

JPB BOARD MEETING  
June 6, 2019

Correspondence Packet as of  
May 30, 2019, 12 p.m.

**From:** [Drew Skau](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [cacsecretary \[@caltrain.com\]](#); [Caltrain\\_Bac \(@caltrain.com\)](#); [Bikes on Board](#)  
**Subject:** Bikes on New Caltrain Cars  
**Date:** Thursday, May 30, 2019 9:07:40 AM

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Dear Caltrain Board,

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

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

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

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

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

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

Overall, this process reeks of cronyism from the early days of rail. The railroad company is deciding what they want and forcing it on everyone, regardless of what the impact will be. This is not the Caltrain I want to ride. Please help change that.

Sincerely,  
Drew Skau  
Bicycle and Caltrain rider

**From:** [Michael D. Leslie](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](#)  
**Subject:** Proposed bike car layout for electric trains  
**Date:** Wednesday, May 29, 2019 8:01:12 AM

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Hi Caltrain board,

I have some concerns about the bicycle car layout for the new electric trains. Although as a daily Caltrain commuter I'm very excited for many of CalMod's benefits, I am disappointed that the current proposal is a regression for cyclists. It is important to me and many other commuters that Caltrain continues to provide service with a minimum of 80 bikes per electric train and at least four bike cars per consist. I'm also disappointed at the lack of seating that's in visual range of the bike racks—sitting near my bike is a major theft deterrent. Bike theft is a huge problem throughout the area, and the proposed design invites bike theft activity onboard the train.

I'm hoping to attend the board vote on the sixth of June in support of Caltrain bike commuters and against the proposed design. See you there!

Thanks,  
Michael Leslie

Sent from my iPhone

**From:** [Low, Lori](#)  
**To:** [Board \(@caltrain.com\)](#); "Bikes on Board"  
**Cc:** [cacsecretary \[@caltrain.com\]](#); [Caltrain, Bac \(@caltrain.com\)](#); [CalMod@caltrain.com](#); [cacsecretary \[@caltrain.com\]](#)  
**Subject:** RE: Caltrain "new" bike-car layout doesn't solve the problem  
**Date:** Tuesday, May 28, 2019 11:55:18 AM

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Dear Shirley,

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

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

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

As you mentioned, Caltrain is also reaching out to its ridership through station outreach events. Regarding the flyer that was distributed, the front side highlighted information about the electric train bike car layout and the backside included information about bike parking and micromobility station improvements; therefore, every person who received the flyer received information about the bike car layout.

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:** Bikes on Board <[bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)>  
**Sent:** Tuesday, May 21, 2019 11:20 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); cacsecretary [@caltrain.com] <[jpbcacsecretary@samtrans.com](mailto:jpbcacsecretary@samtrans.com)>; Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>  
**Subject:** Caltrain "new" bike-car layout doesn't solve the problem

Dear Joint Powers Board,

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. Please direct staff to develop realistic options that solve the layout problem.

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

- Encourages bike theft. There are only 7 folding seats (3 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.

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 must do better, particularly to get broad public support for a ballot measure for dedicated funding. Bike advocates are well-organized and could garner support for such a ballot measure, if Caltrain keeps its promise for more bike capacity at the 8:1 ratio on electrified trains.

We remind you that you have received hundreds of emails and over 1000 people signed a [petition](#) in support of seats within view of bikes and more bike capacity at the 8:1 ratio of seats-to-bike-spaces. In addition, over 50 [letters to the editor](#) in support of bikes on Caltrain have appeared in area newspapers. Please listen to the public.

Staff claims they considered input from the public workshop held April 17, but staff constrained options at the workshop so tightly that the outcome was predetermined. It was impossible for workshop attendees to come up with a reconfiguration that had adequate seats within view of bikes and met the board-mandated 8:1 ratio.

Staff is currently holding station outreach events, but these events are focused on wayside options and apparently are not intended to gather broad input on bike-car layout. The event at 4th & King Street station on Monday had large boards for people to add sticky notes about wayside options, but no board for bike-car layout. Staff was handing out flyers about bike parking, but did not hand out the flyer about bike-car layout. That flyer was left lying on the table.

Caltrain should be appealing to the three counties, the MTC, and the State to get funding to serve all passengers. It's the agency's obligation to reduce greenhouse gas emissions. Denying service to people with bicycles is counter to that goal.

To achieve satisfactory train layout, Caltrain needs at least four bike cars [as described here](#). Please direct staff to provide other options for consideration, not just two or three bike cars.

Respectfully,

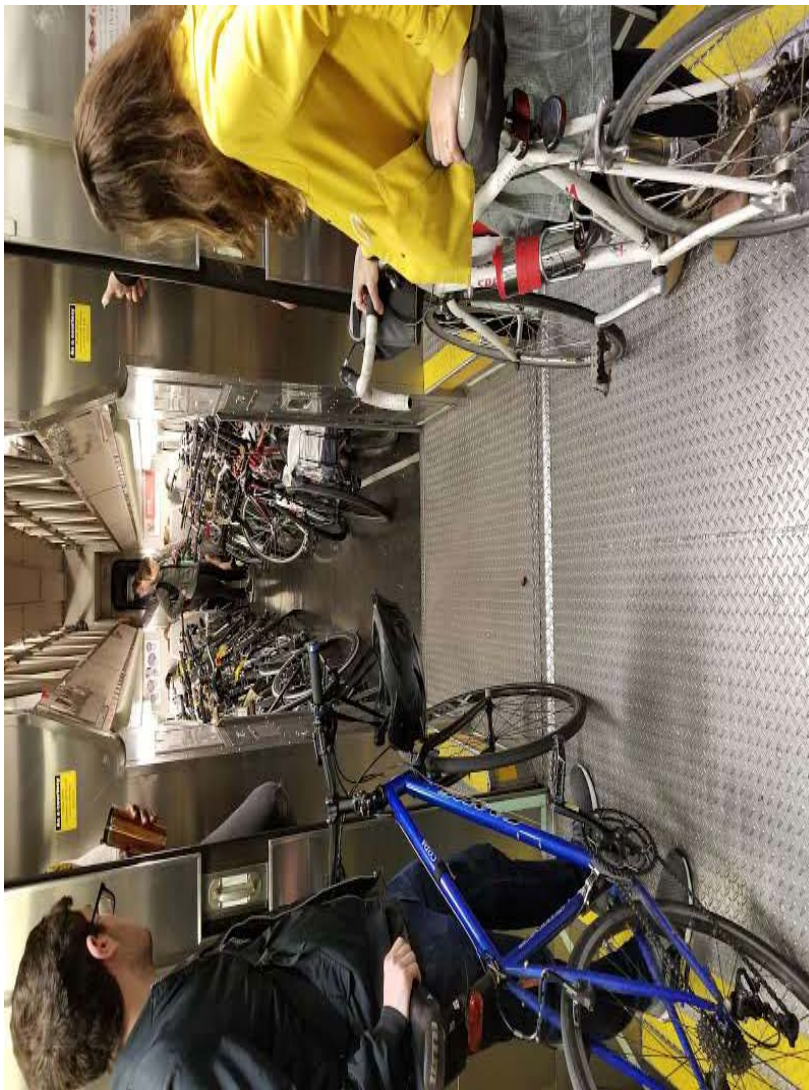
Shirley Johnson  
Leader, BIKES ONboard Project  
[sfbcmomentum.org/bob](http://sfbcmomentum.org/bob)

**From:** [Andy Michelle Meislin](mailto:Andy.Michelle.Meislin@caltrain.com)  
**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:** Bike Capacity  
**Date:** Tuesday, May 28, 2019 9:15:14 AM

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Hi,

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



Again, I believe that we should be encouraging people to bike to Caltrain when we can - it will make for healthier residents, less traffic in our cities, and more sustainable communities. But beyond what I believe, the new proposed bike layout is *not* in line with the California's Climate Change Scoping Plan, which states that by 2030 we will have more walkable, bikeable cities with access to public transit. If anything, Caltrain should be creating layouts with far greater bike capacity than today's trains in order to anticipate a higher proportion of riders commuting with bikes. Cities all over California are re-doing streets and adding bike lanes in

order to address climate, congestion, and health challenges, and Caltrain should be a leader in encouraging sustainable commuting (After all, an electric train will be an amazing, sustainable commute! I'd hate to have to take a Lyft or Uber to Caltrain every morning to ensure I could get on my train without fear of a "bike bump").

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

Best,  
Andy Meislin  
Graduate Student at Stanford University



**From:** [Anne de la Rosa](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Fromson, Casey](#)  
**Subject:** proposed Hayward Park Track Maintenance Yard and San Mateo Spur Track  
**Date:** Sunday, May 26, 2019 6:12:06 PM

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May 6, 2019

Dear Members of the Joint Powers Board -

I am writing to notify you that I feel there was extreme negligence on the part of the Joint Powers Board in approving, on April 5th, 2018, the Adoption of the Negative Declaration and approval of the San Mateo Set Out Track Project-25th Avenue Grade Separation.

Please excuse my great delay in speaking up on this unconscionable issue, but it wasn't until tons and tons of dirt was dumped 5 feet above street grade next to the tracks behind my home at 1093 South B St in San Mateo that I even knew about the absurd proposal to install a rail yard directly (and I mean "within 10' directly") beside a 100% residential neighborhood. The fact that your entire committee approved this plan without a question asked, shows extremely poor and questionable oversight. It almost seems as if the individuals who wrote this report and stated that there was no negative impact must never have actually walked the sight. They have misleading photos (there are no trees blocking site of the main part of the spur track), misnamed streets, no acknowledgement of windows looking directly out to the proposed yard, and given no notification of the proposed project to neighbors directly affected by it. This was and is a complete disregard to the citizens residing next to the rail corridor and the noisy, unhealthy and unsightly impact this project would have on them.

From my perspective, it certainly looks as if Caltrain realized this would be a sensitive issue and did their best to bury it deeply within the 25th Ave Grade Separation.

There can be no "gotcha's" in this instance. Caltrain has detailed every pole and construction date in regard to the Electrification project, yet, the placement of an entire rail yard with access placed on a very narrow street that is right next to a small city park, in full site of homes and apartments doesn't suggest a community review to you? This ill-considered project needs to either be shelved or relocated to an industrial area.

Thank you for your time in this matter that effects the health and well-being of all the members of the Hayward Park Community.

Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)  
650-346-3682  
1093 South B St  
San Mateo CA 94401

**From:** [Quinn, George](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** 100 San Lucar Ct., Sunnyvale  
**Date:** Sunday, May 26, 2019 4:55:20 PM  
**Attachments:** [image001.png](#)



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Peninsula Corridor Joint Powers Board,

My name is George Quinn. I'm an agent with Colliers International in San Jose.

I am reaching out because I represent a company who has interest in leasing 100 San Lucar Court, Sunnyvale. It has come to our attention that the existing tenant, Cutting Edge Machining, has plans to vacate this space and we'd like to lease it if so. Is there someone I can speak to about this?

Thank you for your time!

Regards,  
George

**George Quinn**

Senior Vice President  
CA License No. 01250595  
**Direct +1 408 282 3912** | Mobile +1 408 569 3002  
Main +1 408 282 3800 | Fax +1 408 292 8100  
[george.quinn@colliers.com](mailto:george.quinn@colliers.com) | [Add as Contact](#)

**Colliers International**

225 West Santa Clara Street, 10<sup>th</sup> Floor, Ste. 1000 | San Jose, CA 95113 | United States  
[www.colliers.com](http://www.colliers.com)



**From:** [giuliano.carlini](mailto:giuliano.carlini@caltrain.com)  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Electric car layout for bringing bikes on the train  
**Date:** Saturday, May 25, 2019 12:36:32 PM

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Hi Board,

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

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

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

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

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

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

I've been on a public board (for my kids' school). I understand the need to generally consider staff's opinion carefully, and normally to go with it. I did so time and again, each time against some community members

objections. But a few times, with issues that would affect the school for years/decades, I led. I led the community, and in particular the staff. I didn't accept their preferred choice, but looked to what would be best long term for the school and all of its community members.

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

Thank you,

giuliano carlini

**From:** [Maic López Sáenz](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [Caltrain\\_Bac \(@caltrain.com\)](#); [cacsecretary \[at\]caltrain.com](#); [Bikes on Board](#)  
**Subject:** Caltrain Electrification Bike Car Design  
**Date:** Thursday, May 23, 2019 5:34:33 PM

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I am a daily user of Caltrain who brings his bike on board. I live and work about 2 miles away from the closest Caltrain station, so having my bike makes Caltrain a timely and feasible possibility. It also greatly increases the versatility of my Caltrain trips by greatly extending the reach of each station.

I ask the board to reject the new bike-car layout proposed by staff, which has fewer bike spaces than today cars. This new design falls short of the 8:1 ration of seats-to-bike-spaces that was promised by the board, it also provides insufficient seats next to the bicycle spaces as to deter theft. Seats are necessary next to the bicycle spaces to allow enough passengers to sit next to bicycles and deter theft, without these seats a number of passengers will choose to stand next to their bikes causing congestion and boarding/unboarding delays.

Bikes-on-board has created a document with excellent recommendations that fully address these issues:

[https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuVDVLFkeSXBf88YT\\_pnMOY](https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuVDVLFkeSXBf88YT_pnMOY)

Caltrain has been for years a great example of bike support, allowing a greater increase in mobility for all passengers and offering an environmentally sound solution to the last mile problem. Thanks for your support all these years and please keep Caltrain as one of the best bike supporting transit systems around!

Miguel Lopez Saenz  
San Francisco

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Drew Skau](#)  
**Cc:** [CalMod@caltrain.com](#); [Board \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [Bikes on Board](#)  
**Subject:** RE: Bikes on Trains  
**Date:** Tuesday, May 21, 2019 11:07:36 AM

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Dear Drew – this is to confirm receipt and thank you for your thoughtful comments to the Board, et al.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

**From:** Drew Skau <dwskau@gmail.com>  
**Sent:** Tuesday, May 21, 2019 10:20 AM  
**To:** CalMod@caltrain.com; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbccacsecretary@samtrans.com>; Bikes on Board <bikesonboard@sonic.net>  
**Subject:** Bikes on Trains

Hi Caltrainers,

I've been following your plans for the new electrified train cars and bike spaces and I have some concerns about the direction you seem to be taking. It's critical that I have space on Caltrain for my bicycle, and it's important to me that there is seating for me within view of my bicycle. I know you are advocating for bike parking and bike rentals as solutions, however these aren't good options for me. I'm a tall person and bike rentals never fit me correctly, and I need my bike on both ends due to Caltrain's sparse scheduling.

In the morning, if I leave going southbound from South SF and want to get to Menlo Park, I have the following options (only once per hour, so bumps are intolerable):

SSF -> Palo Alto -> Bike to Menlo Park

SSF -> Transfer trains at Redwood City -> Menlo Park

Trains leaving SSF only occur once per hour, so if I miss that, I'm stuck for a bit, and my next best bet is:

Bike to San Bruno -> Menlo Park

If I've parked my bike at SSF or San Bruno, I definitely need to get back there to get my bike, but since I don't have my bike with me, I don't have the Palo Alto option any longer. This means I only have hourly trains again, and while I won't be bumped without a bike, I have to be ready at exactly the right time, or wait an hour. The schedule is so sparse for many stations that I'm sure other people end up with this same issue. Bringing a bike along is the best way to guarantee the necessary flexibility to make up for sparse scheduling.

Now, if the electrified trains are going to do away with the baby bullet or limited stop trains that create these sparse schedules, then bike parking becomes somewhat more tolerable, but I

still have the problem of the last few miles on either side of my train trip.

I have not been able to attend any of the public outreach meetings on this issue, but for me to continue riding Caltrain, it is imperative that I have reliable access to bring my bike on the train and sit within view of my bike.

Thanks,  
Drew

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Virginia Smedberg](#); [Board \(@caltrain.com\)](#)  
**Subject:** RE: bikes on Caltrain  
**Date:** Tuesday, May 21, 2019 8:06:21 AM

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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**From:** Virginia Smedberg <virgviolin@hotmail.com>  
**Sent:** Monday, May 20, 2019 8:54 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** bikes on Caltrain

Dear Caltrain Board - I bring my bike on board to avoid parking hassles in San Francisco when I go to the opera. Getting left behind on the platform due to insufficient bike capacity means I don't get to the opera on time. Those opera tickets are expensive - I don't want to miss any of the music (and they don't let you in until intermission).

- Also I sometimes go to jobs - rehearsals or performances - the same way - and I need to arrive before they start, since I'm PLAYING my violin in those.
- I ask you to reject staff's proposed "new" bike-car layout because it will encourage bike theft and has fewer bike spaces than today.
- I insist that you keep your promise of the 8:1 ratio of seats-to-bike-spaces, that is, 84 bike spaces per seven-car electric train AND have at least one seat within view of two bike spaces (same as today).
- We bikers consider that seats near bikes are important to prevent train delays caused by congestion from standees guarding their bikes. If you aren't also a biker this may not be real to you - so please look through our eyes.
- I want to remind you of the many environmental, economic, and societal benefits of bikes on board. I'm not going to list them - you've seen them many times. Just recall what you've seen. It's worth doing!

And I trust you have seen this data from our perspective:

[https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuvDVLfkeSXBf88YT\\_pnMOY/edit](https://docs.google.com/document/d/17gAf5T2zkEgUIYK64vgzbuvDVLfkeSXBf88YT_pnMOY/edit)

[Caltrain Public Workshop &](#)





## [Rebuttal to Staff Presentation - public - Google Docs](#)

When you use a browser, like Chrome, it saves some information from websites in its cache and cookies. Clearing them fixes certain problems, like loading or formatting issues on sites. In Chrome

[docs.google.com](https://docs.google.com)

We have been studying this seriously and for a long time - we are as concerned as you are to have efficient trains to move all passengers, including bikers and walkers. We understand the perspective of the bikers obviously in a different way than your staff, and I seriously recommend that you ask staff to really read, study, and understand our proposals - and that you board members at least skim through them so that you can question your staff to ensure they HAVE in fact understood them.

Whatever the final decisions, we will be living with them for a LONG time, so it is well worth thorough study now.

Sincerely,  
Virginia Smedberg  
Palo Alto (Cal Ave station most often)

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Jeffrey Allen](#); [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [bikesonboard@sonic.net](#)  
**Subject:** RE: Bikes on board  
**Date:** Monday, May 20, 2019 8:04:54 AM

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

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

Dear Caltrain Board,

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

Jeffrey Allen  
Commuter

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Bill Rupel](#); [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [bikesonboard@sonic.net](#)  
**Subject:** RE: more bike capacity  
**Date:** Monday, May 20, 2019 8:04:39 AM

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

**From:** Bill Rupel <arduous573@gmail.com>  
**Sent:** Sunday, May 19, 2019 4:29 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net  
**Subject:** more bike capacity

To Whom It May Concern,

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

Thank you, Bill Rupel

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [moorecm@yahoo.com](mailto:moorecm@yahoo.com); [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Bike theft  
**Date:** Monday, May 20, 2019 8:04:19 AM

---

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

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

[Sent from Yahoo Mail on Android](#)

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Carol Fan](#); [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [bikesonboard@sonic.net](#)  
**Subject:** RE: More bike capacity and seats on bike cars please!  
**Date:** Monday, May 20, 2019 8:03:41 AM

---

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

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

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

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

Thanks,

Carol

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Matt Kurzrock](#); [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [bikesonboard@sonic.net](#)  
**Subject:** RE: Please improve the proposed offering.  
**Date:** Monday, May 20, 2019 8:03:20 AM

---

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

---

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

Sirs:

We need improvements.

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

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

Cyclists are good for our environment, economy, etc.

Please do better.

Anything worth doing is worth doing well.

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

With Cheers, All Things Good,

Sincerely,

Matt & Carol

Dr. Matthias D. Kurzrock  
◇ 2673 Cassandra Court, Walnut Creek, CA 94598-4459  
◇ 925-465-4611; Facsimile, Fax: 925-465-4611  
◇ Mobile: 925-330-4568

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Rich Schwerin](#); [Board \(@caltrain.com\)](#)  
**Cc:** [CalMod@caltrain.com](#); [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [bikesonboard@sonic.net](#)  
**Subject:** RE: Reject staff's proposed "new" bike-car layout  
**Date:** Monday, May 20, 2019 8:02:37 AM

---

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

Hello Caltrain Board,

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

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

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

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

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Sean McFeely](#); [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** RE: Caltrain Bike Cars  
**Date:** Monday, May 20, 2019 8:01:49 AM

---

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

---

**From:** Sean McFeely <[smcfeely@pacbell.net](mailto:smcfeely@pacbell.net)>  
**Sent:** Friday, May 17, 2019 1:37 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Caltrain Bike Cars

I ask the Joint Powers Board to honor its commitment to the public for 8:1 seats-to-bike-spaces (84 bikes per seven-car electric train) and provide seats within view of bikes to deter bike theft. The board must override the staff's horrifically faulty recommendation. Bikes on Board has consistently provided significantly better alternatives that Caltrain staff refuse to acknowledge.

1. Caltrain staff repeatedly propose layouts with reduced bike capacity from current levels. If current levels are insufficient for riders today, why does Caltrain propose reducing the capacity. Bikes are critical to first and last mile connections. Eliminating bumping riders should be a Caltrain priority, goal and value.
2. Caltrain staff repeatedly proposes layouts with little to no seats within view of the bikes. This only encourages bike theft and is an absolute shame. Eliminating property crime on Caltrain property should be a caltrain priority, goal and value.
3. Caltrain staff repeatedly propose consolidating bikes into a few cars. This causes significant congestion and ultimately increases station dwell time causing delays. The train cannot leave if a single car is still loading. Spreading the bikes evenly across the train provides a better experience for riders and reduces transit times.

Caltrain must do better! JPB must keep its promise of 8:1 ratio of seats-to-bikes and have at least 1 within view of every 2 bike spaces (same as today)!

Sean McFeely



**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [laura celio](#); [Board \(@caltrain.com\)](#)  
**Cc:** [Caltrain, Bac \(@caltrain.com\)](#); [bikesonboard@sonic.net](#); [cacsecretary \[@caltrain.com\]](#); [CalMod@caltrain.com](#)  
**Subject:** RE: Please improve bike cars in new layout  
**Date:** Monday, May 20, 2019 8:01:10 AM

---

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

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

Dear caltrain board,

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

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

Thanks,  
Laura

**From:** [Rex Kerr](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Fare violation system does not meet "efficient and fair" goals  
**Date:** Friday, May 17, 2019 4:42:08 PM

---

Dear Peninsula Corridor Joint Powers Board,

According to Ordinance 2, Section 1.01(d)3, passed by the Board on 2018-01-04, a goal of the rules and enforcement procedures is to "identify, deter and penalize fare evasion in a timely, efficient and fair manner".

The current procedures as written, and as implemented by Transit America Services, Inc (TASI) staff on behalf of Caltrain, fail to meet these goals. I will describe the problems below, and I would like to hear your plans to rectify the situation to better achieve these goals.

As a background, Caltrain currently accepts (at least) four types of fare:

- (1) Paper tickets, purchased on the day of travel, with destinations and type (trip or daily) specified and the time of purchase;
- (2) Clipper-purchased tickets, activated by tagging on at the departure station for the maximum possible price, with the difference from the actual price credited back if the rider tags off at the destination station;
- (3) Clipper-coordinated monthly passes, activated by tagging on multiple times at the departure station of the first travel at the month (the card must be re-tagged until (i) the pass is activated and (ii) the single-trip travel fare, which is also applied, is refunded in full); no further action is necessary until the next month, and the full month's fare cost is subtracted regardless of when the pass is activated;
- (4) Mobile app-purchased tickets that are approximately equivalent to the paper tickets, with the same options and limitations, except digital

The language of the Ordinance is written from the perspective of attempting to catch intentional fare evasion: riders who intentionally avoid paying. However, the Clipper system in particular provides multiple opportunities for error, and provides no convenient way for the rider to prove to themselves that they have in fact paid. The monthly pass is worst of all in this regard, as it requires multiple tags, and only once, and never again, indicates that the pass has been activated. Thus, in order to conduct operations in a "timely, efficient and fair manner", a distinction should be made between intentional and systematic fare evasion (which can be strongly deterred), and accidents which can be somewhat reduced by increasing the burden on riders but will continue regardless of penalties.

There are two possible ways to reduce the burden on riders while still penalizing fare evasion. One is to improve the payment system, which could charitably be described as quaint, so that unintentional errors are reduced to negligible levels. These include measures such as

- (1) powered proximity sensors on the train doors that automatically read cards as a backup to the pass
- (2) integration of Caltrain and Clipper web apps to auto-pay based on GPS location
- (3) monthly passes that don't need any tagging at all to activate because obviously you wouldn't buy one if you didn't want to use it

The second way is to build flexibility into the enforcement system. However, from what I have witnessed with other riders and personally experienced, the present enforcement has no

flexibility: if any problem appears, a ticket is written. (I was told point-blank by staff that they should NOT check my monthly pass as if I didn't have one they would write me a ticket even though I approached the staff to be checked (I was worried about anomalies during monthly tagging); it turns out I did have a pass, but this is ridiculous.) Although an appeals process exists, if the initial review of a ticket is denied, no actionable information is included to indicate whether it makes any sense to request a hearing.

Thus, as it stands, Caltrain is adding significant burden to its riders by implementing a "proof of payment" system without enabling its riders to prove to themselves they have paid, thus encouraging mistakes. This adds cost and inconvenience to riders while Caltrain gains financially. This is exploiting, not serving your patrons.

There are many challenges in operating a public transit system, and the system if run well is of great value to the communities it serves. However, the implementation of Ordinance 2 is failing to meet the goals it espouses, and further attention is needed.

Please let me know if the Board has any plans to improve the situation or will consider developing them. If the answer is affirmative, then I eagerly await the implementation and will check back in an appropriate amount of time to check on progress. However, if the answer is negative, or I do not receive an answer, then I will find other avenues to motivate improvements, as I feel strongly that the existing system is close to shameful and I would like to have pride in the infrastructure of my community.

Thank you for your attention.

Sincerely,  
Rex Kerr

P.S. You may have surmised that I recently received a ticket, probably relating to a monthly pass. You would be correct. This letter is not an appeal. The dollar amount of the fine is not a serious concern for me and I've paid it. But I have seen too many other riders adversely affected, and I am tired of feeling anxiety whenever the train staff has scanners out despite having done everything correctly as far as I can tell (because I cannot actually easily tell that it worked). The process needs to be fixed.

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Adina Levin](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Ballot measure comments  
**Date:** Thursday, May 16, 2019 9:52:51 AM

---

Dear Ms. Levin – this email is to confirm receipt and thank you for your thoughtful comments, staff will keep them in mind as discussions continue on this important topic.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

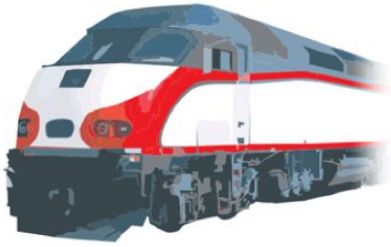
**From:** Adina Levin <adina.levin@friendsofcaltrain.com>  
**Sent:** Wednesday, May 15, 2019 12:35 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Ballot measure comments

Dear board members and staff,

This letter is in follow up to public comments at the last board meeting regarding the polling for a tax to provide stable funding for Caltrain.

Thank you for your consideration,

- Adina  
Adina Levin  
Friends of Caltrain  
<http://greencaltrain.com>  
650-646-4344



# FRIENDS OF CALTRAIN

To: Caltrain board and staff  
Re: Caltrain ballot measure  
Date: May 15, 2019

Honorable board members,

This letter is in follow up to public comments at the last board meeting regarding the polling for a tax to provide stable funding for Caltrain.

The mission of Friends of Caltrain is to support stable funding for Caltrain and successful modernization, to enabling Caltrain to serve as a part of a well-integrated regional transit network, accessible to all. Supporting stable funding is in our mission statement.

The polling indicates that results of a ballot measure are highly sensitive to a strong campaign and the expenditure plan.

The negative messages that suppressed results included concerns about the cost of living, and concern about employers paying their fair share. Voters may want to see that if the mechanism is a sales tax, that the money will be used to make Caltrain affordable and accessible to lower-income people. Caltrain's earned reputation is a service that is used largely by higher-income people, with average rider income around \$130,000.

It seems valuable and important for the expenditure plan and the policies supporting the measure to include affordable fares and other measures improving access to people across the income spectrum, such as transfer discounts, first-last mile connections, service hours supporting non-white-collar jobs, affordable housing near transit.

*It would be helpful to poll-test a variety of equity messages, policies, and expenditures to see how they may improve poll results.*

Regarding voter concern about a regressive sales tax – unfortunately, a sales tax is the only measure that is authorized on the ballot. To address voter concern about companies paying their share, would it be feasible to pursue public private partnerships in parallel, along the lines of the well-received corporate initiative to provide funding for affordable housing. For example, major employers who benefit from increased Caltrain capacity and speed could contribute substantially to the cost of lengthening Caltrain platforms and implementing level boarding at the stations they benefit from. Good

publicity for such win/win partnerships could help improve perception that companies are paying their fare share.

Regarding the expenditure plan, the poll showed that congestion relief and increased transit capacity are important to voters; in addition, voters value the idea of connecting the Downtown Extension and much better regional and local rail and bus transit connections. On the other hand, the lowest level of support showed in the poll was for using the money to rebate San Francisco, SamTrans, and VTA and exempt them from their obligations to contribute to Caltrain.

*These points are important to consider for the expenditure plan: voters are clear that they want this tax to provide new value for better transit and congestion relief.*

Last but not least, as many of you know, Friends of Caltrain participated in coalition with TEAMC in San Mateo County to do grassroots outreach in strong support for San Mateo County Measure W, which passed narrowly by 500 votes. In coalition with a variety of partners in all 3 counties in the corridor, we contributed to mobilizing over 100 volunteers who reached tens of thousands of voters to help pass Measure W and decisively defeat Prop 6 in the Bay Area. In previous years we worked in coalition to support Santa Clara County Measure B.

Our coalition partners strongly value sustainable transportation and social equity. They will be motivated to put similar effort into a ballot measure for Caltrain if it has strong provisions to provide better, more integrated, more affordable transit, with policies to make the service accessible to all.

Thank you for your consideration,

Adina

A handwritten signature in black ink, appearing to be 'Adina', with a long horizontal flourish extending to the right.

Adina Levin  
Executive Director  
Friends of Caltrain  
<http://greencaltrain.com>  
650-646-4344

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [hoikm4+39ojnct4tsxn4@guerrillamail.com](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: compete better against bart improve baby bullet service  
**Date:** Tuesday, May 14, 2019 2:57:53 PM

---

Hello - this is to confirm receipt of your three emails to the Board.

Thank you for your comments.

Kind Regards,

Dora Seamans  
Executive Officer/District Secretary

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

From: [hoikm4+39ojnct4tsxn4@guerrillamail.com](#) <[hoikm4+39ojnct4tsxn4@guerrillamail.com](#)>  
Sent: Sunday, May 12, 2019 10:50 AM  
To: [Board \(@caltrain.com\)](#) <[BoardCaltrain@samtrans.com](#)>  
Subject: compete better against bart improve baby bullet service

will not waste money on stamps improve your baby bullet service extend all trains to gilroy after diridon so will continue to see these requests submits start the service improvement before october 2019 more people will go to gilroy

as bart gets closer october 2019 start extending all baby bullet trains to gilroy more people need to travel to that city the vta bus route is not the answer and will hear more you need to compete better against bart make all of the express train baby bullet trains from diridon to gilroy all of the trains need to stop at three more stations out of the five make all baby bullet trains stop at gilroy not diridon gilroy is going to be the more transit options over people traveling to san francisco more people will be going there

contact at that email you will get more letters and emails before october make the baby bullets train stop at gilroy more people from light rail, bus routes, bart look into doing this before october

capitol, blossom hill, morgan hill, gilroy stop at these four stations after diridon

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Block or report abuse: <https://www.guerrillamail.com//abuse/?a=Q051FwkgQLUZnBy1%2BXBRcRvK>

**From:** [Seamans, Dora](#) on behalf of [Board \(@caltrain.com\)](#)  
**To:** [Duane Takahashi](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Sell the air rights to the tracks to pay for burying the Caltrain tracks  
**Date:** Friday, May 10, 2019 9:37:22 AM

---

Dear Mr. Takahashi – thank you for your feedback. Our Business Plan is taking a comprehensive look at what infrastructure will be needed to support and fund expanded Caltrain service. This includes assessing how Caltrain owned property and development opportunities can be used to support the needed investment. More information will be available this summer and more information is available online at <https://www.caltrain2040.org/>

Regards,

Dora Seamans, MPA, CMC  
Executive Officer/District Secretary  
SamTrans, Executive Administration  
1250 San Carlos Ave  
San Carlos, CA 94070  
Tel: 650-508-6242  
[Seamansd@samtrans.com](mailto:Seamansd@samtrans.com)

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**From:** Duane Takahashi <tduane@yahoo.com>  
**Sent:** Thursday, May 9, 2019 7:56 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Sell the air rights to the tracks to pay for burying the Caltrain tracks

Dear Joint Powers Authority Board:

Has anyone brought up the idea of selling the air rights to the Caltrain tracks to pay for an SJ to SF tunnel? (This is how they paid for tunneling the tracks going into NYC's Grand Central Terminal.)

You could also increase the number of bores and charge BART and the bullet train for passage express rights.

Regards,  
Duane



**From:** [Seamans, Dora](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** FW: Better electric train layout for bike  
**Date:** Friday, May 10, 2019 8:10:54 AM

---

**From:** Seamans, Dora **On Behalf Of** Board (@caltrain.com)  
**Sent:** Friday, May 10, 2019 8:10 AM  
**To:** 'cando2\_la@yahoo.com' <cando2\_la@yahoo.com>  
**Subject:** RE: Better electric train layout for bike

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

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

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

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

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

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

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

Regards,

**From:** [cando2\\_la@yahoo.com](mailto:cando2_la@yahoo.com)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [bikeonboard@sonic.net](mailto:bikeonboard@sonic.net)  
**Subject:** Better electric train layout for bike  
**Date:** Thursday, May 9, 2019 10:47:28 PM

---

Honorable Caltrain Board Members:

I am respectfully requesting your support for a better electric train layout for bike. I am a daily Caltrain rider with a bike from Hillsdale station to San Francisco. A bike friendly Caltrain makes my daily commute possible without a car. Thank you.

Respectfully,

Frank  
A San Francisco Bike Coalition Member

[Sent from Yahoo Mail for iPhone](#)

**From:** [Nick George](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Gumpal, Cindy](#)  
**Subject:** Re: San Jose Homeless Camp - Possibly on Caltrain Property  
**Date:** Tuesday, May 7, 2019 11:49:16 AM  
**Attachments:** [image002.png](#)

---

Thank you for the update!

Nick

On Tue, May 7, 2019 at 11:30 AM Board (@[caltrain.com](#)) <[BoardCaltrain@samtrans.com](#)> wrote:

Dear Mr. George,

This email is to confirm receipt and to let you know that staff will visit this location to investigate.

Kind Regards,

Dora

Dora Seamans, MPA, CMC

Executive Officer/District Secretary

SamTrans, Executive Administration

1250 San Carlos Ave

San Carlos, CA 94070

Tel: 650-508-6242

[Seamansd@samtrans.com](#)

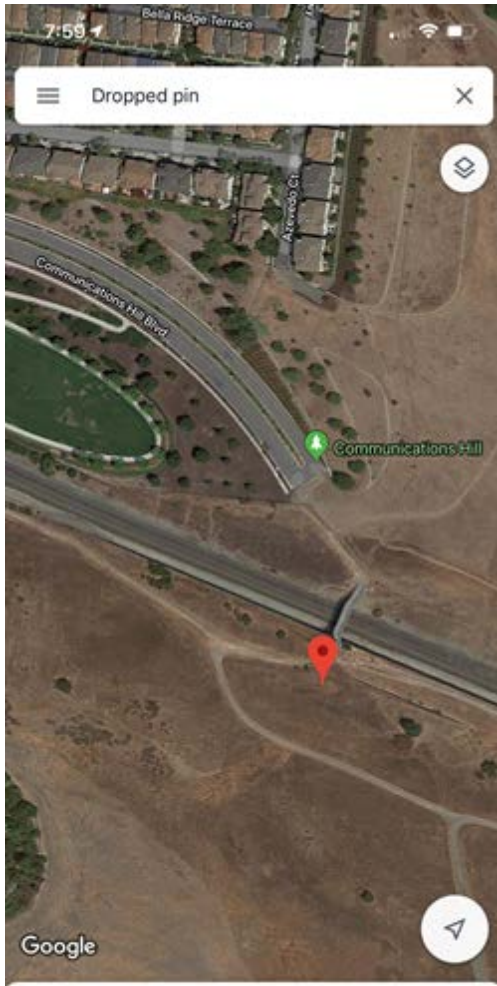
**From:** Nick George <[nickrgeorge@gmail.com](#)>

**Sent:** Sunday, May 5, 2019 8:06 PM

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

**Subject:** San Jose Homeless Camp - Possibly on Caltrain Property

There is a homeless camp on what appears to be Caltrain property that has been growing in size for at least the past 4 months. It's located on the south side of the tracks in San Jose, near the end of Communications Hill Blvd, south of Curtner Ave (see red pin on map below). My neighborhood group has been reporting this to the city for weeks and they finally have said that it is not their problem since it isn't city property. It's a major eyesore near an expensive neighborhood and also a major fire risk with the upcoming dry months. Please have your crews check out the location.



**Dropped pin**

Near Communications Hill, San Jose, CA

9 min



**From:** [David Edwards](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#)  
**Cc:** [Mccauley, Ryan](#); [Board \(@caltrain.com\)](#); [CalMod@caltrain.com](#); [cacsecretary \[at\]caltrain.com](#);  
[bikesonboard@sonic.net](#)  
**Subject:** Re: Caltrain EMU Layout proposals  
**Date:** Saturday, April 27, 2019 3:33:12 PM

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Hi Lori,

Thank you for writing back.

One of the issues with the April 17th workshop was only a maximum of three cars were considered for bike capacity. Myself and several other riders would like for there to be bike capacity on all cars on the new trains - even if only 2-3 cars are labeled as 'bike cars' - because it would likely help reduce dwell time at stations as bike onloading/offloading would be able to proceed from double the number of doors, and would potentially decrease the distance a biker needs to run if a car is full. This is the system BART uses, and seems to work well for their trains.

That's great to hear that a peninsula bikeshate is being reviewed. In the meantime I hope there are plans for more keyed lockers; from what I see on your site, [http://www.caltrain.com/riderinfo/Bicycles/Bike\\_Parking\\_Options\\_By\\_Station.html](http://www.caltrain.com/riderinfo/Bicycles/Bike_Parking_Options_By_Station.html) , 100% of the keyed lockers are consumed and have been for all the time I've been using the system. They seem to be popular with good reason.

Thanks,  
Dave

**From:** [giuliano.carlini](mailto:giuliano.carlini@caltrain.com)  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** car layout  
**Date:** Saturday, April 27, 2019 12:35:00 AM

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Hey all,

Thank y'all again for all you're doing to make the SF bay a better place, by making its transportation infrastructure so much better. The change to electric trains will mean we can move more folks, more often, reducing traffic, and improving the environment.

What could be better ...

... well, the proposed Caltrain, on train, bike access. Reduce the seated passenger capacity by 1% generates a host of benefits ...

Staff's proposed car layout is a significant step down for Caltrain's support of cycling. You need to be making it easier to cycle, not harder. Bikes and trains are natural allies. Too many folks use cars to get to Caltrain. Look at any Caltrain parking lot. That's a lot of land and infrastructure and Caltrain dollars being used on cars. Caltrain is investing way too much money subsidizing cars. Heck passengers are spending way too much money on their Cars. Better support for bringing bikes onto trains is better for Caltrain and its passengers.

Now, I understand why folks take cars to Caltrain. Unless you live within a mile of a station, you really can't walk to the station.

And now think of all the folks who have that issue on both sides of their train commute. On the other side they'll take a taxi or uber. Another car trip. Or the bus, another inconvenience coordinating schedules, and typically another CO2 emitting trip, with high subsidies. And now think of the folks who won't take the train at all cause it's too big a hassle.

But, folks can bike to and from the station. Bikes are the solution to the mixed mode transportation problem. They are even more flexible than cars, as I can use differing start and end stations on both sides of my trip. I can get on close to home and alight close to work so I don't have to worry about sweating. On the way home I can ride a few miles to get a bit more exercise, getting on at a different station than I got off at in the morning. And I can get off at yet a different one, and run a few errands on the way home. Or, go visit my sister. Or, get together with friends. All things I could not do if I left my car or bike at the station in the morning.

Making it easy and safe to bring your bike on the train makes all that possible, and fixes the concerns folks have with riding their bikes to the train. Easy and safe means being able to keep your eyes on your bike. And that means bike storage on every car.

I've heard that staff argues against this, saying that it significantly reduces capacity. And that the retrofit costs are in the 10's of thousands of dollars. I get that we nothing is black and white, that we

have to balance competing concerns. So, let's talk about that balance.

I just saw some proposed layouts. Staffs 7 car layout can carry something like 667 riders. On the other hand, with a layout with 12 bikes per car, the capacity is something like 660. About 1% fewer riders. For much of the day, that's neither here nor there, the trains are not at capacity. When they are capacity, it means another 7 folks standing. While I've often seen cyclists bumped, I've yet to ever see a non cyclist bumped. 7 more folks standing is a tiny cost. Now amortize those impacted during rush hours over the whole day, and the cost is a fraction of 1%.

And what are the benefits? More folks using the train. More folks out of their cars. Fewer cars on the road. Less Caltrain infrastructure needed to support cars. Fewer Caltrain dollars spent subsidizing cars. Fewer state subsidizes on cars, and fewer passenger dollars spend on their cars. More folks getting a healthy ride to and from the train. Longer lives, with those extra years in better health, and not house bound or even bed ridden. More folks who can decompress riding instead of driving. More cars off the streets, making life better for those who really do have to drive from time to time.

Oh, and everything about the above "us vs them" framing, I reject. This shouldn't be an "us vs them" thing. It should be about "us and us". We all want and need to use the train. Let's spend less time dividing ourselves, and more time making Caltrain work for us all. For example, if capacity is the issue at rush hour, lets run trains more often, perhaps with shorter trains when we do so. Let's increase capacity, not divide the community, and then reduce one segments ridership.

Okay, so what about the retrofit argument? I'm sorry, but how the heck does it cost \$50,000 to replace a few seats with a few bike racks? That just makes no sense. I've heard that staff is counting the cost as fully replacing a car. That would seem an outlandish claim. I sure hope it isn't true. But it's the only thing that seems to likely when I hear a cost of \$50,000.

And, I doubt we'll be seeing bike racks removed and replaced with seats. More likely it's going to be the other way round. In my 10+ years riding bikes on caltrain, I've only noticed more folks riding, and bringing their bikes on, not fewer. Count me among them. I was an occasional Caltrain rider before that. Once I learned I could bring my bike on board, I gradually shifted my mode of transport out of my car, and to riding and bringing my bike on board. For the past 5 years daily. A few years ago my son graduated from school. He now bikes and rides the train. Last year he got married. His wife now bikes and rides the train. An ex boss of mine does. As do a few ex coworkers. And at least one of their partners. 10 years ago almost all of them were in cars (excepting my son, who went straight from being too young to drive, to using bike and train, and his wife who went from relying on others, to being able to get to her job in the city daily on bike and train).

A couple of final points.

This isn't a crazy bike rider anti car thing. While most weekdays I walk, ride, and take the train, on most weekends I do some driving. Yep, sometimes driving makes the most sense. I just try and use the mode that



makes the most sense for each segment of each trip. Sometimes I even choose to drive because I just don't feel like cycling that trip. Yeah, there are a few highly visible (and audible) cycling only wingnuts. But the vast, vast, majority of cyclists are drivers and pedestrians too. We just want to cycle more and drive less, and I sure hope Caltrain will do more to encourage that, and not go backwards. If it does that, if it pushes us off the train, it also pushes us off our bikes, and back into our cars.

And, my last point is on leadership: long ago I was on my kid's public school board. I get that a healthy board listens carefully to staff, and normally follows their recommendations. But a healthy board give staff the long term vision, and then normally follows their recommendation maintaining it. At key junctures, I had to lead, both my community and also the staff. I had to convince the staff that their recommendations were wrong, and that we needed to do the right thing, not what they perceived as the easy thing. This is your time to do that, to give the staff long term vision and direction, not the other way round. Then follow their recommendations on the day to day operations.

And, the for real last point: I really do appreciate all you folks do. I write the occasional letter, ranting at your occasional misstep, while you all are on the board spending a ton of time, every week, to make our community a better place.

Thanks again,

giuliano

**From:** [Michael D. Leslie](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [bikesonboard@sonic.net](#)  
**Subject:** Proposed bike car layout for electric trains  
**Date:** Wednesday, May 29, 2019 8:01:12 AM

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Hi Caltrain board,

I have some concerns about the bicycle car layout for the new electric trains. Although as a daily Caltrain commuter I'm very excited for many of CalMod's benefits, I am disappointed that the current proposal is a regression for cyclists. It is important to me and many other commuters that Caltrain continues to provide service with a minimum of 80 bikes per electric train and at least four bike cars per consist. I'm also disappointed at the lack of seating that's in visual range of the bike racks—sitting near my bike is a major theft deterrent. Bike theft is a huge problem throughout the area, and the proposed design invites bike theft activity onboard the train.

I'm hoping to attend the board vote on the sixth of June in support of Caltrain bike commuters and against the proposed design. See you there!

Thanks,  
Michael Leslie

Sent from my iPhone

## Seamans, Dora

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**From:** Seamans, Dora  
**Sent:** Friday, May 3, 2019 9:43 AM  
**To:** Hartnett, Jim  
**Cc:** Mau, Carter; Bouchard, Michelle; Murphy, Seamus; Gumpal, Cindy; Brook, Jean  
**Subject:** Correspondence missed in May packet FW: Caltrain workshop issues & rebuttal to staff's slides  
**Attachments:** Workshop\_Issues&Rebuttal\_to\_Staff\_Presentation\_20190328.docx.pdf

Dear Joint Powers Board Members, et al, Good Morning – please see the forwarded email and attached letter from Shirley Johnson that was received after the April Board packet was sent out and was accidentally missed being included into the May Board packet.

I have personally apologized to Shirley Johnson for this mistake and let her know it would be included into the June Board packet for the public record.

Kind Regards,

Dora

Dora Seamans, MPA, CMC  
Executive Officer/District Secretary  
SamTrans, Executive Administration  
1250 San Carlos Ave  
San Carlos, CA 94070  
Tel: 650-508-6242  
[Seamansd@samtrans.com](mailto:Seamansd@samtrans.com)

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**From:** Shirley Johnson <[dr\\_shirley\\_johnson@yahoo.com](mailto:dr_shirley_johnson@yahoo.com)>  
**Sent:** Thursday, March 28, 2019 10:37 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Cc:** cacsecretary [@caltrain.com] <[jbcacsecretary@samtrans.com](mailto:jbcacsecretary@samtrans.com)>; Caltrain, Bac (@caltrain.com) <[BAC@caltrain.com](mailto:BAC@caltrain.com)>; [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** Caltrain workshop issues & rebuttal to staff's slides

Please see the attached letter.

March 28, 2019

Dear Chair Gillett and Directors of the Joint Powers Board,

We are excited about the workshop on April 17 to reconfigure EMU trains. Thank you for supporting this workshop.

While the concept for the workshop is commendable, it appears that this workshop cannot satisfactorily solve the layout problem because options are too constrained.

Staff said they will offer three options (all of which we find unacceptable):

Option 1: Two bike cars, no reconfiguration (current design)

Option 2: Reconfigure two bike cars

Option 3: Reconfigure three bike cars

Requirements:

1. 84 bike spaces per seven-car train to meet the board-mandated 8:1 ratio of seats-to-bike spaces
2. At least half as many seats as bike spaces within view of bikes (same as today) to help prevent bike theft

***None of staff's proposed options can meet both requirements, no matter how the cars are reconfigured.***

Staff should provide drawings of all seven cars and let workshop attendees work with the full train, not just three cars, to be able to meet both requirements.

Here's an explanation of the three options.

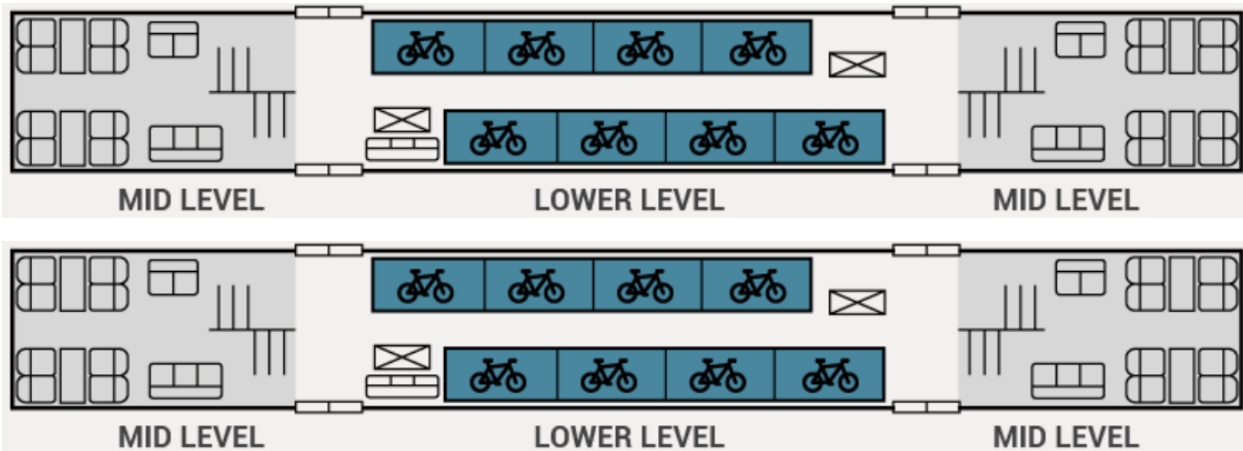
**Option 1: Two bike cars, no reconfiguration (current design)**



The current design has no fixed seats within view of bikes. Two bike cars hold 36 bikes each (four on each rack) for 72 bikes per train. One of the bike racks is at the same location as wheelchair space (marked with an x in a rectangle). The other wheelchair space has three folding seats.

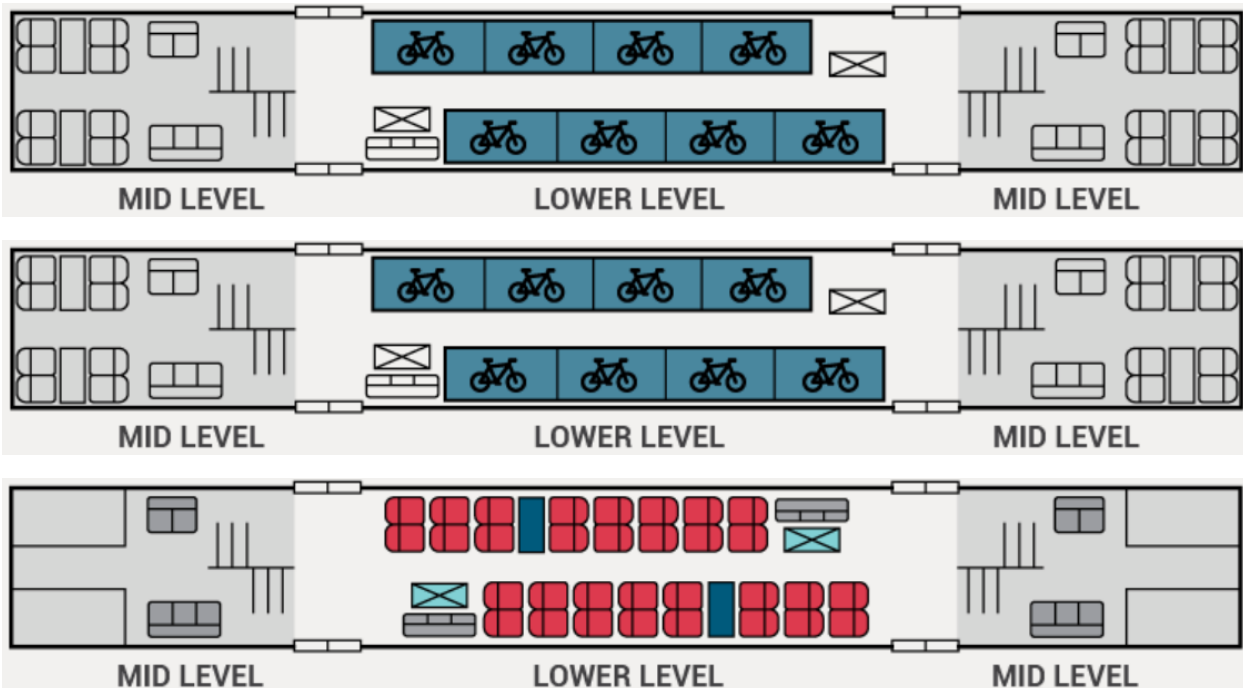
Option 1 is a throw away. The current design encourages bike theft. Staff took no public input on this design, and it took over a year of public outcry about bike theft to get staff to finally reconsider. Option 1 is the whole reason staff agreed to hold a workshop.

### Option 2: Reconfigure two bike cars



Option 2 is a non-starter. The only way to put seats within view of bikes is to remove bike racks to add seats in each bike car, reducing bike capacity. EMU trains already have fewer bike spaces (72 per train) than today's diesel trains (77 per train). Reducing bike capacity even further would be an even bigger step backwards. Furthermore, this would not meet the board-mandated 8:1 ratio of seats-to-bike spaces.

### Option 3: Three bike cars



Option 3 won't have enough seats within view of bikes, even after seats and bike racks are swapped among the cars. To meet the 8:1 seat-to-bike ratio, each bike car would need 28 bike spaces for 84 bikes per train. There would be at most eight fixed seats within view of bikes in each bike car. Eight seats is

not enough to guard 28 bikes. Bike cars today have at least half as many seats as bikes and bikes still get stolen. We need to match today's trains, not make matters worse with fewer seats within view of bikes.

The workshop must offer additional options to be an earnest attempt to solve the layout problem:

1. Reconfigure four bike cars
2. Allow bikes in every car

Four or more bike cars would allow sufficient seats within view of bikes, reduce dwell time by distributing bike boardings at more doors, and simplify operations with better consistency among cars.

We want to work with Caltrain toward a viable solution, but staff has not offered viable options. We have asked for two things to make the workshop productive:

- Provide drawings of all seven cars at the workshop
- Provide electronic drawings in advance of the workshop

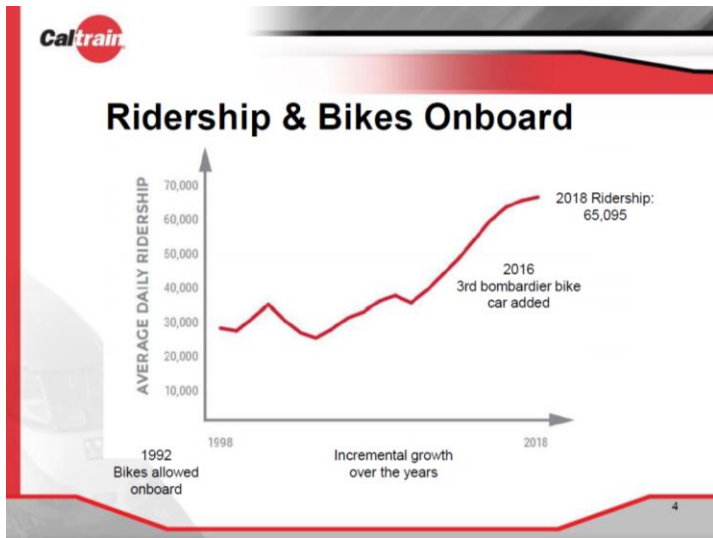
Caltrain staff has refused both our requests.

Caltrain staff now claims the board-mandated 8:1 ratio of seats-to-bike spaces no longer applies, but this goes against board-approved policy. The board approved the 8:1 ratio for the RFP in 2015 and again in 2016 for the contract, which included 96 cars. Nonetheless, staff is moving forward as though the ratio has been abandoned.

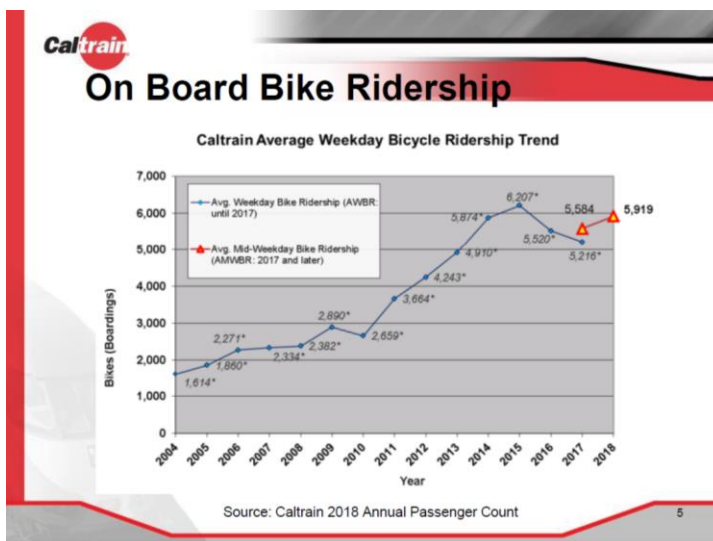
The options staff is offering at the workshop indicate they don't want to increase bike capacity to 84 bike spaces on seven-car EMU trains (original plan was six-car EMU trains with 72 bike spaces). In fact, option 2 sets the stage to decrease bike capacity.

### **Staff Presentation at the Workshop & Our Rebuttal**

Caltrain staff will give a presentation at the start of the workshop similar to [the presentation](#) provided at the March 7 Joint Powers Board meeting. We are concerned about the bias against bikes on board and we offer a more balanced view by adding context to slides from staff's presentation, as shown below.



Slide 4: This slide shows total boardings including walk-on boardings and bike boardings. Walk-on boardings continue to rise, but bike boardings have dropped (see slide 5 below) leading to leveling off of total boardings.



Slide 5: Bike boardings fell off in 2016. Staff claims this is due to wet weather in February, when the passenger counts are taken. This is not plausible. While February 2017 was very rainy, February 2016 and 2018 were very dry as shown in the chart below. Bike boardings are capped by limited bike capacity. The decline in bike boardings is most likely due to maxed out bike cars forcing people with bicycles off the train and back into their cars onto the crowded freeways.


Total rainfall for February in San Francisco

Days	Year	Inches	Millimetres
2	2018	0.4	11
19	2017	7.6	193
4	2016	1.0	25
3	2015	1.5	37
13	2014	5.8	148
4	2013	0.9	22
10	2012	1.1	28
8	2011	4.9	125
11	2010	3.4	87



**2015 Context**

- Daily ridership: ~58,000
- Daily bike boardings: 6,207



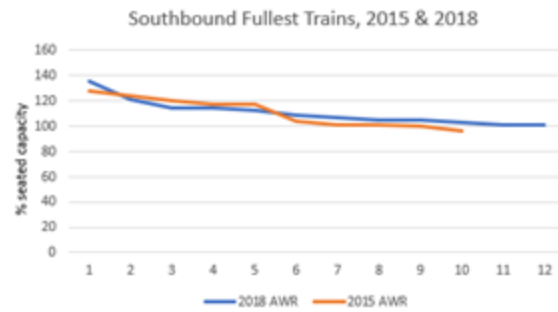
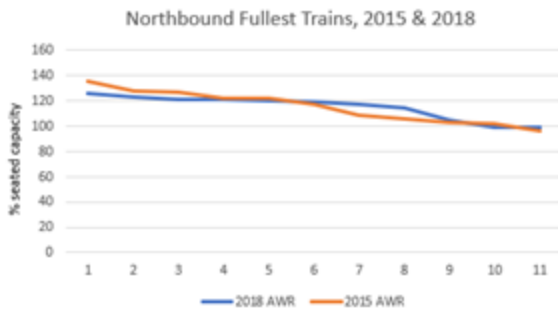
**2018 Context**

- Daily ridership: ~65,000 (**up 12% from 2015**)
- Daily bike boardings: 5,919

Slides 6 and 7: Bike mode share is dropping. In 2015, 11% of passengers brought a bike on board. In 2018, only 9% of passengers brought a bike on board. Bikes-on-board passengers were Caltrain’s fastest growing passenger segment, until bike capacity ran out. Walk-on boardings continue to rise because walk-on passengers are allowed to stand when seats are full, but people with bicycles are left behind on the platform, discouraging use.

Slide 7 shows in bold that ridership has increased 12% since 2015, but Caltrain has since added capacity with the Bombardier cars purchased from Metrolink. In fact, the fullest trains in 2015 and 2018 were comparably full, as shown by the graphs below for average weekday ridership (AWR). To suggest trains are more full today than in 2015 simply isn’t accurate.






**Caltrain**

## Today - Bikes on Train

- Caltrain carries more bikes onboard than any commuter rail in the country
- A person bringing a bike onboard is taking up two spaces (bike and seat)



8

Slide 8: Caltrain can be proud to be a national leader in bike carriage on trains. Other transit agencies surely envy Caltrain's bicycle mode share.

"A person bringing a bike on board is taking two spaces (bike and seat)" To clarify, one bike rack, which holds four bikes, takes the same space as four seats. Caltrain should think beyond just space on the train and consider how passengers access the stations. Caltrain's bikes-on-board program brings economic benefits to the transit system. Bikes-on-board passengers do not use expensive parking lots or take seats on heavily subsidized feeder buses or shuttles, reducing the number of costly buses and shuttles that transit agencies must purchase and operate. Bikes-on-board passengers also bring societal benefits by reducing traffic congestion, reducing pollution, and improving public health.

Many people have stuff to bring with them to make Caltrain a viable travel option. According to the [2018 customer satisfaction survey](#), 25% of passengers brought a large item with them. Mothers bring strollers, travelers bring luggage, bike riders bring bikes. If these folks can't bring things along, they won't be able to ride Caltrain.

Caltrain should focus on serving the needs of all passengers, not just those Caltrain considers more desirable for whatever reason.



## Rider Survey (2017)

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

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

"Many trains are too crowded. 50% of the time I don't get a seat"

"Need more train cars → rush hour → no seats"

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

"You added a car and have a new train which gives more room, but I still have to stand because you have no seats."

10

Slides 11: Some peak trains have standees, but just because customers complain about crowding doesn't mean they want to throw other passengers off the train. It's a plea for more capacity for everyone.

Staff selected quotes about too few seats, but omitted all quotes about bike bumps and over-crowded bike cars. This gives a very one-sided view of the situation. We compiled a sampling of complaints about over-crowding in bike cars below.

### Overcrowded Bike Cars – Rider Survey (2017)

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

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

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

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

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

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

## Social Media Customer Complaints – Maxed Out Bike Cars

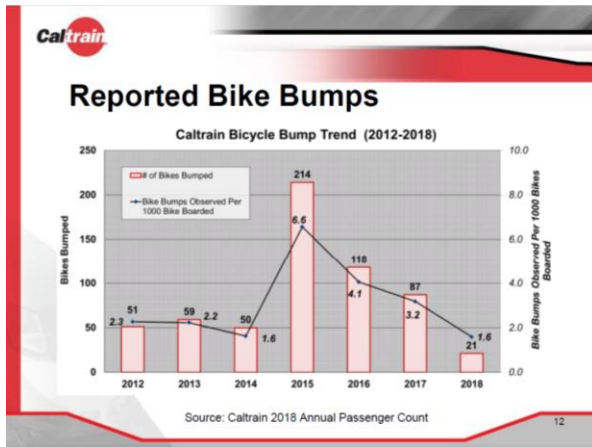
**Julien Mercay** (@jmercay) 8:41 AM · 21 Aug 2018  
@Caltrain Bike cars full again at RWC (#232 SB). 3rd time in a week that I'm late to work. Please increase bike capacity. 2 Likes

**Adina Levin** (@adina) 6:10 PM · 22 Feb 2018  
At HSR/Caltrain local policymaker working group, late because I got bike-bumped. 3 Likes

**murphstahoe** (@murphstahoe) 5:34 PM · 30 Jan 2018  
What's old is new again many bumps off @caltrain 269 2 Likes

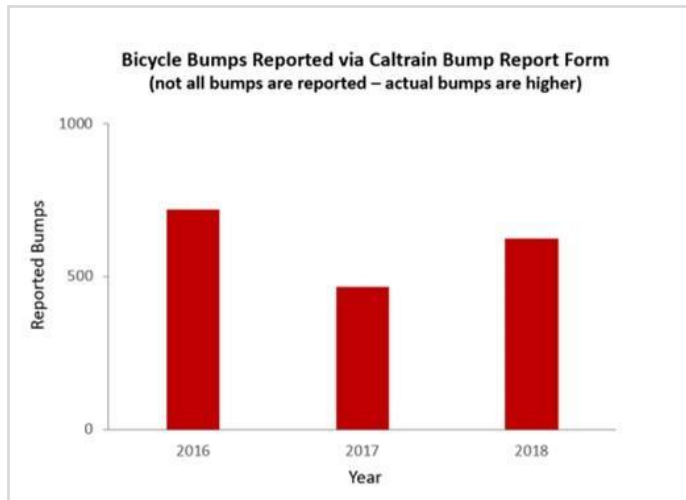
**Cliff Bargar** (@thecliffbar) 6:51 PM · 4 May 2018  
Replying to @thecliffbar @CaltrainStatus and 2 others  
Lots of people with bikes are getting bumped at Palo Alto, Menlo, and RWC from NB277 @BikesOnCaltrain 🙄 3 Likes

BIKES ONboard Project  
sfbcmomentum.org/bob



Slide 12: Caltrain counts bumped bikes during its annual passenger counts. In 2012 through 2017, 460 trains were counted, but in 2018 only 184 trains were counted resulting in a lower bump count in 2018. 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 meaningless. 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.

Bicycle bumps reported via Caltrain’s bicycle bump form for the full year have increased as shown by the graph below, suggesting that Caltrain counted too few trains in the 2018 passenger counts to provide a reliable comparison with previous years.



**Caltrain**

**Morning Capacity – 2018**

NB Train	Over Capacity		SB Train	Over Capacity	
	Seats	Bikes		Seats	Bikes
305			206		
207			208		
309			310		
211			212		
313	X		214		
215	X		216		
217	X	X	218		
319	X		320		
221	X		222		
323	X		324	X	X
225	X	X	226		
227	X		228		
329	X		330	X	
231			232		X
233	X	X	134		

13

Slide 13: This comparison of full seats and full bike cars is misleading. People with bikes are denied boarding when bike cars are full, so over-full bike cars are an anomaly due to a kind conductor who decided to let more bikes on instead of bumping them. In contrast, walk-on passengers are allowed to stand when seats are full. It is deceptive to show seats and bikes in the same table when they aren't comparable due to differences in policy.

Caltrain's standing capacity is not maxed out. From Caltrain's 2018 annual passenger counts:

**Table 12: FULLEST TRAINS – SOUTHBOUND (AT 95% SEATED CAPACITY OR ABOVE)**

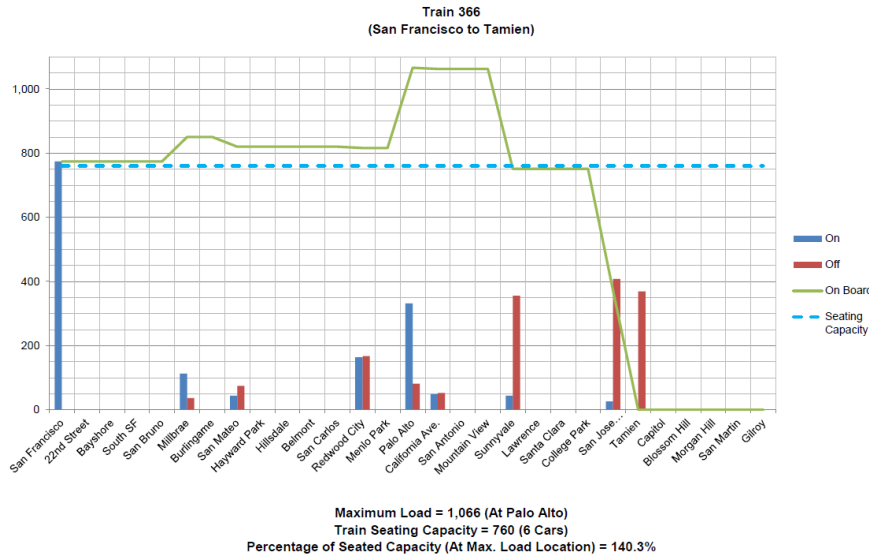
Southbound						
Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Seated Capacity	
b 366	4:38 PM	Palo Alto	1,066	760	140%	
b 376	5:38 PM	Millbrae	952	760	125%	
b 324	7:59 AM	Millbrae	898	760	118%	
360	4:12 PM	Palo Alto	767	650	118%	
278	5:58 PM	Millbrae	885	760	116%	
g 268	4:58 PM	California Ave.	853	760	112%	
330	8:35 AM	Millbrae	712	650	110%	
b 370	5:16 PM	Millbrae	823	760	108%	
272	5:27 PM	San Francisco	822	760	108%	
262	4:23 PM	California Ave.	692	650	106%	
258	3:34 PM	California Ave.	679	650	104%	
b 380	6:16 PM	San Francisco	678	650	104%	

'g' = Gilroy train; 'b' = Baby Bullet express train

Note: Train capacity is average seated capacity and based on the scheduled fleet assignment. Trains with capacity of 760 are the ones which 6-car consist is assigned.

The fullest train was 140% of seated capacity. For comparison, BART’s peak trains run 250% of seated capacity, suggesting that Caltrain still has standing space available to serve walk-on passengers.

Passengers are willing to stand for short durations. Caltrain’s fullest trains are over seated capacity for a period of time, not for the full duration of the trip. For example, passenger load on the fullest train, train 366, is shown below. Some passengers exit the train at each station stop, so a standee has a chance of getting a seat at the next station stop, a trip duration of 3 to 15 minutes.



## Train Operations (Today)

- Bike boarding/deboarding a significant cause of delay
  - Bikes board first project aimed at reducing boarding time
- Conductor resources used to oversee bike cars
- Number of bike cars should be limited in order to limit excessive dwell times

14

Slide 14: This slide is especially dubious. Let's clarify a couple things. All passengers cause dwell time delays – the more passengers boarding/deboarding, the longer the dwell time (time the train sits at the station). Caltrain has no evidence that bikes cause dwell time delays. Bikes are required to board last, so they get blamed for delays, but Caltrain's carefully conducted 2010 [Bike Count and Dwell Time Study](#) shows that bikes do not cause dwell time delays.

We applaud the “[bikes board first](#)” procedure implemented on March 11, 2019, because walk-ons can board at other doors. Distributing boarding at all doors is the fastest way to load the train.

Limiting the number of bike cars will extend dwell time, not reduce it. Restricting one passenger segment to a limited number of cars will result in longer dwell times. BART understands this and permits bikes in all cars, except the first. BART passengers self-distribute to load trains as fast as possible. Below is a screen shot from BART's website:

### Frequently Asked Questions about Bikes on BART

#### 1. Why doesn't BART designate one car just for bicycles?

Because BART trains stop for only 15 to 30 seconds at almost all stops, attempting to load and unload all bicycles in one car will likely cause delays. BART's strategy is to disperse cyclists along the length of the train allowing multiple bikes to enter and exit simultaneously—utilizing up to 18 doors rather than just two (since bikes are not allowed in the first car, a 10 car train has 18 doors on 9 cars for bicyclists to use).

**Caltrain**

## Future Operations (2022)

- 7-car electric trains (max 667 seats)
  - Seating capacity equivalent to a 5-car diesel train
- Incremental commissioning/decommissioning trainsets requires electric trains to have at least the seating capacity of a 5-car train
- Remaining diesel Gilroy trains will continue to provide more seated capacity
- Future demand satisfied by combination of seating capacity and increased frequency (6 per hour, up from 5)
- Assess next increment through Business Plan

Slide 15: The first bullet point shows the main problem. Electric trains will have no more capacity than today's diesel trains. Caltrain runs a mixture of five- and six-car diesel trains today with average seating capacity of 687 seats per train.

The second bullet point seems to be a nearly found issue. It was never mentioned with six-car EMU trains, which have only 567 seats. It seems odd that this has suddenly become a priority. Could staff be using this as an excuse to try to convince the board to abandon the 8:1 ratio of seats-to-bike-spaces so they don't have to add bike capacity to seven-cars EMU trains?

Future demand will not be "satisfied by combination of seating capacity and increased frequency." One more train per hour will bring only ~25% more line capacity as shown below, and the increase in seating capacity is primarily due to the high-capacity, seven-car diesel trains in the fleet, not the EMU trains.

<b>Train Capacity</b>	<b>Seats</b>	<b>Bikes</b>
Today's diesel fleet	687	77.6
Seven-car EMU trains	655	84
Seven-car diesel trains	910	72
Mixed fleet (79% EMU & 21% diesel)	708	81.5
<b>Line Capacity</b>	<b>Seats per hour</b>	<b>Bikes per hour</b>
Peak service today (5 trains per hour)	3437	388
Peak service 2022 (6 trains/hr)	4249	489
Peak line capacity increase in 2022	23.6%	26.0%

See [this spreadsheet](#) for more details.

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 not bikes.

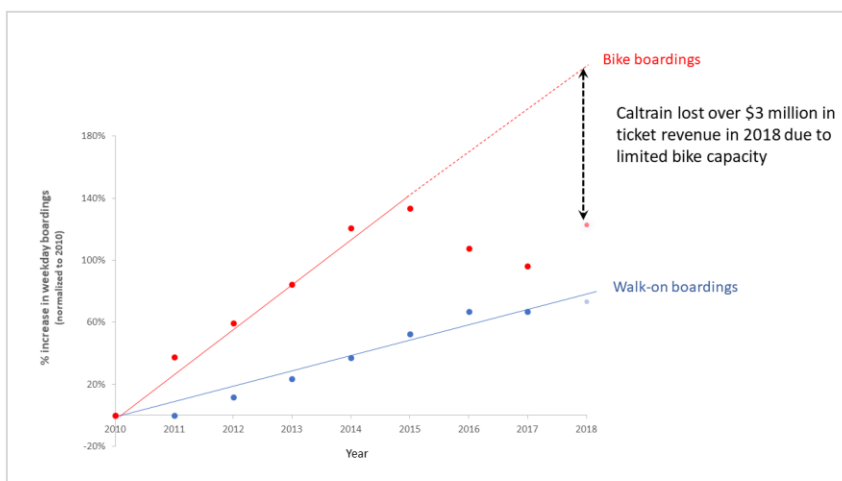
## Financial Implications: Onboard Bikes

- Initial electric vehicle purchase: \$551M for 16 six-car trainsets (\$34.4M per train)
- Six-car trainset = 567 seats + 72 bike spaces
  - 72 seats removed to install bike spaces
- Per seat replacement cost = \$53.8k
- Per trainset seat replacement cost = \$3.88M
- \$62M investment in additional rolling stock needed to provide equivalent seat replacement
- Legislation precludes charging for bikes onboard

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Slide 16: The financial data are terribly misleading. The cost is based on an entire new train, but the train has already been purchased. Hey, why stop at just a new train? Why not add cost of electrical infrastructure and catenary wires? You get the point. The relevant financial implication is the retrofit cost to replace bike racks with seats. If bike capacity is underutilized in the future as a result of improved wayside facilities, Caltrain could swap bike racks for seats. This retrofit cost would not be \$53,800 per seat!

The decrease in bike boardings costs Caltrain ridership and ticket revenue. 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 the graph below based on [Caltrain annual passenger counts](#) and an [average ticket price](#) of \$4.80. 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.





## Bike & Scooter Share Today

- Much learned since original Bay Area Bike Share pilot, w/ Lyft & Uber owning & operating more integrated systems
- San Francisco 4<sup>th</sup> & King is the busiest bike share station in the Bay Area



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Slide 21: Bike and scooter share will work for some people and we support providing as many alternatives as possible to get people out of their cars. Bike share is most suitable in a dense network with short trips, so it works in San Francisco. Bay Area Bike Share failed on the Peninsula and the bikes were removed. Two private companies tried dockless bike share on the Peninsula, but those bikes were also removed. We cannot rely on bike share to replace bikes on board, particularly on the Peninsula.

## Best Practices Around the World

As ridership increases, we must look to places around the world with higher bike ridership



Rotterdam



Tokyo

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Slide 23: We fully support improved wayside options to increase bicycle mode share. However, before bike parking at Caltrain stations can look like Rotterdam or Tokyo, 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 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.



## Bikes Security on Electric Trains

- Bike community desires seats next to bikes
- Caltrain can review possible configuration options

Slide 29: “Bike community desires seats next to bikes” To clarify, the bike community desires rearranging seats and bikes along the whole train, not replacing bike racks with seats. Seats within view of bikes is critical to allow passengers to guard their bikes against theft. Seats near bikes will also help keep trains on time because passengers need to be in bike cars to be able to help rearrange bikes in stacks according to destination to smooth boarding and exiting.



## Next Steps

- Identify strategies for configuration of existing bike cars and seventh car to address bike security concerns
  - Maximize seated capacity
  - Minimize impact on cost, bike capacity
  - Not constrained by 1:8 bike to seat ratio
- Make bike parking and micromobility at stations more viable solutions

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Slide 31: “Maximize seated capacity” should be “maximize ridership.” It’s clear that walk-on riders are willing to stand (walk-on boardings continue to rise), but limited bike capacity reduces ridership (bike boardings have leveled off). If Caltrain really wants to maximize seats, they should run more seven-car diesel trains in the mixed fleet as originally planned. Seven-car diesel trains have over 900 seats compared with fewer than 700 seats on seven-car EMU trains.

“Not constrained by 8:1 ratio” goes against the policy approved by the Joint Powers Board in 2015. The JPB unanimously approved the 8:1 ratio with the understanding that there would be no fewer seats than today. Seven-car EMU trains have nearly the same number of seats as trains today. Seven-car EMU trains with 84 bike spaces per train would adequately fulfill the board’s directive.

## Outreach Process

Item	Audience	Date
Outreach Process Update	CAC, BAC Subcommittee, Bike Coalitions	February
Outreach Process Input / Process	Board	March
Joint Workshop: Electric Train & Bikes Onboard Configuration	CAC and BAC	March
Possible broader outreach (survey and/or station pop-up events)	General Ridership	March / April
Staff Recommendation	CAC & BAC	May
Board Decision	Board	June

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Slide 32: The CAC/BAC workshop has been scheduled for April 17. The outreach process states “possible broader outreach.” We encourage broader outreach, because this is an important decision and should be carefully considered by a wide range of stakeholders.

We hope this letter helps clarify the issues and highlights the benefits of bikes on board. Thank you for your support of using bicycles to solve the first and last mile problem.

Respectfully,  
Shirley Johnson  
Leader, BIKES ONboard Project

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