the rampant bike theft in the region, the lack of seating near the bikes will make bringing my bike on board nonviable. Caltrain + bike is a great way to get around the Peninsula today, and I'd hate to see that option go away.

Best,

Rob Fox  
San Francisco

**From:** Dilip Modi  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:35:28 PM

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Dear Caltrain Board,

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

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

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

Thanks  
Dilip Modi

**From:** Henry Tonoyan  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:37:13 PM

---

Dear Caltrain Board,

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

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

**From:** Christopher Wong  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:47:13 PM

---

Dear Caltrain Board,

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

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

Thanks for the consideration,  
Chris



**From:** David Supan  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:47:17 PM

---

Dear Caltrain Board,

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

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

Sincerely,

David Supan

**From:** Pamela Wellner  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:47:46 PM

---

Dear Caltrain Board,

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

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

Pamela Wellner

**From:** Anson W Lowe  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:52:12 PM

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Dear Caltrain Board,

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

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

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

**From:** Sarah Boudreau  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:56:07 PM

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Dear Caltrain Board,

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

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

Thanks for listening,  
Sarah

Sent from my iPhone

**From:** Christian Martinez  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:00:37 PM

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To The Caltrain Board,

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

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

**From:** John King  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:07:14 PM

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Dear Caltrain Board,

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

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

Thank you  
JB King  
San Francisco CA 94114

**From:** Aaron Hebert  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [Janice Li](#)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:07:28 PM

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Dear Caltrain Board,

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

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

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

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

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

Thank you for taking my comment.

-Aaron Hebert

**From:** David Blake  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org); [me](#)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:14:36 PM

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Dear Caltrain Board,

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

David Blake



**From:** Nishant Kheterpal  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:16:21 PM

---

Dear Caltrain Board,

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

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

Best,  
Nishant Kheterpal

**From:** Jessica Buchsbaum  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:24:00 PM

---

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

**From:** John Lisovsky  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:29:54 PM

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Dear Caltrain Board,

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

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

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

Sincerely,  
John Lisovsky  
94117

**From:** Selby Schwartz  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com); [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:37:33 PM

---

Dear Caltrain Board,

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

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

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

Sincerely,  
Selby Wynn Schwartz  
San Francisco, CA

**From:** Alex Grande  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:41:10 PM

---

Dear Caltrain Board,

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

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

**From:** Jim Oerther  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:45:22 PM

---

Dear Caltrain Board,

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

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

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

**From:** Sheryl Leaf  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:52:15 PM

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Dear Caltrain Board,

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

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

Regards,  
Sheryl Leaf

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

**From:** Sarah Katz-Hyman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:53:28 PM

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Dear Caltrain Board,

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

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

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

Thank you -

Sarah Katz-Hyman



**From:** Ryan Stenson  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:57:17 PM

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Dear Caltrain Board,

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

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

Sincerely,  
Ryan Stenson  
San Francisco, CA

**From:** Jon Fox  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:57:25 PM

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Dear Caltrain Board,

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

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

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

Thank you,

Jon Fox

**From:** Heidi Hansen  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:58:37 PM  
**Attachments:** [HHSIG.png](#)

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Dear Caltrain Board,

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

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

Thank you for your consideration.

Sincerely,

Heidi

Heidi Hansen

[heidi@heidihansen.com](mailto:heidi@heidihansen.com)

858.775.2157

145 Laurel Street #7  
San Francisco, CA 94118



Heidi Hansen Architect  
[heidi@heidihansen.com](mailto:heidi@heidihansen.com)  
858.775.2157

**From:** Sarah Boudreau  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:56:07 PM

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Dear Caltrain Board,

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

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

Thanks for listening,  
Sarah

Sent from my iPhone

**From:** RD Frazier  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 1:58:49 PM

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Dear Caltrain Board,

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

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

Kind regards,

RD Frazier

[rdfrazier3@gmail.com](mailto:rdfrazier3@gmail.com)

**From:** Heidi Hansen  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:58:37 PM  
**Attachments:** [HHSIG.png](#)

---

Dear Caltrain Board,

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

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

Thank you for your consideration.

Sincerely,

Heidi

Heidi Hansen

[heidi@heidihansen.com](mailto:heidi@heidihansen.com)

858.775.2157

145 Laurel Street #7  
San Francisco, CA 94118



Heidi Hansen Architect  
[heidi@heidihansen.com](mailto:heidi@heidihansen.com)  
858.775.2157

**From:** scott hammersfahr  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 3:10:52 PM

---

Dear Caltrain Board,

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

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

Thank you for your consideration

Scott  
415.609.0274

**From:** Justin Flynn  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 3:12:27 PM

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Dear Caltrain Board,

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

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

Thank you,  
Justin Flynn

Sent from my iPhone



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

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Dear Caltrain Board,

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

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

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

--Anton

**From:** Sandee Hall  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 3:48:29 PM

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Dear Caltrain Board,

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

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

Thank you,  
Sandee Hall

Sent from my iPhone

**From:** Sara Barz  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to make more room for bikes  
**Date:** Tuesday, June 04, 2019 12:57:05 PM

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Dear Caltrain Board,

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

As an occasional Caltrain rider, I basically always ride Caltrain with a bike, and I've had four bikes stolen from me. I am always worried about my bike while riding Caltrain.

Thank you,  
Sara Barz

--

Sara K. Barz  
[skbarz@gmail.com](mailto:skbarz@gmail.com)  
+1 (415) 935-0738  
[LinkedIn](#) | [Twitter](#)

**From:** Joshua Zimmerman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to facilitate bike commuting  
**Date:** Tuesday, June 04, 2019 1:00:37 PM

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Dear Caltrain Board,

I am writing to you to urge you to to approve three or more bike cars to provide adequate seating in view of bike spaces, especially during peak hours and after ball games. Biking to work using Caltrain is a huge boon to quality of life for many commuters, including myself. We save both time and money while getting exercise and participating in the strong bike community among Caltrain riders. As the Bay area gets more crowded and stations are urbanized, bike cars are getting more crowded, which is a good thing. I hope we don't need to reduce this pro-environment/traffic/humanity capacity in our Caltrain system.

Please reject the staff recommendation at your upcoming board meeting. While I know cycling has long been a priority for the Caltrain board, it is important to maintain this vital aspect of Bay area life.

Thanks for your consideration.

Sincerely,  
Josh Zimmerman

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Maic López Sáenz"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Bikes on Board](#)  
**Subject:** RE: Caltrain Electrification Bike Car Design  
**Date:** Friday, May 31, 2019 5:08:29 PM

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Dear Miguel,

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

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

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

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

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

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is

working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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

Best,  
Lori

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

From: Maic López Sáenz [mailto:maic@lopsae.com]

Sent: Thursday, May 23, 2019 5:34 PM

To: Board (@caltrain.com)

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

Subject: Caltrain Electrification Bike Car Design

I am a daily user of Caltrain who brings his bike on board. I live and work about 2 miles away from the closest Caltrain station, so having my bike makes Caltrain a timely and feasible possibility. It also greatly increases the versatility of my Caltrain trips by greatly extending the reach of each station.

I ask the board to reject the new bike-car layout proposed by staff, which has fewer bike spaces than today's cars. This new design falls short of the 8:1 ratio of seats-to-bike-spaces that was promised by the board, it also provides insufficient seats next to the bicycle spaces as to deter theft. Seats are necessary next to the bicycle spaces to allow enough passengers to sit next to bicycles and deter theft, without these seats a number of passengers will choose to stand next to their bikes causing congestion and boarding/unboarding delays.

Bikes-on-board has created a document with excellent recommendations that fully address these issues:

[https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuvDVLfkeSXBf88YT\\_pnMOY](https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuvDVLfkeSXBf88YT_pnMOY)

Caltrain has been for years a great example of bike support, allowing a greater increase in mobility for all passengers and offering an environmentally sound solution to the last mile problem. Thanks for your support all these years and please keep Caltrain as one of the best bike supporting transit systems around!

Miguel Lopez Saenz  
San Francisco

**From:** Matt Schram  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain Electric Bike Cars  
**Date:** Tuesday, June 04, 2019 12:19:34 PM

---

Dear Caltrain Board,

I believe that you should reject the staff recommendation for the proposed bike car layout in the new electric Caltrain cars at your upcoming board meeting. The only way that I can practically use Caltrain from my house in SF is by biking to the train and bringing my bike on the train, and given the number of times I have been bumped from getting on the train any reduction in the capacity is going to negatively impact my ability to use Caltrain at all. The proposed layouts are going to be terrible from a bike theft standpoint as well.

Thank you  
Matt

**From:** Scott Turner  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain definitely needs to take bike theft seriously  
**Date:** Tuesday, June 04, 2019 2:09:11 PM

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Hello Caltrain Board,

As a local Bay Area bicycle manufacturer we have seen an incredible amount of growth over the last 20 years in the local cycling community.

As I'm sure you know it's an expensive and crowded place live, and because people are ditching their cars and using bikes/trains/busses to get around, they also invest some of that 'no car' money into their bikes.

Our current 'average' bike sale price is now in the \$3,000 to \$4,000. No exaggeration. Just look at our website - [www.santacruz bicycles.com](http://www.santacruz bicycles.com)

And due to the increased street value, the associated bike thefts have skyrocketed. Not a day goes by that we don't get a call about helping an insurance company with the serial number and estimated value of a stolen bike. It's depressing.

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

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

Thanks for listening

Scott Turner | Marketing | PR Manager  
SANTA CRUZ BICYCLES  
email: [scott@santacruz bicycles.com](mailto:scott@santacruz bicycles.com)

2841 Mission Street  
Santa Cruz, CA 95060  
[santacruz bicycles.com](http://santacruz bicycles.com)



**From:** [Seamans, Dora](#)  
**To:** [Vikas Agrawal](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Caltrain bike spaces  
**Date:** Tuesday, June 04, 2019 8:29:20 AM

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Dear Vikas Agrawal, et al,

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

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

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

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

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

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

Caltrain is eager to improve service for all its riders.

Best,  
Dora Seamans  
Executive Officer/District Secretary

**From:** Vikas Agrawal <vks.agrawal@gmail.com>  
**Sent:** Thursday, May 30, 2019 9:03 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** bikesonboard@sonic.net  
**Subject:** Caltrain bike spaces

Hello Caltrain board,

I am writing this email to express my concern over the staff proposed bike car layout (with 2 bike cars, 72 bike spaces and almost no fixed seats in the view of the bikes).

We definitely need at least 4 bike cars with space for a minimum 80 bike spaces and at least one seat for every 2 bikes within the view of the bikes.

It is almost a daily occurrence that bike cars are overloaded and it takes a long time to board / deboard from bike cars today. Bike cars are jammed with people having to stand by the bikes. Also seats in the bike cars are 50% occupied by non-bikers which doesn't help the already congested bike cars.

I sincerely request you to increase the bike spaces (definitely not decrease) to encourage more people to use this environment friendly mode of transportation.

Thanks and best,  
Vikas

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Sent from Gmail Mobile

**From:** Caitlin Curtis  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Bike theft concerns lead to a less efficient cal train  
**Date:** Tuesday, June 04, 2019 12:22:57 PM

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Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. When I cannot see my bike it means I lock up my bike in a more all encompassing manner so that parts of my bike will not be stolen this takes a lot longer and will cause the train car not to load as quickly especially in high bike traffic stations. This also sometimes means I will stand next to or near my bike (so I do not have to bother locking it up) which can cut down on the space allocated for bikes. This may also cause people to not take cal train if they are worried about their bike safety which would be a monetary loss for cal train. Now I am not clear on the details of this new proposed car but if the bike coalition has concerns then I would probably listen because I assume I am not the only one they have convinced to mobilize in the form of an email and bike theft is one of the primary concerns of cyclists around the bay area.

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

Best,  
Caitlin

**From:** [Low, Lori](#)  
**To:** [Board \(@caltrain.com\)](#); [Murphy, Seamus](#)  
**Cc:** [Gumpal, Cindy](#)  
**Subject:** RE: Bike car seating in new cars  
**Date:** Tuesday, June 04, 2019 9:09:50 AM

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I have responded. Thanks.

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

From: Seamans, Dora On Behalf Of Board (@caltrain.com)  
Sent: Tuesday, June 04, 2019 8:20 AM  
To: Murphy, Seamus; Low, Lori  
Cc: Gumpal, Cindy  
Subject: FW: Bike car seating in new cars

Hello - who can answer this email that came into the JPB Board email? I don't think the general response would work.

Thanks,

Dora

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

From: Steven Luscher <steve@steveluscher.com>  
Sent: Monday, June 3, 2019 11:42 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Cc: bikesonboard@sonic.net  
Subject: Bike car seating in new cars

Hello Caltrain,

Is it true that the newest cars will reduce seating in the bike cars to 7 seats per 36 bikes? I believe this would be a step in the wrong direction. We need more seats near bicycles and at least 80 bikes per electric train with at least 4 bike cars.

I can't afford to risk letting my bike out of my sight on Caltrain lest it be stolen. Without it, I can't get to work.

The non-Japanese cars are already a huge step down in terms of being able to fit bikes, walk around bikes, and keep an eye on your bike from a nearby seat.

If you continue to whittle down the number of seats adjacent to the bike racks, then please ramp up your enforcement efforts. Have personnel in each car instructing people who did not board with a bike to sit elsewhere.

Cheers,  
Steven...

**From:** [Seamans, Dora](#)  
**To:** [Kevin Creed](#)  
**Cc:** [Board \(@caltrain.com\)](#); [Murphy, Seamus](#); [Fromson, Casey](#); [Gumpal, Cindy](#)  
**Subject:** RE: Bike Car Configuration for E-trains  
**Date:** Tuesday, June 04, 2019 8:24:17 AM

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Dear Mr. Creed,

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

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

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

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

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

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

Caltrain is eager to improve service for all its riders.

Best,  
Dora Seamans  
Executive Officer/District Secretary

---

**From:** Kevin Creed <kcreed@stanford.edu>  
**Sent:** Monday, June 3, 2019 11:21 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Bike Car Configuration for E-trains

Dear Board Members:

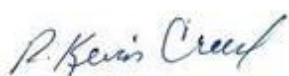
I live in Morgan Hill and bike/train commute to Stanford's new Redwood City campus **every work day!**

Increasing bike commuter/bike capacity is essential to an overall sustainability goal and reducing car commuter trips. The current bike car configuration and capacity is very inadequate and not efficient or comfortable during peak commute hours. You have an opportunity to correct this **with long term benefits** if you approve a **higher capacity now** in contrast to the staff recommendations ... waiting to adopt a sustainable configuration is costlier and just 'kicking the can down the road'!

I strongly urge you to adopt the following:

- Bike commuter & bike capacity per car must increase;
- Bike capacity per train must increase;
- Bike car configurations must accommodate seating capacity to bike ratio of no less than the promised 8:1;
- Bike car – bike commuter seating to reduce the risk of bike thefts
- Enforcement of bike commuter only seating in bike cars during peak commute periods;
- Minimum of 4 bike cars per train (The staff recommendation of 2 makes me think that the staff do not bike commute on Caltrain)

Thank you for your consideration.



Kevin Creed

Manager, Health, Safety & Security

Stanford University  
Lands, Buildings & Real Estate (LBRE)  
Redwood City Campus  
Cell phone (650) 505-0624

**From:** John Spallone  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Bicycle capacity  
**Date:** Tuesday, June 04, 2019 12:40:57 PM

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Greetings,

I appreciate the inclusion of bicycle capacity on Caltrain over the past 20-25 years, and am eager to see this extended to the electric cars that you will be incorporating in the coming decades. However, I have read a report that the plan for the new cars will have a limited number of seats available within viewing lines of the bicycle areas. This raises a significant concern.

At times in the past few years, it has been disappointing to see that there is usually no effort being made to assure that cyclists are able to find seats with a view of the bicycle areas. I appreciate that Caltrain recommends that passengers without bicycles find seats in other cars, but this is rarely attended to by the conductors. I realize that they have a number of tasks, but there is also the possibility of theft when cyclists are not able to see their bicycles. It appears that the latest plan will have only seven seats per car that are within sight lines of the bicycle areas. This will embolden thieves, and make it too easy for one to snatch a bicycle and exit the train quickly.

I urge you to modify the plan for the new cars. It will be vital to have more seats within viewing range of the bicycles, and signage instructing passengers to utilize one of the many seats elsewhere in the car, or on another car. Additionally, given that a significant number of cyclists have been "bumped", due to insufficient bicycle capacity at certain hours, it would behoove you to plan to have more than two cars per train on which bicycles may be carried.

I realize that there are a number of constituencies who have expressed their needs as you make plans for the long-awaited electrification of Caltrain. However, given the need to plan for the long term, and support efforts to reduce the factors contributing to global climate change, it is clear that plans for the future of Caltrain must integrate bicycle use for passengers whose destinations are distant from the stations, and easily reached with addition of bicycle use for the "last mile" (or more).

Thank you for your consideration of this factor.

John Spallone  
San Francisco



**From:** Adam Buck  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Date:** Tuesday, June 04, 2019 2:27:41 PM

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Dear Caltrain Board,

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

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

Sincerely,

Adam Buck

235 Berry St, San Francisco, CA 94158

**From:** Al Lewis  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Seating on new bike cars  
**Date:** Tuesday, June 04, 2019 12:57:06 PM

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Dear Caltrain,

I take my bike on Caltrain every single day. I only ride local trains, which luckily for me, are the old style trains. There is enough seating in the upper tier of the bike cars and usually enough room below for all the bikes. The newer, currently running trains have a terrible design for bikes, nothing makes sense and everything is problematic. I would only assume this and many other planning meetings have resulted in a better design for bikes in the future electric fleet. How could you possibly not have seats for all bikers near their bike? I would not feel comfortable leaving my bike unlocked anywhere, especially in a place like a train car that provides the easiest way to steal a bike imaginable. Furthermore, not everybody stacks their bikes in order of successive stations. You'd be creating a very problematic environment by displacing all bikers from a system that requires this community to support rules that Caltrain employees can not. Please think twice about including adequate seating in the same car as bike racks.

Albert Lewis (SF Bayshore - Palo Alto)