

JPB BOARD MEETING
July 11, 2019

Correspondence Packet as of
July 10, 2019 10:00 AM

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "Ellen Koivisto & Gene Thompson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com))
Subject: Re: Why?
Date: Saturday, June 29, 2019 10:13:35 AM

Hello Ellen,

Thank you for writing to Caltrain and asking why they chose to take a major step backwards in terms of bike security and bike capacity. We have no explanation.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

future.

Thank you again for raising your voice, Ellen.

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

On 2019-06-20 16:48, Caltrain, Bac (@caltrain.com) wrote:

Dear Ellen,

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

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

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

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

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

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

Best,

Lori

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

From: Ellen Koivisto & Gene Thompson [mailto:offstage@earthlink.net]

Sent: Monday, June 10, 2019 5:06 PM

To: Board (@caltrain.com)

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

bikesonboard@sonic.net

Subject: Why?

Why are you breaking the promise you made in 2015 for more bike capacity on electric trains?

Why are you trying to assist bike theft from the trains?

Why are you reducing both the number of spaces for bikes and the number of seats where cyclists can watch their bikes from?

Why are you taking major steps backwards?

Ellen Koivisto

SF (to SJ on the train)

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Brian Coyne](#); [Emma Shlaes](#); [Seamans, Dora](#)
Subject: Re: We need more seats in view of bikes: current plan is unacceptable
Date: Saturday, June 29, 2019 12:39:25 PM

Hello Brian,

Thank you for writing to Caltrain and explaining that you need your bike on board, and that you know people who have had their bikes stolen from Caltrain. We agree that the new design is entirely unacceptable. Caltrain is disregarding passenger concerns about security of their property.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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acceptable for bikes.

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

Thank you again for voicing your concerns, Brian.

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

On 2019-06-21 14:23, Board (@caltrain.com) wrote:

Dear Brian,

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

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extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a Business Plan, that is working to identify opportunities and strategies to meet the needs of the corridor, as future ridership growth projections show a potential for up to a 300% increase by 2040.

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

Best,

Dora

From: Brian Coyne <bkcoyne@gmail.com>

Sent: Wednesday, June 5, 2019 11:58 AM

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

Cc: Emma Shlaes <emma@bikesiliconvalley.org>; Bikes on Board <bikesonboard@sonic.net>

Subject: We need more seats in view of bikes: current plan is unacceptable

Dear Caltrain Board,

I'm an 11-year regular Caltrain rider. Because of land use around both my home and work stations, I always need to travel with my bike to make use of Caltrain.

I'm writing now because I'm deeply concerned with the current plans for the electric fleet. It's entirely unacceptable to design brand new trains that offer only seven seats in view of the bikes. I am not willing to sit on Caltrain not in view of my bike. I have several acquaintances who have had bikes stolen from Caltrain. Even if you're not a cyclist yourself, I'm sure you would not leave a laptop or other valuables out of view on the train.

The other measures that have been floated (video surveillance, an improved form to fill out when one's bike is stolen) are not sufficient. You would not, I assume, leave a laptop or cash out of sight even if there were video surveillance. It's great that Caltrain is planning to improve bike parking at stations to reduce demand for bikes onboard, but many customers, including me, will continue to need bikes onboard.

The new electrified trains are an opportunity to make the service better for everyone. Customers with bikes are some of your most dedicated riders: a plan that ignores our needs cannot move forward.

Sincerely,

Brian Coyne

San Francisco

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Brian Adair](#); [Seamans, Dora](#)
Subject: Re: Upcoming Vote on new trains
Date: Saturday, June 29, 2019 12:57:31 PM

Hello Brian,

Thank you for writing to Caltrain and asking for more bike capacity on electric trains and seats near bikes.

It's disappointing that on June 6, the Caltrain board unanimously approved a train configuration with FAR FEWER seats and LESS bike capacity than trains today.

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

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

Caltrain writes:

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never require people to put their laptops or luggage out of sight in another car, but inexplicably they think that's acceptable for bikes.

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

Thank you again for raising your voice, Brian.

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

On 2019-06-21 14:29, Board (@caltrain.com) wrote:

Dear Brian,

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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,

Dora

From: Brian Adair <badair56@gmail.com>
Sent: Wednesday, June 5, 2019 7:43 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Upcoming Vote on new trains

To whom it may concern;

Several years ago Caltrain stated that they would maintain a ratio of 1 bike spot for every 8 seats. I expect Caltrain to live up to their promise. There have been days, and not infrequently, that bike riders have been refused entry to the train due to the capacity being reached. A reduction in over all number of spaces will result in less people being able to use the train during the commute hours. This would be a big disservice tom the community as a whole. In addition there needs to be adequate seating for bikers near their bikes to allow people to keep an eye on them. Many bikes have been taken off the train by thieves due to the riders not being able to sit near them and watch them. This could be alleviated somewhat by only allowing people with bikes on the bike car thereby reserving the seats for people who bike. Often the seats are taken by pedestrians who done want to walk the extra 50 feet to the next car.

Thanks for your consideration,

Brian

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "[Sarah Edwards](#)"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); CalMod@caltrain.com
Subject: Re: Thanks for the entertainment
Date: Saturday, June 29, 2019 10:37:02 AM

Hello Sarah,

Thank you for reminding Caltrain that bike riders are paying customers. Unfortunately, we have to agree with you that you were duped by Caltrain's charade of taking public input.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

Thank you again for voicing your concerns, Sarah.

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

On 2019-06-20 16:55, Caltrain, Bac (@caltrain.com) wrote:

Dear Sarah,

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

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

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

Best,

Lori

From: Sarah Edwards [mailto:sarahofedwards@gmail.com]

Sent: Friday, June 07, 2019 6:19 PM

To: Board (@caltrain.com)

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

Subject: Thanks for the entertainment

Hi Caltrain,

I got involved in the process of trying for a better bike car layout because Caltrain's proposal so clearly did not meet the needs of its customers. That's what we are - paying customers.

I was encouraged that Caltrain held its community workshops and I attended, happy to see that input was being taken from the community. Now I understand that I've been duped. It was all a show, a well rehearsed performance that Caltrain was doing the right thing when really you were just putting a tick in the box.

Good luck with the electrification, that part I'm excited about, but standing next to my bike to prevent theft for every train ride? Not so much.

Thanks for the entertainment,

Sarah Edwards

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Livia Santoro](#); [Seamans, Dora](#)
Subject: Re: suggestion for new electric Caltrain
Date: Saturday, June 29, 2019 9:55:27 AM

Hello Livia,

Thank you for writing to Caltrain. We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

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

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to

improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Dora

From: Livia Santoro <santoro.livia@gmail.com>
Sent: Friday, June 7, 2019 10:26 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: suggestion for new electric Caltrain

Dear Sir/Madam

Please consider changing your plans for the new electric Caltrain.

We need:

1. More seats near bicycles to deter bike theft
2. No cut in bike space on electric trains

We need more seats near bicycles and minimum 80 bikes per electric train with at least 4 bike cars.

Best,

Livia Santoro

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Samuele Giuseppe Marro](#); [Seamans, Dora](#)
Subject: Re: suggestion for new electric Caltrain
Date: Saturday, June 29, 2019 9:56:48 AM

Hello Samuele,

Thank you for writing to Caltrain. We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

future.

Thank you again for raising your voice, Samuele.

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

On 2019-06-20 16:31, Board (@caltrain.com) wrote:

Dear Mr. Marro,

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

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

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

Best,

Dora

From: Samuele Giuseppe Marro <smarro@stanford.edu>
Sent: Friday, June 7, 2019 10:18 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: suggestion for new electric Caltrain

Please consider changing your plans for the new electric Caltrain.

We need:

1. More seats near bicycles to deter bike theft
2. No cut in bike space on electric trains

We need more seats near bicycles and minimum 80 bikes per electric train with at least 4 bike cars.

Best,

Samuele Marro

--

Samuele Marro, PhD
Wernig Lab
Lokey Stem Cell Building, Rm G3145
Stanford School of Medicine
265 Campus Drive
Palo Alto, CA 94305

USA

From: Bikes on Board
To: [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com); "Joe Mendoza"
Cc: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); CalMod@caltrain.com; cacsecretary_f@caltrain.com
Subject: Re: Shame
Date: Thursday, June 27, 2019 10:14:18 PM

Hello Joe,

Thank you for shaming Caltrain and explaining that if you can't bring your bike on board, you can't ride Caltrain. We are also extremely disappointed that Caltrain made such a bad decision about bike-car layout.

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

Caltrain writes:

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

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

Caltrain writes:

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

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Caltrain writes:

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

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

Caltrain writes:

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

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board would completely ignore the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains.

Thank you again for raising your voice, Joe.

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

On 2019-06-20 13:37, Caltrain, Bac (@caltrain.com) wrote:

Dear Joe,

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

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

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

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

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

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

Best,

Lori

From: Joe Mendoza [mailto:jmendoza@kobza.com]
Sent: Tuesday, June 11, 2019 11:13 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Shame

To The Caltrain Board,

Shame on you for breaking your promise not to decrease bike compacity.

Shame on you choosing a car design that will encourage theft.

Shame on you for refusing to listen to the users of Caltrain.

There was no reason to choose such a bad design except as a way to discourage bike usage on Caltrain.

I am a reverse commuter. I live in San Francisco and work in Mountain View. I need my bike to get from the Caltrain Station to my work place.

By bike I can get there in 5 minutes. If forced to take a bus it would take me 45 minutes. If I can't use my bike then I can't use Caltrain. There are a large percentage of Caltrain users in the same predicament.

I am a voter, you are a public servant, I will not forget your actions.

Joe Mendoza,

Architect



2083 Old Middlefield Way

Mountain View, CA 94043

O: 650-961-6103 X:106

F: 650-961-4839

C: 650-400-5777

www.kobza.com

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Ruppesh Nalwaya](#); [Seamans, Dora](#)
Subject: Re: Request for more bike space
Date: Saturday, June 29, 2019 9:53:14 AM

Hello Ruppesh,

Thank you for writing to Caltrain. You heard correctly. On June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

future.

Thank you again for raising your voice, Ruppesh.

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

On 2019-06-20 16:26, Board (@caltrain.com) wrote:

Dear Ruppesh,

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

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

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

Best,

Dora

From: Ruppesh Nalwaya <ruppesh11@gmail.com>

Sent: Friday, June 7, 2019 8:37 PM

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

Cc: bikesonboard@sonic.net

Subject: Request for more bike space

Hi

I have heard that there is going to be changes in bike arrangements on electric caltrain. I am writing to bring to your attention some of our needs.

We need:

1. More seats near bicycles, to deter bike theft.
2. No cut in bike space on electric trains.

Regards

Ruppesh

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Steve Sergeant](mailto:Steve.Sergeant@bikesiliconvalley.org); emma@bikesiliconvalley.org; [Seamans, Dora](mailto:Seamans.Dora)
Subject: Re: Please adopt the BIKES ONboard recommendations
Date: Saturday, June 29, 2019 1:05:28 PM

Hello Steve,

Thank you for writing to Caltrain and asking that they adopt our recommendations for electric train layout. Unfortunately, Caltrain ignored our recommendations.

Thank you also for pointing out that you have personally witnessed two bike thefts and countless other attempted thefts. We can't understand why Caltrain doesn't meaningfully act upon customer concerns about bike security.

It's disappointing that on June 6, the Caltrain board unanimously approved a train configuration with FAR FEWER seats and LESS bike capacity than trains today.

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

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

Caltrain writes:

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

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

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

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Thank you again for raising your voice, Steve.

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

On 2019-06-21 14:33, Board (@caltrain.com) wrote:

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Plan, that is working to identify opportunities and strategies to meet the needs of the corridor, as future ridership growth projections show a potential for up to a 300% increase by 2040.

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

Best,
Dora

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

From: Steve Sergeant <stevesgt@effable.com>
Sent: Tuesday, June 4, 2019 9:54 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: emma@bikesiliconvalley.org; bikesonboard@sonic.net
Subject: Please adopt the BIKES ONboard recommendations

Dear Caltrain board members,

I have been a regular bicycle-plus-Caltrain commuter between San Jose and San Francisco since 2011.

I am writing in support of the recommendations in the "Bicycles on Electrified Caltrain" report prepared by the BIKES ONboard Project. Please incorporate their recommendations in the EMU design. Their recommendation calls for fixed seats within view of bikes, at least one seat for every two bike spaces, to deter bicycle theft.

I have seen two bike thefts occur before my eyes, which happened before I realized what was happening. I've also seen uncountable foiled attempts. Without cyclists in-view of their bikes, and the camaraderie that develops among regular bike car riders, I believe far fewer of those theft attempts would be foiled.

My commute, cycling eight miles from the San Jose/Milpitas border to Diridon Station, taking a Caltrain baby bullet to 4th St. Station, and then cycling almost two miles to Civic Center, would not be sustainable by any other combination of modes. No other option would be consistently as fast, or would as efficiently use my time, and every other option would be between two to five times more expensive.

Please adopt the recommendations in the "Bicycles on Electrified Caltrain" report prepared by the BIKES ONboard Project.

Sincerely,

--

Steve Sergeant
San Jose, CA 95132

Internet: SteveSgt@effable.com

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "[Brittany Bogue](#)"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Re: Objection to New Bike Car Layout
Date: Saturday, June 29, 2019 10:53:00 AM

Hello Brittany,

Thank you for writing to Caltrain and expressing your disappointment with the board decision that reduces bike capacity and increases the odds of bike theft on electric trains. We likewise encourage the board to revise this decision.

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

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

Caltrain writes:

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

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

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

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

Caltrain writes:

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

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

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

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

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

acceptable for bikes.

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

Thank you again for voicing your concerns, Brittany.

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

On 2019-06-20 16:58, Caltrain, Bac (@caltrain.com) wrote:

Dear Brittany,

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

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

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

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most

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

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

Best,

Lori

From: Brittany Bogue [mailto:brittanbogue@gmail.com]

Sent: Friday, June 07, 2019 3:25 PM

To: Board (@caltrain.com)

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

Subject: Objection to New Bike Car Layout

Hello,

I am writing to express my disappointment with the recent decision regarding the bike car layout.

The new layout will reduce space for bicycles and increase the odds of theft.

Ensuring cyclists' access to the train is an important aspect of solving the first/last mile problem for using public transportation options, which is also an important aspect of the effort against climate change.

Please consider revising this decision.

Thank you,

Brittany Bogue

San Jose

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "[jesse miller](#)"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; cacsecretary_f@caltrain.com
Subject: Re: New bike card design
Date: Saturday, June 29, 2019 10:45:31 AM

Hello Jesse,

Thank you for writing to Caltrain and expressing your concern about bike theft and Caltrain's broken promise for electric trains. We agree with your sentiment.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

Thank you again for voicing your concerns, Jesse.

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

On 2019-06-20 16:56, Caltrain, Bac (@caltrain.com) wrote:

Dear Jesse,

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

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

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improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Lori

From: jesse miller [mailto:kawriver@gmail.com]

Sent: Friday, June 07, 2019 3:50 PM

To: Board (@caltrain.com)

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

Subject: New bike card design

Dear Caltrain Board,

I am disappointed to hear you chose a car design that does not include adequate seating within view of bikes. As you know, bike thefts are common on Caltrain, and we need to be able to sit where we can watch our bikes.

I am also very disappointed that you have broken your promise to increase bike capacity on trains. We need more bike capacity on trains, not less.

Please reconsider this decision.

Sincerely,
Jesse Miller

(Daily bike commuter, SF -> PA)

Jesse E. D. Miller
Botanist - Ecologist

Lecturer, Stanford University

Research Associate, University of California, Davis

[@Texosporium](#)

<http://jesseedmiller.com>

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Michelle Martin](#); [Seamans, Dora](#)
Subject: Re: Need more bikes per train
Date: Saturday, June 29, 2019 9:58:06 AM

Hello Michelle,

Thank you for writing to Caltrain. We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

future.

Thank you again for raising your voice, Michelle.

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

On 2019-06-20 16:32, Board (@caltrain.com) wrote:

Dear Mr. Martin,

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

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

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

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Again, we thank you for 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

From: Michelle Martin <michelle80martin@gmail.com>
Sent: Friday, June 7, 2019 8:28 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Need more bikes per train

Dear Bike Board,

Please consider adding more bike space to the upcoming electric trains. I personally ride my bike to work at least once a week now, as a way to reduce my carbon footprint and stay healthy. Lately it's been a battle with bike space coming home, northbound. More people ride than ever. If you reduce bike space, this could effect your ridership and the environment.

It is also important that the riders have visibility to their bikes. The Bay Area no long has the farm towns it used to. Crime is up, please make commuting a fun and a positive experience.

Thank You,

Michelle Martin

Belmont, CA

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Mike Gallo](#); [Seamans, Dora](#)
Subject: Re: Need for more bike spaces
Date: Saturday, June 29, 2019 1:12:03 PM

Hello Mike,

Thank you for writing to Caltrain to ask that they increase bike capacity on electric trains. You are right - there isn't enough bike space today, let alone in 2022 when Caltrain electrifies.

It's disappointing that on June 6, the Caltrain board unanimously approved a train configuration with FAR FEWER seats and LESS bike capacity than trains today.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

Thank you again for raising your voice, Mike.

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

On 2019-06-21 14:35, Board (@caltrain.com) wrote:

Dear Mike,

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

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

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

Best,

Dora

From: Mike Gallo <dcmike007@gmail.com>
Sent: Tuesday, June 4, 2019 8:03 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Need for more bike spaces

Hello,

I am writing to simply voice my opinion that we need more bike spaces on the electric Caltrains! I am a daily commuter and it is way too often that bikers will get bumped from trains, or need to sit far away from their bikes in view.

Caltrain is known for being one of the best systems in the nation that cater to cyclists. Please just ensure there are enough bike spaces! We can only imagine bicycle usage will increase as the years go on, and the proposed number of spaces does not even cater to the total number of cyclists today.

I hope something can be done, thanks for listening!

Thanks,

Mike Gallo

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [CJ Foster](#); [Seamans, Dora](#)
Subject: Re: More bike spaces/cars and seats near bikes
Date: Saturday, June 29, 2019 12:54:04 PM

Hello CJ,

Thank you for writing to Caltrain and asking for more bike capacity on electric trains and seats near bikes.

It's disappointing that on June 6, the Caltrain board unanimously approved a train configuration with FAR FEWER seats and LESS bike capacity than trains today.

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

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

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

Thank you again for raising your voice, CJ.

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

On 2019-06-21 14:28, Board (@caltrain.com) wrote:

Dear CJ,

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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,

Dora

From: CJ Foster <cjfoster442@gmail.com>

Sent: Wednesday, June 5, 2019 8:18 AM

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

Cc: bikesonboard@sonic.net

Subject: More bike spaces/cars and seats near bikes

Hi There,

A few quick notes for Caltrain, especially with the new electric trains:

1. We need more bike spaces/cars!
 - a. Many more bike riders are taking the train these days and it's a huge drag to be prevented from boarding a train due to lack of bike spaces. This has happened to me a few times and when I miss my planned train, it adds another 30 minutes for me to get home, that's over 2 hours for me to get home (my commute is from SF to RWC and I ride 9.2miles one-way each day)!!
1. If possible, more seats near the bicycles.
 - a. This is far less important than item number 1 above. I'm happy to stand on the train if I'm actually on the train with my bike.

Thanks for your time,

CJ

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Shanna Sullivan](#); [Seamans, Dora](#)
Subject: Re: More bike capacity on new electric trains
Date: Saturday, June 29, 2019 10:05:51 AM

Hello Shanna,

Thank you for writing to Caltrain. We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

future.

Thank you again for raising your voice, Shanna.

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

On 2019-06-20 16:34, Board (@caltrain.com) wrote:

Dear Ms. Sullivan,

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

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

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

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

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

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

Best,

Dora

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

From: Shanna Sullivan <shanna.sullivan@gmail.com>
Sent: Wednesday, June 5, 2019 10:37 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: More bike capacity on new electric trains

Hi,

Caltrain cyclists like myself need more bike capacity on the new electric trains, not less. There should be a minimum bike capacity of 80 bikes per electric train, with at least 4 bike cars so that cyclists don't get bumped from trains so frequently. In addition, there needs to be more than 7 seats in view of the bikes on board the train to help prevent bicycle theft.

Thanks,

Shanna Sullivan

From: Cor van de Water
To: [Bikes on Board](#); [Caltrain, Bac \(@caltrain.com\)](#)
Cc: [Board \(@caltrain.com\)](#); [CalMod@caltrain.com](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Re: I feel betrayed
Date: Saturday, June 29, 2019 8:17:25 PM

Thanks for the translation of the political answers I received.
I was afraid that this would happen - trying to talk straight that what is crooked.
Unfortunately all too common....
Cor.

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Saturday, June 29, 2019 10:59 AM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Cor van de Water'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: I feel betrayed

Hello Cor,
Thank you for writing to Caltrain and expressing your concern about bike theft and Caltrain's broken promise for electric trains. We are also concerned about the costly retrofits. It would be far better to fix the problem now before the trains are built.

No wonder you feel betrayed - so do many others. Caltrain has received hundreds of emails, dozens of public comments at board meetings, and over 1000 people signed a [petition](#) for seats within view of bikes and more bike capacity on electric trains. A public agency is expected to listen to the public, but Caltrain chose not to.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

Caltrain writes:

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

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

acceptable for bikes.

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

Thank you again for voicing your concerns, Cor.

More bikes, no bumps,

Shirley Johnson

[BIKES ONboard Project](#)

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

Dear Cor,

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

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

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

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

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

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

Best,

Lori

From: Cor van de Water [mailto:cor_van_de_water@hotmail.com]

Sent: Friday, June 07, 2019 2:38 PM

To: Board (@caltrain.com)

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

Subject: I feel betrayed

Caltrain promised to improve bicycle access to the train, yet the board approved a much worse proposal than even today's marginal situation for bikes on board.

Since it is NOT ALLOWED to lock bikes on board, it is very important to give bicyclists a seat with view on their bike, yet the decision made provide no fixed seats and only a handful of folding seats with view on the bikes.

Do you want to promote bicycle theft on Caltrain?!?

And the number of bicycles per train is reduced, against all statistics and promises.

I foresee that there will be costly retrofits to reverse this bad decision by the board, if it is implemented.

Let's avoid this waste of money and implement a good solution from the start, instead of going through the embarrassment of being forced to reverse your last decision.

Regards,

Cor van de Water,

Sunnyvale.

From: Bikes on Board
To: ["Jeff Meininger"](#)
Cc: [Board \(@caltrain.com\)](#); [CalMod@caltrain.com](#); [cacsecretary \[@caltrain.com\]](#); [Caltrain_Bac \(@caltrain.com\)](#)
Subject: Re: future bike capacity
Date: Thursday, June 27, 2019 10:10:33 PM

Hello Jeff,

Thank you for writing to Caltrain and explaining why more bike capacity is needed.

We are very disappointed that Caltrain continues to mislead the public. For example, in their response to you, Caltrain writes:

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

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Thank you again for raising your voice, Jeff.

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

On 2019-06-20 13:35, Caltrain, Bac (@caltrain.com) wrote:

Dear Jeff,

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

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. The Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency. The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

Caltrain is also currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Lori

From: Jeff Meininger [mailto:strawtarget@gmail.com]
Sent: Wednesday, June 12, 2019 11:08 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: future bike capacity

Hello,

I've been riding Caltrain with my bike for years. I've observed cyclist ridership increase during that time. Lately, I observe cyclists being turned away nearly every time I ride. I believe that these events are underreported.

Please consider increasing bike capacity as Caltrain moves into the future.

Thanks so much,

-Jeff Meininger

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "[Maxim Schillebeeckx](mailto:Maxim_Schillebeeckx)"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com])
Subject: Re: Frustration with Thursday's Caltrain Board Decisions
Date: Saturday, June 29, 2019 10:33:12 AM

Hello Maxim,

Thank you for writing to Caltrain and expressing your strong disappointment with the board's decision to discourage bicycle commuting.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Thank you again for voicing your concerns, Maxim.

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

On 2019-06-20 16:54, Caltrain, Bac (@caltrain.com) wrote:

Dear Maxim,

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

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

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

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

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

Best,

Lori

From: Maxim Schillebeeckx [mailto:mschillebeeckx@gmail.com]
Sent: Friday, June 07, 2019 9:34 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Frustration with Thursday's Caltrain Board Decisions

To whom it may concern,

I'd like to voice my strong disappointment with the board's failure to encourage our community to use their bikes and minimize vehicle traffic. Each weekday, I bike to the BART, ride the BART to Millbrae, and ride Caltrain to Redwood City reaching the office after a 2 mile bike ride. I depend on Caltrain to reach my office and return home safely and timely. During the busiest times of the day, it's not uncommon to be bumped from the Caltrain or struggle to get off or on because of crowding.

I hope you will fight to invest in the bike commuting community.

maxim

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "Tess Hanrahan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com))
Subject: Re: Extremely disappointed in final bike layout
Date: Saturday, June 29, 2019 10:19:17 AM

Hello Tess,

Thank you for writing to Caltrain and expressing your extreme disappointment about the major step backwards for bike security and bike capacity on electric trains. We completely agree.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

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

future.

Thank you again for voicing your concerns, Tess.

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

On 2019-06-20 16:50, Caltrain, Bac (@caltrain.com) wrote:

Dear Tess,

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

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

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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.

From: Tess Hanrahan [mailto:tess.hanrahan@gmail.com]
Sent: Monday, June 10, 2019 9:38 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Extremely disappointed in final bike layout

Hello,

I ride the Caltrain with my bike five days a week and I truly cannot express how disappointed I am with the new bike car layout the Caltrain board appears to have agreed upon. I recommend that all of you who voted on this bring one of **your** treasured possessions worth at least \$500 and leave it out of sight on the train for 45 minutes during rush hour. See how confident **you** feel that it will still be there. And having seven folding seats in the car is worth literally nothing - if you've ever ridden in the bike cars (maybe you should try bringing a bike on board one day, if you haven't before), you'd know that those spots are taken over by people with luggage, or groups of people going to games or traveling together since there's more standing room, or just people who don't care that it's a bike car - they just want an easy seat. Once in a blue moon do we see conductors helping to disperse them to make room for bikers (and thank you to those who do!).

This was such a step backwards and a complete indicator that we should have very little trust in you all to make informed decisions. Instead of sticking to your 2015 word to create more bike spaces, we get less. Instead of feeling more confident that we can make it to work on time, and that we won't get bumped, and that our property won't be stolen or damaged, we feel less confident. What a way to get to commute.

Tess Hanrahan

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Rocio Segura](#); [Seamans, Dora](#)
Subject: Re: Electrification Bike car design
Date: Saturday, June 29, 2019 12:29:22 PM

Hello Rocio,

Thank you for writing to Caltrain and expressing your concern about the board's decision to restrict seating in bike cars on electric trains. You're right, this will lead to chaos and slow loading/unloading. We agree with you, the design needs to be scrapped.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

acceptable for bikes.

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

Thank you again for voicing your concerns, Rocio.

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

On 2019-06-21 14:18, Board (@caltrain.com) wrote:

Dear Rocio,

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

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

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

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

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most

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

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

Best,

Dora

From: Rocio Segura <segura.rocio@gmail.com>
Sent: Wednesday, June 5, 2019 3:44 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Electrification Bike car design

Board-

I am very concerned over the limited number of seats that will be available in the new bike car design that allow cyclists to sit near their bicycles. Seven is not enough. Bicycle theft and attempted theft is very common. Imagine all the bicycle owners standing and crowding the bike car aisles so that they can be near their bikes. This is going to slow down loading/unloading and create chaotic situations. In addition, it is unreasonable to expect all people to stand for long commute durations. I love my current method of commuting to work. If the idea is to discourage future cyclists to ride their bikes as part of their commute then I understand, but if not (and I'm sure it isn't), then this design needs to be scrapped. I'm in favor of 4 bike cars with total of 80 bikes per train with more seats in the bike cars so that riders can be near and watch over their bikes.

Thank you

-Rocio

--

Rocio Segura

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "3xdoyle"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com])
Subject: Re: Disappointed with the bike car decision
Date: Saturday, June 29, 2019 10:56:27 AM

Hello Matt,

Thank you for writing to Caltrain and expressing your concern about the board's decision to restrict seating in bike cars on electric trains. We see Caltrain did not respond to your question about the issues with the proposals we provided, which would have solved the layout problem. We do not know the answer, as Caltrain completely ignored our proposals.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

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Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes. Caltrain would

never require people to put their laptops or luggage out of sight in another car, but inexplicably they think that's acceptable for bikes.

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

Thank you again for voicing your concerns, Matt.

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

On 2019-06-20 16:59, Caltrain, Bac (@caltrain.com) wrote:

Dear Matt,

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

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

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

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

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

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

Best,

Lori

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

From: 3xdoyle [mailto:3xdoyle@gmail.com]

Sent: Friday, June 07, 2019 3:17 PM

To: Board (@caltrain.com)

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

bikesonboard@sonic.net

Subject: Disappointed with the bike car decision

Hello,

Not thrilled about the unanimous decision to restrict seating in the bike cars on the electric trains. What were the issues with the car layout proposed by Bikes ONboard? This seems like a step backwards for supporting CalTrain riders.

Thanks in advance for you reply,

Matt

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Marina Chow](#); [Seamans, Dora](#)
Subject: Re: Caltrain Bike Cars
Date: Saturday, June 29, 2019 12:49:43 PM

Hello Marina,

Thank you for writing to Caltrain and expressing your concern about reduced bike capacity and bike theft on electric trains. Also, thanks for sharing that not everyone on Caltrain is highly paid and can afford a bike at both ends of their trip.

It's disappointing that on June 6, the Caltrain board unanimously approved a train configuration with FAR FEWER seats and LESS bike capacity than trains today.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

Caltrain writes:

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

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

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

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

Thank you again for raising your voice, Marina.

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

On 2019-06-21 14:26, Board (@caltrain.com) wrote:

Dear Marina,

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

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

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

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

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

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

Best,

Dora

From: Marina Chow <marinaschow@gmail.com>
Sent: Wednesday, June 5, 2019 9:31 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Caltrain Bike Cars

Hello Caltrain Board,

I depend on Caltrain to get to and from work every day. I have a lot of affection for Caltrain. I love that Caltrain allows me to get to work without having to drive.

I take my bicycle on Caltrain everyday. I ride 2.5 miles to 22nd St station everyday, and from Palo Alto Station, I ride another 2.5 miles to my office on Page Mill Road. It is critical for me to be able to take my bike on the train. Recently, many cyclists have been bumped at 22nd St in the morning. One conductor suggested that cyclists could buy 2 bikes, one for boarding station and one disembarking station, to avoid having to take our bike on the train. Even though we live in the Silicon Valley, not everyone makes a techie salary, and buying 2 bikes is not financially viable, especially given the high rates of bike theft.

I would like to ask you to please

1. Add, not subtract bike capacity to trains. During commuting hours, each train should hold 80+ bikes (today's trains hold 77 bikes).
2. Maintain seats in the bike cars to allow cyclists to sit near their bikes to deter bike theft.

Thank you for running Caltrain. Lots of us depend on Caltrain and our bikes to get to/from work, and hope to

continue to do so.

-marina

From: Bikes on Board
To: [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)
Cc: "Hesham Naja"; [Board \(@caltrain.com\)](mailto:Board@caltrain.com); CalMod@caltrain.com; cacsecretary_f@caltrain.com
Subject: Re: Caltrain Bike Car Layout
Date: Saturday, June 29, 2019 10:50:18 AM

Hello Hesham,

Thank you for writing to Caltrain and expressing your concern that the board's decision about bikes on electric trains is contradicts the trend of encouraging more bicycle riding as a solution to traffic congestion. We likewise implore the board to reconsider its decision and approve a more bike-friendly design.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

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

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

acceptable for bikes.

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

Thank you again for voicing your concerns, Hesham.

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

On 2019-06-20 16:57, Caltrain, Bac (@caltrain.com) wrote:

Dear Hesham,

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

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

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

Best,

Lori

From: Hesham Naja [mailto:hwnaja@gmail.com]

Sent: Friday, June 07, 2019 3:32 PM

To: Board (@caltrain.com)

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

Subject: Caltrain Bike Car Layout

Dear Caltrain Board Members,

I am disappointed to hear that you have approved the bike car design That places just 36 bicycle spots in each car for a total of 72 on each train. I am even more disappointed that you only placed 7 (folding) Seats within view of those bicycle spots. Currently our diesel trains have 40 bike spots per car and over 30 fixed seats within view! It is so important that Caltrain has more bicycle spaces and seats within view because bicycle ridership is growing and this decision will make the car design outdated before it is even in operation.

Throughout the Bay Area, and in particular the peninsula, city government's are recognizing bicycles as the solution to traffic congestion. As such, they are expanding their bicycle infrastructure which is leading to more people riding bikes as a primary form of transportation. When safe bicycle infrastructure exists and connects, more people ride bikes. An important part of that connected infrastructure design is the Caltrain. The Caltrain has long been heralded as bicycle friendly because very single train has bicycle spaces and this is great, but the decision of the board has ruined the image of Caltrain as a bicycle friendly commuter platform. The new car layout creates a barrier to better bicycle infrastructure in the Bay Area and the peninsula. It is not feasible to leave a bicycle at either end of a Caltrain ride because of the huge issue of theft. Would be riders will now have to find alternatives to the Caltrain which will likely lead to a greater impact on our roads and freeways.

The Bay Area is progressing towards being a more bicycle friendly region and the decision by the Caltrain board directly contradicts that trend. The Caltrain should stand in support of the progress this area is making and not create additional roadblocks. I implore the board to reconsider their decision and create a more bicycle and rider friendly design.

Sincerely,

Hesham W. Naja

A bicycle rider and Caltrain commuter since 2008

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Ashley Liang](#); [Seamans, Dora](#)
Subject: Re: Cal train bikes
Date: Saturday, June 29, 2019 9:59:04 AM

Hello Ashley,

Thank you for writing to Caltrain. We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

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

future.

Thank you again for raising your voice, Ashley.

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

On 2019-06-20 16:32, Board (@caltrain.com) wrote:

Dear Ashley,

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

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

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

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

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

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

Best,

Dora

From: Ashley Liang <mrsashleyliang@gmail.com>

Sent: Thursday, June 6, 2019 4:21 PM

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

Cc: bikesonboard@sonic.net

Subject: Cal train bikes

To whom it may concern,

With the new trains, please allow seats to view our bikes. I have spoken to conductors that day that people bring old bikes on boats then take nicer bikes off with them.

The old train model is great because you can sit above your bike and still view it.

Please also prioritize bikes! It terrible when I am not allowed to board the train because there is no bike space and cannot pick up my daughter in time.

Thank you,

Ashley Liang

Standford nurse bike commuter

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "Elaine"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com])
Subject: Re: bikes on CalTrain
Date: Saturday, June 29, 2019 12:10:24 PM

Hello Elaine,

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

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

Thank you again for voicing your concerns, Elaine.

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

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

Dear Elaine,

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

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

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

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to

improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Lori

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

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

To: Board (@caltrain.com)

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

Subject: bikes on CalTrain

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

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

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

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

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

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

-Elaine Haight, Palo Alto

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "iPad Steve"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com))
Subject: Re: Bikes on Board
Date: Saturday, June 29, 2019 10:30:45 AM

Hello Steven,

Thank you for writing to Caltrain and telling them how bad it is to break their promise to the public for more bike capacity on electric trains. We share your sentiment and likewise encourage Caltrain to reconsider.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

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

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

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

Thank you again for voicing your concerns, Steven.

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

On 2019-06-20 16:53, Caltrain, Bac (@caltrain.com) wrote:

Dear Steven,

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

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

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

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

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

Best,

Lori

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

From: iPad Steve [mailto:steven.gowin@comcast.net]

Sent: Saturday, June 08, 2019 7:31 AM

To: Board (@caltrain.com)

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

bikesonboard@sonic.net

Subject: Bikes on Board

Instead of encouraging alternate (to cars) commenting, your decisions on bikes on Caltrain are discouraging alternate transport. What's more you've broken promises to the cycling community. This looks bad. Very bad. You should A. Be ashamed, and B. Reconsider your policy.

Steven Gowin

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Ranjeet Tate](#); [Seamans, Dora](#)
Subject: Re: Bike space on new wagons
Date: Saturday, June 29, 2019 12:43:42 PM

Hello Ranjeet,

Thank you for writing to Caltrain and expressing your concern about reduced bike capacity and bike theft. Thank you also for proposing solutions. We're disappointed that Caltrain did not respond to your suggestion about allowing bikes to board any car or free bike theft insurance for bike riders.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

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

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acceptable for bikes.

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

Thank you again for voicing your concerns, Ranjeet.

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

On 2019-06-21 14:25, Board (@caltrain.com) wrote:

Dear Ranjeet,

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

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

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

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

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

Best,

Dora

From: Ranjeet Tate <isaranjeet@gmail.com>

Sent: Wednesday, June 5, 2019 9:56 AM

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

Cc: bikesonboard@sonic.net

Subject: Bike space on new wagons

1. The proposed plan for new wagons on Caltrain reduces the number of bike spaces per train. The number of bike riders on Caltrain had been steadily increasing over the last decade, is the board anticipating a sudden change in this demand?: Due to less jobs in SF, more willingness to drive longer hours, ride share, perhaps some magical increase in "last mile" public transportation infrastructure or an increase in train frequency?

Please do not reduce the number of bike spaces per train.

In the spirit of bringing solutions not problems, you could also either allow bikes on board any caltrain wagon or compensate bike riders the opportunity cost of commuting by other means.

2. Further, the proposal also reduces the number of seats per bike within visibility of the bikes, most likely leading to increase in theft. In the same solutions spirit as above, I propose you provide free theft insurance for all Caltrain bike riders.

See you tomorrow!

Ranjeet Tate

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Pease, Nathan](#); [Seamans, Dora](#)
Subject: Re: bike space and seating on caltrain
Date: Saturday, June 29, 2019 10:08:48 AM

Hello Nathan,

Thank you for writing to Caltrain and encouraging them to consider the train configurations we proposed. Unfortunately, they did not take your advice.

We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

Thank you again for raising your voice, Nathan.

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

On 2019-06-20 16:37, Board (@caltrain.com) wrote:

Dear Mr. Pease,

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

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

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

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opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Dora

From: Pease, Nathan <npease@slac.stanford.edu>
Sent: Wednesday, June 5, 2019 6:26 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: bike space and seating on caltrain

Hi,

I'm writing in response to the proposed layout of bike cars in new caltrain cars:

It is very important that cyclists be able to sit or be near their bicycles to prevent theft of the bicycle and components. With Caltrain's currently proposed layout it would not even be possible for all cyclists to stand near their bikes. Please consider the [Bikes ONboard Project](#)'s alternative proposed layouts to distribute bikes across more cars on a train, which would allow more room for cyclists to stand or sit near their bike, and would expedite the boarding process at stations by distributing the bike load across more cars.

Also please do not reduce the number of bike spaces per train. Bikes are an important last-mile (or in my case, last-three-miles) solution for riders whose origins and/or destinations are just a little too far to walk.

Thank you very much for the service you provide. Commuting via Caltrain is a pleasure every time: I always appreciate the time I have to work or think, and I especially appreciate that I don't have to be driving and battling it out on the congested bay area freeways.

best,

Nate Pease

San Jose, CA

From: Bikes on Board
To: [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)
Cc: "Kara Baker"; [Board \(@caltrain.com\)](mailto:Board@caltrain.com); CalMod@caltrain.com; [cacsecretary \[at\]caltrain.com](mailto:cacsecretary@caltrain.com)
Subject: Re: Bike car layout
Date: Thursday, June 27, 2019 10:02:55 PM

Hello Kara,

Thank you for writing to Caltrain and explaining how important it is for you to be in sight of your bike. We are also extremely disappointed that Caltrain made such a bad decision about bike-car layout.

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

Caltrain writes:

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

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

Caltrain writes:

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

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Caltrain writes:

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

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

Caltrain writes:

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

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board would completely ignore the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains.

Thank you again for raising your voice, Kara.

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

On 2019-06-20 13:32, Caltrain, Bac (@caltrain.com) wrote:

Dear Kara,

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

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

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

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

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

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

Best,

Lori

From: Kara Baker [mailto:kara.e.baker@gmail.com]
Sent: Wednesday, June 12, 2019 11:27 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike car layout

Dear Caltrain Board,

I was disheartened to see the layout that was approved by your Board for the bike-car layout. As a Caltrain-bike commuter, I have a folding bike which was expensive and I do not feel comfortable leaving it out of eyesight for anyone to pick up and take with them as they exist the train. Without my bike, my commute would not be feasible in under 2 hours time (each way). And without being able to keep an eye on my bike, I am left standing or in a constant state of stress worry about someone taking my bike. Bike theft is a very large issue when it comes to making a bike-Caltrain commute feasible and I am sorry to hear that this issue will persist.

With concern,

Kara Baker

Stanford, CA

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Lily Janiak; emma@bikesiliconvalley.org; Seamans, Dora](mailto:Lily_Janiak; emma@bikesiliconvalley.org; Seamans, Dora)
Subject: Re: Bicyclists on Caltrain must be allowed to sit in view of their bikes
Date: Saturday, June 29, 2019 12:35:24 PM

Hello Lily,

Thank you for writing to Caltrain and explaining that you need your bike on board, and that you know people who have had their bikes stolen from Caltrain. We agree that the new design is entirely unacceptable. Caltrain is disregarding passenger concerns about security of their property.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

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acceptable for bikes.

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

Thank you again for voicing your concerns, Lily.

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

On 2019-06-21 14:21, Board (@caltrain.com) wrote:

Dear Lily,

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

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

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

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

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most

extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a Business Plan, that is working to identify opportunities and strategies to meet the needs of the corridor, as future ridership growth projections show a potential for up to a 300% increase by 2040.

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

Best,

Dora

From: Lily Janiak <lily.janiak@gmail.com>

Sent: Wednesday, June 5, 2019 12:38 PM

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

Cc: emma@bikesiliconvalley.org; bikesonboard@sonic.net

Subject: Bicyclists on Caltrain must be allowed to sit in view of their bikes

Dear Caltrain Board,

I'm a frequent Caltrain rider, and I always need to bring my bike when I ride Caltrain. It is not possible for me to afford multiple bikes to leave at your stations, nor is it possible for me to get to my final destination in a timely, affordable manner without a bike.

I'm writing now because I'm deeply concerned about the current plans for the electric fleet. It's entirely unacceptable to design brand new trains that offer only seven seats in view of the bikes. I am not willing to sit on Caltrain not in view of my bike — one of my my most valuable possessions. I have several acquaintances who have had bikes stolen from Caltrain.

The other measures that have been floated (video surveillance, an improved form to fill out when one's bike is stolen) are not sufficient. You would not, I assume, leave a laptop or cash out of sight even if there were video surveillance. It's great that Caltrain is planning to improve bike parking at stations to reduce demand for bikes onboard, but many customers, including me, will continue to need bikes onboard.

The new electrified trains are an opportunity to make the service better for everyone. Customers with bikes are some of your most dedicated riders: a plan that ignores our needs cannot move forward.

Sincerely,

Lily Janiak

San Francisco

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "[Marcia Weisbrot](#)"; [Board \(@caltrain.com\)](#); [CalMod@caltrain.com](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Re: bicycles
Date: Saturday, June 29, 2019 10:27:05 AM

Hello Marcia,

Thank you for writing to Caltrain and expressing your disappointment that they ignored input of the bike community. We share your sentiment and likewise encourage Caltrain to reconsider.

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

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Caltrain writes:

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

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

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

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

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

Thank you again for voicing your concerns, Marcia.

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

On 2019-06-20 16:52, Caltrain, Bac (@caltrain.com) wrote:

Dear Marcia,

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

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

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

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

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to

improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Lori

From: Marcia Weisbrot [mailto:weisbrot9@gmail.com]

Sent: Saturday, June 08, 2019 9:06 AM

To: Board (@caltrain.com)

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

Subject: bicycles

To the CalTrain board,

It's very disappointing that you have not considered the input of the bicycle community in your recent design decisions. As a public transportation agency you are expected to do so, and expected to help facilitate and encourage bicycling as an important part of the train commute.

Please reconsider. Now.

Marcia Weisbrot

From: Bikes on Board
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Kyle Suguitan](#); [Seamans, Dora](#)
Subject: Re: Bicycle capacity and layout of new electric trains
Date: Saturday, June 29, 2019 10:02:08 AM

Hello Kyle,

Thank you for writing to Caltrain and sharing that you were able to stop your bike from being stolen because you were seated within sight of it.

We are very disappointed that on June 6, the Caltrain board unanimously approved electric train layout with FAR FEWER seats near bikes and LESS bike capacity than today.

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

Caltrain writes:

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

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

Caltrain writes:

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

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

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

Thank you again for raising your voice, Kyle.

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

On 2019-06-20 16:34, Board (@caltrain.com) wrote:

Dear Mr. Suguitan,

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

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

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potential for up to a 300% increase by 2040.

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

Best,

Dora

From: Kyle Suguitan <kysugi@gmail.com>
Sent: Wednesday, June 5, 2019 11:05 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Bicycle capacity and layout of new electric trains

Hello,

It was brought to my attention that the Joint Powers Board will be voting tomorrow on the new electric train layout. As I understand, Caltrain staff has proposed a new bike car layout which would break the commitment of 1 bike spot for each 8 passenger seats and furthermore provides insufficient seating within view of bikes.

I urge you to consider the layout proposal from the San Francisco Bicycle Coalition which would increase seating capacity within view of the bicycles. As someone who has saved their bike from an attempted theft onboard Caltrain, I refuse to sit or stand without a view of my bicycle. There are plenty of Caltrain bicycle commuters who feel the same way. The proposed layout from Caltrain staff will result in increased dwell times at stations due to congestion in the bicycle cars from bicycle riders like myself standing downstairs in order to maintain view of their bicycles.

Please consider the following at a minimum:

- 1) Maintain the same number of total bicycle spaces as current Gallery trainsets have, or more
- 2) Maintain a 1:2 seat to bicycle spot ratio within view of bicycles in the bicycle cars.

Thank you,

Kyle Suguitan

From: Bikes on Board
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: "mark assaf"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com))
Subject: Re: another bike nag...
Date: Saturday, June 29, 2019 10:42:04 AM

Hello Mark,

Thank you for writing to Caltrain and explaining how congestion in bike cars will cause chaos and confusion, resulting in increased dwell times.

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

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

Caltrain writes:

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

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

Thank you again for voicing your concerns, Mark.

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

On 2019-06-20 16:56, Caltrain, Bac (@caltrain.com) wrote:

Dear Mark,

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

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

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

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

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to

improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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

Best,

Lori

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

From: mark assaf [mailto:mark@sciencemonster.net]

Sent: Friday, June 07, 2019 6:17 PM

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

Subject: another bike nag...

I am a bike commuter who has written you guys previously.

Not having room for bikers to keep an eye on their \$500 bikes is going to cause chaos and confusion - and a lot longer dwell times - as each biker will have to work around 31 other bikers standing around, in the aisles and door areas, guarding their bikes, as they struggle to recover their bike and make their way to the exit.

FYI

--

Mark

--

The Gallery Cafe

1200 Mason

San Francisco CA 94108

www.gallerycafesf.com

--

mark assaf

940 Union Street #6

San Francisco CA 94133

(415) 968-9022

www.sciencemonster.net

ebay:sciencemonster

From: Bikes on Board
To: ["Salvavidas 425"; Caltrain, Bac \(@caltrain.com\)](#)
Cc: [Board \(@caltrain.com\)](#); [CalMod@caltrain.com](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Re: Am I surprised ?
Date: Thursday, June 27, 2019 10:19:57 PM

Hello Marcos,

Thank you for writing to Caltrain and explaining your disappointment with the bike-car layout and decrease in bike capacity. You are correct, Caltrain did not listen to public input. It was all just a show.

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

Caltrain writes:

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

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

Caltrain writes:

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

In fact, onboard bike capacity will DECREASE by 7%. Caltrain obfuscates the capacity loss by reporting line capacity (bikes per hour). This so-called 17% increase is bogus, because it is based on one hour of service with an atypical mix of train types for the base case. For details, please visit [this spreadsheet](#).

Caltrain writes:

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

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

Caltrain writes:

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

Translation: 7 folding seats (3 at the same location as wheelchair space) in view of 36 bikes. Can you say "invitation to thieves"? To match today's trains, there would need to be 18 to 31 seats within view of 36 bikes.

It's shocking that a public agency could ignore the tremendous public outcry for adequate seats within view of bikes. And it's disturbing that the board would completely ignore the wisdom of their predecessors, who in 2015 unanimously approved an increase in bike capacity on electric trains.

Thank you again for raising your voice, Marcos.

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

On 2019-06-20 13:37, Caltrain, Bac (@caltrain.com) wrote:

Dear Marcos,

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

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

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

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

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

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

Best,

Lori

From: Salvavidas 425 [mailto:salvavidas425@gmail.com]

Sent: Tuesday, June 11, 2019 3:56 AM

To: Board (@caltrain.com)

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

Subject: Am I surprised ?

I do not appreciate your recent decision on the bicycle layout for the new electric cars nor the fact that you broke a promise to the cycling community/green community. I know you most balance the needs of the many against those of the few, but once again you have proven that it all comes down to profit over the environment or people.

As a life-long resident of San Francisco, I'm well aware of the challenges concerning housing and growth versus efficient yet environmentally sound transportation methods. One would have thought that you would have taken these things into consideration before you made your decision. Why ask for input when your minds were made up already. I hope in the future, you will come to more judicious decisions concerning "green" commuting.

Sincerely, Marcos Tapia

From: anne delarosa
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Night video of Hayward Park rail yard - Saturday June 8th from 9pm-6am
Date: Sunday, June 09, 2019 7:07:47 PM
Attachments: [IMG_4590.mov](#)

How can any of you think that it is acceptable to have this sort of industrial work taking place in a 100% residential neighborhood from 9pm-6am??? Unconscionable! I'd love to have you spend the night next to this "proposed" rail yard. if work such as this was taking place within 30 yards of your homes, I can imagine that you would not tolerate it. Occasional night rail work behind/next to homes is understandable, but staging that work from a residential neighborhood is plain wrong!

This entire yard is a time saving measure. If you can't find an alternative location, is it really worth the health and safety of those that ride your trains in order to save a bit of time? There can be NO rail yard next to a neighborhood.

How can you live with yourselves when you make these sort of decisions? This Hayward Park yard is wrong in every way!

Anne de la Rosa
650-346-3682

From: Anne de la Rosa
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Re: Night video of Hayward Park rail yard - Saturday June 8th from 9pm-6am
Date: Sunday, June 09, 2019 7:13:28 PM
Attachments: [IMG_4590.mov](#)

This one's a bit longer, but not as long as the length of time we had to hear it in the middle of the night. This is just plain wrong!

Here's a little "night music" for you. A sample of the noise that has been coming - 3 nights this week - from the "proposed" Hayward Park Maintenance Yard.

On Sun, Jun 9, 2019 at 7:07 PM anne delarosa <agdelarosa27@gmail.com> wrote:

>

> How can any of you think that it is acceptable to have this sort of industrial work taking place in a 100% residential neighborhood from 9pm-6am??? Unconscionable! I'd love to have you spend the night next to this "proposed" rail yard. if work such as this was taking place within 30 yards of your homes, I can imagine that you would not tolerate it. Occasional night rail work behind/next to homes is understandable, but staging that work from a residential neighborhood is plain wrong!

>

> This entire yard is a time saving measure. If you can't find an alternative location, is it really worth the health and safety of those that ride your trains in order to save a bit of time? There can be NO rail yard next to a neighborhood.

>

> How can you live with yourselves when you make these sort of decisions? This Hayward Park yard is wrong in every way!

>

> Anne de la Rosa

> 650-346-3682

>

--

Anne de la Rosa
agdelarosa27@gmail.com

From: Dana Bolstad
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Please Move Forward with the Fare Integration Study
Date: Tuesday, July 09, 2019 2:53:51 PM

Caltrain Board,

I have to say that I was very disappointed to learn that in June, the Clipper Executive Board, which Caltrain participates in, voted to delay advancement of a Business Case Study for Fare Integration.

As a daily rider of Caltrain and frequent rider of BART and Muni, I'm writing you to urge that you support the immediate advancement of the Business Case Study for Fare Integration alongside other transit agencies in the region, MTC, and the Clipper Executive Board over the coming months (and years if necessary).

This is not rocket science. And the good news is, you don't have to reinvent the wheel. Just look at how numerous regions around the world, including regions with many cities and multiple transit agencies, have successfully done it. They were able to integrate their fare systems to create a fair, simple system of pricing that encourages transit use which lead to increased ridership. If they can do it, we certainly can. And frankly, It long overdue. Transit riders are demanding that the Bay Area introduce similar reforms to better serve their communities and get more people to use transit.

Thank you for your consideration.

Dana Bolstad

Dana Bolstad
roe46464@gmail.com
993 Tennessee St Unit 1
San Francisco, California 94107

From: Kevin Hearle
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Maintenance yard in San Mateo
Date: Wednesday, June 05, 2019 9:19:33 PM

I am concerned about the Caltrain maintenance yard currently planned for construction in San Mateo between 9th Avenue and 14th Avenue. No Caltrain Station between San Francisco and San Jose has fewer trains stopping there, so we already have the lowest level of service Caltrain offers between its two largest cities, and—because trains passing through the station blow their horns—we also get more train whistle noise than most stations. Furthermore, because of grade separation construction going on elsewhere in San Mateo, 9th Avenue will soon be the southern-most railroad crossing in San Mateo with an at grade crossing, and all the attendant noise from the train whistles as trains go through that crossing and from the clanging of the crossing gates as the street access across 9th Avenue is closed. In other words, the plan to add a rail maintenance yard next to a residential neighborhood which already receives the poorest level of Caltrain service and the highest level of noise from Caltrain isn't just unfair; it is also injurious to public health in my neighborhood.

Sincerely,

Kevin Hearle, Ph.D.

137 14th Avenue

San Mateo, California 94402

khearle@astound.net

Sent from my iPhone

From: Roland Lebrun
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [VTA Board Secretary; clerk@sfcta.org](mailto:clerk@sfcta.org); [MTC Commission](#); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); [SFCTA CAC](#)
Subject: July Board meeting Item #10 2019 Annual Passenger Counts
Date: Wednesday, July 10, 2019 1:47:11 AM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[July 2016 letter to MTC.pdf](#)
[March 2019 SFBAC letter to the Caltrain Board.pdf](#)

Dear Chair Gillett and Board members,


Further to my email of March 6 2019 (below) and my July 2016 letter to MTC (attached) which urged MTC and the Board to terminate the Stadler EMU contract, SamTrans staff have now officially admitted (**after requesting an additional \$183M for 37 additional electric vehicles**) that the new 7-car EMUs will have approximately 200 seats (100 seats including “flip-ups”) **fewer than 760-seat 6-car trains currently operating at over 140% capacity.**

BUSIEST SB TRAINS: MAX. LOAD

▪ 12 trains at ≥95% seating capacity at max. load location

Southbound						
Train #	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	
b	376	5:38 PM	Millbrae	1,083	760	143%
b	366	4:38 PM	Palo Alto	948	760	125%
	258	3:34 PM	California Avenue	789	650	121%
	272	5:27 PM	San Francisco	913	760	120%
b	370	5:16 PM	San Francisco	890	760	117%
	262	4:23 PM	California Avenue	718	650	110%
g	268	4:58 PM	Palo Alto	830	760	109%
	278	5:58 PM	South San Francisco	796	760	105%
b	324	7:59 AM	Millbrae	781	760	103%
b	380	6:16 PM	Millbrae	666	650	102%
b	360	4:12 PM	Palo Alto	757	760	100%
b	330	8:35 AM	Millbrae	724	760	95%

b = Baby Bullet; g = Gilroy train; Light yellow = AM (“traditional peak”); Light blue = PM (“reverse peak”)


16

BUSIEST NB TRAINS: MAX. LOAD

- 10 trains at ≥95% seating capacity at max. load location

Northbound						
Train #	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	
g	217	6:59 AM	Hillsdale	989	760	130%
b	329	8:04 AM	Sunnyvale	970	760	128%
	225	7:54 AM	San Bruno	925	760	122%
b	319	7:04 AM	Sunnyvale	908	760	119%
b	313	6:49 AM	Hillsdale	874	760	115%
b	323	7:49 AM	Hillsdale	826	760	109%
g	227	7:59 AM	Hillsdale	823	760	108%
	215	6:54 AM	San Bruno	820	760	108%
	233	8:39 AM	San Antonio	790	760	104%
	269	4:40 PM	Redwood City	766	760	101%

b = Baby Bullet; g = Gilroy train; Light yellow = AM ("traditional peak"); Light blue = PM ("reverse peak")



Electric trains to have fewer seats

BY ALLISON LEVITSKY
Daily Post Staff Writer

The seven-car electric trains that Caltrain is preparing to deploy will have fewer seats than the current six-car diesel trains, agency officials said at a public meeting in Palo Alto last night.

Casey Fromson, Caltrain's director of government and community affairs,

Caltrain plans will run trains more frequently to make up for the loss

told an audience at the Rinconada Library that the electric trains would be smaller than the current diesel trains.

Caltrain will make up the loss in

passenger capacity with more frequent trains, Fromson said.

The agency expects to see a 20% increase in ridership after it electrifies the

tracks, which will be completed by the end of 2022.

"You may not care how many people can get on that train," Fromson said. "You want to know that there's another train in 15 minutes."

Caltrain expects to see 40% more people and 40% more jobs along the [See TRAINS, page 22]

Director Pine was quoted as follows in a front page article in this morning's Palo Alto Daily Post:

"Caltrain is very dependent on fare box revenue, with approximately 70% of its revenue coming from ticket sales, so any decrease in ridership is a concern,"

"Overcrowding is one factor that might be contributing to a decrease in midweek ridership"

"Many trains carry far more passengers than their seating capacity, and this may discourage riders,"

<https://padailypost.com/2019/07/09/caltrain-annual-ridership-numbers-fall/>



Rider Survey (2017)

10% (~300 people) on Limited & Bullet Trains Commented on Crowding

“Commuting everyday. It sucks that you may not actually get a seat after how much you pay to take Caltrain. Second to not having a seat, is how crowded it can get.”

“Many trains are too crowded. 50% of the time I don’t get a seat”

“Need more train cars → rush hour → no seats”

“My usual afternoon train that leaves at Cal Ave at 1630 is very crowded”

“You added a car and have a new train which gives more room, but I still have to stand because you have no seats.”



Social Media Customer Complaints Crowded Trains



Caltrain @Caltrain

#NB323 reported Standing Room Only out of Mountain View. #Caltrain

8:08 AM - 19 Jul 2017

3 Retweets 1 like

What is the actual maximum number of cars you can configure & run a consist with? That's what 323 needs. It's nuts now, worse every week.

The #caltrain experience of standing in a one-person wide stairwell because the rest of the train is packed. #commute

5:38 PM - 10 Dec 2018

Caltrain is getting crowded

I snapped this photo yesterday evening as the train approached Palo Alto station for my commute home. It's getting a little bit crowded on the train.

+ Follow

2,405 views

5 faves

12 comments

Tags

I hope that this information will give the Board a better sense of the impending catastrophe and why the time has come to revisit the decision to award this procurement contract to Stadler Rail.

Sincerely,

Roland Lebrun

From: Roland Lebrun

Sent: Wednesday, March 6, 2019 9:51 AM

To: board@caltrain.com

Cc: VTA Board Secretary; clerk@sfcta.org; MTC Commission; Caltrain CAC Secretary; SFCTA CAC

Subject: Caltrain 3/7 Board meeting Item #10 EMU configuration

Dear Chair Gillett,

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

March 2012

Caltrain/California HSR Blended Operations Analysis

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

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

May 22 2014

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

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

May 20 2015

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

August 2015

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

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

May 5th 2016

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

July 1st 2016

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

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

March 2019

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

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

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

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

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

Respectfully,

Roland Lebrun

Attachments

July 5 2016 letter to MTC

March 2019 letter to the Caltrain Board

CC

SFCTA Board of Directors

VTA Board of Directors

MTC Commissioners

Caltrain CAC

Caltrain BAC

SFCTA CAC

VTA CAC

Roland Lebrun
ccss@msn.com
July 5 2016

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

Dear Honorable Chair Cortese and MTC Commissioners,

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

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

Background

March 2012

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

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

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

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

March 6th 2014

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

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

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

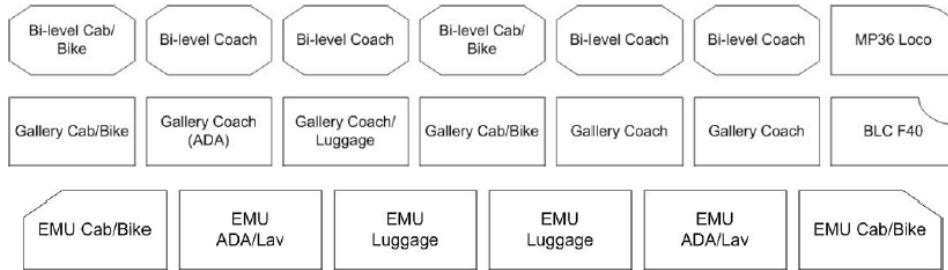
May 22 2014

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

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

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

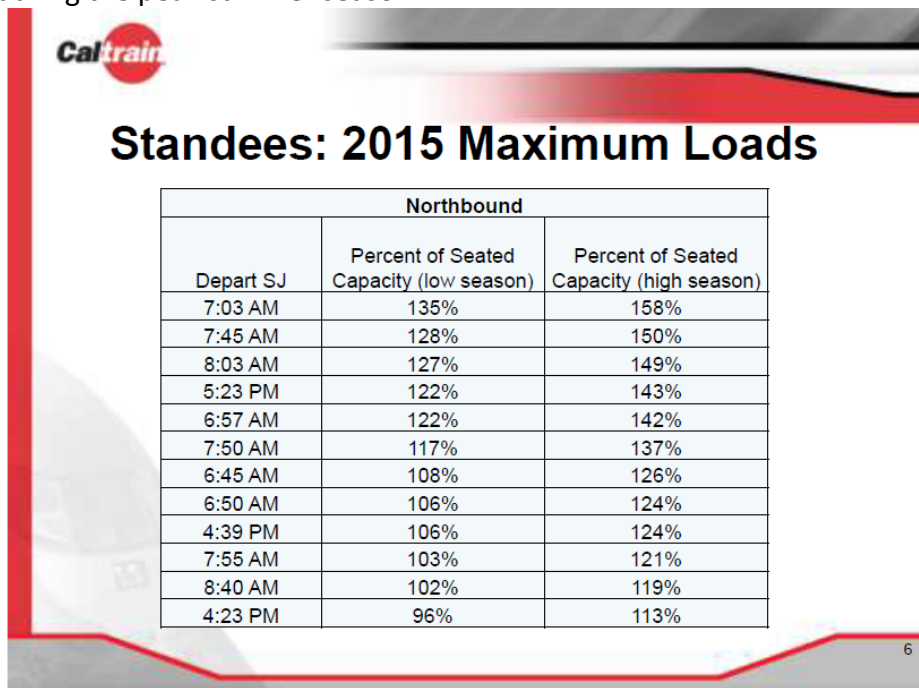
Future Fleet (simplified - conceptual)



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

May 20 2015

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



August 2015


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

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

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

May 5th 2016

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



2016 Top 10 Trains: Maximum Load

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

13

July 1st 2016

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

Issues

1) Capacity

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

2) Costs

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

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

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

This is identical to what happened at SMART and eBART.

Recommendations

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

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC

SFCTA Board of Directors

VTA Board of Directors

Transbay Joint Powers Authority Board of Directors

Caltrain Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

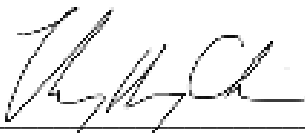
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

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

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

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

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



Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

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

ABSENT: Brandt, Hill, Mendoza

From: Chris Stivers
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); [Bikes on Board](#)
Subject: Disappointing Decision
Date: Friday, June 07, 2019 2:01:40 PM

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

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

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

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

Cheers,
Chris Stivers

From: Tom Greene
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Disappointed with your new bicycle car decision
Date: Friday, June 07, 2019 12:50:15 PM

Dear Caltrain Board:

I am deeply disappointed with your recent decision to adopt an inadequate layout for the new Caltrain bicycle cars. The cars hold fewer bikes than current ones (72 vs 77), and the layout of the seats prevents clear view of the bikes and will encourage even more bicycle thefts.

This layout was presented by Caltrain staff at public meetings where it was clearly opposed by a majority of attendees. The public gave constructive feedback and proposed alternatives, but it was clear that your staff was not interested in accepting any public input at those meetings. Instead, you and your staff have rammed an inferior solution down our throats.

This decision is bad for Caltrain and the Bay Area in general. Bicycles are key for coupling commuters to Caltrain in "the first mile" and "last mile" of their journeys because there are few other viable transit options on the Peninsula.

Shame on you for this poor decision that goes against the interest of your riders!
Why does Caltrain accept public funding when you do not take public input seriously?

Sincerely,

Dr. Thomas Greene
416 Crest Dr.
Redwood City, CA

From: hrre4o+1la7f7e8387sxckc4@guerrillamail.com
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: caltrain questionsimprovements
Date: Wednesday, June 26, 2019 3:54:13 PM

why do you not operate right now all of the express baby bullet trains to gilroy station??? This is needed more than bart extending to that area and make all express trains stop the four extra stations that will be telling you about in the future letters and will be getting before bart opens the new extension make your service better and have all express trains and regular trains during commute times go to gilroy
will be addressing this to the board and multiple lawyers no you will not get at your board meeting and will be scolding you in public make these improvements to your service system all express trains need to travel to gilroy more people in the future will be going east beyond diridon and not westbound so make the express train travel four extra stations that is not hard to do caltrain

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From: Jamila Keba
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously
Date: Wednesday, July 03, 2019 4:58:07 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 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.

~Jamila

From: Érico Gomes
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Caltrain going backwards with bicycles
Date: Friday, June 07, 2019 1:54:59 PM

Dear Caltrain Board,

It is sad to see that instead of stimulating one of the best and healthiest way of commuting you have taken a step back by reducing the number of bikes allowed and less safety by having cyclists in other cars. More and more people choose bicycles to commute and I've seen the numbers increase year over year. I hope that your decision doesn't turn as bad as I expect once live.

Best of luck,
Erico

From: Cliff Bargar
To: [Brinkman, Cheryl \[cheryl.brinkman@gmail.com\]](mailto:Cheryl.brinkman@gmail.com); [Gillett, Gillian \[gillett@graffio.net\]](mailto:Gillett.Gillian@graffio.net); [Walton, Shamann \[shamann.walton@sfgov.org\]](mailto:Walton.Shamann@shamann.walton@sfgov.org); charles@charles-stone.com; [Pine, Dave \[dpine@smcgov.org\]](mailto:Pine.Dave@smcgov.org); [Collins, Ron \[rcollins@cityofsancarlos.org\]](mailto:Collins.Ron@rcollins@cityofsancarlos.org); [Chavez, Cindy \[cindy.chavez@bos.sccgov.org\]](mailto:Chavez.Cindy@cindy.chavez@bos.sccgov.org); district6@sanjoseca.gov; [Bruins, Jeannie \[jbruins@losaltosca.gov\]](mailto:Bruins.Jeannie@jbruins@losaltosca.gov)
Cc: [Janice Li, SF Bicycle Coalition](#); [Emma Shlaes](#); [Bikes on Board](#); [@caltrain.com](mailto:Caltrain.Bac (@caltrain.com)); [Board \(@caltrain.com\)](#); [@caltrain.com](mailto:cacsecretary (@caltrain.com))
Subject: Caltrain BAC recommends three bike car option
Date: Wednesday, June 05, 2019 8:50:53 AM

Dear Directors of the Peninsula Corridor Joint Powers Board,

I want to start by thanking you all for your involvement in this process, in particular for pushing for (and several of you for attending) April's workshop. I also want to acknowledge all of the hard work that Caltrain staff do to keep the system running and to plan for the future; the vast majority of the work that I've seen has been accomplished at a very high level. As the vice chair of the Bicycle Advisory Committee (and because I can't make it to tomorrow's meeting) I wanted to provide you with my own perspective on why I motioned at our last meeting that we support a three bike car option (which was affirmed by a vote of 6 ayes and one abstention). On this issue I don't believe that the staff report or recommendation is sufficiently grounded in actual facts or data to justify the Board's support.

First, there are a number of facts that I think we can all agree on. We know that bike security is a huge issue for riders who bring their bikes on board the train and that thefts are already at a much higher level than previously thought, with no real solutions on the way. Multiple surveys have shown that a large proportion of riders who bring their bikes on board do so because they must travel more than half a mile on both ends of their train ride. Bike share has been a tremendous resource for a number of riders (myself included) but on the Caltrain corridor is currently limited to San Francisco and San Jose (and only serves a subset of both cities); riders who could rely on bike share or bike parking for one portion of their trip often have no alternative to bringing their own bike to get around on the Peninsula due to the low density land use, lack of reliable transit connections, and lack of secure bike parking.

There is some proportion of current (or potential) train riders who may be deterred from riding Caltrain due to concerns about bike capacity, getting bumped, and being delayed in reaching their destination. There is also some proportion of current (or potential) riders who may be deterred from riding due to frustrations with crowding in general and having to stand for some part of their the (some of these may even be the same people). Finally, the most recent survey (which staff insist is representative of ridership) actually shows a larger fraction of passengers support bike space on board trains than actually use it.

Beyond that, the presentation given to the BAC last month (being shown to the board tomorrow) has a number of misrepresentations or omissions. Some of these are things that Caltrain may have data for or be able to calculate but opted not to. The primary tradeoff being portrayed here is one of space for bikes versus space for people. However, both options under consideration (the two and three car options), having equivalent bike space, dedicate the same amount of space to people. That aside, I don't think we've been given enough information to weigh this tradeoff accurately. There has been no effort to quantify how many non-biking riders may be gained by removing bike spaces or how many biking riders would be lost. The costs presented here attributed to carrying bikes are really just the cost of a whole train, taking into account only seated capacity and ignoring that bikes generally bring fare-paying passengers with them. There's also no comparison of the cost of bike space on board the train

with the costs of providing large parking lots, shuttle service, or space for secure bike parking, bike valet, and bike share at stations.

Given that both options represent a substantial compromise (at one bike space for every ~9.3 seats both are a significant departure from the previously promised 8:1 ratio) I encourage the Board not to further compromise on on board bike security by choosing the two bike car option, which would additionally negatively impact operations and dwell time by causing people with bikes to crowd into just those two cars. I also encourage the Board to direct staff to use the currently allocated \$3.5 million in wayside parking improvements more urgently and to develop a plan for restoring bike share services throughout the corridor. Caltrain can and should remain a leader on sustainable transportation, not only in our region but across the country.

Thank you,
Cliff Bargar
Caltrain BAC Vice Chair, representing San Francisco

From: Katherine Roberts
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike theft and bumps
Date: Friday, June 07, 2019 2:24:45 PM

Your new configuration increases, not decreases, the likelihood of bike theft and bumps on Caltrain's bike cars. Please do not implement this design without re-considering this. Any repairs made to this faulty design in the future will cost far more, and cause way more problems, than getting it right the first time. This is your only chance to do this.

Thanks,
Katherine

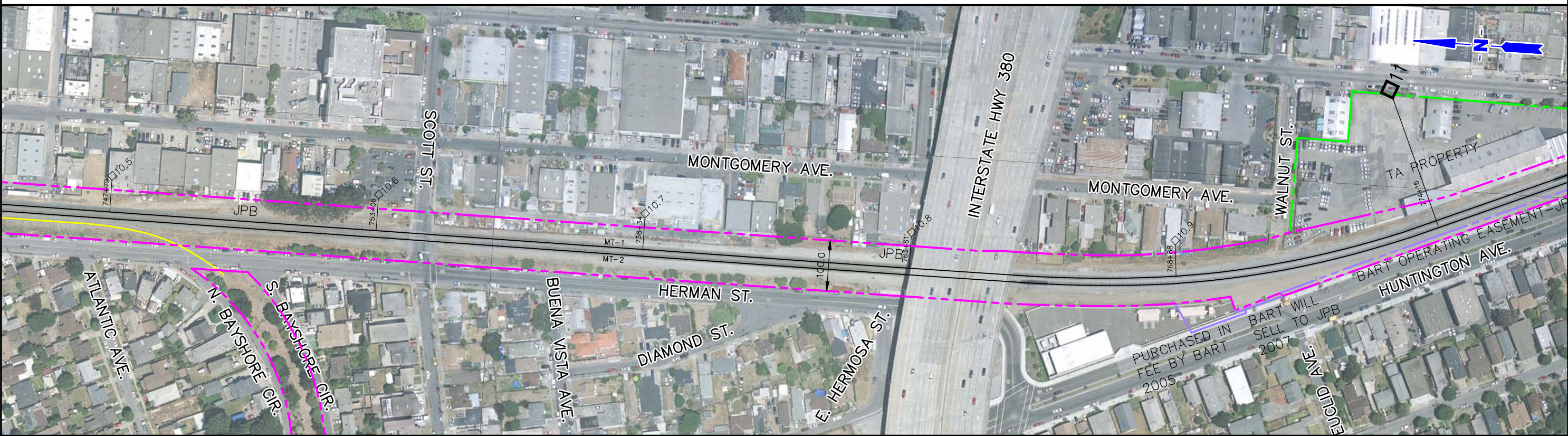
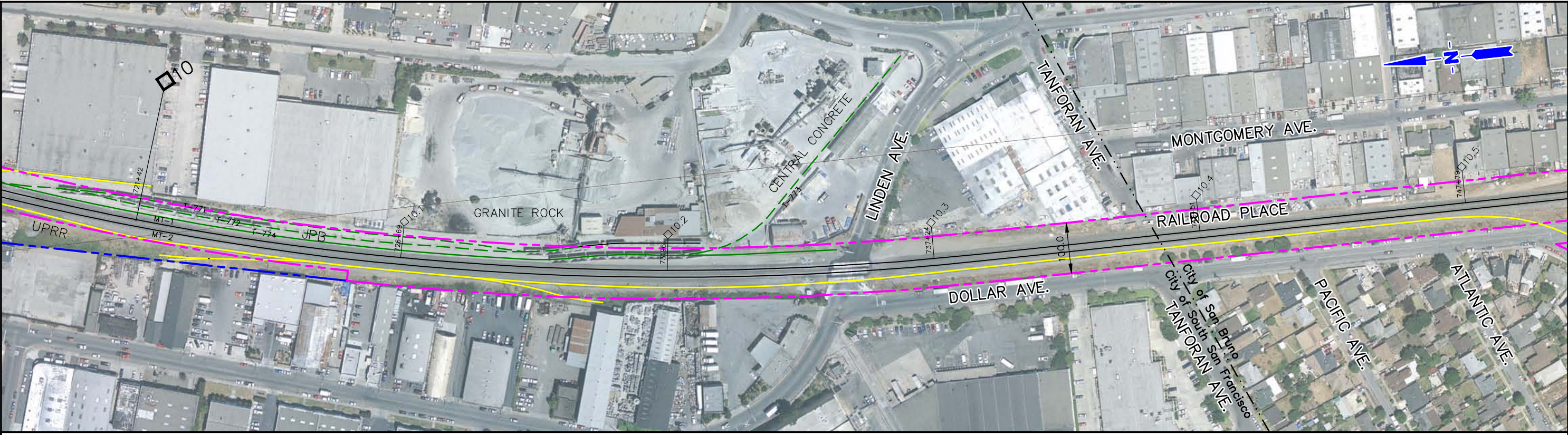
From: Anita Kari
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); bikesonboard@sonic.net; [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); CalMod@caltrain.com
Subject: Bike layout for electric cars
Date: Friday, June 07, 2019 12:25:22 PM

Dear Board,

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

Sincerely,

Anita Rinehart



SOLID BLACK JPB/UPRR PENINSULA MAIN LINE SHARED TRACKAGE FROM SAN FRANCISCO TO SANTA CLARA (CP COAST) LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE. JPB AND ITS CONTRACTOR(S) INCLUDING AMTRAK PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS SHARED BETWEEN THE JPB AND UPRR AT AN APPROXIMATE RATIO OF 96% JPB AND 4% UPRR. JPB PAYS FOR ALL EXCLUSIVE PASSENGER TRACKAGE AND STATION RELATED CAPITAL IMPROVEMENTS. UPRR PAYS FOR ALL EXCLUSIVE FREIGHT AND INTER-CITY PASSENGER RELATED IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.

SOLID ORANGE JPB EXCLUSIVE TRACKAGE ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) INCLUDING AMTRAK PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND JPB IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK.

DASHED ORANGE ORIGINALLY JPB "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB RIGHT-OF-WAY, NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) INCLUDING AMTRAK PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL, BRIDGE ORDINARY

AND CAPITAL MAINTENANCE COSTS ARE CURRENTLY THE RESPONSIBILITY OF THE JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.

SOLID BLUE UPRR EXCLUSIVE FREIGHT TRACKAGE ON UPRR OR UPRR RAIL SERVED INDUSTRY RIGHT-OF-WAY (OFF JPB RIGHT-OF-WAY). UPRR OR THE INDUSTRY OWNS AND PERFORMS ALL TRACK, SIGNAL, BRIDGE ORDINARY, CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND UPRR IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK. FROM LICK TO GILROY JPB AND VTA PAYS A PORTION OF THE MAINTENANCE AND CAPITAL MAINTENANCE COSTS AND ALL PASSENGER RELATED CAPITAL IMPROVEMENT COST.

DASHED BLUE ORIGINALLY UPRR "EXCLUSIVE NEW COAST MAIN TRACKAGE" FROM SANTA CLARA TO LICK CONSISTING OF THE NO. 1 TRACK AND THE CAHILL/LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". UPRR OWNS THE TRACK (RAILS, TIES, BALLAST) AND JPB OWNS THE REMAINDER OF THE TRACKAGE (BELOW THE BALLAST). UPRR PERFORMS THE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS ON THE TRACK AND JPB AND ITS CONTRACTOR(S) INCLUDING AMTRAK PERFORMS THE SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK COSTS ARE THE RESPONSIBILITY OF THE UPRR AND SIGNAL AND BRIDGE COSTS ARE THE

SOLID GREEN UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) INCLUDING AMTRAK PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.

DASHED GREEN UPRR INDUSTRY TRACKAGE ON JPB RIGHT-OF-WAY. THE INDUSTRY OR UPRR OWNS THE TRACK AND PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE OR CAPITAL IMPROVEMENT WORK.

SOLID YELLOW UPRR OR JPB TRACKAGE ON JPB, UPRR OR RAIL INDUSTRY PROPERTY WHICH HAS BEEN OUT OF SERVICE FOR MORE THAN 3 YEARS AND IS ASSUMED TO BE ABANDONED OR RETIRED IN PLACE.

SOLID RED FUTURE TRACKS, STATIONS & RELATED RAIL FACILITIES UNDER CONSTRUCTION, WITHIN NEXT 2 YEARS.

RIGHT OF WAY

- PCJPB PROPERTY
- PCJPB OPER. ESMT
- SAMTRANS PROPERTY
- UPRR PROPERTY
- UPRR EASEMENT
- TA PROPERTY
- BART PROPERTY
- CITY EASEMENT
- CITY OF SF PROPERTY

50' 0 100' 200'
 GRAPHIC SCALE: 1"=200'

From: Ron Langi
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Fwd: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.
Date: Friday, June 28, 2019 3:32:38 PM
Attachments: [image001.png](#)
[10-TCCM-200-B.pdf](#)

Can someone please forward this request from San Bruno Fire Dept?

----- Forwarded message -----

From: Gage Schlice <GSchlice@sanbruno.ca.gov>
Date: Thu, Jun 27, 2019 at 9:50 AM
Subject: RE: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.
To: ron.langi@gmail.com <ron.langi@gmail.com>
Cc: Nick Olivera <NOlivera@sanbruno.ca.gov>

Hi Ron,

I received all of your phone calls about the Eucalyptus trees behind your property on Montgomery. After doing some research, I found that these trees are on Caltrains property, please see there map attached. Unfortunately I have no authority to enforce them to do anything with them. I would suggest bringing up the problem you are having with Caltrain. I've included the below link to their contact information. Sorry there is nothing I can do. There office is in San Carlos, you may want to take pictures and bring it to their attention.

<http://www.caltrain.com/about/contact.html>

Gage Schlice

Interim Fire Marshal

San Bruno Fire

650 616-7093 O.

650-416-9265 M.

gschlice@sanbruno.ca.gov



From: Umesh Maharaj

Sent: Tuesday, June 25, 2019 9:53 AM

To: Gage Schlice <GSchlice@sanbruno.ca.gov>; Tino Padilla <TPadilla@sanbruno.ca.gov>

Subject: RE: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

Hi Gage,

Come by and we can discuss.

Thanks

Umesh Maharaj | Senior Code Enforcement Officer

567 El Camino Real | San Bruno, CA 94066

P: 650.616.7064 | F: 650.873.6749

E: umaharaj@sanbruno.ca.gov



From: Gage Schlice

Sent: Monday, June 24, 2019 1:45 PM

To: Tino Padilla <TPadilla@sanbruno.ca.gov>; Umesh Maharaj <UMaharaj@sanbruno.ca.gov>

Subject: FW: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

Hi guys, This looks like it behind his property, maybe on CAL Trains parcel???

Thanks

Gage Schlice

Interim Fire Marshal

San Bruno Fire

650 616-7093 O.

650-416-9256 M.

gschlice@sanbruno.ca.gov



From: Ron Langi [<mailto:ron.langi@gmail.com>]

Sent: Monday, June 24, 2019 1:38 PM

To: Nick Olivera <NOlivera@sanbruno.ca.gov>; Gage Schlice <GSchlice@sanbruno.ca.gov>

Subject: Fwd: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

I had submitted tree related concern on San Bruno Responds app Issue #6106154 on May 23 which is still in Received status.

Capt. Nick Olivera had just completed a fire inspection at our business on 1121 Montgomery Ave. and I showed him our concern with the eucalyptus

trees behind our property which is not on our parcel.

Attached is an email exchange of which we've had no response either.

Thank you for your attention.

Ron Langi

650.589.8133

----- Forwarded message -----

From: **Ron Langi** <ron.langi@gmail.com>

Date: Sat, May 18, 2019 at 11:52 AM

Subject: Fwd: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

To: <ioconnell@sanbruno.ca.gov>

----- Forwarded message -----

From: **Ron Langi** <ron.langi@gmail.com>

Date: Mon, May 13, 2019 at 7:51 AM

Subject: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

To: <jgrogan@sanbruno.ca.gov>

Hi Jovan,

This email is in regards to the eucalyptus trees behind business (Langi/Airport Equipment Repair) at 1121 Montgomery Ave. in San Bruno, Ca. 94066. This is a family owned business for over 30 years.

These are the only trees up and down (north/south) Railroad behind 4 properties (1133, 1125, 1121, 1111 Montgomery Ave). There are no other trees.

Over the past several years, we have had to constantly deal with an ongoing safety/fire/environmental issue related to fallen tree branches/leaves/debris from these trees which is located behind (to the west) of our property, and to the north of the railroad crossing at Scott St. (between Montgomery Ave. and Herman St.). This area runs parallel with the CalTrain railroad tracks.

There have been problems with people using this area as a dumping ground for personal garbage as well. Due to the years of drought and the many recent rain storms, the condition/structure of the eucalyptus trees appears to have worsened and be a cause for major concern. There could be a major safety issue with the trees/limbs falling over across all of the railroad tracks. Even more concerning is that the trees could fall onto our occupied business building/property causing serious bodily injury, death, and/or extensive property damage. Also, during the dry weather, there is the potential of fire hazard due to the eucalyptus trees being extremely flammable.

A locked chain-linked fence was installed by either City of San Bruno or CalTrain to help prevent unauthorized access to this area surrounding the eucalyptus trees.

I believe this chained off area surrounding the eucalyptus trees are owned by the city of San Bruno as the San Mateo County Assessor's Office clearly shows this area outside of the parcels for 1133, 1125, 1121, 1111 Montgomery Ave.

We are requesting that these eucalyptus trees be completely removed.

Speaking with the owners of the other parcels affected by these trees they too are concerned about the impact these eucalyptus trees have on their properties.

Thank you for taking time for this request.

Langi/Airport Equipment Repair

650.589.8133

From: Jesse Atkinson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike cars
Date: Thursday, June 27, 2019 9:11:33 AM

The bike car proposal that has been approved is flat out bad. Please listen to and work with the folks at the Bike Coalition.

We don't need more bike thefts.

From: David Gustafson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bike Car Design
Date: Friday, June 07, 2019 12:18:08 PM

Hello Caltrain board,

I've traveled over 30,000 miles on Caltrain over the past 7 years. I've often biked, the existing cars barely have enough room for bikers to sit and see their bikes.

The decision to approve the faulty bike car design yesterday is very short-sighted.

In practice they will either be stuffed with commuters standing, or will be a dream for the organized bike theft in the bay area.

This is going to be very expensive for you to retrofit when it fails in the field.

I'm not sure why you would host such collaborative-seeming meetings with bike commuters if you never intended to listen to your riders or learn from them.

If you're going make unilateral decisions, just do it - but you should remember this email when the bike cars are criticized.

I wonder how many years and meetings it will take to correct this mistake.

Regards,
David Gustafson

From: Sherman Lo
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: bike car decision
Date: Friday, June 07, 2019 12:04:36 PM

Dear sirs,

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

Best

Sherman

From: Charles Sowers
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bad Electric Train Bike layout Decision
Date: Friday, June 07, 2019 1:21:44 PM

As per your recent unanimous approval of a faulty staff recommendation, electric trains will have only 7 folding seats within view of 36 bike spaces and 72 bike spaces per train. Today's diesel trains have up to 34 fixed seats within view of 40 bike spaces and 77 bike spaces per train on average.

What a step backwards. Instead of designing a good layout for bike cars before they are built, Caltrain will be faced with expensive retrofit costs when the design fails in the field.

This is very disappointing.

--

Charles Sowers

From: Rafael Casanova
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Bad decision on layout for Caltrain
Date: Friday, June 07, 2019 12:45:42 PM

I use the Caltrain daily from San Francisco to Sunnyvale and back. In my opinion, there are two issues:

#1 Capacity:

I can testify of how many people with bikes cannot get in the train because the capacity is not enough. Yet, you have decided to reduce it further.

#2 Security:

It is not new bicycles are at risk in Caltrain. I have seen 2 people looking for their bikes that were gone from the train. So, I make sure I am always watching my bicycle.

With the new design, people will not be able to keep an eye on their bicycles which scares me. I am a senior citizen who ride an electric bicycle because I need the help with the hills to get to my house from the Caltrain Depot. I will not be able to afford buying another ebike if mine gets stolen.

Please take into account capacity and security.

Rafael Casanova

From: Billy James
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); bac@bcaltrain.com
Subject: Allow for more cyclists, not fewer!
Date: Tuesday, June 04, 2019 4:43:02 PM

Dear friends,

For decades Caltrain has been a leader and inspiration nationwide for its bicycle accommodations, even dragging Amtrak kicking and screaming to the table. It is therefore puzzling to me that staff recommends reducing bike spaces in future.

Secondarily, Caltrain's usually fine public relations is greatly needed in this matter: help me understand what at present makes no sense to me.

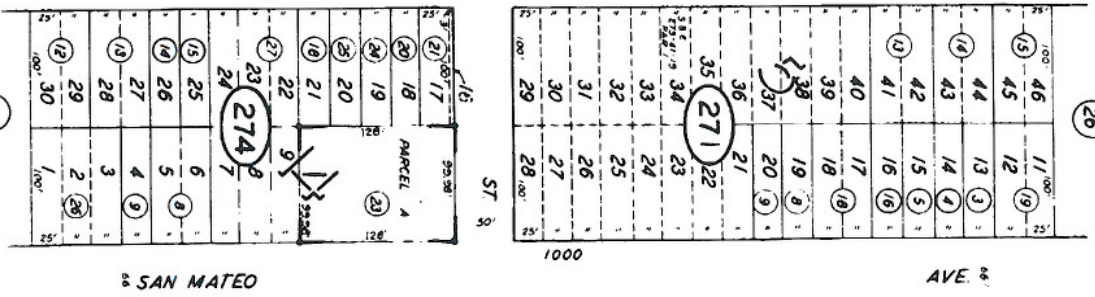
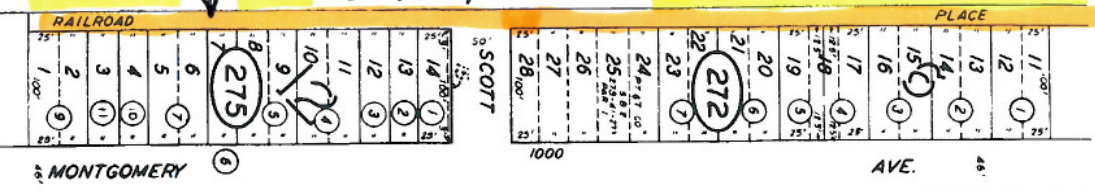
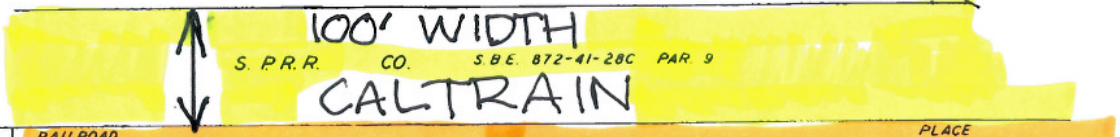
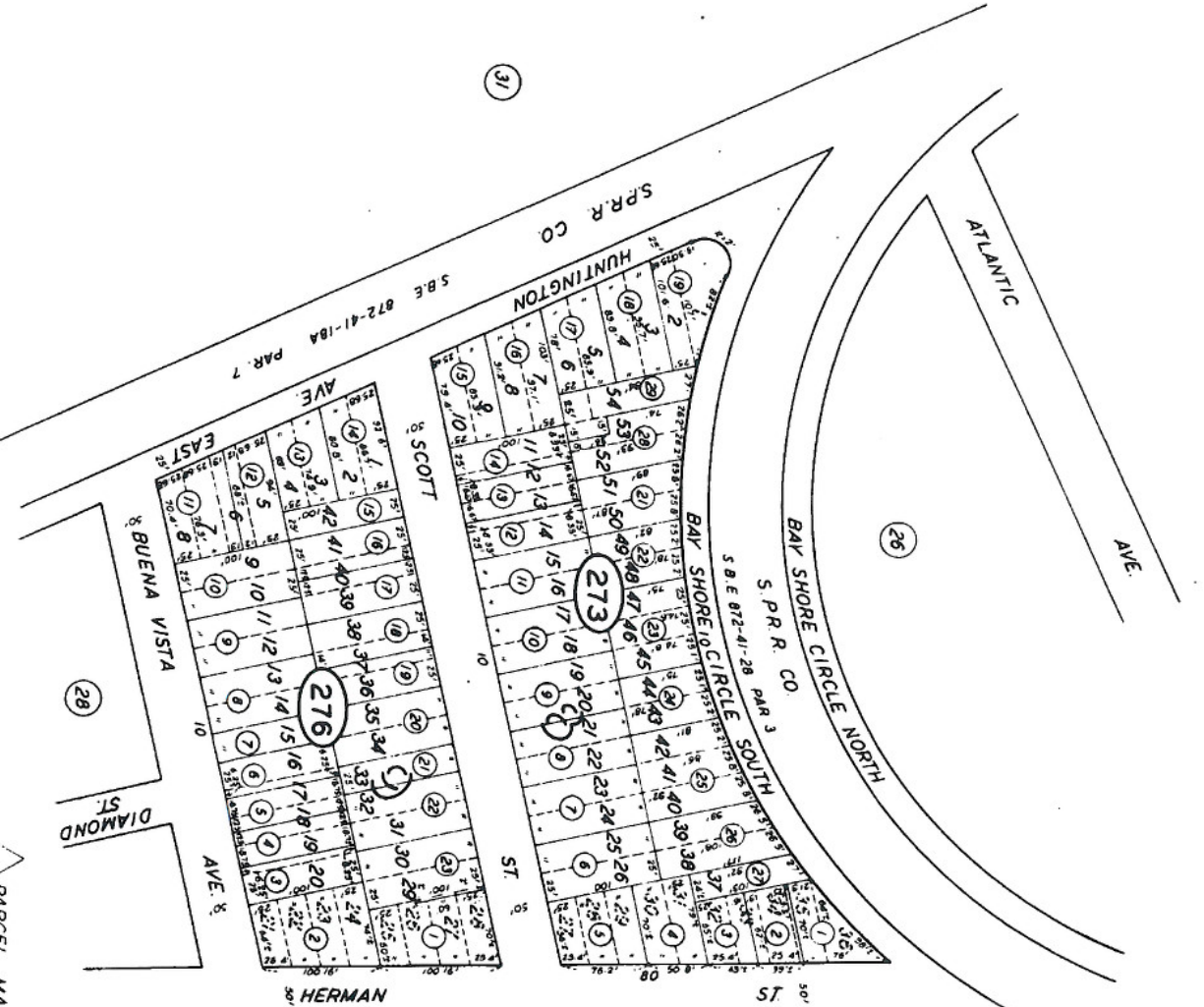
I expect you'll hear from others on the unsafe design that's being recommended, but please: kindly don't limit the public's ability to use the trains!

On a personal level, I'm disappointed that Jim Hartnett's staff is letting him down in this matter...

Regards,

Billy James 650-366-1017

APR 25 2001



CALTRAIN PROPERTY
 NOT OWNED BY CALTRAIN

R. SCARPINO 5/23/17

14-2717

TAX CODE AREA

From: [Low, Lori](#)
To: [Board \(@caltrain.com\)](#); [Rios, Rona](#)
Cc: [Fromson, Casey](#); [Gumpal, Cindy](#)
Subject: RE: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.
Date: Wednesday, July 10, 2019 10:02:19 AM
Attachments: [Fwd FW IndustrySafe Notification - Customer Service #649257:.msg](#)
[image005.png](#)

Hi Dora,

Please see the attached. Looks like there was an Industry Safe recorded response on 7/8. Thanks.

From: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, July 01, 2019 10:35 AM
To: Rios, Rona; Low, Lori
Cc: Fromson, Casey; Gumpal, Cindy
Subject: FW: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

Hello – please see below and attached for follow up?

Thanks,

Dora

From: Ron Langi <ron.langi@gmail.com>
Sent: Friday, June 28, 2019 3:32 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Fwd: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

Can someone please forward this request from San Bruno Fire Dept?

----- Forwarded message -----

From: **Gage Schlice** <GSchlice@sanbruno.ca.gov>
Date: Thu, Jun 27, 2019 at 9:50 AM
Subject: RE: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.
To: ron.langi@gmail.com <ron.langi@gmail.com>
Cc: Nick Olivera <NOlivera@sanbruno.ca.gov>

Hi Ron,

I received all of your phone calls about the Eucalyptus trees behind your property on Montgomery. After doing some research, I found that these trees are on Caltrains property, please see there map attached. Unfortunately I have no authority to enforce them to do anything with them. I would suggest bringing up the problem you are having with Caltrain. I've included the below link to their contact information. Sorry there is nothing I can do. There office is in San Carlos, you may want to take pictures and bring it to their attention.

<http://www.caltrain.com/about/contact.html>

Gage Schlice

Interim Fire Marshal
San Bruno Fire
650 616-7093 O.
650-416-9265 M.

gschlice@sanbruno.ca.gov



From: Umesh Maharaj
Sent: Tuesday, June 25, 2019 9:53 AM
To: Gage Schlice <GSchlice@sanbruno.ca.gov>; Tino Padilla <TPadilla@sanbruno.ca.gov>
Subject: RE: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

Hi Gage,
Come by and we can discuss.
Thanks

Umesh Maharaj | Senior Code Enforcement Officer
567 El Camino Real | San Bruno, CA 94066
P: 650.616.7064 | F: 650.873.6749
E: umaharaj@sanbruno.ca.gov



From: Gage Schlice
Sent: Monday, June 24, 2019 1:45 PM
To: Tino Padilla <TPadilla@sanbruno.ca.gov>; Umesh Maharaj <UMaharaj@sanbruno.ca.gov>
Subject: FW: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

Hi guys, This looks like it behind his property, maybe on CAL Trains parcel???

Thanks

Gage Schlice

Interim Fire Marshal
San Bruno Fire
650 616-7093 O.
650-416-9256 M.

gschlice@sanbruno.ca.gov



From: Ron Langi [<mailto:ron.langi@gmail.com>]

Sent: Monday, June 24, 2019 1:38 PM

To: Nick Olivera <NOlivera@sanbruno.ca.gov>; Gage Schlice <GSchlice@sanbruno.ca.gov>

Subject: Fwd: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

I had submitted tree related concern on San Bruno Responds app Issue #6106154 on May 23 which is still in Received status.

Capt. Nick Olivera had just completed a fire inspection at our business on 1121 Montgomery Ave. and I showed him our concern with the eucalyptus trees behind our property which is not on our parcel.

Attached is an email exchange of which we've had no response either.

Thank you for your attention.

Ron Langi
650.589.8133

----- Forwarded message -----

From: **Ron Langi** <ron.langi@gmail.com>

Date: Sat, May 18, 2019 at 11:52 AM

Subject: Fwd: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

To: <ioconnell@sanbruno.ca.gov>

----- Forwarded message -----

From: **Ron Langi** <ron.langi@gmail.com>

Date: Mon, May 13, 2019 at 7:51 AM

Subject: Eucalyptus trees behind 1133/1125/1121/1111 Montgomery Ave.

To: <jgrogan@sanbruno.ca.gov>

Hi Jovan,

This email is in regards to the eucalyptus trees behind business (Langi/Airport Equipment Repair) at 1121 Montgomery Ave. in San Bruno, Ca. 94066. This is a family owned business for over 30 years.

These are the only trees up and down (north/south) Railroad behind 4 properties (1133, 1125, 1121, 1111 Montgomery Ave). There are no other trees.

Over the past several years, we have had to constantly deal with an ongoing safety/fire/environmental issue related to fallen tree branches/leaves/debris from these

trees which is located behind (to the west) of our property, and to the north of the railroad crossing at Scott St. (between Montgomery Ave. and Herman St.). This area runs parallel with the CalTrain railroad tracks.

There have been problems with people using this area as a dumping ground for personal garbage as well. Due to the years of drought and the many recent rain storms, the condition/structure of the eucalyptus trees appears to have worsened and be a cause for major concern. There could be a major safety issue with the trees/limbs falling over across all of the railroad tracks. Even more concerning is that the trees could fall onto our occupied business building/property causing serious bodily injury, death, and/or extensive property damage. Also, during the dry weather, there is the potential of fire hazard due to the eucalyptus trees being extremely flammable.

A locked chain-linked fence was installed by either City of San Bruno or CalTrain to help prevent unauthorized access to this area surrounding the eucalyptus trees.

I believe this chained off area surrounding the eucalyptus trees are owned by the city of San Bruno as the San Mateo County Assessor's Office clearly shows this area outside of the parcels for 1133, 1125, 1121, 1111 Montgomery Ave.

We are requesting that these eucalyptus trees be completely removed.

Speaking with the owners of the other parcels affected by these trees they too are concerned about the impact these eucalyptus trees have on their properties.

Thank you for taking time for this request.

Langi/Airport Equipment Repair
650.589.8133

From: Ed Ruder
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); [Bikes on Board](#)
Date: Friday, June 07, 2019 12:53:53 PM

TWIMC:

I commute between San Jose Diridon and San Francisco 4th and Townsend stations 3 out of 5 weekdays, and have been for more than 7 years.

I ride my bike between my home and Diridon station (~ 2 miles), and between 4th and Townsend and my office on Market & 11th (~ 2 miles), taking my bike on a bike car.

I appreciate the work that Caltrain has been doing to lengthen the electric trains to accommodate more daily riders--I think it's a great commute option that is bound to get more popular with better trains.

I think using bikes to travel to/from train stations using the bike car is an excellent option that will become more popular if the accommodations for cyclists are good.

Unfortunately, the latest bike car designs that Caltrain has approved have a serious flaw--too few seats near the bikes. I think that this is a fatal flaw, as it leaves bikes exposed to easy theft, which will be rampant unless the design is changed.

Please reconsider your approval, and consider other designs for the Caltrain bike cars that provide more fixed seating near the bikes. This will greatly reduce theft, decrease congestion on bike cars, and increase the utility of Caltrain as a commute option.

Sincerely,

Ed Ruder
150 Arroyo Way, San Jose, CA
408-242-1347

From: [Seamans, Dora](#)
To: [Board \(@caltrain.com\)](#)
Subject: FW: Administrative Review Request Confirmation - Cite #33001228- Lic #76TGA925
Date: Monday, July 08, 2019 9:06:44 AM

From: Seamans, Dora **On Behalf Of** Board (@caltrain.com)
Sent: Monday, July 8, 2019 9:06 AM
To: Rios, Rona <riosr@samtrans.com>
Subject: RE: Administrative Review Request Confirmation - Cite #33001228- Lic #76TGA925

Hi Rona – please see the following and help?
Thank you,

Dora

From: Tomika Gardner <gardnert@georgetown.edu>
Sent: Monday, July 8, 2019 8:59 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: boardsecretary@caltrain.com
Subject: Administrative Review Request Confirmation - Cite #33001228- Lic #76TGA925

Reason for contesting:

I asked station attendant how to configure my day pass and they refused to help me. I purchased the youth pass for my son who is 15 years old and the Medicaid pass for myself since I have my Medical card. I boarded very early in the morning and accidentally slept pass the zone limit of my ticket, but that was unintentional. I explained to Ms. Ulrich the agent who wrote the ticket that it was literally my second day in San Francisco and I don't understand how to work the ticket machine. No warning was given first, just a violation of \$75.

Both days I boarded Caltrain train staff and security were unusually focused on me and my son and unusually focused on verifying our tickets, with security in station also taking my picture without my authorization, which makes the citation appear premeditated.

When I asked to speak with a station manager to file a complaint the station master said there were three of them but he didn't know any of their names or when/if they were coming in to work, then he walked away. How does someone not know their managers' names? It looks like citation abuse with impunity, impeding my right to file a complaint and intimidating me from using the service under fear of harassment, debt or arrest for trespassing.