

JPB BOARD MEETING  
July 11, 2019

Correspondence Packet as of  
June 26, 2019 4:00 pm

**From:** Virginia Smedberg  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** your decision about bikes and train cars  
**Date:** Friday, June 07, 2019 12:25:44 PM

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Dear Board:

Why do you refuse to listen to the thoroughly thought through ideas of the people who are affected by this decision - the bike commuters? And why are you willing to break your promise of quantity of bike spaces? 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.

We are your customers. Who benefits MORE from the designs you approved? We certainly do NOT. And our proposed designs would benefit all riders.

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.

I really do not understand your logic. And obviously you have not managed to explain it well enough for all of us bike commuters to understand. You at least owe it to us to prove to us your logic of why your design works better than ours!

Frustratedly yours,  
Virginia Smedberg  
Palo Alto

**From:** Theodore G Raab  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Wrong-headed decision, re: Seats per visible bikes  
**Date:** Friday, June 07, 2019 2:28:26 PM

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Hello:

Your recent decision as to bike spaces on electric trains is a step backwards. You have increased the risk per passenger with respect to bike-theft, and possible altercations while attempting to secure bikes.

I would ask the Group revisit this decision.

Regards, Ted K Raab

Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Ellen Koivisto & Gene Thompson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Why?  
**Date:** Thursday, June 20, 2019 4:48:49 PM

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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:** [Seamans, Dora](#)  
**To:** [Brian Coyne; Board \(@caltrain.com\)](#)  
**Cc:** [Emma Shlaes; Bikes on Board](#)  
**Subject:** RE: We need more seats in view of bikes: current plan is unacceptable  
**Date:** Friday, June 21, 2019 2:23:55 PM

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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.

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,  
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:** [Seamans, Dora](#)  
**To:** [Brian Adair: Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Upcoming Vote on new trains  
**Date:** Friday, June 21, 2019 2:29:57 PM

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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.

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.

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:** 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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Dave Maltz"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Theft-protected bike capacity on Caltrain \*really\* is essential  
**Date:** Wednesday, June 05, 2019 11:51:51 AM

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Dear David,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Dave Maltz [mailto:david.maltz@gmail.com]  
**Sent:** Tuesday, June 04, 2019 5:19 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
**Subject:** Theft-protected bike capacity on Caltrain \*really\* is essential

Dear Caltrain Board Members,

Unfortunately, it appears that Caltrain staff still have not been able to advance options for bike capacity layouts that provide a viable means of avoiding theft. Rather than allow staff to move forward with a faulty recommendation, I would like to ask that you push them to find a way to ensure that there are at least half as many seats as bike spaces *within view* of bikes. Failure to do so will exacerbate the problem of bike theft, potentially opening Caltrain up to liability for not addressing these concerns when they could most effectively be managed.

The board made a promise to hold to an 8:1 ratio of seats-to-bike-spaces - 84 bike spaces per seven-car electric train. This is eminently doable as presented by the Bikes on Board team. Please encourage the staff to rethink their approach and find a creative way to meet the needs of all Caltrain riders, especially regular and loyal bike commuters.

I wish that I could attend the meeting to share my thoughts in person, but my schedule does not allow me to do so.

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

Best,  
David Maltz  
San Francisco, CA

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**From:** Dave Maltz [mailto:david.maltz@gmail.com]  
**Sent:** March 26, 2019 11:53  
**To:** 'board@caltrain.com' <board@caltrain.com>  
**Cc:** 'calmod@caltrain.com' <calmod@caltrain.com>; 'bac@caltrain.com' <bac@caltrain.com>; 'cacsecretary@caltrain.com' <cacsecretary@caltrain.com>; 'bikesonboard@sonic.net' <bikesonboard@sonic.net>

**Subject:** Bike capacity on Caltrain is essential - please include 7-car designs

Dear Caltrain Board Members,

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

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

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

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

Best,  
David Maltz  
San Francisco, CA

# Bicycles on Electrified Caltrain

May 30, 2019

Prepared by:  
BIKES ONboard Project

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

## Executive Summary

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

Our specific recommendations are:

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

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

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# 1 Introduction

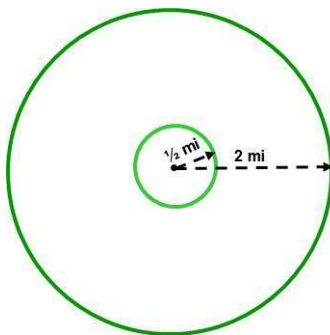
## 1.1 Purpose of this document

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

## 1.2 Bicycles solve the first/last mile problem

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

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



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

## 1.3 Benefits of bicycle usage with Caltrain

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

1. Biking to Caltrain stations is more cost-effective than all station-access modes except walking.
2. Bikes onboard increase ridership. Eighty percent of passengers who bring a bike onboard said they seldom or never ride Caltrain, if they can't bring their bikes onboard.<sup>2</sup>
3. Bikes onboard allow passengers to reach the station and their final destination without using motorized transportation on either end of their commutes, thereby reducing carbon

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

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

emissions. California has mandates to reduce carbon emissions, a leading cause of climate change.

4. Biking to and from Caltrain stations frees up seats on shuttles and feeder buses, many of which are crowded.
5. Biking to and from Caltrain stations reduces the need for new shuttles and buses.
6. Bikes onboard reduce traffic congestion, which shortens driving time for commuters who drive, thereby reducing pollution and stress.
7. Biking to Caltrain stations reduces the need for parking spaces at stations, so drivers will be able to find a parking space more easily.
8. Biking to Caltrain stations reduces demand for new parking lots or parking structures. Impermeable surfaces of parking lots damage the environment by sealing the soil surface, preventing rain water infiltration and depriving tree roots of aeration. Furthermore, many Caltrain parking lots are in quaint downtown areas where real estate is at a premium, and the land could be put to more productive use. The only way to increase parking at most stations would be to build multi-level parking structures at a cost of \$50,000 per parking space, and an unsightly parking garage would not be welcomed by most local residents.
9. Biking to stations avoids short automobile trips, which cause excessive pollution due to pollution control devices not reaching optimal operating temperature.
10. Biking to and from Caltrain stations enables commuters to get exercise, improving their overall health and well-being, while at the same time not contributing to air pollution. Less pollution and more exercise mean healthier people, saving health care costs.

### 1.4 History of increasing bike capacity onboard Caltrain

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

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

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

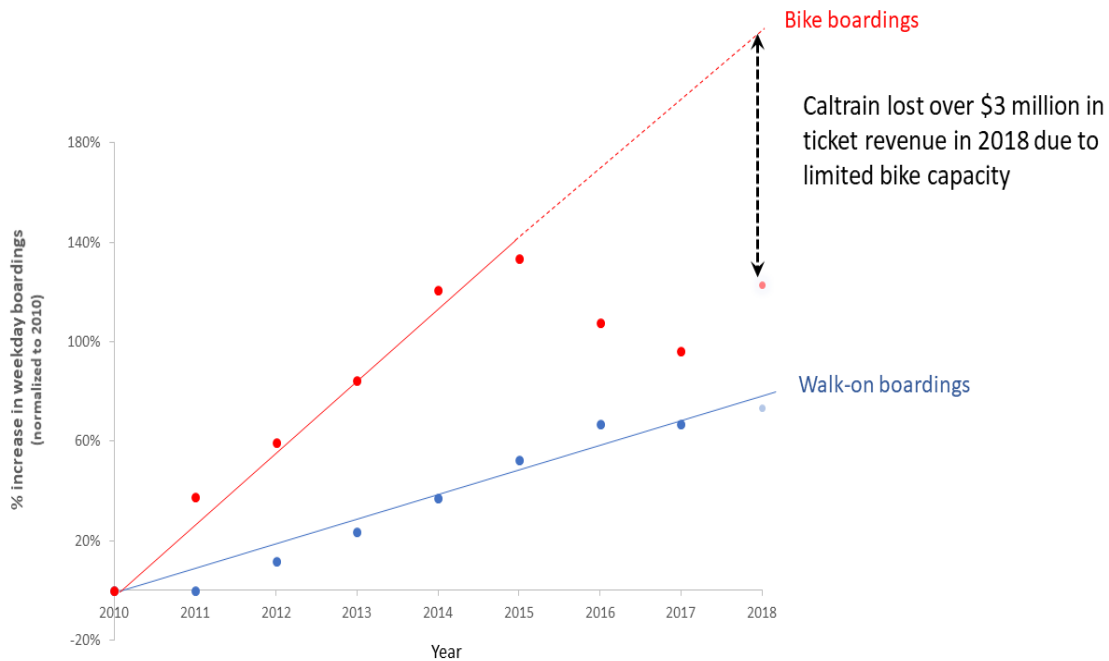
Caltrain’s bikes-on-board service is so popular that when more bike capacity is added, it is quickly filled. Caltrain now has an opportunity to avoid expensive retrofit costs by designing electrified trains with increased bike capacity to meet increasing demand. Today’s diesel trains hold an average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

train along with improvements in wayside bicycle facilities would continue Caltrain’s history of supporting bicycle commuting.

## 2 Financial Analysis

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

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



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

If bike boardings had continued to rise linearly the same as walk-on boardings, then Caltrain would have made over \$3 million more in ticket revenue in 2018 alone, as indicated by figure 2,

based on Caltrain annual passenger counts<sup>3</sup> and an average ticket price of \$4.80.<sup>4</sup> The additional ticket revenue from more bike capacity on EMU trains could be used in the future to retrofit trains to replace bike racks with seats if bike capacity goes underutilized due to improvements in wayside facilities.

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

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

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

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

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

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

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

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

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

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

### 3 Caltrain Ridership Trends

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

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

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

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

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

Caltrain has been a national leader in accommodating bicycles on board trains, but other train systems may soon overtake Caltrain’s leadership position. For example, SMART trains in Sonoma County, California have a seat-to-bike-space ratio of 6.6:1 and SMART recently

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

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

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

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

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

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

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

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

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

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

### **4.4 Bike space is flexible space**

Bike space on board trains is flexible space and is often used for stowage of strollers, luggage, and other bulky items especially during off-peak travel times. The availability of this flexible space encourages people to take the train instead of drive. Trains carry very heavy passenger loads for special events such as Giant's games. The bike space is used by standees and more

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

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

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

<sup>9</sup> Loc cit.

people can stand in bike cars than in other cars due to the flexibility of the bike space. The bike cars enable higher ridership when there are many standees.

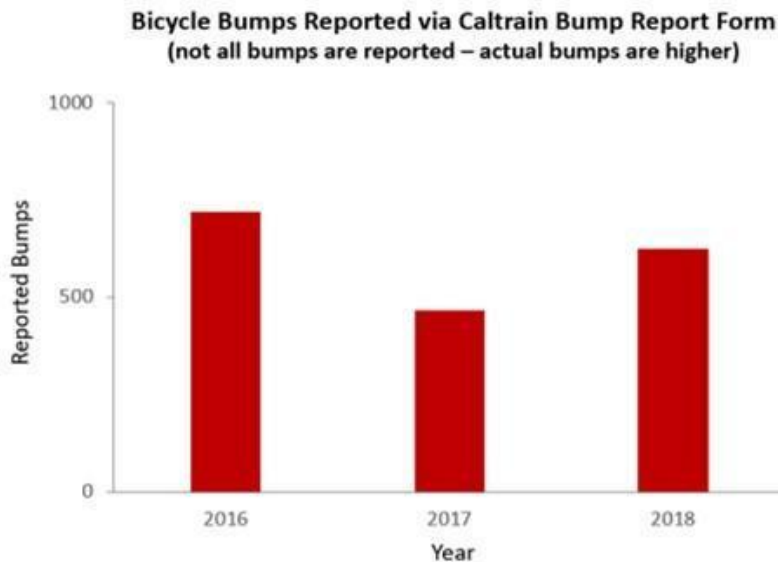
## 5 Bike Riders Face Risks on Caltrain

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

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

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

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

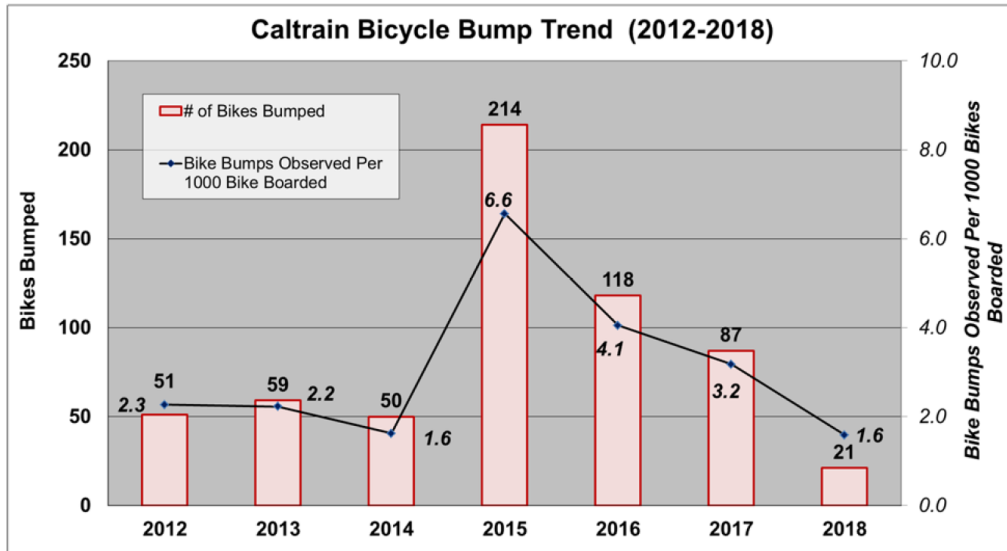


**Figure 3:** User-reported bicycle service denials

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



Caltrain likely counted too few trains in 2018, because voluntarily reported bumps actually increased in 2018 as shown in figure 3 whereas counted bumps decreased as shown in figure 4.



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

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

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

### 5.2 Bike theft from Caltrain

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

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





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

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



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

## 6 Bikes Do Not Cause Dwell Time Delays

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

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

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

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

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

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

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

with bikes to stow their bikes. Caltrain staff's recommended layout for EMU bike cars will likely increase train dwell times.

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

## 7 Wayside Options

### 7.1 *Bike share*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### 7.1.4 Prerequisites for a successful bike share system

The essence of all sharing systems be they cars, bikes or scooters is that the vehicles must be used as many times as possible during the day. For this to happen, the supply of shared vehicles must match the demand at all times. This is also the principle upon which transportation network companies (TNCs) such as Lyft and Uber operate.

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

<https://www.svvoice.com/sunnyvale-re-evaluates-bike-share-program-after-lime-withdraws/>

<https://www.paloaltoonline.com/news/2019/03/21/palo-alto-takes-bike-share-program-on-another-spin>

<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>

[http://www.samtrans.com/Planning/Planning\\_and\\_Research/BikeSharingProgram.html](http://www.samtrans.com/Planning/Planning_and_Research/BikeSharingProgram.html)

<https://www.mv-voice.com/news/2019/02/22/lime-ditches-bikes-for-scooters-leaving-cities-in-limbo>

<https://www.sanjoseinside.com/2017/08/03/rebranded-bike-share-system-expands-in-downtown-san-jose/>

<https://sf.streetsblog.org/2017/06/07/san-mateo-bike-share-update-city-readies-to-double-fleet-to-100-bikes/>

<https://gilroydispatch.com/2018/01/31/limebike-bike-share-helps-gilroy-go-green/>

<https://bikesiliconvalley.org/2018/12/burlingame-extends-bike-share-pilot-through-june-2019/>

<https://www.mercurynews.com/2018/04/24/san-mateo-switches-bike-share-contracts-saving-90000/>

<http://www.greencaltrain.com/2015/11/san-mateo-considers-pilot-bikeshare-alternative-mtc-to-study-even-more-peninsula-options/comment-page-1/>

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

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



Figure 6: Morning and evening travel patterns

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

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

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

### **7.1.5 Bike share summary**

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

## 7.2 Bike parking

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

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

## 8 Caltrain Electrification

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

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

Train Capacity	Seats	Bikes
Today's diesel fleet	687	77.6
Seven-car EMU trains	660	84
Seven-car diesel trains	910	72
Mixed fleet (79% EMU & 21% diesel) in 2022	708	81.5

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

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

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

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

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

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

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

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

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

The Joint Powers Board has received hundreds of emails requesting more bike capacity on electric trains and over 1000 customers signed a petition in support of more bike capacity and seats within view of bikes.<sup>15</sup> It would be prudent for Caltrain to accommodate increasing demand for bikes on board to enhance Caltrain's reputation as a transit agency responsive to its customers.

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

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

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

Caltrain should be appealing to the three counties, the Municipal Transportation Commission, and the State of California to get funding to serve all passengers. It's the agency's obligation to

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

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

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



reduce greenhouse gas emissions. Denying service to people with bicycles is counter to that goal and is damaging to Caltrain’s reputation in the public eye.

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

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

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

Staff held a public workshop on train layout on April 17, 2019 in which they restricted EMU trains to a maximum of three bike cars. Staff’s proposal does not meet the 8:1 ratio. While staff is entitled to their opinion, we expect the board to uphold their promise to the public for an 8:1 ratio of seats-to-bike spaces. We offer recommendations in table 7 to meet that ratio while at the same time providing seats within view of bikes comparable to today’s bike cars.

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

Table 7: Capacity comparison for different train sets and configurations

<sup>18</sup> Meeting minutes of the Joint Powers Board, July 2, 2015

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

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

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

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



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

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

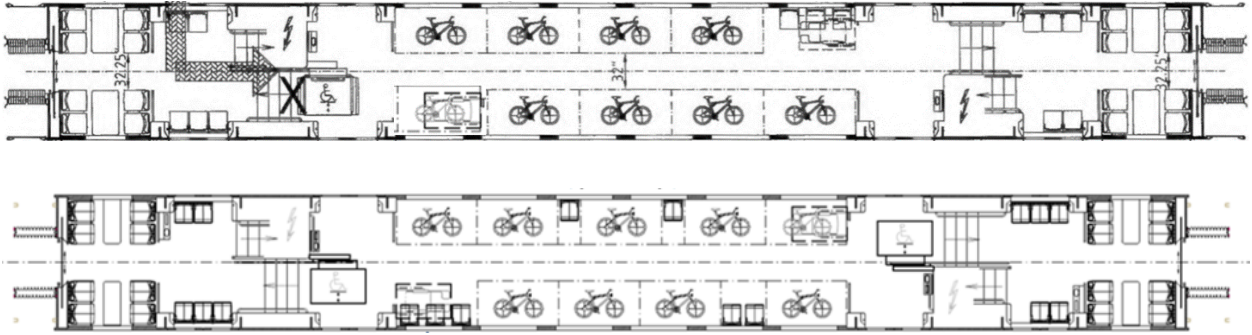


Figure 7: Caltrain staff's original recommended layout (top) and new recommended layout (bottom).

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

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

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

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

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

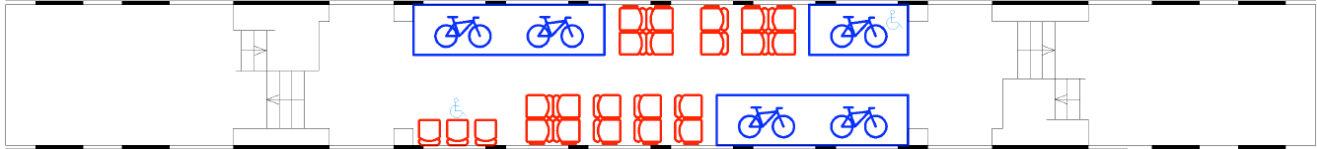
1. Satisfies the 8:1 ratio of seats-to-bike-space as mandated by the JPB
2. Fixed seats within view of bikes, at least one seat for every two bikes spaces (same as today) to deter bike theft

**Our Recommendation #1:**

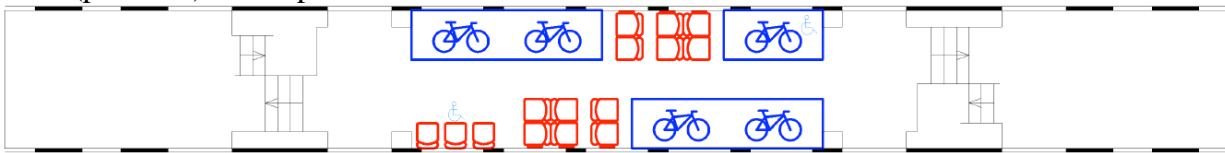
80 bikes per 7-car EMU train  
Four bike cars, 20 bikes each  
Seat-to-bike-space ratio = 8.3:1

*Car Layouts (to scale):*

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



E car (powered) -- two per trainset



*Features:*

- Each bike car has at least half as many fixed seats as bikes to deter bike theft
- All bike cars have the same layout with regard to bike racks for consistency so passengers know what to expect
- Distributes bike boardings at four cars to reduce dwell time
- Emergency exit windows not blocked by stacked bikes
- Minimizes the number of configurations for manufacturing efficiency

**Our Recommendation #2:**

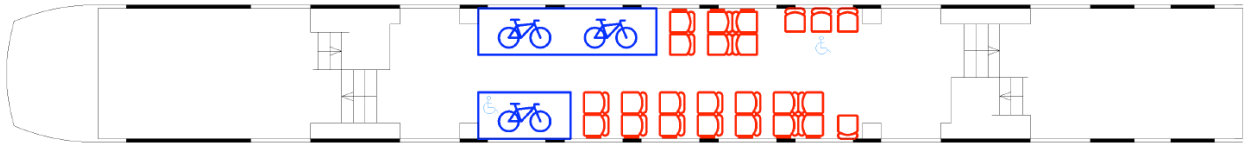
84 bikes per 7-car EMU train

12 bikes in each and every car

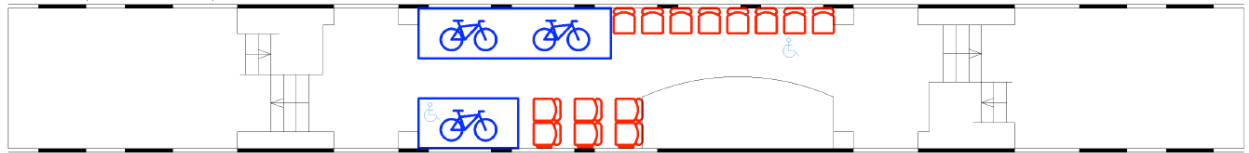
Seat-to-bike-space ratio = 7.9:1

*Car Layouts (to scale):*

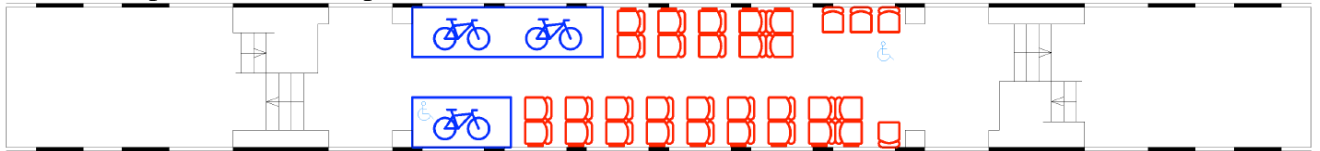
B car (cab)



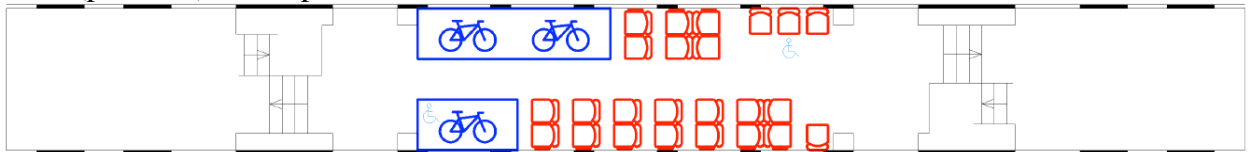
C car (bathroom)



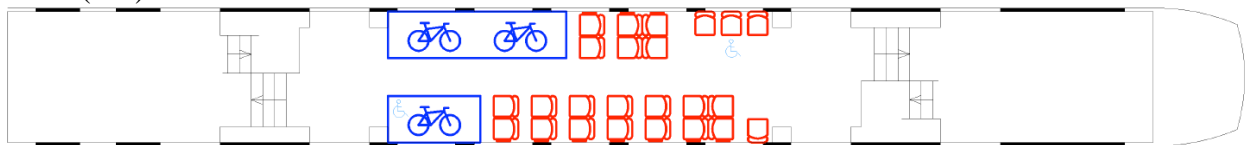
D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



A car (cab)



*Features:*

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

Both our recommendations include the following space-saving measures:

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

## 9 Conclusion

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

## 10 Appendices

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

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

Appendix C: Caltrain train and line capacity tables

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

**Train 313**



Overfull bike car



Empty seats elsewhere in the train

**Train 360**



Overfull bike car



Empty seats elsewhere in the train

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

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

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



## Appendix C: Caltrain train and line capacity tables

### CAPACITY BY TRAIN TYPE

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

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

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

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

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

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



**TRAIN CAPACITY**

*OUR RECOMMENDATION*

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

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

*CALTRAIN STAFF'S RECOMMENDATION*

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

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

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

*OUR RECOMMENDATION*

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

*CALTRAIN STAFF'S PROPOSAL*

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

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

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

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

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

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

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

**From:** Scott Yarbrough  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Pine, Dave \[dpine@smcgov.org\]](mailto:Pine.Dave@smcgov.org); [Brinkman, Cheryl \[cheryl.brinkman@gmail.com\]](mailto:Brinkman.Cheryl@brinkman.com); [gillian.gillett@sfgov.org](mailto:gillian.gillett@sfgov.org); [Davis, Dev \[dev.davis@sanjoseca.gov\]](mailto:Davis.Dev@sanjoseca.gov); [Bruins, Jeannie \[jbruins@losaltosca.gov\]](mailto:Bruins.Jeannie@losaltosca.gov); [Walton, Shamann \[shamann.walton@sfgov.org\]](mailto:Walton.Shamann@shamann.walton@sfgov.org); [natalie.gee@sfgov.org](mailto:natalie.gee@sfgov.org); [percy.burch@sfgov.org](mailto:percy.burch@sfgov.org); [Stone, Charles \[cstone@belmont.gov\]](mailto:Stone.Charles@stone.belmont.gov); [Chavez, Cindy \[cindy.chavez@bos.sccgov.org\]](mailto:Chavez.Cindy@bos.sccgov.org); [hope.cahan@bos.sccgov.org](mailto:hope.cahan@bos.sccgov.org); [Collins, Ron \[rcollins@cityofsancarlos.org\]](mailto:Collins.Ron@cityofsancarlos.org)  
**Subject:** The 2020 Caltrain Tax and Public Support  
**Date:** Wednesday, June 12, 2019 1:49:23 PM  
**Attachments:** [Report Bicycles on Electrified Caltrain 20190530\\_final\\_forPrinting.pdf](#)

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To Caltrain Board and Staff,

On June 6, 2019, the Caltrain Joint Powers Board unanimously approved a Caltrain staff recommendation for an electric car configuration and design anticipated to begin in 2022 that Caltrain staff initially attempted to move forward in the absence of public input. Public comments documented in Caltrain's correspondence packets in 2018 overwhelmingly reflected passenger support for an electric train car design in which multiple train cars have open and flexible spaces accessible to passengers, open spaces where standing is possible during commute hours and during special events, and where large items such as wheelchairs, strollers, or bikes can be stowed. Such flexible use spaces increase Caltrain capacity for all riders by expanding the availability of public transportation as an alternative to driving a car along the Caltrain Peninsula service corridor.

Caltrain staff responded to the flood of public comments with a rider survey offered to all Caltrain passengers in the spring of 2019. The survey was referred to by Casey Fromson, the Caltrain Director of Government and Community Affairs, as a "push poll" during her two presentations of the staff recommendations offered during public meetings held in May, 2019. Although the data collected in the survey ([Caltrain Staff Presentation](#)) revealed that almost 40% of Caltrain riders who completed the survey requested more space for riders who require a large item such as a bike, and 30% of riders sought additional standing room options on Caltrain during high use commute hours, Caltrain's JPB voted to accept the original Caltrain staff recommendation for electric car design with a small concession offered to add four seats to the original two cars under consideration for redesign. Approximately 10% of Caltrain's current passengers have space accessible to permit the use of a bike on board the train, so the high demand for a more user-friendly and flexible design option is supported by a broader Caltrain group of passengers in addition to those passengers who carry a bike on board Caltrain. The multiple additional factual errors presented in the staff summary are described in more depth in the report that JPB members were offered in advance of the June 6 Caltrain board meeting and summarized in the attached Bicycles on Electrified Caltrain description of the environmental and economic benefits that result from the use of a bike on board Caltrain and prevent the use of more cars on freeways.

Caltrain now anticipates approaching the voters in San Francisco, San Mateo, and Santa Clara counties to support a sales tax on the 2020 ballot that will provide Caltrain with an independent funding source of revenue. The current JPB oversight authority ignored the recommendation of their 2015 JPB predecessors, who contracted purchase orders for electric train cars that would ensure a ratio of eight seats to each allocated bike space and in the process maintain open and flexible use spaces on Caltrain. The 2019 appointed Caltrain board has demonstrated a disregard for public feedback that can only be assumed is because the members of the current JPB are not directly elected by the public. The members of the 2019 JPB instead suggest that Caltrain passengers not only pay increased fares and support a

potential tax increase, but that the passengers simultaneously enrich privately owned transportation partners in the rideshare industry including Uber and Lyft, while undermining the capacity and reliability of publicly subsidized means of traveling to and from Caltrain stations using Muni, San Trans, and Valley Transportation Authority buses and shuttles. Other ideas proposed in the June 6th meeting by JPB members included recommendations for passengers to purchase costly folding bikes or rely on additional wayside parking so that bicycle commuters can purchase a second bike for storage and use at both ends of their Caltrain commutes. While the affluent Caltrain commuters who work at large tech companies where access to private shuttles is routine are not the passengers likely to incur additional barriers to Caltrain access, those Caltrain commuters in the service economy working, for example, in the retail industry, as nurses in area hospitals, or as teachers in area schools will not have such options.

The 2019 Joint Powers Board has not demonstrated itself worthy of the public trust to use the public transportation assets of the Caltrain system to transport the public, but has instead repeatedly communicated an interest in making as much money as possible from public-private partnerships that enrich micromobility companies such as Uber and Lyft as alternatives to a true public transportation system that serves all members of the community, irrespective of income. Caltrain should seriously reconsider asking the public to pay a Caltrain tax when Caltrain is so unresponsive to public feedback, and members of the 2019 JPB who are appointed by elected officials from Santa Clara to San Francisco to represent those who rely on public transportation should seriously reconsider the meaning of their roles in their positions of public service.

Scott Yarbrough  
San Francisco

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Sarah Edwards"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** RE: Thanks for the entertainment  
**Date:** Thursday, June 20, 2019 4:55:29 PM

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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.

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:** 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 [mailto: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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Laura Joosse"](mailto: Laura Joosse); [Board \(@caltrain.com\)](mailto: Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto: Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto: janice@sfbike.org)  
**Subject:** RE: Support cyclists on Caltrain  
**Date:** Wednesday, June 05, 2019 11:38:16 AM

---

Dear Laura,

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

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

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

**From:** Laura Joosse [mailto:joosse.laura@gmail.com]  
**Sent:** Tuesday, June 04, 2019 8:56 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Support cyclists on Caltrain

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. To use Caltrain enjoyably with bikes, people need to feel secure when they are on board. It is important to bike owners to be able to keep a constant eye on their bikes. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Bike share and secure bike parking are also great ways to ensure an enjoyable trip on Caltrain. Caltrain has made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thank you for supporting cycling and cyclists!

Laura Joosse

**From:** [Seamans, Dora](#)  
**To:** [Livia Santoro: Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: suggestion for new electric Caltrain  
**Date:** Thursday, June 20, 2019 4:30:56 PM

---

Dear Ms. Santoro,

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:** 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:** [Seamans, Dora](#)  
**To:** [Samuele Giuseppe Marro](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: suggestion for new electric Caltrain  
**Date:** Thursday, June 20, 2019 4:31:59 PM

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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.

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

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**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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Joe Mendoza"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Shame  
**Date:** Thursday, June 20, 2019 1:37:06 PM

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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](#).

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

Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** 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 [mailto:]; 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

**KOBZA<sup>2</sup>**

**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](http://www.kobza.com)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Al Lewis"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Seating on new bike cars  
**Date:** Wednesday, June 05, 2019 12:13:35 PM

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Dear Albert,

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

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

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

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

From: Al Lewis [mailto:ahlart@gmail.com]  
Sent: Tuesday, June 04, 2019 12:57 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Seating on new bike cars

Dear Caltrain,

I take my bike on Caltrain every single day. I only ride local trains, which luckily for me, are the old style trains. There is enough seating in the upper tier of the bike cars and usually enough room below for all the bikes. The newer, currently running trains have a terrible design for bikes, nothing makes sense and everything is problematic. I would only assume this and many other planning meetings have resulted in a better design for bikes in the future electric fleet. How could you possibly not have seats for all bikers near their bike? I would not feel comfortable leaving my bike unlocked anywhere, especially in a place like a train car that provides the easiest way to steal a bike imaginable. Furthermore, not everybody stacks their bikes in order of successive stations. You'd be creating a very problematic environment by displacing all bikers from a system that requires this community to support rules that Caltrain employees can not. Please think twice about including adequate seating in the same car as bike racks.

Albert Lewis (SF Bayshore - Palo Alto)

**From:** [Seamans, Dora](#)  
**To:** [Victoria Langenheim](#); [Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Seating in same train cars as bikes needed: please!  
**Date:** Thursday, June 20, 2019 4:36:50 PM

---

Dear Ms. Langenheim,

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: Victoria Langenheim <[zulanger@hotmail.com](mailto:zulanger@hotmail.com)>  
Sent: Wednesday, June 5, 2019 6:50 PM  
To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
Cc: [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
Subject: Seating in same train cars as bikes needed: please!

Dear members of the Caltrain Board

I am very concerned about the staff recommendation to limit the number of bikes per train and extremely limited seating in bike cars. This is a deal-breaker for me -after having the train as my main way to work for 23 years! My bike is my source of transportation to and from Caltrain—if it is stolen, not only am I out a significant chunk of money but am left without a way to and from work. The option of bike parking at the station is not great—means having 2 bikes and paying for 2 bike lockers.

Please understand that the current plan for bikes is simply untenable. The future will be more bikes and scooters so do not rubber stamp this short-sighted plan.

Sincerely  
Vicki Langenheim  
San Mateo CA

**From:** [Seamans, Dora](#)  
**To:** [Ruppesh Nalwaya: Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Request for more bike space  
**Date:** Thursday, June 20, 2019 4:26:37 PM

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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:** Diane Gleason  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Re: regarding bicycle cars on CalTrain  
**Date:** Monday, June 24, 2019 12:11:12 PM

---

Greetings, thank you for your response.

I didn't see my second concern addressed, that with a full car of bicycles, since there are fewer bike cars, more people will be trying to access their bikes at the same place at the same time. Don't see how this is going to be better for unloading and loading. I don't know what the seventh car is; maybe this addresses my concern? The 17% increase in bike capacity will be achieved through train frequency: so bikes spread out over more trains should lead to fewer bikes per bike car than currently? Not sure if this will address the crowding of many bike riders trying to access their bikes at the same time in the same place.

14 seats is better than 6, but I will be one of those standing in the aisle if those 14 seats are filled.

Ciao, Diane

On Friday, June 21, 2019, 2:36:54 PM PDT, Board (@caltrain.com) <BoardCaltrain@samtrans.com> wrote:

Dear Diane,

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:** Diane Gleason <gleasondiane@yahoo.com>  
**Sent:** Tuesday, June 4, 2019 6:54 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** regarding bicycle cars on CalTrain

Greetings,

I bike/train to work at least twice a week, hoping to do it more often. I share the same concern as many bicyclists I have talked to, that the plan for the new bicycle cars on Caltrain are inadequate in several ways.

1. the plan seems to expect bicyclists to leave their bikes unattended in one car, having to sit in a separate car. We are seriously concerned about thefts. This design invites thieves to ride Caltrain to simply steal a bike. This is a serious concern for us.
1. Usually I take a 7:20am train, and there is plenty of room for myself and my bike together in a bike car, and there are 3 bike cars so getting in and out of the train is pretty quick. Today I took an 8:55am train, and the bike cars were packed. It took awhile to unload and load the bikes on and off the car. The current design for the future Caltrain is to have only two bike cars. Considering how impacted the 3 cars were this morning, having only 2 cars will really slow things down. Even if the new

cars will have two doors, only 2 cars means more bicyclists are trying to access their bikes at the same time in a crowded car.

And, because there are too few seats, many bicyclists will choose to stand in the bike car with their bike because of the theft concern.

Now, only 2 cars packed with more bikes, plus more people standing in the aisle, makes a very crowded and difficult situation for unloading and loading bikes.

I am trying to recall if Caltrain has surveyed its bike riders. Even if it has been done once, now that the plans are better known and the word is getting out, it would be good to survey again. In a Volunteer type of study, the more the topic is known, the more apt people are to respond. Ask bike riders about their preference between three cars with seating or two cars without seating.

It would be a huge shame if the 2-car plan was adopted, and I, for one, will be standing in the aisle with my bike.

Sincerely,

Diane Gleason

Sunnyvale



**From:** [Low, Lori](#)  
**To:** "Hunter Oatman-Stanford"  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: reduction of bike space on new electric cars  
**Date:** Friday, June 07, 2019 5:20:04 PM  
**Attachments:** [image001.png](#)

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Dear Hunter,

Thank you for letting me know about this. Anytime theft occurs, Caltrain takes it seriously. Our conductors are trained to tell the rider that if an item is stolen or missing, he/she/they should immediately call the Transit Police at [1.877.723.7245](tel:1.877.723.7245) (as the Sheriff's Office does not consider a social media post an official report).

Caltrain is continuously trying to improve, and recommendations from the Bike Security Task Force have led to the following: standardized security messages on social media, an updated Transit Police reporting form that's customized for bikes, onboard bike theft data incorporated into monthly safety reports, an annual bike security presentation made to the Bicycle Advisory Committee, bike safety tips posted on Caltrain's website, lost and found webpage updated to include bike information, and bike security-related questions included in the annual survey. As the Task Force continues to meet, more improvements are being planned or underway.

We will continue to strive to meet the needs of all our riders, and we thank you for your valuable feedback.

Best,  
Lori

**From:** Hunter Oatman-Stanford [mailto:hoatmanstanford@gmail.com]  
**Sent:** Thursday, June 06, 2019 10:10 AM  
**To:** Low, Lori  
**Cc:** Board (@caltrain.com)  
**Subject:** Re: reduction of bike space on new electric cars

To add to my email, here's one report (of likely hundreds every year) of a bicycle being stolen from a car on Caltrain because you do not have adequate seating in bike cars AND no good security system.



Taylor Ahlgren    
@taylorahlgren

Last night, this bicycle was stolen on my car from @Caltrain #289 Palo Alto-San Francisc, owner seated one car away frm bike. Conductor says Caltrain bike theft happens 1x per week. What security measures are being utilized to stop this now and future?  
[#Transportation](#) [#Commuting](#)



here's the full thread on twitter:

<https://twitter.com/taylorahlgren/status/1136667164784484352>

On Fri, May 31, 2019 at 5:56 PM Hunter Oatman-Stanford <[hoatmanstanford@gmail.com](mailto:hoatmanstanford@gmail.com)> wrote:

Thanks for the thorough response Lori.

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

best,  
Hunter

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

Dear Hunter,

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

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

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

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

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

Best,

Lori

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**From:** Seamans, Dora **On Behalf Of** Board ([@caltrain.com](mailto:@caltrain.com))  
**Sent:** Friday, May 31, 2019 12:27 PM  
**To:** Murphy, Seamus; Fromson, Casey; Low, Lori; Bouchard, Michelle; Provence, Dan; Lipps, Jeremy; Lieberman, Dan; Eisenhart, Alex; Malek, Haroon; Low, Conan  
**Subject:** FW: reduction of bike space on new electric cars

**From:** Hunter Oatman-Stanford <[hoatmanstanford@gmail.com](mailto:hoatmanstanford@gmail.com)>  
**Sent:** Thursday, May 30, 2019 11:30 PM  
**To:** Board ([@caltrain.com](mailto:@caltrain.com)) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** reduction of bike space on new electric cars

Hi there,

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

thank you,  
Hunter Oatman-Stanford  
855 Folsom St.  
San Francisco CA 94107

**From:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**To:** "anne delarosa"; Jon Mays; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Low, Lori](mailto:Low, Lori); [Fromson, Casey](mailto:Fromson, Casey)  
**Subject:** RE: Public Records Act (PRA) Requests (response #109)  
**Date:** Wednesday, June 26, 2019 11:04:23 AM  
**Attachments:** [image001.png](#)

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Dear Anne de la Rosa,

The responsive documents that was provided to you on May 23 (reference Dropbox link [here](#)) are the only documents available at this time. Accordingly, we have no other records to produce.

Please contact me with any questions.

Thank you.

Best,

*Cindy Mamaradlo-Gumpal*

Executive Office

1250 San Carlos Ave.

San Carlos, CA 94070-3006

Direct Line: (650) 508-6279

Cell: (650) 465-1058

Email: [gumpalc@samtrans.com](mailto:gumpalc@samtrans.com)



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**From:** anne delarosa [mailto:[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)]  
**Sent:** Sunday, June 09, 2019 6:41 PM  
**To:** Gumpal, Cindy; Jon Mays; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** Fromson, Casey; Low, Lori  
**Subject:** Re: Public Records Act (PRA) Requests (response #109)

We NEED this information before Tuesday's community meeting. Once again, Caltrain failing its neighbors.

On Jun 5, 2019, at 7:23 AM, Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

I STILL have not received much of the information that I requested. There is a complete gap in information from between the time the 25th Av separation project stated that there would be a set-out track at a "yet to be determined location" until the April 5th, 2018 announcement

that the decision was made and moving forward. I have not received any information on how and when the decision was made to move the set-out track and yard to Hayward Park.

Anne de la Rosa  
650-3463682  
1093 S B St, San Mateo, CA 94401  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

On Sat, May 25, 2019 at 10:38 PM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

Where is the current storage location?

On Sat, May 25, 2019 at 9:44 PM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

Note the "Where is this" on enclosed photo. I want to see the Peninsula Corridor Joint Powers Board operational analyses that indicates the need for a setout track south of the interlocking CP Palm in San Mateo. Also, what is "CP Palm"?

Anne de la Rosa  
650-346-3682  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

On Sat, May 25, 2019 at 9:15 PM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

I am looking for the Initial study that is mentioned in the Final Declaration Doc here:  
This document is the Final Negative Declaration (ND) prepared for the proposed San Mateo Setout Track Project in the City of San Mateo, San Mateo County, California. **An Initial Study (IS)** supporting a proposed ND was prepared for the proposed project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Peninsula Corridor Joint Powers Board (JPB) is the CEQA lead agency for the proposed project.

Anne de la Rosa

On Fri, May 24, 2019 at 7:41 AM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

Much of what I have requested has not been given.

You have only sent me information gathered after the site was chosen. Please refer to this part of my request: I would like any and all records regarding the proposed Hayward Park Track Maintenance Area, **most especially, information on how the new area was chosen.** I found information stating that the old Maintenance area near 28th Ave would need to be moved at a future date to an undetermined location. Yet, could find no discussion whatsoever on **when and how this location was determined and all locations that were taken into consideration for placement. I'd like information on meetings held where the location choices were discussed and decided upon. I'd like to know how and why a final decision was made to locate the spur track in a residentially zoned area within 10 feet of homes. I'd like to know who is managing the project, their contact information and what contract company they work for and who gave the decision to dump dirt to grade in that location before community was informed of the project.**

On Thu, May 23, 2019 at 4:31 PM Gumpal, Cindy <[GumpalC@samtrans.com](mailto:GumpalC@samtrans.com)> wrote:

Dear Anne de la Rosa:

We have conducted a diligent search for records responsive to your request. We have located responsive records and the responsive documents are available via Dropbox [here](#).

This completes this request. Please contact me with any questions or concerns.

Best,

*Cindy Mamaradlo-Gumpal*

Executive Office

1250 San Carlos Ave.

San Carlos, CA 94070-3006

Direct Line: (650) 508-6279

Cell: (650) 465-1058

Email: [gumpalc@samtrans.com](mailto:gumpalc@samtrans.com)

<image003.png>

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**From:** [PRA@samtrans.com](mailto:PRA@samtrans.com) [<mailto:PRA@samtrans.com>]

**Sent:** Tuesday, May 14, 2019 3:29 PM

**To:** PRA

**Subject:** Public Records Act (PRA) Requests (response #109)

## Public Records Act (PRA) Requests (response #109)

### Survey Information

Site:	SamTrans
Page Title:	Public Records Act (PRA) Requests
URL:	<a href="http://www.samtrans.com/about/PRA.html">http://www.samtrans.com/about/PRA.html</a>
Submission Time/Date:	5/14/2019 3:29:07 PM

## Survey Response

First Name	Anne
Last Name	de la Rosa
Street Address	1093 South B St
City	San Mateo
State	CA
Zip Code	94401-4312
E-mail Address	<a href="mailto:agdelarosa27@gmail.com">agdelarosa27@gmail.com</a>
Phone Number	650-346-3682
Fax Number	
	<p>I would like any and all records regarding the proposed Hayward Park Track Maintenance Area, most especially, information on how the new area was chosen. I'd like any EIR or SEQA, and if there isn't either of those, information regarding why it was decided that neither was needed for a project that would raise ground level 5 feet above grade between 10th and 12th Avenues with little to no remediating factors concerning run off or tons of dirt placed directly next to people's foundations and homes. I found information stating that the old Maintenance area near 28th Ave would need to be moved at a future date to an undetermined location. Yet, could find no discussion whatsoever on when and how this location was</p>



Description of Public  
Records Requested

determined and all locations that were taken into consideration for placement. I'd like information on meetings held where the location choices were discussed and decided upon. I'd like to know how and why a final decision was made to locate the spur track in a residentially zoned area within 10 feet of homes. I'd like to know who is managing the project, their contact information and what contract company they work for. and who gave the decision to dump dirt to grade in that location before community was informed of the project. Since dirt was placed, It seems that Caltrain is well aware of this project, yet I find no public informational postings about the project. I'd like to know when City of San Mateo officials were notified that a gravel road with an entrance off of a residential street was chosen and approved. In other words, I'd appreciate any documentation of the Hayward Park Track Maintenance Area Project., Has this project been hidden within the 25th Ave Grade separation project, and if so, where has it been mentioned in public meetings and hearings.

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Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

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Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

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Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

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Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

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Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Barry Marchessault"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Proposed bike-theft/bike-car layout concerns  
**Date:** Wednesday, June 05, 2019 12:21:29 PM

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Dear Barry,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Barry Marchessault [mailto:barry3dat@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 12:36 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
**Subject:** Proposed bike-theft/bike-car layout concerns

Caltrain Board,

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

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

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

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

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

Yours,  
Barry Marchessault

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Mark Rauscher"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: PLEASE! Four bike cars!!!  
**Date:** Wednesday, June 05, 2019 3:17:20 PM

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Dear Mark,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Mark Rauscher [mailto:rauschermd@aol.com]

**Sent:** Monday, June 03, 2019 1:25 PM

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

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

**Subject:** PLEASE! Four bike cars!!!

Dear all,

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

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

Thank you for understanding this security issue!

All the best -Mark Rauscher

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "[Kelley Trahan](#)"; [Board \(@caltrain.com\)](#); [Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [Janice Li](#)  
**Subject:** RE: Please take bike theft seriously.  
**Date:** Wednesday, June 05, 2019 11:48:58 AM

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Dear Kelley,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Kelley Trahan [mailto:kelleytrahan@gmail.com]  
Sent: Tuesday, June 04, 2019 5:41 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: Janice Li  
Subject: Please take bike theft seriously.

Dear Caltrain Board,

Reliable and clean energy transportation methods such as biking are needed badly. Traffic is worse than ever and climate change is real and affecting us. Bicycling is the most energy-efficient mode of transportation of all, please support three or more bike cars. I have serious concerns that Caltrain is not taking bike theft seriously and I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Think forward! Go public transit (and bicycles)!

Yours truly,  
Kelley Trahan  
94110



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "John B. McBirney, D.D.S."; [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Please take bike theft seriously!  
**Date:** Wednesday, June 05, 2019 12:11:10 PM

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Dear John,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

Thanks for listening to rider input!

John McBirney

**From:** [Seamans, Dora](#)  
**To:** [Michael Yadlowsky; Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
**Subject:** RE: Please support more bike cars on electrified Caltrain  
**Date:** Friday, June 21, 2019 2:27:42 PM

---

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.

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:** Michael Yadlowsky <myadlowsky@gmail.com>  
**Sent:** Wednesday, June 5, 2019 8:25 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Please support more bike cars on electrified Caltrain

As someone who uses Caltrain (and should use it more), I am reaching out to you to request that you make it easy and secure to commute on Caltrain with a bike. Bikes and indeed scooters are a great way to solve the last mile problem for many of us, and to do so with minimal impact on traffic and air quality.

However, making bike/train commuting practical does require some planning ahead for individuals and our transportation systems.

I, like many fellow commuters, worry about bike theft and prefer to sit within view of my bike. Please require future trains to have 3 or more bike cars per train.

Also, please ensure that train stations have adequate, secure bike parking for cases where the bike is not needed at the far end. So far, bike security at train stations remains a concern.

Thank you for considering my input and for your work to make our public transportation system better!

Regards,  
Mike Yadlowsky  
Sunnyvale, CA

**From:** Jeff Munos  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Bikes on Board](#)  
**Subject:** Please reconsider you vote  
**Date:** Friday, June 07, 2019 2:25:35 PM

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If there is no seating in the bike car, cyclist will have to either stand the entire duration of their train ride or risk getting their bike stolen.

~Jeff Munos

**From:** Peter Hand  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Please reconsider bicycle car designs  
**Date:** Friday, June 07, 2019 1:31:19 PM

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Dear Board Members,

As one who commutes every day, rain or shine, by bike and CalTrain, I am disappointed by the new design proposal that both reduces bike capacity, and reduces my and other bicyclists' ability to prevent theft of our vehicles.

The cost per mile of my CalTrain commute is already significantly higher all-in than commuting by car would be for me. I imagine the same is true for many bicycle commuters, and any decisions that discourage or reduce bike commuting are going to cost the system and also affect everybody via increased traffic congestion and pollution as cyclists are forced to go back to their automobiles.

I urge you to reconsider the plan. Though not perfect, the current bike cars with seating in the upper level that provides a view of the bike stacks, would be much preferable.

Regards,

Peter Hand

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["jordan.wechsler"](mailto:jordan.wechsler); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** RE: Please Make Caltrain Bike Friendly  
**Date:** Wednesday, June 05, 2019 11:45:15 AM

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Dear Jordan,

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

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

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

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

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

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

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

Best,  
Lori

**From:** jordan wechsler [mailto:wechslerjordan@gmail.com]  
**Sent:** Tuesday, June 04, 2019 6:37 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Please Make Caltrain Bike Friendly

Hello,

I hope you are well! As a lover of public transportation and biking, I wanted to write to you to ask to make the new Caltrains bike friendly, and hope that you heed my ask to do the following:

- Reject the staff recommendation of two bike cars
- Urge the approval of three or more bike cars to provide adequate seating in view of bike spaces
- Direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations and rapidly growing bike share

Thank you,  
Jordan



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Karen Stevenson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Bikes on Board](#)  
**Subject:** RE: Please consider the future of Caltrain and bikes  
**Date:** Wednesday, June 05, 2019 3:15:57 PM

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Dear Karen,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Karen Stevenson [mailto:kkes422@gmail.com]  
**Sent:** Monday, June 03, 2019 5:58 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board  
**Subject:** Please consider the future of Caltrain and bikes

Hello Caltrain board,

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

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

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

Thank you!

Karen Stevenson

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jim Hartman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Please consider alternatives to current bike plan for new trains  
**Date:** Wednesday, June 05, 2019 3:16:52 PM

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Dear Jim,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Jim Hartman [mailto:bucketbiochemist@yahoo.com]

Sent: Monday, June 03, 2019 5:54 PM

To: Board (@caltrain.com)

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

Subject: Please consider alternatives to current bike plan for new trains

Dear Caltrain Board,

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

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

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

Sincerely,

Jim Hartman

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

**From:** [Seamans, Dora](#)  
**To:** [Steve Sergeant](#); [Board \(@caltrain.com\)](#)  
**Cc:** [emma@bikesiliconvalley.org](#); [bikesonboard@sonic.net](#)  
**Subject:** RE: Please adopt the BIKES ONboard recommendations  
**Date:** Friday, June 21, 2019 2:33:58 PM

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Dear Steve,

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: 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,

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-----  
Steve Sergeant  
San Jose, CA 95132

Internet: [SteveSgt@effable.com](mailto:SteveSgt@effable.com)

**From:** [Seamans, Dora](#)  
**To:** [slope; Board \(@caltrain.com\)](mailto:slope@caltrain.com)  
**Cc:** [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
**Subject:** RE: Please add more bike cars with seats  
**Date:** Friday, June 21, 2019 2:34:47 PM

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Dear Kevin,

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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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: slope <redman99@earthlink.net>  
Sent: Tuesday, June 4, 2019 9:18 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Cc: Emma@bikesiliconvalley.org  
Subject: Please add more bike cars with seats



Hello Caltrain Board-

As a long-term Caltrain commuter, I've watched the trains transform from passenger only, to a combination of pedestrians and bicyclists. In the early days the bike cars were somewhat empty, but ridership of cyclists quickly filled up to the point where bicycle "bumps" became commonplace prompting my wife to buy a folding bicycle. Personally, I'm a cyclist that commutes via bike one way, and the return on the roundtrip with my bike on Caltrain. I would hate to lose my bike to theft while on the train.

Please retain the progress by ensuring proper accommodation of both bikes and passenger seating nearby bikes. Bike theft is real. Let's not lose sight of future options, the decisions now will influence Caltrain for quite some time...

Looking forward to seeing the rail electrified with ample space for bikes and their riders, Kevin Schmidt San Mateo

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Marianne Tassone"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Please add more bike cars to the Caltrains  
**Date:** Wednesday, June 05, 2019 11:53:49 AM

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Dear Marianne,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Marianne Tassone [mailto:marianne.tassone@gmail.com]  
**Sent:** Tuesday, June 04, 2019 4:13 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Please add more bike cars to the Caltrains

Dear Caltrain Board,

I am writing to urge you to reject the staff recommendation at your upcoming board meeting. I live in San Francisco and work in Mountain View. While I try to use Caltrain as frequently as possible, there are currently insufficient spaces for bikes during rush hour, and I have often ended up sitting far away from my bicycle without a line of sight to the bike area. I have started driving to work instead of riding the Caltrain on days when I am unable to take an earlier departing train, as I prefer not to worry about my bicycle getting stolen on the Caltrain. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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

Thanks, Marianne

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["cynthiapow@yahoo.com"](mailto:cynthiapow@yahoo.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** RE: opposing the staff recommendation re bikes  
**Date:** Wednesday, June 05, 2019 11:34:53 AM

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Dear Cynthia,

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

From: cynthiapow@yahoo.com [mailto:cynthiapow@yahoo.com]

Sent: Tuesday, June 04, 2019 10:21 PM

To: Board (@caltrain.com)

Cc: Caltrain, Bac (@caltrain.com)

Subject: opposing the staff recommendation re bikes

Dear Caltrans,

I reject the staff recommendation of two bike cars. I would like to urge the approval of three or more bike cars to provide adequate seating in view of bike spaces. Also, I would like to direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations and rapidly growing bike share.

Sincerely,

Cynthia Powell, regular Caltrain with bicycle commuter, SFBC member, and Bike East Bay member

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Brittany Bogue"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Objection to New Bike Car Layout  
**Date:** Thursday, June 20, 2019 4:58:52 PM

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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.

**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:** 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 [mailto: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:** Transbay Program  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** News: Salesforce Transit Center - Opening Date Announced  
**Date:** Friday, June 21, 2019 3:04:55 PM

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## A Message from Mohammed Nuru, Board Chair

### Transbay Joint Powers Authority

#### **Salesforce Transit Center: Safe. Strong. Sustainable.**

In September 2018 the Salesforce Transit Center was temporarily closed as a precaution after fissures were found in two beams on the bus deck of the new, four-block-long, one million-square-foot facility. I am happy to report that the problem has been fixed and we can move forward with reopening the facility, which independent experts have deemed to be safe, resilient and ready to resume operations to serve the Bay Area.

#### **Our Commitment**

We committed to reopening the facility only after determining the cause of the fissures, repairing the affected area, performing a facility-wide review, and fully cooperating with an independent review. I am happy to report that all of these steps are now complete and the Salesforce Transit Center will reopen to the public on July 1. Local bus service out of the street level bus plaza will resume in early July and regional bus service from the third level bus deck will resume later this summer.

#### **Independent Review**

Public safety is at the core of our work. I would like to apologize to our transit riders and to the public for the inconvenience they experienced due to the closure. As a taxpayer-funded project, we are held to a high standard in design, engineering, and construction excellence. We know we let you down. Be assured that the problem was addressed with thorough, proper, and independent oversight and all have concluded that the issue was localized to the Fremont Street location. I would like to thank San Francisco Mayor London Breed and Oakland Mayor Libby Schaaf for requesting the regional Metropolitan Transportation Commission's independent review. The Metropolitan Transportation Commission has affirmed that the center can now reopen. We are thankful for the expert, independent review.

#### **Moving Forward**

The transit center is a safe, strong and sustainable facility and we are eager to welcome you back. From our five-acre world class rooftop park complete with year-round free events and activities to our acclaimed public art



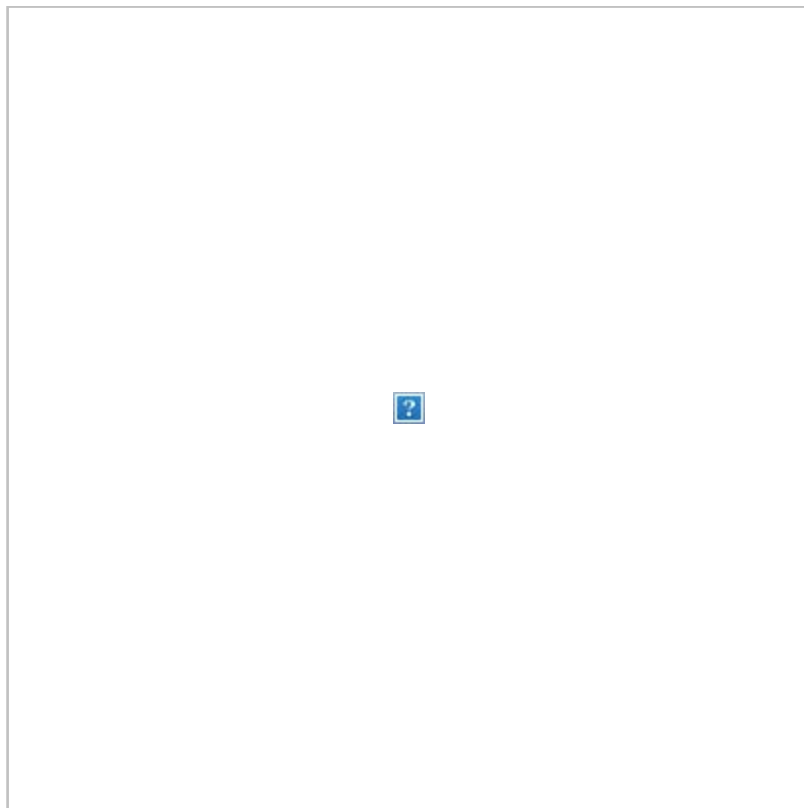
program to efficient and reliable transit options, there are many reasons to come to Salesforce Transit Center.

### **With Appreciation**

For information about park activities, new services, hours of operation, and the temporary closure, please go to [salesforcetransitcenter.com](http://salesforcetransitcenter.com). Again, thank you for your patience as we carried out all of the steps necessary to reopen the transit center and welcome you back.

Best regards,

Mohammed Nuru  
Board Chair, Transbay Joint Powers Authority



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This message was sent to [board@caltrain.com](mailto:board@caltrain.com) from [info@tjpa.org](mailto:info@tjpa.org)

Transbay Program  
Transbay Joint Powers Authority  
201 Mission Street Suite 2100  
San Francisco, Ca 94105

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**From:** jesse miller  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Re: New bike card design  
**Date:** Thursday, June 20, 2019 7:11:04 PM

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Dear Lori et al,

Thank you for the response. As you know, **7 seats per bike car is far fewer seats than there are in each bike car that is currently in use, and this will greatly increase the risk of bike theft.** Do you have plans to allow bikers to lock bikes on the new cars? This is the only possible solution that could prevent theft in the new design.

I strongly urge you to reconsider this new design and use a design that *provides at least a 1:1 bike to seat ratio in bike cars.*

It is sad to me that you spent so much time holding meetings and soliciting input, and then ignored what the vast majority of bikers said: that we want more bike capacity and, most importantly, the ability to sit with our bikes. It really doesn't seem like you care about riders who bring bikes on the train.

Telling us that security will "explore possible improvements" is hardly reassuring. Surely you would be able to give us details of what these improvements would entail if there was actually any kind of concrete plan. Why haven't the details already been determined in the years of meetings that you've been holding?

This is an incredibly disappointing plan, and I expect better from Caltrain.

Sincerely,  
Jesse

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

On Thu, Jun 20, 2019 at 9:00 PM Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)) <[BAC@caltrain.com](mailto: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.

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:** jesse miller [mailto:[kawriver@gmail.com](mailto:kawriver@gmail.com)]

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

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

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

[bikesonboard@sonic.net](mailto: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:** [Seamans, Dora](#)  
**To:** [cerudite@yahoo.com](mailto:cerudite@yahoo.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: New Bike Car Layout  
**Date:** Friday, June 21, 2019 2:37:25 PM

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Dear Craig,

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:** Craig Roche <cerudite@yahoo.com>  
**Sent:** Tuesday, June 4, 2019 5:48 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** New Bike Car Layout

As a security professional, I am greatly concerned about separating owners from their bicycles based on the seating design.

Owner visibility and threat of confrontation is the primary deterrent and video surveillance will not substitute.

Theft will likely increase and a primary alternative to driving the first and last mile will become less attractive.

Additionally, two cars will not adequately support the growing demand.

I urge the board to reconsider the seating design to permit owners to be remain near their bike and target capacity to accommodate at least 80 bikes per train.

Respectfully,

Craig Roche

[Sent from Yahoo Mail on Android](#)



**From:** [Seamans, Dora](#)  
**To:** [Mark Van Loo](#); [Board \(@caltrain.com\)](#)  
**Subject:** RE: New Bike Car Design  
**Date:** Friday, June 21, 2019 2:36:10 PM

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Dear Mark,

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

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**From:** Mark Van Loo <markvanloo@webtv.net>  
**Sent:** Tuesday, June 4, 2019 7:33 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** New Bike Car Design

Heard there will be very few seats within sight of the bicycles in the new bike cars.  
With the very real danger of bike theft on board,  
I envision lots of people *standing* with the bikes,  
leading to blocked passageways,  
rather than going elsewhere out of sight of the bikes  
in order to prevent their bikes being stolen.

\_\_Mark Van Loo  
Palo Alto

**From:** [Seamans, Dora](#)  
**To:** [Michelle Martin; Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Need more bikes per train  
**Date:** Thursday, June 20, 2019 4:32:23 PM

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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.

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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:** [Seamans, Dora](#)  
**To:** [Mike Gallo; Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Need for more bike spaces  
**Date:** Friday, June 21, 2019 2:35:45 PM

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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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Rick Goldman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Need bike cars with seats  
**Date:** Wednesday, June 05, 2019 3:18:37 PM

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Dear Rick,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

---

**From:** Rick Goldman [mailto:rick.goldman@navis.com]  
**Sent:** Monday, June 03, 2019 9:51 AM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
**Subject:** Need bike cars with seats

Caltrain Board:

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

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

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

Thank you for your consideration,

Rick Goldman  
San Francisco



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "David Cary"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Need Better Options for More Bikes on Caltrain  
**Date:** Wednesday, June 05, 2019 3:18:13 PM

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Dear David,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** David Cary [mailto:dcarysysb@yahoo.com]  
**Sent:** Monday, June 03, 2019 10:48 AM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
**Subject:** Need Better Options for More Bikes on Caltrain

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

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

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

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

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

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

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

-- David Cary  
Belmont

**From:** Dylan Harris  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Janice Li](#)  
**Subject:** Re: More seats with views of the bicycles on Caltrain!  
**Date:** Wednesday, June 05, 2019 4:52:51 PM

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Thank you for your detailed response.

The next thing I have to say is very specific to my commute, but maybe you can help suggest who I can talk to about improving the bike connections on the roads near caltrain stations

Belmont is the station closest to my destination in Foster City, and often I end up on the bullet train and get off at the Hillsdale station. I need to first ride my bicycle to Belmont, and then cut over.

This sounds easy, however, I feel very unsafe on the Old Country Road riding towards Belmont station. During the sections with a bike lane, the bike lane is on the very edge, full of rocks, and still feels scary with fast moving cars going by. Sometimes the bike lane stops entirely, and people are moving quite fast on that road. Who can I talk to for better and cleaner bike lanes on this road?

When I finally get to Ralston Avenue & and the multi use path bridge, it's like I've reached heaven, but I had to pass through hell to get there!

Thank you!  
Dylan

On Wed, Jun 5, 2019 at 4:38 PM Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)) <[BAC@caltrain.com](mailto:BAC@caltrain.com)> wrote:

Dear Dylan,

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

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as

station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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

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

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

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

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

Best,

Lori

**From:** Dylan Harris [mailto:[terady@gmail.com](mailto:terady@gmail.com)]  
**Sent:** Tuesday, June 04, 2019 10:17 PM  
**To:** Board ([@caltrain.com](mailto:@caltrain.com)); Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com))  
**Cc:** Janice Li

**Subject:** More seats with views of the bicycles on Caltrain!

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. If we can't lock our bikes on the train, we need to be able to watch them!

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I haven't seen much of this. I commute once or twice a week between San Francisco & Foster City, and would love to see more improvements for me to use bikeshare on days when my own bike is improbable.

Thank you,

Dylan

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Michael Chen"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: More seats on bicycle train cars, please  
**Date:** Wednesday, June 05, 2019 11:57:51 AM

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Dear Michael,

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Michael Chen [mailto:michael.yoon.chen@gmail.com]  
**Sent:** Wednesday, June 05, 2019 11:57 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** More seats on bicycle train cars, please

Dear Caltrain Board,

On new Caltrain car design tomorrow, please ask staff to come back with another proposal for more seats in bicycle cars so that people can keep on their bicycles. Bicycles can cost >\$500 and train passengers should be able to watch their possessions. This would encourage more people to use the trains and would increase ridership.

Thank you,  
Michael Chen

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "William Albright"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: MORE BIKES ON CALTRAIN PLEASE!  
**Date:** Wednesday, June 05, 2019 3:02:49 PM

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Dear William,

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

**From:** William Albright [mailto:ping@ewilli.am]

**Sent:** Wednesday, June 05, 2019 2:51 PM

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

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

**Subject:** MORE BIKES ON CALTRAIN PLEASE!

Hi, please please 8:1 ratio of seats-to-bike spaces/84 spaces per 7-car train. PLEASE!

for a better community. thank you!

**From:** [Seamans, Dora](#)  
**To:** [Maxim Schillebeeckx](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: More bike trains needed  
**Date:** Friday, June 21, 2019 2:17:11 PM

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Dear Maxim,

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:** Maxim Schillebeeckx <mschillebeeckx@gmail.com>

**Sent:** Wednesday, June 5, 2019 4:36 PM

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

**Cc:** bikesonboard@sonic.net

**Subject:** More bike trains needed

To the board,

I want to voice my support of the need for a minimum of 80 bikes per electric train with at least 4 bike cars per train. I have been traveling from San Francisco to Redwood City via BART and Caltrain with my bike for the past 2.5 years and can attest for how tight the current space is and that it is not uncommon for a bike commuter to not be allowed on a train because of insufficient bike space causing significant anxiety and disruption (e.g. being late to pick up children from daycare).

Please do not reduce the number of bike cars or bike spots in future trains - in fact, please consider encouraging citizens to bike by increasing the number of bike spaces/trains available.

Thank you.

maxim

314-795-7737

372 Cresta Vista Drive

San Francisco, CA 94127

**From:** [Seamans, Dora](#)  
**To:** [CJ Foster](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: More bike spaces/cars and seats near bikes  
**Date:** Friday, June 21, 2019 2:28:06 PM

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Dear CJ,

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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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:** 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)!!
2. 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:** William Albright  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** more bike spaces  
**Date:** Friday, June 07, 2019 12:46:02 PM

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come on. encourage bicycling! let's catch up to our European counterparts and provide space for bicycles.

for a healthier planet.

**From:** [Seamans, Dora](#)  
**To:** [Shanna Sullivan; Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: More bike capacity on new electric trains  
**Date:** Thursday, June 20, 2019 4:34:34 PM

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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.

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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

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

From: Shanna Sullivan <[shanna.sullivan@gmail.com](mailto:shanna.sullivan@gmail.com)>  
Sent: Wednesday, June 5, 2019 10:37 PM  
To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
Cc: [bikesonboard@sonic.net](mailto: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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "[Alexander Johnson](#)"; [Board \(@caltrain.com\)](#); [Caltrain\\_Bac \(@caltrain.com\)](#)  
**Subject:** RE: More bicycle spaces on cal train  
**Date:** Wednesday, June 05, 2019 3:06:22 PM

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Dear Alexander,

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

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

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

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

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

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

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

Best,  
Lori

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

Hello Board,

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

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

Alexander Johnson  
Software Engineer

**From:** [Seamans, Dora](#)  
**To:** [Terry Barton; Board \(@caltrain.com\)](#)  
**Subject:** RE: Maximum Caltrain bike capacity and seating security supported  
**Date:** Thursday, June 20, 2019 4:37:50 PM

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Dear Terry,

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:** Terry Barton <terry.barton@gmail.com>

**Sent:** Wednesday, June 5, 2019 6:15 PM

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

**Subject:** Maximum Caltrain bike capacity and seating security supported

I began riding Caltrain because I could bring my bike with me to accommodate using up to 4 different stations per day and the fact that my home, office, and volunteer location were all more than 1 to 3 miles from stations.

To increase ridership and accommodate the large number of people who live beyond walking distance, Caltrain needs the capacity of 3 bike cars per train. More bike slots are needed on every train.

Allowing cyclist to sit within view of their bikes detours theft and facilitates packing in bikes to full capacity. Bikes+Caltrain offers time and cost advantages which quickly disappear if the percentage of bikes stolen increases or people are forced to leave bikes at home.

Sincerely,

Terry Barton  
Mountain View, CA



BOARD OF DIRECTORS 2019

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JIM HARTNETT  
EXECUTIVE DIRECTOR

June 4, 2019

The Honorable Zoe Lofgren  
Member  
U.S. House of Representatives  
635 N 1st Street, Suite B  
San Jose, CA 95112

RE: Union Pacific Train Horn Noise Complaints

Dear Congresswoman Lofgren:

Thank you for the call to discuss the complaints that you have received about train horn noise along tracks that are owned by Union Pacific in San Jose. As I mentioned, we are aware of the complaints and have been in touch with Union Pacific officials to discuss the issue.

The complaints are in response to a change in operations that Union Pacific initiated. Previously, they operated this nighttime service out of South San Francisco along the Caltrain-owned corridor. They recently made a business decision to begin their operations in Fremont. The result is that their trains travel along tracks that they own in San Jose in order to reach their customers further north.

The decision to make this change has nothing to do with Caltrain or any change in Caltrain operations or needs. Caltrain would have no objection if Union Pacific decided to return to their original operating plan.

We have worked to make these facts clear to members of the public and officials in San Jose over the last several weeks. Caltrain representatives will be on hand for a June 5 community meeting that has been organized to discuss this issue.

As always, please don't hesitate to reach out to me or anyone on my staff if we can be of further assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Hartnett", is written over a blue circular stamp or watermark.

Jim Hartnett  
Executive Director

cc: Peninsula Corridor Joint Powers Board  
Caltrain Executive Team

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6269

**From:** Lawrence Garwin  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Layout of new Train Cars  
**Date:** Thursday, June 06, 2019 12:33:57 PM

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Caltrain Board,

Please direct your staff to provide additional options for consideration to solve the layout problem, not rubber stamp staff's faulty recommendation:

- Bike cars need at least half as many seats as bike spaces within view of bikes to match today's trains; any fewer will make bike theft even worse.
- You must keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train.
- One recommendation that nearly matches your promise: 4 bike cars, 80 bikes per train.

Calltrain staff's recommendation has only seven folding seats within view of 36 bikes. The ratio of seats-to-bike-spaces is 9.4 to 1 for the seven-car EMU train (you mandated 8 to 1). This recommendation distributes bikes among four bike cars to allow adequate fixed seats within view of bikes and the ratio of seats-to-bike-spaces is 8.3 to 1. Today's diesel trains have 77 bikes spaces per train.

Being able to travel on Caltrain with my bicycle has been crucial to my ability to volunteer at non profit organizations in San Francisco and otherwise do anything else on the peninsula that is not within biking distance of my home.

Thank you for your diligent consideration of my requests.

Lawrence Garwin  
Palo Alto, California

**From:** [Seamans, Dora](#)  
**To:** [Laura Stec](#); [Board \(@caltrain.com\)](#); [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Ion support of more seats  
**Date:** Friday, June 21, 2019 2:36:28 PM

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Dear Laura,

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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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

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**From:** Laura Stec <laura@laurastec.com>

**Sent:** Tuesday, June 4, 2019 7:09 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Emma@bikesiliconvalley.org

**Subject:** Lon support of more seats

Hi,

Just a note in support of more seats on the new Caltrains. The young set doesn't even want to own car any longer! Ridership is bound to increase and we need bike safety on the cars. More seats accommodate that.

Thanks

Laura Stec  
Portola Valley

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**LSIC** Visit us at [www.laurastec.com](http://www.laurastec.com). 650-387-1067



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Jay Primus"](mailto:Jay_Primus); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** RE: Input for your decision regrading bicycles on trains  
**Date:** Wednesday, June 05, 2019 3:07:24 PM

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Dear Jay,

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Jay Primus [mailto:jdprimus@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 12:10 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com  
**Subject:** Input for your decision regrading bicycles on trains

Hello,

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

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

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

Thank you ----

Jay Primus

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Ben Lai"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: I have concerns about the layout of the electric train cars  
**Date:** Wednesday, June 05, 2019 3:12:10 PM

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Dear Ben,

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Ben Lai [mailto:blai@linkedin.com]

**Sent:** Tuesday, June 04, 2019 10:59 AM

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

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

**Subject:** I have concerns about the layout of the electric train cars

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

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

Thank you, and keep up the good work!

Ben Lai

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Cor van de Water"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: I feel betrayed  
**Date:** Thursday, June 20, 2019 5:01:13 PM

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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.

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

Best,  
Lori

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**From:** 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 [mailto: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:** [Seamans, Dora](#)  
**To:** [Fernanda Marchant](#); [Board \(@caltrain.com\)](#); [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Future Caltrain Bike Cars  
**Date:** Friday, June 21, 2019 2:37:51 PM

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Dear Fernanda,

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:** Fernanda Marchant <fernanda.marchant@gmail.com>

**Sent:** Tuesday, June 4, 2019 5:24 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Emma@bikesiliconvalley.org

**Subject:** Future Caltrain Bike Cars

I urge the approval of three or more bike cars to provide adequate seating in view of bike spaces. and for you to direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations, and rapidly growing bike and scooter share at all stations.

Thank you,

**Fernanda Marchant Ríos.**

Fashion / Graphic Designer

[fernanda.marchant@gmail.com](mailto:fernanda.marchant@gmail.com)

[www.coroflot.com/fmarchant](http://www.coroflot.com/fmarchant)

(330) 704-9315



**From:** [Seamans, Dora](#)  
**To:** [Sue Young; Board \(@caltrain.com\)](#)  
**Cc:** [emma@bikesiliconvalley.org](mailto:emma@bikesiliconvalley.org)  
**Subject:** RE: Future Bike Trains  
**Date:** Friday, June 21, 2019 2:34:18 PM

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Dear Sue

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: Sue Young <sue.young13@gmail.com>  
Sent: Tuesday, June 4, 2019 9:38 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Cc: emma@bikesiliconvalley.org  
Subject: Future Bike Trains

Hello Caltrain Board,

I almost always bring my bicycle on Caltrain to speed up transportation to the train station as well as pedaling to my destination from the train station. I really enjoy the ease and convenience of bringing my bike on board when I need it.

I often bring my expensive road bike on board and like to sit where I can keep an eye on it. The bike car can easily be a site for crimes of opportunity. I often see people without bikes sitting in the bike car for their own convenience (first car they stepped into perhaps). I encourage signage to suggest that the bike cars be for passengers with bicycles.

In the electrification of Caltrain (yay) we need at least 3 bike trains, more passenger seating on bike trains or a security system to discourage bike theft.

Thanks for your consideration! Looking forward to electric trains for cleaner air and quieter trains.

Best regards,  
Sue Young

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jeff Meininger"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: future bike capacity  
**Date:** Thursday, June 20, 2019 1:35:56 PM

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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](mailto:@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** 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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Maxim Schillebeeckx"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Frustration with Thursday's Caltrain Board Decisions  
**Date:** Thursday, June 20, 2019 4:54:28 PM

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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.

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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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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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Tess Hanrahan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Extremely disappointed in final bike layout  
**Date:** Thursday, June 20, 2019 4:50:40 PM

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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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "C. Landolin"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Eliminating bike theft on Caltrain requires good planning  
**Date:** Wednesday, June 05, 2019 12:16:52 PM

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Dear Chelsea,

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

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

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

From: C. Landolin [mailto:chelsea.landolin@gmail.com]

Sent: Tuesday, June 04, 2019 12:51 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Eliminating bike theft on Caltrain requires good planning

Dear Caltrain Board,

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

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

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

Thanks,  
Chelsea

**From:** [Seamans, Dora](#)  
**To:** [Rocio Segura](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](#)  
**Subject:** RE: Electrification Bike car design  
**Date:** Friday, June 21, 2019 2:18:32 PM

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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.

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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:** 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

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Rocio Segura

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Rob Fox"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ])  
**Subject:** RE: eCaltrain bike cars  
**Date:** Wednesday, June 05, 2019 11:56:39 AM

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Dear Rob,

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Rob Fox [mailto:j.robert.fox@gmail.com]  
**Sent:** Tuesday, June 04, 2019 3:39 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [mailto:caltrain.com]  
**Subject:** eCaltrain bike cars

Hi,

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

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

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

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

Best,

Rob Fox  
San Francisco

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "3xdoyle"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Disappointed with the bike car decision  
**Date:** Thursday, June 20, 2019 4:59:57 PM

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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.

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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](#).

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:** [Seamans, Dora](#)  
**To:** [Khalil Michael Dalal](#); [Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Cyclist seating request  
**Date:** Thursday, June 20, 2019 4:35:15 PM

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Dear Khalil,

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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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:** Khalil Michael Dalal <kmdalal@pacbell.net>  
**Sent:** Wednesday, June 5, 2019 9:56 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Cyclist seating request



Dear Caltrain Board,

I've used Caltrain for commuting to work daily for over 10 years, currently between San Mateo and Mountain View. I take my bike onboard just twice a week.

I somehow didn't hear about the recent rider survey, and I won't be able to attend tomorrow's meeting, but wanted to voice a simple request after reading about your two bike car, 7 seats per bike car staff recommendation.

I almost always sit in the same car as my bike, and rarely do I find all the seats taken. Aside from overall security, I want to list a few reasons why it's good for cyclists to sit near their bikes:

\* There is often re-ordering of bikes needed when nearing capacity. This goes much more smoothly when bikes' owners can move their own bikes. On several occasions when I sat in a different car from my bike, when I returned to the bike car to de-board, my bike had been moved, and not always easy to locate. This slows down the de-boarding process, not to mention causing some stress.

\* Bikes take longer to de-board in any case, and sitting near one's bike speeds this up.

I respectfully request that you provide a higher seat/bike ratio than the one previously mentioned.

Regards,  
Khalil Michael Dalal  
San Mateo

**From:** Rex Kerr  
**To:** [Rios, Rona](mailto:Rios_Rona)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Re: Consumer Report File #717663  
**Date:** Monday, June 17, 2019 12:57:59 PM  
**Attachments:** [image001.png](#)

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Thank you for passing on my concerns and suggestions. As indicated, I will contact Clipper to see to what extent they may be able to offer a solution to the problem of it being difficult for riders, especially those with monthly passes, to ascertain their status.

Sincerely,  
Rex Kerr

On Mon, Jun 17, 2019 at 11:28 AM Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)> wrote:

Dear Mr. Kerr,

Thank you for sharing additional thoughts and insight regarding the response provided to you. I apologize that the main point of your correspondence wasn't addressed to your satisfaction. I understand from your email that you are requesting the Caltrain Board consider improving inefficiencies to fare collection as well as improving the process of policing fare evasion.

We value our customers and your comments allow us to continually evaluate and improve our services to the Community. Please know that the Board receives copies of the feedback received from our customers, and your recommendations have been provided.

Best Regards,

Rona Rios

Manager, Customer Service | Distribution

SamTrans | Caltrain | SMCTA

1250 San Carlos Avenue

San Carlos, CA, 94070

[riosr@samtrans.com](mailto:riosr@samtrans.com)

**From:** Rex Kerr [<mailto:kerr.rex@gmail.com>]  
**Sent:** Thursday, June 13, 2019 4:33 PM  
**To:** Rios, Rona  
**Cc:** Board (@[caltrain.com](mailto:caltrain.com))  
**Subject:** Re: Consumer Report File #717663

Dear Rona Rios and Caltrain Board,

Thank you very much for the attention given to my concern, and please extend my thank you to Jenny Le-Christensen for her lengthy response.

Unfortunately, it does not appear that the main point of my email has been addressed. I understand the policies and was not terribly concerned about the amount of the fare. Also, I did not dispute that the current scheme for penalizing fare evasion is a major improvement over a court-based system. (And, to be clear, I suspect that my personal problem was a failed card read, not me forgetting, but I have no way to check whether I did anything wrong at all; and anyway, almost all businesses manage to avoid levying significant fines against customers who have a single lapse of memory.)

The issue is that despite striving to be fair and efficient, the proof-of-payment system as currently implemented does not allow the rider to prove to themselves that they have paid unless they go to substantial effort (e.g. logging in to the Clipper website, though I'm not certain that updates fast enough to be useful). Thus, the system as currently implemented either requires riders to adopt awkward, inconvenient procedures so they can prove to themselves that they have paid (at least regarding monthly passes); or requires them to have faith that Caltrain will deem that they have proof, with little to no recourse should something go wrong and little to no ability to check whether something has gone wrong. It is akin to having speed limits for driving, but having cars with no speedometers. This is not an efficient or equitable system.

Therefore, I continue to maintain that the status quo, despite being improved from the situation where fare evasion was handled by the courts, is poor. Because this is entirely due to the logistics of how the Clipper system is used on Caltrain, it is possible that the solution will come not from Caltrain but from Clipper. I will contact Clipper to investigate whether they have any potential solutions. (In principle they could improve the monthly pass situation, which is currently the worst problem.)

So again I request that the Board consider how better to enact equitable and efficient means for collecting fares from riders and for policing fare evasion. I do not expect immediate results, but I think it is reasonable to expect the Board to desire to empower their riders to have confidence in their payment status, given the consequences of failing to meet that status. (For instance, having self-serve card check stations aboard each train would empower riders to check their status if they are uncertain.)

Thank you for your attention.

Sincerely,  
Rex Kerr

On Thu, Jun 13, 2019 at 3:05 PM Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)> wrote:

Dear Mr. Kerr,

Your letter to the Caltrain Board regarding the Fare Violation System was received. I asked the San Mateo County Transit Police Bureau to provide a response and the below information is being referred accordingly. Please don't hesitate to notify me if you need any further information regarding this correspondence.

Best Regards,

Rona Rios  
Manager, Customer Service|Distribution  
SamTrans|Caltrain|SMCTA  
1250 San Carlos Avenue  
San Carlos, CA. 94070  
[riosr@samtrans.com](mailto:riosr@samtrans.com)

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Dear Mr. Kerr,

I apologize for the issues that you are experiencing with your Clipper Card monthly pass. As you know Clipper provides passengers an easier solution to switch between different transit systems and allows for ease of travel throughout the region. As for the issues that you are experiencing with your Clipper card, users must follow rules pertaining to the Clipper's [card holder agreement](#). I have included Clipper's Customer Service line below so they can help you resolve your monthly pass concerns:

**Clipper Customer Service** at 877.878.8883 (TDD/TTY 711 or 800.735.2929)

Caltrain has a zero tolerance fare evasion policy and is a proof-of-payment/ honor based system. Passengers must purchase tickets prior to boarding and show proof-of-payment to conductors when asked. Caltrain gives various payment options that you clearly specified in your email.

The Peninsula Joint Power's Board does its due diligence as a major transportation provider in the region to identify, deter and penalize fare evasion in a timely, efficient and fair manner. Prior to the adoption of Ordinance 2 fare evasion was a criminal offense that required a court visit with fines ranging from \$250-\$500 depending on the jurisdictional counties' court fees.

Caltrain operates in three jurisdictional counties: San Francisco, San Mateo, and Santa Clara. The previous policy presented many challenges to Caltrain patrons with varying court procedures and penalties depending on jurisdiction. The new policy has created a standardized electronic issuance procedure for conductors and minimize confusion for Caltrain passengers. In addition, the in-house administrative hearing/review process has reduce court congestion for all three Superior Courts while reducing train delays for passengers.

If there are in fact any issues with the Clipper system all hearing officers are notified immediately and Notice of Violations that were given due to a system error are dismissed immediately. Human error of not tagging on/off or not activating your monthly pass properly per Clipper's card holder agreement is not proper proof that you paid for your fare.

If you have a question regarding the hearing process and the outcome of your hearing, information is located conveniently on the back of your Notice of Violation as well as on Caltrain's ([http://www.caltrain.com/Fares/Fare\\_Evasion\\_Policy.html](http://www.caltrain.com/Fares/Fare_Evasion_Policy.html)) and Pticket.com/caltrain([https://www.pticket.com/CALTRAIN/contesting\\_info.html](https://www.pticket.com/CALTRAIN/contesting_info.html)) websites.



**Jenny Le-Christensen**  
Management Analyst  
Transit Police Bureau  
**San Mateo County Sheriff's Office**  
650.622.8050  
[jchristensen@smcgv.org](mailto:jchristensen@smcgv.org)  
<http://www.smcsheriff.com>  
COMMITMENT ★ INTEGRITY ★ COMPASSION

**From:** [Seamans, Dora](#)  
**To:** [Jeff Carter](#); [Board \(@caltrain.com\)](#)  
**Subject:** RE: Comments On 6-June-2019, PCJPB Meeting Agenda Item #11, Electric Train/Bikes  
**Date:** Friday, June 21, 2019 2:29:39 PM

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Dear Mr. Carter – thank you for your feedback and please know that a copy of your email was provided to the Board in their reading file on June 6<sup>th</sup>.

Best,

Dora

**From:** Jeff Carter <jcartrain@aol.com>  
**Sent:** Wednesday, June 5, 2019 8:12 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>; JCARTRAIN@aol.com  
**Subject:** Comments On 6-June-2019, PCJPB Meeting Agenda Item #11, Electric Train/Bikes

To The Caltrain Board of Directors,

Comments on 6-June-2019 Board Meeting, Agenda item #11, Electric Train Reconfiguration and Bike Improvements at Stations / EMU Bike Capacity.

First off, I greatly appreciate the pioneering efforts Caltrain has made to accommodate bicycles on board the trains. Caltrain has become a trailblazer in bicycle transportation over the last 25 years and become the envy of other rail transit systems. This tremendous success does not come without problems and Caltrain has continued efforts to try solving the overcrowding issue. The board made a conscious and considered decision in 2015, to have an 8:1 seat to bike ratio on the electric trains. Caltrain must uphold that commitment. It's outstanding that Caltrain was able to take advantage of TIRCP funding and obtain additional EMU's to increase train length up to 7 cars. I also appreciate that Caltrain is increasing wayside bicycle storage options at stations.

However, despite all of Caltrain's efforts, I strongly urge the Board to reject the staff recommendation before you today. Bike theft is a concern for many cyclists, and not having enough seats in view of our bikes is taking a step backwards.

Caltrain held a joint CAC/BAC workshop to address the EMU bike car configuration, and the group developed some impressive ideas to address the lack seats in the bike car, this would mean running 3 (or even 4) bike cars on each EMU train. For some reason, Staff appears to ignore or reject the wealth of ideas developed at the workshop. Caltrain should adopt the 3 bike car option at the very least. While wayside bicycle storage is a great alternative, there are still many cyclist Caltrain riders that need their bike at both ends of the trip.

I understand the difficult balance and choices that you have to make, but to not consider some of the very constructive options that were developed at the April 17, 2019, joint CAC/BAC workshop is without merit.

Bottom line is that Caltrain must immediately address the capacity problem. Trains need to be longer and more frequent. Being that the current diesel trains have more seats than the new EMU trains, 7-car EMU trains just won't cut it, nor will 6 trains per hour. While the Caltrain business plan does address this problem in the distant future, it does not address the immediate need for more capacity right now.

One last point regarding capacity constraints, bicyclists do get bumped when the train has reached bike capacity, while non-bicycle customers can still board trains that are over capacity.

Thank-You for considering my comments,  
Jeff Carter

**From:** [Seamans, Dora](#)  
**To:** [David Romblom; Board \(@caltrain.com\)](#)  
**Subject:** RE: Colossal Mistake Regarding Bike Car Layout  
**Date:** Thursday, June 20, 2019 4:30:06 PM

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Dear Mr. Romblom – thank you for your feedback.

Kind regards,

Dora

**From:** David Romblom <romblom@gmail.com>  
**Sent:** Friday, June 7, 2019 12:06 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Colossal Mistake Regarding Bike Car Layout

The decision made yesterday was terrible. We need to be near our bikes to prevent theft. Would you leave your car unlocked, keys in the ignition, parked on a busy street? No, you wouldn't. But that's what you decided cyclist should do. It's infuriating.

**From:** [Seamans, Dora](#)  
**To:** [Duncan Keefe; Board \(@caltrain.com\)](#)  
**Subject:** RE: Caltrain's new fleet - car layouts  
**Date:** Thursday, June 20, 2019 4:34:56 PM

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Dear Mr. Keefe,

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

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**From:** Duncan Keefe <dkeefe01@me.com>  
**Sent:** Wednesday, June 5, 2019 10:37 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Caltrain's new fleet - car layouts

Dear Caltrain Board,

As a daily commuter between San Jose and Palo Alto, and a longtime supporter of Caltrain to my elected representatives, I'm writing to express my dismay over staff recommendations to only have two bike cars per train, with a design where riders are unable to observe their bicycles. Caltrain's own bike policy requires riders to stay within sight of their bikes in order to move them as needed to accommodate other riders' bikes. Train crew are not able to monitor bike security, so passengers with bikes must do so themselves. Even today, there are bike thefts. A design which forces riders to sit in a separate area of the car from their bike will result in increased thefts. Today, riders help rearrange bikes into the most efficient stacking. In response to the proposed layout, passengers with bikes will either stand near their bikes, crowding the bike area, or begin to use locks to secure their bikes to the car racks. They will also not re-stack bikes for efficient off-boarding. All this will result in slower boarding and off boarding, as well as increased dwell time, impairing Caltrain's plans for faster, more frequent trains. It will also damage Caltrain's reputation as the most bicycle-friendly transit system in America.

Bikes are a first-mile/last mile solution at both ends of the trip for most passengers with bikes. Bike lockers at stations are useful for those who can walk to their destination, but this is not a solution for many passengers with bikes. While adding bike parking is a good in itself, it does not solve for most riders. The number of scooters brought on board is a testament to this first-mile/last-mile reality.

The notion that a bike space means fewer seats is frequently cited by staff, but this is a false choice. If Caltrain were to be solely focused on maximizing the number of seats, it would then logically ban all bikes. Caltrain's model is and should continue to be to accommodate all uses which reduce car trips.

Caltrain's recent decision to prioritize bike boardings during rush hour was a data-driven decision which resulted in faster boardings at no cost in equipment or schedule impacts. This was commendable, and should be a model for future decisions. I urge the board to take the following steps:

- Reject staff's recommendation of a car layout without adequate seats in sight of bikes
- Direct staff to provide a new layout for bike cars where there is a minimum of one seat per two bikes
- Direct staff to plan for three bike cars per train, with no reduction in bike cars per train unless/until train frequency increases to accommodate bike riding passengers, without



bumping

- Direct staff to develop realistic strategies for increasing the security of bikes onboard

I regret that I will be unable to attend the board meeting in person, but I hope you will take this feedback to heart. A decision now will have long-lasting implications. I will be glad to answer any questions.

Duncan Keefe  
San Jose  
408-425-6417

**From:** Robert Leone  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Emma Shlaes, Director of Policy and Advocacy](mailto:Emma.Shlaes@samtrans.com)  
**Subject:** Re: CalTrain: Where thieves can just ride away on passengers' bikes!  
**Date:** Saturday, June 22, 2019 1:16:23 PM

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Dear CalTrain:

So I am supposed to depend upon 14 people who may not know me to secure my commute bike, my pannier contents, my lights? Have you priced decent bike lights lately?

Robert Leone, rleone@hotmail.com "Only you can prevent long sig files."

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**From:** Seamans, Dora <SeamansD@samtrans.com> on behalf of Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Sent:** Friday, June 21, 2019 9:21 PM  
**To:** Robert Leone; Board (@caltrain.com)  
**Cc:** Emma Shlaes, Director of Policy and Advocacy  
**Subject:** RE: CalTrain: Where thieves can just ride away on passengers' bikes!

Dear Robert,

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

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**From:** Robert Leone <rleone@hotmail.com>  
**Sent:** Wednesday, June 5, 2019 1:37 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma Shlaes, Director of Policy and Advocacy <emma@bikesiliconvalley.org>  
**Subject:** CalTrain: Where thieves can just ride away on passengers' bikes!

CalTrain: Where thieves can just ride away on passengers' bikes!

Is that what you want for your slogan? I ask because your fellow mass transit friends at BART are dealing with a rash of phone and laptop thefts.

Here's just a sample:

<https://www.mercurynews.com/2019/05/08/teens-arrested-after-cell-phone-thefts-on-bart/>

Bikes are fungible, relatively easy to part out, and an inviting theft target. And I have the severed bike lock to prove it! If you want the extreme delay of having all the bike commuters using multiple bike locks, and having their friends jam the doors at the stops they get off at so they can unlock their bikes

Robert Leone, [rleone@hotmail.com](mailto:rleone@hotmail.com) "Only you can prevent long sig files."

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "avk"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain, please take bike theft seriously  
**Date:** Thursday, June 20, 2019 1:33:11 PM

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Dear Amy,

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](#).

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:** avk [mailto:amyv.kaufman@gmail.com]  
**Sent:** Wednesday, June 12, 2019 11:26 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain, please take bike theft seriously

Dear Caltrain Board of

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.

There is large and growing demand for bike transport on board your trains, which ensures that your passengers can continue their journey with a zero carbon emissions alternative.

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.

Many thanks for your consideration of this matter.

Best regards,

Amy V. Kaufman

San Francisco, CA

**From:** Michael Schmitz  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Re: Caltrain will need more bike cars to address theft and create new climate commuters  
**Date:** Wednesday, June 05, 2019 1:16:25 PM

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Thank you Lori for the detailed timely response. The work Caltrain has put into this plan is very impressive. It is particularly encouraging to hear of the creation of a bike security task force to implement improvements with the system. I'll look for more details as the work of the task force progresses.

Very best,  
Michael

On Wed, Jun 5, 2019 at 12:24 PM Caltrain, Bac (@[caltrain.com](mailto:caltrain.com)) <[BAC@caltrain.com](mailto:BAC@caltrain.com)> wrote:

Dear Michael,

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

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

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

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

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

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

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

Best,

Lori

**From:** Michael Schmitz [mailto:[michael@bluevista.co](mailto:michael@bluevista.co)]

**Sent:** Tuesday, June 04, 2019 12:31 PM

**To:** Board ([@caltrain.com](mailto:@caltrain.com)); Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com))

**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)

**Subject:** Caltrain will need more bike cars to address theft and create new climate commuters

Dear Caltrain Boardmembers,

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

I am urging you to reconsider the staff report that has limited availability of seats with a direct view of bikes. As

a bike user of Caltrain between San Francisco and Palo Alto, I always look for a seat where I can watch my bike and if I cannot find one, I choose to stand in view of it. Frankly Caltrain needs more seats for bicyclists in view of their bikes.

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

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

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

Very best regards,

Michael Schmitz



CEO & Co-Founder

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

Stanford CodeX - Fellow

[Tech4Good](#) Initiative - Project Leader

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

T 510.277.3309

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

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

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

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Michael Schmitz



CEO & Co-Founder

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

Stanford CodeX - Fellow

[Tech4Good](#) Initiative - Project Leader

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

T 510.277.3309

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

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

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

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**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Tessa Burns"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously—from a daily rider  
**Date:** Thursday, June 06, 2019 9:35:09 AM

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Dear Tessa,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Tessa Burns [mailto:tessib@yahoo.com]

Sent: Thursday, June 06, 2019 7:18 AM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously—from a daily rider

Dear Caltrain Board,

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

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

Regards,  
Tessa Burns

Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Malcolm Brown"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously on electric trains  
**Date:** Wednesday, June 05, 2019 11:54:04 AM

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Dear Malcolm,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Malcolm Brown [mailto:malcolmpb@gmail.com]  
**Sent:** Tuesday, June 04, 2019 4:11 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously on electric trains

Dear Caltrain Board,

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

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

Sincerely,  
Malcolm Brown

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Jessica Hickok": Board \(@caltrain.com\)](mailto:Jessica.Hickok (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously (and provide enough seating near bikes)  
**Date:** Wednesday, June 05, 2019 3:05:59 PM

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Dear Jessica,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Jessica Hickok [mailto:jphickok@gmail.com]

Sent: Tuesday, June 04, 2019 12:13 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously (and provide enough seating near bikes)

Dear Caltrain Board,

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

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

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

Thank you for your attention,

Best,  
Jessica Hickok

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jeremy Hobbs"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Thursday, June 20, 2019 5:00:37 PM

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Dear Jeremy,

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:** Jeremy Hobbs [mailto:jhhobbs@gmail.com]  
**Sent:** Friday, June 07, 2019 2:45 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Best,  
Jeremy Hobbs

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Julie Luu"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:30:32 AM

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Dear Julie,

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Julie Luu [mailto:julieluu4@gmail.com]  
**Sent:** Wednesday, June 05, 2019 9:38 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Best,  
Julie

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Tori Winters"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:31:05 AM

---

Dear Tori,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Tori Winters [mailto:tennistori@gmail.com]  
**Sent:** Wednesday, June 05, 2019 8:51 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing you to urge you to reject the staff recommendation of two bike cars per train, and only seven seats per 36 bike spaces on each car, at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously, placing unduly amounts of stress and inconvenience to riders who are arriving to Caltrain stations by sustainable modes. 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. In addition, I urge the board to direct staff to implement these improvements immediately. Implementing these quick response actions can help ease overcrowding on bike cars for individuals who do not need their bike on both ends of their Caltrain trip.

Best,  
Tori

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Tori Winters  
[LinkedIn](#) || [tennistori@gmail.com](mailto:tennistori@gmail.com)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Oren Finard"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:31:31 AM

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Dear Oren,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Oren Finard [mailto:orenfinard@google.com]  
**Sent:** Wednesday, June 05, 2019 8:13 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jeffrey Pekrul"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:31:56 AM

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Dear Jeffrey,

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

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



development of a [Business Plan](#).

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

Best,  
Lori

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

From: Jeffrey Pekrul [mailto:[jp89149@gmail.com](mailto:jp89149@gmail.com)]  
Sent: Wednesday, June 05, 2019 7:11 AM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: [janice@sfbike.org](mailto:janice@sfbike.org)  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Jeff Pekrul  
180 Landers St. #1  
San Francisco, CA 94114  
[jp89149@gmail.com](mailto:jp89149@gmail.com)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["rnjt@yahoo.com"](mailto:rnjt@yahoo.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:32:20 AM

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Dear Rosetta,

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

**From:** Rosetta Talley [mailto:rnjt@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 11:23 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

[Sent from Yahoo Mail on Android](#)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Ellisa F."; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:33:12 AM

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Dear Ellisa,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Ellisa F. [mailto:ellisafeinstein@gmail.com]  
**Sent:** Tuesday, June 04, 2019 11:16 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

 Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation of having only two bike cars per train, at your upcoming board meeting. I urge you to approve three or more bike cars per train to show that Caltrain takes bike theft seriously.

As someone who has had three bicycles stolen - the third one having been stolen only two weeks ago from my building - I know first-hand that bike theft is rampant in San Francisco and Bay Area.

And why is it important to have three or more bike cars per train?

- 1) Many people rely on their bicycles as their main source of transportation and will not ride their bikes to the train if there is a large risk of it being stolen
- 2) Encourage more people to bike to Caltrain (e.g. one of the main reasons people don't bike in SF is due to fear of theft).

California has a goal to slash its overall emissions to zero by 2045 and Caltrain needs to ensure riders bike to Caltrain versus taking a taxi, car, or rideshare. And this is what people will do if they do not feel that they can securely store their bike on the train (or at train stations). Why? MUNI takes way too long to get to Caltrain for many people. For instance, it would take me at least 50 minutes via two busses to get to Caltrain from my home versus a 20-minute bike ride or 12-minute car ride (so if I'm not sure my bike will be safe, I will take a rideshare or taxi to Caltrain, not MUNI).

To ensure people continue to bike to Caltrain and demonstrate that the Board is serious about the issue, again, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Thank you for your time.

Kind regards,  
Ellisa

Ellisa Feinstein  
[ellisafeinstein@gmail.com](mailto:ellisafeinstein@gmail.com)



Sender notified by  
[Mailtrack](#) ...

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Nathan Brennan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:33:48 AM

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Dear Nathan and Kathleen,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Nathan Brennan [mailto:nathan.brennan@sbcglobal.net]

Sent: Tuesday, June 04, 2019 10:45 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain is a critical transportation link for the Bay Area, please maximize its safety and usefulness.

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

Thank You,  
Nathan Brennan  
Kathleen McNamara  
119 Caselli Avenue  
San Francisco 94114



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Craig Mautner": Board \(@caltrain.com\)](mailto:Craig Mautner: Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:34:11 AM

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Dear Craig,

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Craig Mautner [mailto:craig.mautner@alumni.ucsd.edu]  
**Sent:** Tuesday, June 04, 2019 10:36 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am a bike rider and a voter. I have had my bike stolen while locked up in the city. Please do not approve a plan that risks the security of my bike.

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

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

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "SF Carl"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li, SF Bicycle Coalition](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:34:27 AM

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Dear Carl,

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

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

development of a [Business Plan](#).

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

Best,  
Lori

---

**From:** SF Carl [mailto:sfcarl@hotmail.com]  
**Sent:** Tuesday, June 04, 2019 10:31 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li, SF Bicycle Coalition  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you at your upcoming board meeting to reject the staff recommendation of only 2 bike cars per train and only 7 seats per 36 bike spaces per car. I am concerned that Caltrain is not taking bike theft seriously. Instead, I urge you to approve 3 or more bike cars to provide adequate seating in view of bike spaces.

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

Sincerely,  
Carl Stein

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "SF Carl"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li, SF Bicycle Coalition](mailto:Janice.Li.SF.Bicycle.Coalition)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:34:27 AM

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Dear Carl,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** SF Carl [mailto:sfcarl@hotmail.com]  
**Sent:** Tuesday, June 04, 2019 10:31 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li, SF Bicycle Coalition  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you at your upcoming board meeting to reject the staff recommendation of only 2 bike cars per train and only 7 seats per 36 bike spaces per car. I am concerned that Caltrain is not taking bike theft seriously. Instead, I urge you to approve 3 or more bike cars to provide adequate seating in view of bike spaces.

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

Sincerely,  
Carl Stein

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Max Sadrieh"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:35:31 AM

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Dear Max,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Max Sadrieh [mailto:max.sadrieh@gmail.com]  
**Sent:** Tuesday, June 04, 2019 10:03 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Max Sadrieh



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Reed Sandberg"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](mailto:Reed.Sandberg; Board (@caltrain.com); Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li](mailto:Janice.Li)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:35:43 AM

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Dear Reed,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** Reed Sandberg [mailto:reed.n.sandberg@gmail.com]  
**Sent:** Tuesday, June 04, 2019 10:00 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Kristal C"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:36:02 AM

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Dear Kristal,

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

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

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Kristal C [mailto:kcaidoy@live.com]  
**Sent:** Tuesday, June 04, 2019 9:54 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

I use Caltrain on a regular basis and I make sure to have my bicycle with in my sight.

Thanks,

Kristal Caidoy

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Karin Reif"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:36:21 AM

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Dear Karin,

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

From: Karin Reif [mailto:karin.reif@gmail.com]  
Sent: Tuesday, June 04, 2019 9:47 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org; Karin Reif  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thank You!  
Karin Reif

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Ian Davidson"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:36:40 AM

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Dear Ian,

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

From: Ian Davidson [mailto:iandavidson41@gmail.com]  
Sent: Tuesday, June 04, 2019 9:34 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Ian



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Sabeek Pradhan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:37:09 AM

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Dear Sabeek,

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

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development of a [Business Plan](#).

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

Best,  
Lori

**From:** Sabeek Pradhan [mailto:sabeekpradhan@gmail.com]  
**Sent:** Tuesday, June 04, 2019 9:22 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Under the status quo, I feel uncomfortable bringing my bike on crowded bullet Caltrains, so I am forced into choosing between a much slower local train or relying on expensive, carbon emitting ride hailing. The staff recommendation would worsen this tradeoff for me and the many other people who rely on biking and Caltrain for their commutes.

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

Thank you very much. I eagerly look forward to the electrified Caltrain.

Sabeek Pradhan

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Ellen Koivisto & Gene Thompson"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:37:55 AM

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Dear Ellen,

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

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

Sent: Tuesday, June 04, 2019 9:14 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. Are any of them cyclists? Do any of them take their bikes on Caltrain? It seems very very very unlikely. And that is part of why I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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

Thank you,  
Ellen Koivisto

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Tracy Ann Rydel"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:38:48 AM

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Dear Tracy,

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

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

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

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

development of a [Business Plan](#).

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: Tracy Ann Rydel [mailto:tarydel\_99@yahoo.com]  
Sent: Tuesday, June 04, 2019 8:42 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

I love riding Caltrain. Please continue to make it bike friendly!  
Tracy Rydel

Sent from my iPad

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Ethan Bodle"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:39:05 AM

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Dear Ethan,

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

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

Best,  
Lori

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**From:** Ethan Bodle [mailto:ebodle@stanford.edu]  
**Sent:** Tuesday, June 04, 2019 8:17 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

**Ethan E. Bodle, MD, MPH**

Fellow, Medical Genetics, Dept. of Pediatrics  
Stanford University Healthcare & Lucile Packard Children's Hospital  
300 Pasteur Drive H315, [Stanford, CA 94305](#)  
Tel: [\(650\) 498-6409](tel:(650)498-6409) Fax: [\(650\) 498-4555](tel:(650)498-4555)



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Kevin M. Meehan"](mailto:Kevin M. Meehan); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:39:59 AM

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Dear Kevin,

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

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

Best,  
Lori

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

From: Kevin M Meehan [mailto:kmmeehan24@gmail.com]

Sent: Tuesday, June 04, 2019 7:36 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Best Regards,

Kevin

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Nicholas Conti"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:40:25 AM

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Dear Nicholas,

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

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

Best,  
Lori

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

From: Nicholas Conti [mailto:nicholasaconti@gmail.com]

Sent: Tuesday, June 04, 2019 7:06 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Julia Malmo"; [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:44:19 AM

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Dear Julia,

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

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders. Also, congratulations on your new job! Recently, 22<sup>nd</sup> Street Station had new e-lockers installed, and we will continue to look into how we can improve all our stations bike parking facilities.

Best,  
Lori

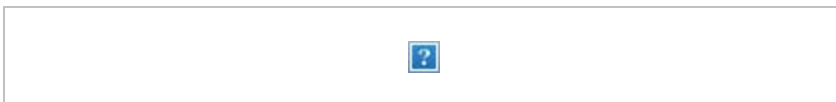
**From:** Julia Malmo [mailto:julia.malmo@gmail.com]  
**Sent:** Tuesday, June 04, 2019 7:02 PM  
**To:** Caltrain, Bac (@caltrain.com); Board (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

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

I am about to start a job in Redwood City and will be cycling to the 22nd Street Caltrain station, where there is allegedly no secure bike parking! I appreciate that at 4th and King there is a bike valet and I would love to see that extended to the 22nd Street station.

Thanks!

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Julia Malmo-Laycock  
Master of Urban Planning | McGill University

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Justin Fraser"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:44:57 AM

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Dear Justin,

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

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

Best,  
Lori

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

From: Justin Fraser [mailto:justin@missionwebworks.com]

Sent: Tuesday, June 04, 2019 6:59 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

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

Thank you for listening! We need to make Caltrain work better for the thousands that bring their bikes on board.

Sincerely

Justin Fraser  
1019 Shotwell St  
SF CA 94110



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Nicholas Virene"; [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:45:36 AM

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Dear Nicholas,

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

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

Best,  
Lori

**From:** Nicholas Virene [mailto:nvirene@gmail.com]  
**Sent:** Tuesday, June 04, 2019 6:30 PM  
**To:** Caltrain, Bac (@caltrain.com); Board (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Selin Safak"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:45:53 AM

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Dear Selin,

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

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Best,  
Lori

**From:** Selin Safak [mailto:selinsafak@gmail.com]  
**Sent:** Tuesday, June 04, 2019 6:29 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Chris Kluthe"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:46:26 AM

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Dear Chris,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Chris Kluthe [mailto:chris@studiobondy.com]

Sent: Tuesday, June 04, 2019 6:19 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thank you,

Chris Kluthe  
San Francisco, 94110

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jennifer Utter"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:46:47 AM

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Dear Jennifer,

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Jennifer Utter [mailto:aoumiss@sbcglobal.net]  
Sent: Tuesday, June 04, 2019 6:12 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

One cannot stand and guard ones bike...and yet this is the only solution if security isn't provided with seating in the bike cars.

Thank you,  
jennifer utter



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Leonid Domnitser"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:47:01 AM

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Dear Leonid,

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

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

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

development of a [Business Plan](#).

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:** Leonid Domnitser [mailto:lenny@domnit.org]  
**Sent:** Tuesday, June 04, 2019 6:11 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thank you,  
Leonid Domnitser

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Andre"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:47:30 AM

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Dear Andre,

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Andre [mailto:scoobysr@comcast.net]  
**Sent:** Tuesday, June 04, 2019 6:04 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Regards,

Andre Jimenez

“Daily commuter on Bike train for 3 ½ years and counting seen and heard of bike thefts on trains due to lack of seating for owner”

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Joshua Sclar"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:47:54 AM

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Dear Joshua,

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

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

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

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

development of a [Business Plan](#).

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: Joshua Sclar [mailto:joshua.sclar@icloud.com]  
Sent: Tuesday, June 04, 2019 5:55 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Sent from my iPad

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Gmail"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:48:30 AM

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Dear Greg,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Gmail [mailto:fenner.greg@gmail.com]  
**Sent:** Tuesday, June 04, 2019 5:55 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

As someone who often has a morning commute routing involving taking my bike into Caltrain, I've had conversations with at least 2 or 3 people in the past year who have mentioned their bikes being stolen when they were not in the car (and they weren't there because there was not enough seating for them). This is a real concern that I believe many bike commuters have, and it is a concern founded in real experiences that some bike commuters have had.

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

My sincere thanks for hearing my concern,

Greg Fenner  
Baker Beach Neighborhood, San Francisco  
720.633.1164



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Bbg"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:50:53 AM

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Dear Becca,

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

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

Best,  
Lori

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

From: Bbg [mailto:becca.giang@gmail.com]

Sent: Tuesday, June 04, 2019 5:40 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

I'd also ask you to consider adding a Bike Ramp at the 22nd Street location.

Thank you!

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Nicolas Tilmans"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:52:12 AM

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Dear Nicolas,

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

From: Nicolas Tilmans [mailto:ntilmans@gmail.com]  
Sent: Tuesday, June 04, 2019 5:16 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I ride Caltrain with a bike regularly and 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.

Nicolas

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Larry Heller"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:52:30 AM

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Dear Larry,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Larry Heller [mailto:lbheller01@gmail.com]  
Sent: Tuesday, June 04, 2019 4:40 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Larry Heller

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Becky Siegel"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:52:45 AM

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Dear Becky,

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

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development of a [Business Plan](#).

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

Best,  
Lori

**From:** Becky Siegel [mailto:beckysiegel@google.com]  
**Sent:** Tuesday, June 04, 2019 4:30 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Becky Siegel



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Andy Lieberman"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:52:57 AM

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Dear Andy,

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

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Best,  
Lori

**From:** Andy Lieberman [mailto:andyliberman@gmail.com]  
**Sent:** Tuesday, June 04, 2019 4:29 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thanks for your consideration,  
Andy Lieberman  
South San Francisco

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Peter Rothblatt"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:53:14 AM

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Dear Peter,

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

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

Best,  
Lori

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

From: Peter Rothblatt [mailto:peterrothblatt@icloud.com]

Sent: Tuesday, June 04, 2019 4:18 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Peter Rothblatt  
Bodywork and Massage  
[www.peterrothblatt.com](http://www.peterrothblatt.com)  
415-845-0678

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Sandee Hall"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:55:01 AM

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Dear Sandee,

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

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

Best,  
Lori

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

From: Sandee Hall [mailto:sandee94123@gmail.com]  
Sent: Tuesday, June 04, 2019 3:48 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thank you,  
Sandee Hall

Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Anton Shuster": [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:55:18 AM

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Dear Anton,

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

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

Best,  
Lori

**From:** Anton Shuster [mailto:brainiac86@gmail.com]  
**Sent:** Tuesday, June 04, 2019 3:28 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

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

--Anton



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Justin Flynn"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:56:56 AM

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Dear Justin,

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

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

Best,  
Lori

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

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

Dear Caltrain Board,

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

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

Thank you,  
Justin Flynn

Sent from my iPhone

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "scott.hammesfahr"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:57:13 AM

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Dear Scott,

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

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Best,  
Lori

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

From: scott hammersfahr [mailto:hammesfa@gmail.com]

Sent: Tuesday, June 04, 2019 3:11 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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Thank you for your consideration

Scott  
415.609.0274

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Heidi Hansen"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:57:30 AM  
**Attachments:** [image001.png](#)

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Dear Heidi,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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**From:** Heidi Hansen [mailto:heidisuzannehansen@gmail.com]  
**Sent:** Tuesday, June 04, 2019 2:59 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thank you for your consideration.

Sincerely,

Heidi

Heidi Hansen

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

145 Laurel Street #7  
San Francisco, CA 94118



Heidi Hansen Architect  
heidi@heidihansen.com  
858.775.2157

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["jon@jonfox.com"](mailto:jon@jonfox.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:58:09 AM

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Dear Jon,

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

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

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

Thank you,

Jon Fox

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Ryan Stenson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:58:22 AM

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Dear Ryan,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

Sincerely,  
Ryan Stenson  
San Francisco, CA

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Sarah Katz-Hyman"](mailto:Sarah_Katz-Hyman); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:58:41 AM

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Dear Sarah,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

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

Thank you -

Sarah Katz-Hyman

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Sheryl Leaf"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:59:00 AM

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Dear Sheryl,

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: Sheryl Leaf [mailto:leaflet7@yahoo.com]  
Sent: Tuesday, June 04, 2019 2:52 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Regards,  
Sheryl Leaf

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jim Oerther"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:59:21 AM

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Dear Jim,

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

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

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

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



development of a [Business Plan](#).

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: Jim Oerther [mailto:joerther3@comcast.net]  
Sent: Tuesday, June 04, 2019 2:45 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Alex Grande"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:59:35 AM

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Dear Alex,

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

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Selby Schwartz"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com)); [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:59:56 AM

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Dear Selby,

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

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

Best,  
Lori

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**From:** Selby Schwartz [mailto:selbywynn@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 2:38 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

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

Sincerely,  
Selby Wynn Schwartz  
San Francisco, CA

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "John Lisovsky"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:00:48 PM

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Dear John,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

From: John Lisovsky [mailto:lisovsky@icloud.com]  
Sent: Tuesday, June 04, 2019 2:30 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

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

Sincerely,  
John Lisovsky  
94117

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "[Jessica Buchsbaum](#)"; [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:01:20 PM

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Dear Jessica,

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

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

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Nishant Kheterpal"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:01:34 PM

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Dear Nishant,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

Best,  
Nishant Kheterpal

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "David Blake"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org); [me](mailto:me)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:02:14 PM

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Dear David,

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

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

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

From: David Blake [mailto:daveblake@me.com]  
Sent: Tuesday, June 04, 2019 2:15 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org; me  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

David Blake

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Aaron Hebert"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:05:25 PM

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Dear Aaron,

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

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

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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:** Aaron Hebert [mailto:hebert.aaron@gmail.com]  
**Sent:** Tuesday, June 04, 2019 2:07 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

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

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

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

Thank you for taking my comment.

-Aaron Hebert

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["John King"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:05:38 PM

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Dear JB,

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

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development of a [Business Plan](#).

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

Best,  
Lori

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

Dear Caltrain Board,

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

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

Thank you  
JB King  
San Francisco CA 94114

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Christian Martinez"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:05:58 PM

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Dear Christian,

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

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

Best,  
Lori

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

From: Christian Martinez [mailto:christianmartinez82@gmail.com]

Sent: Tuesday, June 04, 2019 2:01 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

To The Caltrain Board,

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

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

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Luke Bornheimer"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:06:13 PM

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Dear Luke,

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

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Best,  
Lori

**From:** Luke Bornheimer [mailto:lukebornheimer@gmail.com]  
**Sent:** Tuesday, June 04, 2019 2:00 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

Thank you for your work, and best,  
Luke | Product Designer | [Linkedin](#) | 617-899-4487

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "RD Frazier": [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:06:26 PM

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Dear RD,

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

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

**From:** RD Frazier [mailto:[rdfrazier3@gmail.com](mailto:rdfrazier3@gmail.com)]  
**Sent:** Tuesday, June 04, 2019 1:59 PM  
**To:** Board ([@caltrain.com](mailto:@caltrain.com)); Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Kind regards,  
RD Frazier

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Sarah Boudreau"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:06:42 PM

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Dear Sarah,

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

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

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

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

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

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



development of a [Business Plan](#).

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

Best,  
Lori

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

From: Sarah Boudreau [mailto:boudreau.sarah.m@gmail.com]

Sent: Tuesday, June 04, 2019 1:56 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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

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

Thanks for listening,  
Sarah

Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Anson W Lowe"](mailto:Anson_W_Lowe); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:07:00 PM

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Dear Anson,

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

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

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

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

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

development of a [Business Plan](#).

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

Best,  
Lori

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

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

Dear Caltrain Board,

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

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

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

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Pamela Wellner"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:07:16 PM

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Dear Pamela,

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

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

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

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

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Pamela Wellner [mailto:pwellner@getupstandup.net]

Sent: Tuesday, June 04, 2019 1:48 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Pamela Wellner

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "David Supan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:07:32 PM

---

Dear David,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: David Supan [mailto:davidsupan@gmail.com]  
Sent: Tuesday, June 04, 2019 1:47 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I often bike to the train then to clients and back again. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,

David Supan

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Christopher Wong"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](mailto:Christopher.Wong@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:07:44 PM

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Dear Christopher,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the



development of a [Business Plan](#).

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:** Christopher Wong [mailto:crisobalwong@yahoo.es]  
**Sent:** Tuesday, June 04, 2019 1:47 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks for the consideration,  
Chris

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Henry Tonoyan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:07:55 PM

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Dear Henry,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Henry Tonoyan [mailto:htonoyan@gmail.com]  
**Sent:** Tuesday, June 04, 2019 1:36 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "[Dilip Modi](#)"; [Board \(@caltrain.com\)](#); [Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:08:13 PM

---

Dear Dilip,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Dilip Modi [mailto:dilip\_p\_modi@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 1:35 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike safety seriously. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitment to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

As you know encouraging bike use would improve the health of people and reduce pollution from reducing use of cars to and from Caltrain to people's destination. It will also increase ridership for Caltrain.

Thanks  
Dilip Modi

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Raffaele Gesulfo"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:08:29 PM

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Dear Raffaele,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Raffaele Gesulfo [mailto:rgesulfo@me.com]

Sent: Tuesday, June 04, 2019 1:32 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Flavio Crisciani"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:08:42 PM

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Dear Flavio,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the



development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Flavio Crisciani [mailto:fcrisciani@google.com]  
**Sent:** Tuesday, June 04, 2019 1:31 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Flavio

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Matthew Barney"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:09:24 PM

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Dear Matthew,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Matthew Barney [mailto:matthew\_barney@icloud.com]

Sent: Tuesday, June 04, 2019 1:31 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I ride Caltrain every single day and so do several of my coworkers. I choose to use this form of transportation because I prefer not to take a free provided bus from my company, because I think it's better for the environment, healthier for me and more pleasant. However this could easily change if not enough space is provided, and I will change from a happy, paying customer to a user of my companies free bus service. I suspect my coworkers will do the same.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for taking the time to read this, Matthew Barney

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Sarina Seaton"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:09:35 PM

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Dear Sarina,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Sarina Seaton [mailto:sarinaseaton@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 1:27 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,

Sarina Seaton

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Heli-Claire Witherspoon"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:10:02 PM

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Dear Claire,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Heli-Claire Witherspoon [mailto:claire.witherspoon@gmail.com]

Sent: Tuesday, June 04, 2019 1:22 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,  
Claire Witherspoon

Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Katharine Bierce"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:10:17 PM

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Dear Katharine,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Katharine Bierce [mailto:kbierce@gmail.com]  
**Sent:** Tuesday, June 04, 2019 1:18 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to **approve three or more bike cars** to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,

Katharine

--

Katharine Bierce  
[kbierce@gmail.com](mailto:kbierce@gmail.com)  
415-449-0959

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Roland Wong"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:10:34 PM

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Dear Roland,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Roland Wong [mailto:rolandwong212@gmail.com]

Sent: Tuesday, June 04, 2019 1:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Kelsie Eichel"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:10:53 PM

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Dear Kelsie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Kelsie Eichel [mailto:kelsie.eichel@gmail.com]  
**Sent:** Tuesday, June 04, 2019 1:11 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I commute via Caltrain with my bicycle 5-6 times per week. Bike capacity and safety is my utmost concern during my commute

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,  
Kelsie Eichel, PhD

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Agrawal, Abhinav"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:12:34 PM

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Dear Abhinav,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

From: Agrawal, Abhinav [mailto:AAgrawal1@epri.com]  
Sent: Tuesday, June 04, 2019 12:59 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

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**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Brandon Fine"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:12:51 PM

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Dear Brandon,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Brandon Fine [mailto:brandonfinesf@gmail.com]  
Sent: Tuesday, June 04, 2019 12:58 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Brandon Fine  
CCSF Instructor  
30+ year Bike Commuter in SF

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["James Graham"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](mailto:James.Graham@caltrain.com)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:14:16 PM

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Dear James,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** James Graham [mailto:jamesness78@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 12:56 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I ride Caltrain regularly...with and without my bike. It is a crucial link in the transportation network.

I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,  
James Graham

[www.jamesgrahamdancetheatre.com](http://www.jamesgrahamdancetheatre.com)

Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Angelo Pelonero"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:14:33 PM

---

Dear Angelo,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Angelo Pelonero [mailto:angelopelonero@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:56 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,  
Angelo

[angelopelonero@gmail.com](mailto:angelopelonero@gmail.com)  
[angelo.pelonero@ucsf.edu](mailto:angelo.pelonero@ucsf.edu)  
415/316-2629

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Troedson, Shawn"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:14:53 PM

---

Dear Shawn,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Troedson, Shawn [mailto:Shawn.Troedson@ngkf.com]  
**Sent:** Tuesday, June 04, 2019 12:55 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve a MINIMUM of three bike cars to provide adequate seating in view of bike spaces. Many times when I try to board a baby bullet train from Palo Alto to SF, there is no more room on the bike cars. It is very frustrating to not have a consistent, reliable commute and limiting new trains to two bike cars is not a positive step forward.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,  
Shawn

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**NOTICE:** This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark Knight Frank is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Joe Morris"; Board \(@caltrain.com\)](mailto:Joe Morris); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:15:40 PM

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Dear Joseph,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Joe Morris [mailto:joe@xenotropic.net]  
Sent: Tuesday, June 04, 2019 12:54 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation of two bike cars per train, with seven seats per 36-bike bike car, at your upcoming board meeting. I urge you to instead approve three or more bike cars, with a greater proportion of seats to bike spaces, in order to provide adequate seating with a view of bike spaces.

Bicycling is a very low-carbon, health-enhancing form of transit. In order for people to choose bicycling as a mode of transit, it has to be made easy and low stress as compared to the alternatives. You can see this sort of mentality as it has been adopted by city planners, who are now tending to categorize bikeways by whether they are "low stress" or "high stress" rather than by their physical characteristics. If Caltrain will be multi-modal with bikes, such that bicycles are a viable method that can be combined with riding Caltrain, then the bicycle part of it has to be made low stress for the rider.

A bike car where the rider has to be physically separated from their bicycle is higher-stress: every train stop is then a source of anxiety as to whether someone is walking off the train with your bike. In the times I've been on trains and could not ride with my bike, I know that I'm usually peering out the window, wondering if I'll be able to see if someone is trying to get away with a bike. You can read here on StreetsBlog how this is a real concern, with an estimated 27 bikes stolen off of Caltrain in 2017:

<https://sf.streetsblog.org/2018/11/08/caltrain-bike-car-easy-pickins-for-theives/>

So, again: please have more bike cars, with more seating where bike riders can directly view their bikes.

Separately, Caltrain has also made commitments to improving bike parking and bike share connections at stations. I urge the board to direct staff to actual implement these improvements immediately.

Regards,

Joseph Morris

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Ben Snyder"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:15:58 PM

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Dear Ben,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Ben Snyder [mailto:[bensnyd@gmail.com](mailto:bensnyd@gmail.com)]  
Sent: Tuesday, June 04, 2019 12:52 PM  
To: Board ([@caltrain.com](mailto:@caltrain.com)); Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com))  
Cc: [janice@sfbike.org](mailto:janice@sfbike.org)  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. I rarely take Caltrain without my bike, and ensuring my that my bike is safe is an important consideration for me when deciding if Caltrain is my best transportation option.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Thank you for working hard to ensure quality public transportation for the Bay Area.

Ben Snyder, San Francisco, 94110.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Larissa Mellor"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:17:56 PM

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Dear Larissa,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Larissa Mellor [mailto:larissamellor@cca.edu]  
Sent: Tuesday, June 04, 2019 12:47 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft and space seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations and I urge the board to direct staff to implement these improvements immediately.

Distances from train connections make biking a optimal commuting option in conjunction with the train. The more resources that are provided the more safe everyone (and their property) will be.

Many thanks,  
Larissa

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Jan van der Lugt"](mailto:Jan van der Lugt); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:18:29 PM

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Dear Jan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Jan van der Lugt [mailto:janlugt@gmail.com]  
**Sent:** Wednesday, June 05, 2019 12:18 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Warren Chan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:18:49 PM

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Dear Warren,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

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: Warren Chan [mailto:warrenchan@yahoo.com]  
Sent: Tuesday, June 04, 2019 12:46 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Bicycles make Caltrain an effective part of multi-modal transport enabling Caltrain riders access for the first and last mile using their bicycles.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best regards,

Warren Chan

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Jeff Brain"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:19:49 PM

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Dear Jeff,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Jeff Brain [mailto:jbrain@reedschools.org]  
**Sent:** Tuesday, June 04, 2019 12:43 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

When I ride by homeless camps that trade in stolen bikes within blocks of CalTrain, I'm appalled that Caltrain is not taking bike theft seriously. As bike ridership has skyrocketed, the response of Caltrain is lugubrious at best, and sometimes downright lazy. Please, please, pay attention. You have the chance to be a world leader in mass transportation, but instead, it seems, you want to make a case for world cellar-dweller. You have a choice to be a relevant leader in reducing carbon emissions, increasing ridership, and making headline news. Please make the correct choice.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "James Goodrum"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:20:05 PM

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Dear James,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: James Goodrum [mailto:jfgoodrum@gmail.com]  
Sent: Tuesday, June 04, 2019 12:43 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Cheers,  
James

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["J. Alan Constant"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:20:34 PM

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Dear J. Alan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** J. Alan Constant [mailto:jalanconstant@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:42 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

J. Alan Constant  
Member, SF Bicycle Coalition



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Jim Gourgoutis"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:20:47 PM

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Dear Jim,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Jim Gourgoutis [mailto:yojimg@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:39 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. I know several people who have had their bikes stolen from the current Caltrain bike cars – if you limit the seating in bike cars, this problem is only going to get worse I think. It will certainly impact my Caltrain ridership!

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thanks!  
-Jim Gourgoutis

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Fima Zaltsman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:21:43 PM

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Dear Fima,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Fima Zaltsman [mailto:yefim.zaltsman@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:34 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

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Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Yefim Zaltsman, PhD  
648 Missouri St, San Francisco, CA 94107

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Ra E"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:22:07 PM

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Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Ra E [mailto:mr\_rae@hotmail.com]  
**Sent:** Tuesday, June 04, 2019 12:34 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Tom Newman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:22:29 PM

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Dear Tom,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Tom Newman [mailto:thomasbnewman@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:33 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am a regular bicycle commuter and for many years have appreciated Caltrain's bike friendly policies.

I am writing to you to urge you to approve **three or more bike cars to provide adequate seating in view of bike spaces**. (Also, I very much appreciate when conductors remind passengers not to sit in the bike car if they don't have a bicycle. This is still a very common practice.)

While I'm writing, I am 64 years old and am hoping the 22<sup>nd</sup> St station will become more bicycle-friendly before I am too old to get my bicycle on and off and up the stairs.

Sincerely yours,

-- Tom Newman, MD, MPH

537 Vista Ave, San Carlos, CA 94070

Help us save the planet! Go to [www.psr.org](http://www.psr.org)



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Laura Chinn-Smoot"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:22:53 PM

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Dear Laura,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Laura Chinn-Smoot [mailto:violaura@sonic.net]  
Sent: Tuesday, June 04, 2019 12:32 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

I applaud the BART's decision to make space for bikes and I encourage Caltrans to be bike friendly. I am not able to drive a car, but I can ride a bike. Public transportation and my bike are my main means of transportation.

Thank you for your attention,  
Laura Chinn-Smoot

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Yiqing Tang"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:23:11 PM

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Dear Yiqing,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Yiqing Tang [mailto:tang\_y2@denison.edu]  
**Sent:** Tuesday, June 04, 2019 12:32 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Donald Lobo"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:24:13 PM

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Dear Donald,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

**From:** Donald Lobo [mailto:donald.lobo@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:30 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

lobo  
Ashbury Terrace, San Francisco

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Gary Shockey"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:24:29 PM

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Dear Gary,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

-----Original Message-----

From: Gary Shockey [mailto:garyshockey@icloud.com]  
Sent: Tuesday, June 04, 2019 12:29 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,

Gary

Sent from my iPhone



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["kameroncchan@gmail.com"](mailto:kameroncchan@gmail.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:24:46 PM

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Dear Kameron,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

**From:** Kameron C. Chan [mailto:kameron.c.chan@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:29 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

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Thank you,  
Kameron

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Erik Pawassar"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:25:01 PM

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Dear Erik,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

-----Original Message-----

From: Erik Pawassar [mailto:erik@epphoto.com]  
Sent: Tuesday, June 04, 2019 12:29 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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Thanks,  
Erik Pawassar

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "DIANE BRANDT"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:25:49 PM

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Dear Diane,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: DIANE BRANDT [mailto:dsbrandt@icloud.com]  
Sent: Tuesday, June 04, 2019 12:21 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you.

Diane Brandt

Sent from my iPad

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["iSam@apple.com"](mailto:iSam@apple.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:26:09 PM

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Dear Sam,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: iSam@apple.com [mailto:iSam@apple.com]

Sent: Tuesday, June 04, 2019 12:21 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Regards,

Sam Brodtkin  
Sunnyvale, CA



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "AJ Nadel"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:26:23 PM

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Dear AJ,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: AJ Nadel [mailto:aj.nadel@stanford.edu]  
Sent: Tuesday, June 04, 2019 12:17 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. As a frequent rider, I have seen people lose their bikes to theft in front of a whole car of passengers because they were forced to sit out of view of their bike.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,  
AJ Nadel

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Octavia Hedwig Zahrt"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:27:12 PM

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Dear Octavia,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Octavia Hedwig Zahrt [mailto:zahrt@stanford.edu]  
**Sent:** Tuesday, June 04, 2019 12:16 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,  
Octavia

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Ortega, Jacqueline"](mailto:Ortega, Jacqueline); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:27:30 PM

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Dear Jacqueline,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Ortega, Jacqueline [mailto:jackie@audible.com]  
**Sent:** Tuesday, June 04, 2019 12:16 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for your consideration and support,  
Jackie Ortega

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Josh Grey"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:27:42 PM

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Dear Josh,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Josh Grey [mailto:joshua.kh.grey@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:16 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

-Josh Grey



**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Kimberly Garrison": Board \(@caltrain.com\)](#); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:28:03 PM

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Dear Kim,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Kimberly Garrison [mailto:kdgarrison.sf@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:16 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I have been riding Caltrain since 2004 when I first started commuting from SF to high school in Belmont. While I don't ride it everyday anymore, I have seen the ridership increase along with the amount of bikes which in turn has highlighted Caltrain's inability to support the amount of bikes during peak hours.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you for everything that you do!

--

Kim Garrison  
(c) 415.519.8006  
(e) [kdgarrison.sf@gmail.com](mailto:kdgarrison.sf@gmail.com)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "caltrainbikes@richardlee.name"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:28:28 PM

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Dear Richard,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Richard Lee [mailto:spam@richardlee.name]  
Sent: Tuesday, June 04, 2019 12:15 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve every car being a bike car, and provide adequate seating in view of bike spaces in every bike car.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Richard Lee

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "mariella de mey van streefkerk"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:28:50 PM

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Dear Mariella,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: mariella de mey van streefkerk [mailto:somnio@mac.com]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Em de Mey

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["CSA ProtonMail account"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:01:29 PM

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Dear Carey,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: CSA ProtonMail account [mailto:caverbook@gmail.com]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thank you,  
Carey



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["aloha.darlingohana"](mailto:aloha.darlingohana); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:02:00 PM

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Dear Bob,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

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: aloha darlingohana [mailto:alohadarlingohana@gmail.com]

Sent: Tuesday, June 04, 2019 12:15 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: janice@sfbike.org

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Bob Darling  
San Francisco

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Derek Mau \(Experis\)"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:02:32 PM

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Dear Derek,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Derek Mau (Experis) [mailto:v-demau@microsoft.com]  
**Sent:** Tuesday, June 04, 2019 12:14 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

As a regular Caltrain rider between Lawrence and the SF 4<sup>th</sup> and King station, the bike car is at full capacity by Redwood City – and this is with three bike cars. I can't see how the recommendation for only two bike cars would be a viable solution three years from now.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,

Derek Mau

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Marie Francis"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:05:25 PM

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Dear Marie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Marie Francis [mailto:mfrancis@skedulo.com]  
Sent: Tuesday, June 04, 2019 12:14 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Cyclists are an important constituency for Caltrain. Those who use “bike + Caltrain” as their primary commuting option extend the reach and value of Caltrain, particularly as they commute to certain neighborhoods that are hard to access by foot from a Caltrain station. By making Caltrain less secure and attractive to cyclists, Caltrain risks limiting its value and reach as a transit option.

Thank you for your consideration.

Marie Francis  
12 Raust Street  
San Francisco

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "[Lee Bialik Filner](#)"; [Board \(@caltrain.com\)](#); [Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:06:40 PM

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Dear Lee,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Lee Bialik Filner [mailto:leebialik@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:11 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,  
Lee



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "mj3c"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:07:04 PM

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Dear Michael,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

-----Original Message-----

From: mj3c [mailto:mj3c@mac.com]  
Sent: Tuesday, June 04, 2019 12:10 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you —as I sit on Caltrain in the bicycle car, watching my bike—to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,  
-Michael Coci

Sent from my iPhone, embarce typos!

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Dan Federman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:07:46 PM

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Dear Dan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Dan Federman [mailto:dfed@me.com]  
Sent: Tuesday, June 04, 2019 12:10 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously.

The bike cars as designed have no good way to lock bikes individually to the racks. Either we need to fix that, or we need more bike cars to allow folks to watch their bikes while they travel. I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,  
- Dan Federman  
94117

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Kevin Strharsky"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:08:04 PM

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Dear Kevin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Kevin Strharsky [mailto:kstrharsky@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:09 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Chris Shaffer"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:08:20 PM

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Dear Chris,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Chris Shaffer [mailto:chris.shaffer@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:08 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Chris Shaffer  
38 Clipper St, San Francisco, CA 94114



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Janet Stillman": Board \(@caltrain.com\)](mailto:Janet Stillman: Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:08:37 PM

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Dear Janet,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Janet Stillman [mailto:janetstillman@gmail.com]  
Sent: Tuesday, June 04, 2019 12:07 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sent from my iPhone

**From:** mj3c  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Re: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:10:43 PM

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Thank you for the quick & informative reply!

One other suggestion: more prominent signage & reminders from conductors that bike riders have priority seating in the bike cars, would help deter bike theft.

Best regards,  
-Michael Coci

On Jun 5, 2019, at 15:07, Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)> wrote:

Dear Michael,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: mj3c [<mailto:mj3c@mac.com>]

Sent: Tuesday, June 04, 2019 12:10 PM

To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

Cc: [janice@sfbike.org](mailto:janice@sfbike.org)

Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you —as I sit on Caltrain in the bicycle car, watching my bike—to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks,  
-Michael Coci

Sent from my iPhone, embarce typos!

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "[Justin Collaco](#)"; [Board \(@caltrain.com\)](#); [Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:23:03 PM

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Dear Justin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Justin Collaco [mailto:juscollaco@gmail.com]  
**Sent:** Wednesday, June 05, 2019 3:19 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting.

My partner used to take Caltrain daily from SF to Redwood City and got her bike stolen because she wasn't able to sit closely to it and because non-bike riders took up seats in the bike cars. It was a huge setback for the both of us and they never caught the thief despite filing a police report.

I urge you to approve **three or more bike cars** to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Best regards,  
Justin Collaco

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Sam Maurer"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:42:58 PM

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Dear Sam,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Sam Maurer [mailto:sammaurer@gmail.com]  
**Sent:** Tuesday, June 04, 2019 8:10 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

I have been taking my bike on Caltrain every day from 22nd Street to California Avenue for the past 3 years, and almost always enjoy the experience of riding Caltrain. I had heard in several announcements from San Francisco and Silicon Valley Bike Coalitions about the inadequate bike parking in the new car design, but didn't have a chance to take a look at the design until today. I personally almost never sit near my bike on Caltrain, but even I was surprised by the lack of seating in view of the bike space.

Many people on the Northbound train I take daily (#269) already find that there are not enough seats near the bicycles, and choose to stand downstairs in the bike car to watch their bicycles. This buildup of standing patrons in the bike area (when many seats are available upstairs) appears to cause lengthened loading and unloading times, and sometimes animosity on the train. If the proposed design is put into service, I can imagine many more people standing in the bike car and further delaying the boarding process at each station on crowded trains.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Best regards,  
Sam Maurer

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Scott Yarbrough"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 3:46:48 PM

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Dear Scott,

It was great seeing you at the station outreach events. Thank you for your continued engagement and feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

**From:** Scott Yarbrough [mailto:yarbrough.scott@gmail.com]  
**Sent:** Wednesday, June 05, 2019 5:09 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

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**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Janelle Wong"; Board \(@caltrain.com\); Caltrain\\_Bac \(@caltrain.com\)](#)  
**Cc:** ["janice@sfbike.org"](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 4:08:50 PM

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Dear Janelle,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Janelle Wong [mailto:smongfamily@me.com]  
**Sent:** Wednesday, June 05, 2019 3:57 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to take bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Sincerely,

**Janelle Wong**

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Jonathan Dirrenberger"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](#)  
**Cc:** [Janice Li](#)  
**Subject:** RE: Caltrain needs to take bike theft seriously  
**Date:** Thursday, June 06, 2019 9:36:07 AM

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Dear Jonathan,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Jonathan Dirrenberger [mailto:jonathan.dirrenberger@gmail.com]  
**Sent:** Wednesday, June 05, 2019 5:18 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** Janice Li  
**Subject:** Caltrain needs to take bike theft seriously

Caltrain Board,

I am writing to urge you to reject the staff recommendation regarding bicycle capacity at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately. The reason is, given the lack of bike share or sufficient transit coverage on the Peninsula, the vast majority of bicyclists need their own bicycle on at least one, if not both, ends of their journey. This is because our destination is often not near Caltrain and/or we use different Caltrain stations in the morning and evening, and/or we need to visit multiple destinations during the day. Providing more bicycle parking at stations can never solve this. This is the reality of the transit climate in which Caltrain operates.

I appreciate all Caltrain has done thus far to support the demand for bicycles on board. Please do not take a step backward and instead ensure the new trains have as much if not more bicycle storage with at least the same, if not higher, ratio of seats to bicycle racks in each car.

Thank you for your time,  
Jonathan Dirrenberger  
San Francisco, CA

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Sara Barz"; [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to make more room for bikes  
**Date:** Wednesday, June 05, 2019 12:13:58 PM

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Dear Sara,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the



development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Sara Barz [mailto:skbarz@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:56 PM  
**To:** Caltrain, Bac (@caltrain.com); Board (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to make more room for bikes

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

As an occasional Caltrain rider, I basically always ride Caltrain with a bike, and I've had four bikes stolen from me. I am always worried about my bike while riding Caltrain.

Thank you,  
Sara Barz

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Sara K. Barz  
[skbarz@gmail.com](mailto:skbarz@gmail.com)  
+1 (415) 935-0738  
[LinkedIn](#) | [Twitter](#)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Joshua Zimmerman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain needs to facilitate bike commuting  
**Date:** Wednesday, June 05, 2019 12:11:53 PM

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Dear Joshua,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Joshua Zimmerman [mailto:newmath@gmail.com]  
**Sent:** Tuesday, June 04, 2019 1:00 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain needs to facilitate bike commuting

Dear Caltrain Board,

I am writing to you to urge you to approve three or more bike cars to provide adequate seating in view of bike spaces, especially during peak hours and after ball games. Biking to work using Caltrain is a huge boon to quality of life for many commuters, including myself. We save both time and money while getting exercise and participating in the strong bike community among Caltrain riders. As the Bay area gets more crowded and stations are urbanized, bike cars are getting more crowded, which is a good thing. I hope we don't need to reduce this pro-environment/traffic/humanity capacity in our Caltrain system.

Please reject the staff recommendation at your upcoming board meeting. While I know cycling has long been a priority for the Caltrain board, it is important to maintain this vital aspect of Bay area life.

Thanks for your consideration.

Sincerely,  
Josh Zimmerman

**From:** [Seamans, Dora](#)  
**To:** [diane@dianesdreamdestinations.biz](mailto:diane@dianesdreamdestinations.biz); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
**Subject:** RE: Caltrain input  
**Date:** Friday, June 21, 2019 2:32:42 PM

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Dear Diane,

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

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**From:** diane@dianesdreamdestinations.biz <diane@dianesdreamdestinations.biz>  
**Sent:** Tuesday, June 4, 2019 11:18 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Caltrain input

Dear Caltrain Board,

I have read through your recommendations and the concerns of the Silicon Valley Bicycle Coalition. I have concerns as well. As a perspective, I took my bike on Caltrain once, perhaps a decade ago, with my husband. I could not have done it by myself, and I have not done so since. So,

1. Access to each bike car needs to be roll-on, roll-off, like BART. If all the cars are like that, so much the better for the elderly and disabled. It should never be assumed that everyone who rides a bike can lift their bike off the ground.
2. Similarly, parking in the cars should not require one to lift one's bike.
3. Standing space is not practical for anyone going all the way from San Francisco to San Jose. And for those of us who are older, it's not safe for any distance. Therefore, there should be one seat for each bike space. And this seat should be within eye-shot of one's bike.
4. If trains are so crowded that bicyclists and non-bicyclists must stand, then the trains must be made longer and/or there must be more trains. With up-to-date safety features, you should be able to run trains every 5-10 minutes, if that's what is needed during commute hours.

Thank you for considering my concerns.

Sincerely,

Diane Harrison  
3283 Benton St.  
Santa Clara, CA 95051  
408-246-8149  
[diane@dianesdreamdestinations.biz](mailto:diane@dianesdreamdestinations.biz)

**From:** [Seamans, Dora](#)  
**To:** [diane@dianesdreamdestinations.biz](mailto:diane@dianesdreamdestinations.biz); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
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**From:** diane@dianesdreamdestinations.biz <diane@dianesdreamdestinations.biz>  
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**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Caltrain input

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Thank you for considering my concerns.

Sincerely,

Diane Harrison  
3283 Benton St.  
Santa Clara, CA 95051  
408-246-8149  
[diane@dianesdreamdestinations.biz](mailto:diane@dianesdreamdestinations.biz)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Matt Schram"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain Electric Bike Cars  
**Date:** Wednesday, June 05, 2019 12:26:51 PM

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Dear Matt,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Matt Schram [mailto:matt@livecor.com]  
Sent: Tuesday, June 04, 2019 12:19 PM  
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Cc: janice@sfbike.org  
Subject: Caltrain Electric Bike Cars

Dear Caltrain Board,

I believe that you should reject the staff recommendation for the proposed bike car layout in the new electric Caltrain cars at your upcoming board meeting. The only way that I can practically use Caltrain from my house in SF is by biking to the train and bringing my bike on the train, and given the number of times I have been bumped from getting on the train any reduction in the capacity is going to negatively impact my ability to use Caltrain at all. The proposed layouts are going to be terrible from a bike theft standpoint as well.

Thank you  
Matt

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Scott Turner"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain definitely needs to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 12:04:44 PM

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Dear Scott,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Scott Turner [mailto:scott.turner@santacruz bicycles.com]  
**Sent:** Tuesday, June 04, 2019 2:09 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain definitely needs to take bike theft seriously

Hello Caltrain Board,

As a local Bay Area bicycle manufacturer we have seen an incredible amount of growth over the last 20 years in the local cycling community.

As I'm sure you know it's an expensive and crowded place live, and because people are ditching their cars and using bikes/trains/busses to get around, they also invest some of that 'no car' money into their bikes.

Our current 'average' bike sale price is now in the \$3,000 to \$4,000. No exaggeration. Just look at our website - [www.santacruz bicycles.com](http://www.santacruz bicycles.com)

And due to the increased street value, the associated bike thefts have skyrocketed. Not a day goes by that we don't get a call about helping an insurance company with the serial number and estimated value of a stolen bike. It's depressing.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Thanks for listening

Scott Turner | Marketing | PR Manager  
SANTA CRUZ BICYCLES  
email: [scott@santacruz bicycles.com](mailto:scott@santacruz bicycles.com)

2841 Mission Street  
Santa Cruz, CA 95060  
[santacruz bicycles.com](http://santacruz bicycles.com)

**From:** [Seamans, Dora](#)  
**To:** [Michelle Baverman; Board \(@caltrain.com\)](#)  
**Subject:** RE: Caltrain Board Meeting - Taking bike theft seriously  
**Date:** Thursday, June 20, 2019 4:33:22 PM

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Dear Michelle,

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:** Michelle Baverman <mabaverman@gmail.com>  
**Sent:** Thursday, June 6, 2019 10:10 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Caltrain Board Meeting - Taking bike theft seriously

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously and **I urge you to approve three or more bike cars** to provide adequate seating in view of bike spaces.

I ride the Caltrain with my bike for work to visit clients and having my bike is crucial for a last-mile (or last few miles) solution from the Caltrain stops. I know there are plenty of other people who use Caltrain for the same purposes. As a cyclist in the city it is so important to have a bike to get around - I use my bike every single day, and having my bike stolen because I can't be close enough to see it on Caltrain would be devastating and costly for me.

Caltrain has also made commitments to improving bike parking and bike share connections at stations, but I urge the board to direct staff to implement these improvements immediately.

Thank you for considering my concerns!

Michelle

--  
Michelle Baverman  
513.607.0365

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Nicholas Lipanovich"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Caltrain Board - it's time to take bike theft seriously  
**Date:** Wednesday, June 05, 2019 11:46:06 AM

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Dear Nick,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Nicholas Lipanovich [mailto:nicholas.lipanovich@gmail.com]  
**Sent:** Tuesday, June 04, 2019 6:26 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Caltrain Board - it's time to take bike theft seriously

Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting! I ride Caltrain daily with my bike and have concerns that bike theft is not being taken seriously enough. Please do the right thing for your loyal customers and approve three or more bike cars to provide adequate seating in view of bike spaces.

I also urge you to direct staff to actually implement the bike parking and bike share improvements immediately. I had my bike stolen at San Carlos station last year in part due to the lack of bike lockers at that station!

Sincerely,  
Nick Lipanovich

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Amanda Fanniff"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Caltrain bike layouts for new electric trains  
**Date:** Wednesday, June 05, 2019 3:19:04 PM

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Dear Amanda,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the



development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Amanda Fanniff [mailto:[amanda.fanniff@gmail.com](mailto:amanda.fanniff@gmail.com)]  
**Sent:** Sunday, June 02, 2019 8:23 PM  
**To:** Board ([@caltrain.com](mailto:@caltrain.com))  
**Cc:** CalMod@caltrain.com; Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)); cacsecretary [[@caltrain.com](mailto:@caltrain.com)];  
bikesonboard@sonic.net  
**Subject:** Caltrain bike layouts for new electric trains

Dear Caltrain Board,

I am writing to ask that you take time to consider the needs of bike commuters and the importance of this population in helping reduce our traffic problems in the Bay Area as you contemplate the new bike car layouts. As a San Francisco resident (94017) who uses Caltrain and my bike to commute to my office in Los Altos (94022), being able to bring my bike on board is essential. If Caltrain is no longer feasible for me due to inadequate access for bikes, I will become one more car-based commuter clogging up the highways and polluting our air - and I'm sure there are many like me. I already worry quite a bit about getting bumped from Caltrain due to inadequate bike space and this would be much worse if the seat to bike ratio drops below 8:1. I would also like to have more seats with views of bikes, given the risk of bike theft.

Thank you for your dedicated service and your consideration.

Amanda Fanniff  
San Francisco, 94107

**From:** [Seamans, Dora](#)  
**To:** [Scott Edwards; Board \(@caltrain.com\)](#)  
**Subject:** RE: Caltrain Bike cars, and adequate seating  
**Date:** Friday, June 21, 2019 2:35:27 PM

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Dear Scott,

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

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**From:** Scott Edwards <scott.edwards@ymail.com>  
**Sent:** Tuesday, June 4, 2019 8:25 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Caltrain Bike cars, and adequate seating

To Whom It May Concern,

I have read that the current recommendation for the next generation of Caltrain bike cars is to have room for 36 bicycles, but only seven seats from which a cyclist can keep a watchful eye on their bike. I implore you to reconsider this lopsided strategy and add more seats for cyclists to keep an eye on their bikes and add more bike cars to each train. As someone who takes his bike on train regularly, what I observe is that cyclists would rather stand in the bike car rather than leave their bike. The result of this is chaos as cyclists try to squeeze past cyclists standing with their bikes, impeding the ability to quickly exit and enter the bike cars. The current recommendation will do nothing to alleviate this situation.

Please reconsider the current plan and add more seats for cyclists in each bike car, and add more bike cars to each train.

Regards,

- Scott Edwards  
San Jose, CA

**From:** [Seamans, Dora](#)  
**To:** [Scott Edwards; Board \(@caltrain.com\)](#)  
**Subject:** RE: Caltrain Bike cars, and adequate seating  
**Date:** Friday, June 21, 2019 2:35:27 PM

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Dear Scott,

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

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**From:** Scott Edwards <scott.edwards@ymail.com>  
**Sent:** Tuesday, June 4, 2019 8:25 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Caltrain Bike cars, and adequate seating

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Please reconsider the current plan and add more seats for cyclists in each bike car, and add more bike cars to each train.

Regards,

- Scott Edwards  
San Jose, CA

**From:** [Seamans, Dora](#)  
**To:** [Marina Chow](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Caltrain Bike Cars  
**Date:** Friday, June 21, 2019 2:26:20 PM

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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.

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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:** 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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Hesham Najia"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Caltrain Bike Car Layout  
**Date:** Thursday, June 20, 2019 4:57:59 PM

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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 [mailto:caltrain@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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Hesham Najia"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Caltrain Bike Car Layout  
**Date:** Thursday, June 20, 2019 4:57:59 PM

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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:** 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 [mailto:caltrain@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:** [Seamans, Dora](#)  
**To:** [Suzanne Ambiel](#); [Board \(@caltrain.com\)](#)  
**Cc:** [emma@bikessiliconvalley.org](#)  
**Subject:** RE: Caltrain | Safe, Secure Bike Access & Storage  
**Date:** Friday, June 21, 2019 2:26:37 PM

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Dear Suzanne,

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:** Suzanne Ambiel <s@ambiel.org>  
**Sent:** Wednesday, June 5, 2019 9:03 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** emma@bikessiliconvalley.org  
**Subject:** Caltrain | Safe, Secure Bike Access & Storage

As you consider the next gen CalTrain experience, I urge you to broaden your understanding and consideration of safe, secure bike storage. CalTrain is an effective and efficient means of transit for the Bay Area – it's critical link for many commuters and residents – up to a point.

The last mile challenge prevents riders from reaching their true, final destination. Getting from a CalTrain station to the final destination changes the experience from delightful to stressful – adding time, expense, and inconvenience to an otherwise pleasant journey. My solution? Like many others, I ride my bike to the train station and either lock it up or take it with me – depending on my journey's purpose and end goal.

However, the lack of safe, secure bike storage and reliable access to the bike car makes me think twice and resort to alternative transportation choices. My bike was stolen from the Mountain View train station this year. Locked to a stanchion, I hoped it would be safe. It was not – I lost my bike, helmet, full set of lights, two panniers, and assorted supporting gear. Gone. I walked 5 miles home, and spent nearly \$1000 to replace my bike.

And – **have not ridden CalTrain since.** Why? I simply don't trust the environment – **it's not safe. It's not secure. It's not reliable.**

Please – prioritize safety for all and ensure CalTrain's next decade envisions one where all modes are welcome.

Regards,

Suzanne Ambiel

**From:** [Seamans, Dora](#)  
**To:** [Suzanne Ambiel](#); [Board \(@caltrain.com\)](#)  
**Cc:** [emma@bikessiliconvalley.org](#)  
**Subject:** RE: Caltrain | Safe, Secure Bike Access & Storage  
**Date:** Friday, June 21, 2019 2:26:37 PM

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**From:** Suzanne Ambiel <s@ambiel.org>  
**Sent:** Wednesday, June 5, 2019 9:03 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** emma@bikessiliconvalley.org  
**Subject:** Caltrain | Safe, Secure Bike Access & Storage

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And – **have not ridden CalTrain since**. Why? I simply don't trust the environment – **it's not safe. It's not secure. It's not reliable.**

Please – prioritize safety for all and ensure CalTrain's next decade envisions one where all modes are welcome.

Regards,

Suzanne Ambiel

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Deborah Freitas"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Cal train Bikes  
**Date:** Wednesday, June 05, 2019 3:21:45 PM

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Dear Deborah,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the



development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Deborah Freitas [mailto:dfreitas@stanford.edu]

Sent: Sunday, June 02, 2019 7:07 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];

bikesonboard@sonic.net

Subject: Cal train Bikes

Dear Board for Cal Train,

I am writing as a concerned rider of caltrain. I use the caltrain every weekday to get to work and ride my bike to caltrain. I am very concerned of the proposed new bike layout as there would not be enough seats for riders to safely keep on eye on our bikes. Since my ride is an hour each way I really don't want to be standing the whole way to ensure my bike's safety.

I have seen several people over the years steal or attempt to steal bikes from the train. One was just recently and we were able to intercept the thief and he ran off the train. As a paying customer I truly hope you reconsider the layout to have more bike cars with enough seats for the riders to stay close to our valuable bikes. Thank you for your time.

Regards,

Deborah Freitas

**From:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Joseph Lawlor": [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Subject:** RE: Board Meeting Thursday, June 6, 10 a.m.,  
**Date:** Thursday, June 06, 2019 9:35:36 AM

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Dear Joe,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Joseph Lawlor [mailto:cjhjoe@gmail.com]  
**Sent:** Thursday, June 06, 2019 8:54 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Board Meeting Thursday, June 6, 10 a.m.,

Dear Board Members,

At your meeting today please:

- Reject the staff recommendation of two bike cars
- Urge the approval of three or more bike cars to provide adequate seating in view of bike spaces
- Direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations and rapidly growing bike-share

Thank you,

Joe Lawlor  
Caltrain Rider

**From:** [Seamans, Dora](#)  
**To:** [hf: Board \(@caltrain.com\)](mailto:hf: Board (@caltrain.com))  
**Subject:** RE: bikesonboard@sonic.net  
**Date:** Thursday, June 20, 2019 4:39:39 PM

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Dear Huascar,

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:** hf <huascar.fiorletta@gmail.com>

**Sent:** Wednesday, June 5, 2019 5:50 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Subject:** bikesonboard@sonic.net

Dear Caltrain,

As a daily passenger and as one that has experienced attempted theft of my own bike on the train I am deeply opposed to bike carts with not enough seats to keep an eye on one's bicycle. I'm sure you're aware of the number of passengers which pay no ticket and appear to be homeless. Unfortunately Caltrain is not always a safe environment. Consider at least installing a screen and a webcam to let owners monitor their bikes from an adjacent cart.

Regards  
Huascar Fiorletta

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Vincent de Martel"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Shirley Johnson](mailto:Shirley_Johnson)  
**Subject:** RE: Bikeshare, your responsibility as a Caltrain board member  
**Date:** Wednesday, June 05, 2019 3:36:51 PM

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Dear Vincent,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Best,  
Lori

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**From:** Vincent de Martel [mailto:vincent@demartel.com]  
**Sent:** Monday, June 03, 2019 8:35 AM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:]; Shirley Johnson  
**Subject:** Bikeshare, your responsibility as a Caltrain board member

As a Caltrain board member, it is your responsibility to evaluate the argument you have heard **in favor of bikeshare and against bikes on board**. In a nutshell, the proposition is that it is acceptable to cut back access to bike users on Caltrain since the emergence of new business models and technology would permit to both i) foster the use of bikes in the Bay Area ii) accept the long-standing request from Caltrain staff to reduce bikes on board. At first sight, it is a win-win that you should feel comfortable supporting.

The reality is different: Bikeshare cannot replace lost bike capacity on board because bikeshare requires high user density and balanced use. The Caltrain corridor, with the exception of San Francisco and possibly San Jose is not an adequate location for bikeshare. The decision by Lime in February to withdraw bikes from South San Francisco, Burlingame, San Mateo, Foster City, Sunnyvale, Mountain View was a major blow to hopes of major adoption. This was unfortunately not the first event of failures going back to 2013. **The reality is that there is just not enough demand for a sizable two-way flow of bikes** to allow bikes to be shared enough times in any given day. Bikeshare today only serves one third of Caltrain passengers.

The latest Lime failure in the Peninsula has left many municipalities feeling bitter about bikeshare as voters start to pay attention to the high costs of setup and the repeated failed attempts.

It would be unworthy of a board member with a duty to take the long-term view to sacrifice a population of bike users on Caltrain who have shown over the years faith in the system and are actively propagating the image of Caltrain as an environmentally-friendly organization in favor of an unrealistic bikeshare dream.

Please read the report here for more information: [Bicycles on Electrified Caltrain](#). I ask you to consider supporting bikeshare as a complement to bikes on board, not as a substitute. Allowing four bike cars per train on the new EMUs is the way to do so.

Best regards,

Vincent de Martel



**From:** Lorraine Ling  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Re: Bikes on proposed Caltrain EMU train cars  
**Date:** Wednesday, June 05, 2019 5:23:18 PM

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Your projections of increased bike capacity via increased train frequency are useless if I get bumped and the next scheduled train doesn't stop at my destination.

Please excuse any typos. Sent from my iPhone

On May 31, 2019, at 5:04 PM, Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)> wrote:

Dear Lorraine,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you mentioned on April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and

progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented “Bikes Board First” program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

-----Original Message-----

From: Lorraine Ling [<mailto:loriling@stanford.edu>]  
Sent: Thursday, May 30, 2019 8:30 PM  
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)  
Cc: [janice@sfbike.org](mailto:janice@sfbike.org)  
Subject: Bikes on proposed Caltrain EMU train cars

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. My commute involves Caltrain and bicycling to cover “the last” mile at both destinations and I’m sure many riders are in the same situation. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to maintain the same level of bike capacity for the new electric trains. Please approve three or more bike cars and include seats IN VIEW of bikes to prevent bike theft.

Imagine forcing someone to leave her \$1000 laptop in the “electronics/ computers” car and NOT have any seats in view of these devices. No, that wouldn’t be prudent.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Sincerely,  
Lorraine

Please excuse any typos. Sent from my iPhone

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "sean f. reardon"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: bikes on new trains  
**Date:** Wednesday, June 05, 2019 11:51:13 AM

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Dear Sean,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** sean f. reardon [mailto:sreardon@stanford.edu]  
**Sent:** Tuesday, June 04, 2019 5:26 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:cacsecretary@caltrain.com]; bikesonboard@sonic.net  
**Subject:** bikes on new trains

hi caltrain –

I'm concerned that the proposed new bikecar layout will be insufficient both in terms of the number of bikes and the number of seats in the bike cars. the proposal that is being proposed by caltrain does not meet the 8:1 bikes/seats ratio that the board approved. and the number of seats in the bike cars is too low for cyclists to keep an eye on their bikes.

please consider options that include more bike spaces and more seats per bike car.

I live in SF and commute daily by bike/caltrain to palo alto. without my bike on the train, my commute on both ends would not be feasible.

thanks  
sean.

---

sean f. reardon  
professor of poverty and inequality in education  
and professor (by courtesy) of sociology  
stanford university  
CERAS building, 520 galvez mall, #526  
stanford, ca 94305-3084  
650.736.8517 (office phone)  
650.723.9931 (office fax)  
[sean.reardon@stanford.edu](mailto:sean.reardon@stanford.edu)  
<http://cepa.stanford.edu/sean-reardon>

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**From:** [Seamans, Dora](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** FW: Bikes on new caltrain cars  
**Date:** Friday, June 21, 2019 2:39:40 PM

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-----Original Message-----

From: Seamans, Dora On Behalf Of Board (@caltrain.com)  
Sent: Friday, June 21, 2019 2:33 PM  
To: 'Sherman Lo' <daedalus@stanford.edu>  
Subject: RE: Bikes on new caltrain cars

Dear Sherman,

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.

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: Sherman Lo <daedalus@stanford.edu>

Sent: Tuesday, June 4, 2019 11:01 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: Bikes on new caltrain cars

We need to have more caltrain bike spaces with spaces for at least 80 bikes per train, preferably more as many bike trains are full. Also it is important to be able to sit near the bike for security and to aid egress.

Best

Sherman

**From:** [Seamans, Dora](#)  
**To:** [Zachary Hilton; Board \(@caltrain.com\)](#)  
**Cc:** [emma@bikesiliconvalley.org](mailto:emma@bikesiliconvalley.org)  
**Subject:** RE: Bikes on Electric Caltrains  
**Date:** Friday, June 21, 2019 2:20:55 PM

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Dear Zachary,

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

-----Original Message-----

From: Zachary Hilton <zach.gbpc@gmail.com>  
Sent: Wednesday, June 5, 2019 2:23 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Cc: emma@bikesiliconvalley.org  
Subject: Bikes on Electric Caltrains

Caltrain Board,



On June 6 I urge you all to approve three or more bike cars to provide adequate seating in view of bike spaces. It's important for the security of my bike starting in Gilroy, while others come and go along my commute.

Please direct staff to develop robust implementation strategies for increasing security of bikes onboard, building secure bike parking at stations, and rapidly growing bike and scooter share at all stations.

Thank you for implementing bikes board first!

Zachary Hilton  
Gilroy Bicycle Pedestrian Commission  
#GilroyBPAC @Hoseman16  
Sent from my iPhone

**From:** [Seamans, Dora](#)  
**To:** [ward; Board \(@caltrain.com\)](#)  
**Cc:** [Emma Shlaes](#)  
**Subject:** RE: bikes on Caltrain  
**Date:** Thursday, June 20, 2019 4:40:28 PM

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Dear Ms. Shlaes,

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: ward <sandlot@pacbell.net>  
Sent: Wednesday, June 5, 2019 5:14 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Cc: Emma Shlaes <emma@bikesiliconvalley.org>  
Subject: bikes on Caltrain

Hi Folks:

I do not commute to work on a bike. I am retired and as an avid cyclist, I use the bike to tour from Millbrae to the south bay (and all over CA) several times a year to visit friends. I usually take Caltrain home. my bike is not an "expensive" model but it is my "horse." and I watch it like a hawk. I don't use Caltrain during regular commute hrs. however, one time there were no seats available in the bike car, so I had to stand with my bike on the rail, which is not very comfortable for this old, fat ugly guy. I will never let the bike out of my sight.

with new bike cars being developed, I would encourage Caltrain to seriously consider the needs of the fast-growing bike population. thank you for your time and efforts. Ward in Millbrae.

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Elaine"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: bikes on CalTrain  
**Date:** Thursday, June 20, 2019 5:01:50 PM

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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.

**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

**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 [mailto:caltrain@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:** [Seamans, Dora](#)  
**To:** [Sherman Lo; Board \(@caltrain.com\)](#)  
**Subject:** RE: Bikes on Caltrain  
**Date:** Friday, June 21, 2019 2:19:38 PM

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Dear Sherman,

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

-----Original Message-----

From: Sherman Lo <daedalus@stanford.edu>  
Sent: Wednesday, June 5, 2019 3:30 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Subject: Bikes on Caltrain

Dear Board of directors

We need to have more caltrain bike spaces with spaces for at least 80 bikes per train, preferably more as many bike trains are full. It would be great to have with multiple bike cars as well where we can sit near the bike for security and to aid egress.

Thank you

Sherman

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "iPad Steve"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bikes on Board  
**Date:** Thursday, June 20, 2019 4:53:34 PM

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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.

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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:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Caitlin Curtis"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](mailto:Caitlin.Curtis; Board (@caltrain.com); Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Bike theft concerns lead to a less efficient cal train  
**Date:** Wednesday, June 05, 2019 12:25:32 PM

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Dear Caitlin,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Caitlin Curtis [mailto:caitlin.a.curtis@gmail.com]  
**Sent:** Tuesday, June 04, 2019 12:23 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Bike theft concerns lead to a less efficient cal train

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. When I cannot see my bike it means I lock up my bike in a more all encompassing manner so that parts of my bike will not be stolen this takes a lot longer and will cause the train car not to load as quickly especially in high bike traffic stations. This also sometimes means I will stand next to or near my bike (so I do not have to bother locking it up) which can cut down on the space allocated for bikes. This may also cause people to not take cal train if they are worried about their bike safety which would be a monetary loss for cal train. Now I am not clear on the details of this new proposed car but if the bike coalition has concerns then I would probably listen because I assume I am not the only one they have convinced to mobilize in the form of an email and bike theft is one of the primary concerns of cyclists around the bay area.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Best,  
Caitlin

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Bryn Llewellyn"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bike space on the new electric Caltrains  
**Date:** Thursday, June 06, 2019 10:16:49 AM

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Dear Bryn,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** Bryn Llewellyn [mailto:bllewell@icloud.com]  
**Sent:** Wednesday, June 05, 2019 9:29 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net  
**Subject:** Bike space on the new electric Caltrains

I want to persuade you that the new seven-car electric trains need at least 80 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces and seats within view of bikes for these reasons:

—Bike riders are often bumped today. We'll therefore need more bike capacity in 2022 when electric trains start running. Today's diesel trains have 77 bike spaces per train on average.

—To deter bike theft.

It's critical for me that I can bring my bike on board and keep a watch over it. I live in San Francisco and I work in Sunnyvale. I use the Express train between 4th & King and Mountain View every day. Using my car would be dangerous to my safety and health, bad for the environment, and stupidly expensive. And commuting between home and 4th & King, and then Mountain View and my office in Sunnyvale, is simply not practical without my own bike.

**From:** [Seamans, Dora](#)  
**To:** [Ranjeet Tate; Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bike space on new wagons  
**Date:** Friday, June 21, 2019 2:25:46 PM

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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.

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:** 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:** [Seamans, Dora](#)  
**To:** [Pease, Nathan](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: bike space and seating on caltrain  
**Date:** Thursday, June 20, 2019 4:37:20 PM

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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.

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

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**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:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** ["Luke Reilly"; Board \(@caltrain.com\); Caltrain.Bac \(@caltrain.com\)](mailto:Luke.Reilly; Board (@caltrain.com); Caltrain.Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Bike Safety on the New Caltrain  
**Date:** Wednesday, June 05, 2019 11:54:35 AM

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Dear Luke,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Luke Reilly [mailto:luke.a.reilly@gmail.com]  
**Sent:** Tuesday, June 04, 2019 4:02 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Bike Safety on the New Caltrain

Dear Caltrain Board,

Bikes are expensive and easy targets for those without scruples. I already get nervous on the train when seats run out and I am unable to sit with my bicycle--and there are far more seats now than the proposed seating ratio. Please consider the daily commuters like me who only feel secure when seated in view of their bicycles.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actually implement these improvements immediately.

Thank you,  
Luke Reilly

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "McKenzie Paige Hagen"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** RE: Bike Cars on Electrified Fleet  
**Date:** Thursday, June 06, 2019 9:36:34 AM

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Dear McKenzie,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** McKenzie Paige Hagen [mailto:mphagen@stanford.edu]  
**Sent:** Thursday, June 06, 2019 9:33 AM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bike Cars on Electrified Fleet

Hi!

I'm a avid rider of the Caltrain (it's *really* one of the best parts of my day), and aside from a short bike to get to it, it takes me all the way to work on the Stanford campus! I love that it's a sustainable commute, and I love how convenient it is for me to bike to the train - it's a shorter distance biking straight to the tracks than driving to the parking lot, and I don't have to worry about parking.

Given this, I'm very upset by the current design of the electrified fleet. I'm always worried about my beloved bike being stolen, and, on some mornings, the bike car on the 8:16 out of Milbrae is full or *very* near capacity, leading to a sardines-like experience de-boarding at Palo Alto.

I'd hope that you'd reconsider the design of the bike cars on the fleet, and consider having more than two bike cars *especially* during peak commute hours. I know many people rely on the Caltrain for their commute like me, and not listening to the concerns of the SF Bike Coalition will lead to much stress for those of us who love to combine the train with our bike commute.

Best,  
McKenzie Hagen  
she/her

**From:** [Seamans, Dora](#)  
**To:** [Nancy Miceli: Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Bike Cars on CalTrain  
**Date:** Friday, June 21, 2019 2:31:14 PM

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Dear Nancy,

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

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**From:** Nancy Miceli <nmiceli@astound.net>  
**Sent:** Tuesday, June 4, 2019 11:33 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Bike Cars on CalTrain

Dear Board,

I will not be able to attend the meeting on Thursday June 6, but want you to know that I ride the train nearly every day with my bike. I am fortunate to get on before the bike car fills up. But oh does it fill up. I get on at downtown San Mateo, but by the time it gets to Menlo Park, the car is filled to capacity. With the weather getting better, there will only be more bikes. Which is a GOOD Thing! But problematic for bicycle commuters, who should be able to count on getting a spot on the train.

I urge you to provide more bike cars – I understand the plan is to provide bike parking for one in every eight riders. At least three bike cars per train during commute hours. You have had counters on the trains for the last few months, so you know what the commute hours are. And more seating on the bike cars. It would be nice to have little signs by those seats that says something like “these seats are reserved for riders who have bikes on board”. Of course functioning bike and scooter share stations at the stations would allow more riders to travel that last mile.

Has anyone considered two level bike parking on the trains? Or perhaps racks like those on the front of the SamTrans buses mounted above the bike racks, to hold one or two more bikes.

Thanks,

Nancy Miceli – bicycle commuter

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Kara Baker"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bike car layout  
**Date:** Thursday, June 20, 2019 1:32:15 PM

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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.

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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:** 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:** [Seamans, Dora](#)  
**To:** [Alex Stowbunenko](#); [Board \(@caltrain.com\)](#)  
**Subject:** RE: Bike car layout  
**Date:** Thursday, June 20, 2019 4:27:18 PM

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Dear Alex,

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

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**From:** Alex Stowbunenko <alextraining241@yahoo.com>

**Sent:** Friday, June 7, 2019 6:17 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Subject:** Bike car layout

Hello. I have been a loyal CalTrain passenger for years, who commutes with my bike. I believe the new plan for the layout is a faulty plan. If the current plan goes through, I will no longer use CalTrain.

**From:** [Seamans, Dora](#)  
**To:** [Lily Janiak](#); [Board \(@caltrain.com\)](#)  
**Cc:** [emma@bikesiliconvalley.org](mailto:emma@bikesiliconvalley.org); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bicyclists on Caltrain must be allowed to sit in view of their bikes  
**Date:** Friday, June 21, 2019 2:21:51 PM

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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.

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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:** 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:** [Seamans, Dora](#)  
**To:** [Retired Firemen; Board \(@caltrain.com\); Emma Shlaes](#)  
**Subject:** RE: bicycles on trains  
**Date:** Friday, June 21, 2019 2:30:26 PM

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Dear Tim,

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

-----Original Message-----

From: Retired Firemen <gobaktim@comcast.net>  
Sent: Wednesday, June 5, 2019 6:48 AM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Emma Shlaes <emma@bikesiliconvalley.org>  
Subject: bicycles on trains

The public needs more access to bringing bikes safely on to trains. We are building housing near mass transportation. Some is not so near to walk in a short amount of time. More space is needed for these people to bring

their bikes on board safely. This is a low cost way to enhance ridership when compared to building and maintaining automobile parking space.

Tim O'Brien

>

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["Bikes on Board"](#); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** RE: Bicycles on Electrified Caltrain  
**Date:** Wednesday, June 05, 2019 4:56:26 PM

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Dear BIKES ONboard,

Thank you for the report. We appreciate your continued engagement.

Best,  
Lori

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**From:** Bikes on Board [<mailto:bikesonboard@sonic.net>]  
**Sent:** Friday, May 31, 2019 12:28 AM  
**To:** Board ([@caltrain.com](mailto:@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com))  
**Subject:** Bicycles on Electrified Caltrain

Dear Joint Powers Board,

Please see the attached report titled "Bicycles on Electrified Caltrain."

Respectfully submitted,  
BIKES ONboard Project



**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Marcia Weisbrot"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: bicycles  
**Date:** Thursday, June 20, 2019 4:52:47 PM

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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.

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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:** 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:** [Seamans, Dora](#)  
**To:** [Kyle Suguitan](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bicycle capacity and layout of new electric trains  
**Date:** Thursday, June 20, 2019 4:34:02 PM

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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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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:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["John Spallone"](mailto:John Spallone); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE: Bicycle capacity  
**Date:** Wednesday, June 05, 2019 3:41:25 PM

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Dear John,

Thank you for your thoughtful feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the

development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

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**From:** John Spallone [mailto:sfojws@yahoo.com]  
**Sent:** Tuesday, June 04, 2019 12:40 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:** Bicycle capacity

Greetings,

I appreciate the inclusion of bicycle capacity on Caltrain over the past 20-25 years, and am eager to see this extended to the electric cars that you will be incorporating in the coming decades. However, I have read a report that the plan for the new cars will have a limited number of seats available within viewing lines of the bicycle areas. This raises a significant concern.

At times in the past few years, it has been disappointing to see that there is usually no effort being made to assure that cyclists are able to find seats with a view of the bicycle areas. I appreciate that Caltrain recommends that passengers without bicycles find seats in other cars, but this is rarely attended to by the conductors. I realize that they have a number of tasks, but there is also the possibility of theft when cyclists are not able to see their bicycles. It appears that the latest plan will have only seven seats per car that are within sight lines of the bicycle areas. This will embolden thieves, and make it too easy for one to snatch a bicycle and exit the train quickly.

I urge you to modify the plan for the new cars. It will be vital to have more seats within viewing range of the bicycles, and signage instructing passengers to utilize one of the many seats elsewhere in the car, or on another car. Additionally, given that a significant number of cyclists have been "bumped", due to insufficient bicycle capacity at certain hours, it would behoove you to plan to have more than two cars per train on which bicycles may be carried.

I realize that there are a number of constituencies who have expressed their needs as you make plans for the long-awaited electrification of Caltrain. However, given the need to plan for the long term, and support efforts to reduce the factors contributing to global climate change, it is clear that plans for the future of Caltrain must integrate bicycle use for passengers whose destinations are distant from the stations, and easily reached with addition of bicycle use for the "last mile" (or more).

Thank you for your consideration of this factor.

John Spallone  
San Francisco

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["mark.assaf"](mailto:mark.assaf); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: another bike nag...  
**Date:** Thursday, June 20, 2019 4:56:13 PM

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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.

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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](#).

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

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Mark

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The Gallery Cafe  
1200 Mason  
San Francisco CA 94108  
[www.gallerycafesf.com](http://www.gallerycafesf.com)

--

mark assaf  
940 Union Street #6  
San Francisco CA 94133  
(415) 968-9022  
[www.sciencemonster.net](http://www.sciencemonster.net)  
ebay:sciencemonster



**From:** Salvavidas 425  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Re: Am I surprised ?  
**Date:** Thursday, June 20, 2019 4:14:23 PM

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Thanks for the update.

On Thu, Jun 20, 2019, 2:41 PM Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)) <[BAC@caltrain.com](mailto: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](mailto:salvavidas425@gmail.com)]

**Sent:** Tuesday, June 11, 2019 3:56 AM

**To:** Board ([@caltrain.com](mailto:@caltrain.com))

**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)); cacsecretary [[@caltrain.com](mailto:@caltrain.com)];

[bikesonboard@sonic.net](mailto: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:** [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**To:** "Kyle Liske"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))  
**Subject:** RE: Advocating for more bike space more distributed through caltrain trainsets  
**Date:** Wednesday, June 05, 2019 11:39:36 AM

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Dear Kyle,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Kyle Liske [mailto:kyle.liske@gmail.com]

**Sent:** Tuesday, June 04, 2019 7:53 PM

**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Advocating for more bike space more distributed through caltrain trainsets

Hi,

just wanted to voice my support for have more bike spaces total per train, and also distributing the bike spaces evenly throughout the train so that bicyclists can watch over their bikes.

Caltrain is already a leader in bikes on board, lets continue to be a leader in the synergistic combination of bikes and trains. California's climate and bike lane infrastructure are too good an opportunity to pass up!

Thanks

**From:** [Seamans, Dora](#)  
**To:** [Anna Dagum: Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
**Subject:** RE: Adequate bike accessibility and security on Caltrain  
**Date:** Friday, June 21, 2019 2:25:28 PM

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Dear Anna,

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:** Anna Dagum <anna.dagum@gmail.com>  
**Sent:** Wednesday, June 5, 2019 10:04 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** Emma@bikesiliconvalley.org  
**Subject:** Adequate bike accessibility and security on Caltrain

Good morning,

While I am excited to learn that Caltrain is electrifying, I am concerned about the number of proposed bike cars on the new electrified fleet. As a bicycle commuter from Redwood City to San Jose, I take my bike on the train every day and appreciate the ability to sit in the same car as my bike for security purposes. My bike has been stolen in the past, therefore, I urge the approval of three or more bike cars with adequate seating for the new fleet. I think the ones that exist now are great - with bikes on the first floor and seating on the second. A good compromise would be building secure bike parking at stations, however, the added costs/hassle of storing my bike and renting a scooter or bicycle to finish the last leg of my commute would not be ideal and I would rather see that investment go towards adding additional bike cars. If the Peninsula is investing in bike infrastructure improvements such as the El Camino Real Corridor Plan among others, Caltrain should plan for this growing capacity. Thank you for your time and I appreciate your dedication to public transit!

Best,  
Anna

**From:** [Seamans, Dora](#)  
**To:** [Emma Peyton](#); [Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Adequate bike accessibility and security for Caltrain's new electrified fleet  
**Date:** Thursday, June 20, 2019 4:38:12 PM

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Dear Ms. Peyton,

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:** Emma Peyton <emmafrancespey@gmail.com>

**Sent:** Wednesday, June 5, 2019 6:10 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Cc:** Emma@bikesiliconvalley.org

**Subject:** Adequate bike accessibility and security for Caltrain's new electrified fleet

Good afternoon,

While I am excited to learn that Caltrain is electrifying, I am concerned about the proposed number of bike cars on the new electrified fleet. As an advocate for multi-modal public transportation, I urge the approval of three or more bike cars with adequate seating to be incorporated into the design of the new fleet. If the Peninsula is investing in bike infrastructure improvements such as the El Camino Real Corridor Plan and the Peninsula Bikeway Project, Caltrain should plan to support this growing capacity. Thank you for your time and I appreciate your dedication to public transit!

Warm regards,  
Emma Peyton



**From:** [Seamans, Dora](#)  
**To:** [joanna.dagum](#); [Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Adequate bike accessibility and security for Caltrain's new electrified fleet  
**Date:** Friday, June 21, 2019 2:15:47 PM

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Dear Dagum,

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

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**From:** joanna dagum <joanna\_dagum@yahoo.com>

**Sent:** Wednesday, June 5, 2019 4:45 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Cc:** Emma@bikesiliconvalley.org

**Subject:** Adequate bike accessibility and security for Caltrain's new electrified fleet

Good afternoon,

While I am excited to learn that Caltrain is electrifying, I am concerned about the proposed number of bike cars on the new electrified fleet. As an advocate for multi-modal public transportation, I urge the approval of three or more bike cars with adequate seating to be incorporated into the design of the new fleet. If the Peninsula is investing in bike infrastructure improvements such as the El Camino Real Corridor Plan and the Peninsula Bikeway Project, Caltrain should plan to support this growing capacity. Thank you for your time and I appreciate your dedication to public transit!

Warm regards,  
Joanna Dagum

**From:** [Seamans, Dora](#)  
**To:** [Leo Dagum](#); [Board \(@caltrain.com\)](#); [Emma@bikesiliconvalley.org](#)  
**Subject:** RE: Adequate bike accessibility and security for Caltrain's new electrified fleet  
**Date:** Friday, June 21, 2019 2:17:53 PM

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Dear Leo,

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

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**From:** Leo Dagum <leo\_dagum@yahoo.com>

**Sent:** Wednesday, June 5, 2019 3:56 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Emma@bikesiliconvalley.org

**Subject:** Adequate bike accessibility and security for Caltrain's new electrified fleet

Good afternoon,

While I am excited to learn that Caltrain is electrifying, I am concerned about the proposed number of bike cars on the new electrified fleet. As an advocate for multi-modal public transportation, I urge the approval of three or more bike cars with adequate seating to be incorporated into the design of the new fleet. If the Peninsula is investing in bike infrastructure improvements such as the El Camino Real Corridor Plan and the Peninsula Bikeway Project, Caltrain should plan to support this growing capacity. Thank you for your time and I appreciate your dedication to public transit!

Warm regards,

Leo Dagum  
Redwood City, CA

**From:** [Seamans, Dora](#)  
**To:** [Julia Dagum: Board \(@caltrain.com\)](#)  
**Cc:** [Emma@bikesiliconvalley.org](mailto:Emma@bikesiliconvalley.org)  
**Subject:** RE: Adequate bike accessibility and security for Caltrain's new electrified fleet  
**Date:** Friday, June 21, 2019 2:40:38 PM

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Dear Julia,

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:** Julia Dagum <juliadagum@gmail.com>

**Sent:** Wednesday, June 5, 2019 3:36 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Cc:** Emma@bikesiliconvalley.org

**Subject:** Adequate bike accessibility and security for Caltrain's new electrified fleet

Good afternoon,

While I am excited to learn that Caltrain is electrifying, I am concerned about the proposed number of bike cars on the new electrified fleet. As an advocate for multi-modal public transportation, I urge the approval of three or more bike cars with adequate seating to be incorporated into the design of the new fleet. If the Peninsula is investing in bike infrastructure improvements such as the El Camino Real Corridor Plan and the Peninsula Bikeway Project, Caltrain should plan to support this growing capacity. Thank you for your time and I appreciate your dedication to public transit!

Warm regards,

Julia Dagum

**From:** [Seamans, Dora](#)  
**To:** [Laura Tolkoff](#); [Board \(@caltrain.com\)](#)  
**Subject:** RE: 6/6 Board Meeting | Item 5e. Business Plan Monthly Update  
**Date:** Friday, June 21, 2019 2:32:22 PM

---

Dear Ms. Tolkoff – thank you for your comments and be advised that the Board received a copy of your comments at their June 6<sup>th</sup> meeting.

Best,

Dora

**From:** Laura Tolkoff <[ltolkoff@spur.org](mailto:ltolkoff@spur.org)>  
**Sent:** Tuesday, June 4, 2019 11:25 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** 6/6 Board Meeting | Item 5e. Business Plan Monthly Update

Dear Peninsula Corridor Joint Powers Board:

SPUR envisions Peninsula Corridor with an outstanding rail system with all-day, frequent service. Achieving that vision will require service delivery and organizational changes. In the attached letter, we:

1. Recommend a set of service delivery and governance goals for Caltrain and the Peninsula Corridor Joint Powers Board.
2. Provide a framework for institutional roles that inform our recommendations and is based on international best practices.

Thank you for the opportunity to provide input on critical decisions about Caltrain's future. Please feel free to reach out with any questions.

Laura Tolkoff, AICP  
SPUR • Ideas + Action for a Better City  
[ltolkoff@spur.org](mailto:ltolkoff@spur.org)  
[SPUR](#) | [Facebook](#) | [Twitter](#) | [Join](#) | [Get Newsletters](#)

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** ["karens@alum.mit.edu"](mailto:karens@alum.mit.edu); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Bikes on Board](#)  
**Subject:** RE: (My bike and) I love CALTRAIN!  
**Date:** Wednesday, June 05, 2019 3:22:29 PM

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Dear Karen,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since then, Caltrain has heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into a staff recommendation.

The resulting staff recommendation that was presented to the CAC and BAC in May, maintains 72 bikes in two-cars and in direct response to the bike community increases the number of seats in the bike cars to 14 total (original design was 6 seats total). Staff is also recommending a commitment to spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders with programs such as the recently implemented "Bikes Board First" program.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the



development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Karen Sachs [mailto:karens@alum.mit.edu]  
**Sent:** Sunday, June 02, 2019 6:36 PM  
**To:** Board (@caltrain.com)  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board  
**Subject:** (My bike and) I love CALTRAIN!

Dear Caltrain

The ability to get from SJ to SF with nothing but my bike and a CALTRAIN pass is one of my favorite things about living in the Bay area.

Please, in the deliberation happening soon, consider optimizing for MORE BIKE SPOTS, because bumps are the worst! They are a real hindrance to commuting by Caltrain (whereas lack of seats is not! I'd much rather have to stand than get bumped!),

Also please be mindful of the fact that we worry a lot about our beloved bikes. Bike cars that allow us to sit in proximity go far towards reducing the threat of bike theft.

Please consider bike-friendly designs. They will preserve a very valuable aspect of the great service you provide by running CALTRAIN.

Thank you for all you do  
Karen

**From:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**To:** "Adam Buck"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Cc:** [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** RE:  
**Date:** Wednesday, June 05, 2019 12:01:05 PM

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Dear Adam,

Thank you for your feedback. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

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development of a [Business Plan](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,  
Lori

**From:** Adam Buck [mailto:adambuck@gmail.com]  
**Sent:** Tuesday, June 04, 2019 2:27 PM  
**To:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** janice@sfbike.org  
**Subject:**

Dear Caltrain Board,

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces.

Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to implement these improvements immediately.

Sincerely,

Adam Buck

235 Berry St, San Francisco, CA 94158