
Bicycle Advisory Committee

**Correspondence as of
November 16, 2017**



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 12:19 PM
To: 'Pablo Diaz'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please don't bump me and my bike from Caltrain

Dear Pablo,

Thank you for all your feedback. Based on all the input received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. At mixed service, there will be an increase in bike capacity at the peak time by 17%.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. You can learn more about it here:

http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your ideas and feedback.

Best,
Lori

From: Pablo Diaz [mailto:ihaveajob@gmail.com]
Sent: Friday, September 08, 2017 10:18 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: Please don't bump me and my bike from Caltrain

Thanks Lori.

That makes me think of Bart, which I also use frequently and where I have never seen trains being held while waiting for bikes. In fact, with Caltrain's current 2-car approach, I constantly see cyclists running up and down the platform because one car is full but the other one *might* have some room. I believe allowing bikes on all cars would actually mitigate the problem, especially once riders learn the process and self regulate by spreading out.

Not to speak of the simple technological solutions that could help the boarding problem. How about an open contest looking for ideas on how to optimize this? Caltrain runs past Silicon Valley after all, and I know of at least a few people who would jump at the opportunity. In fact, this could be extended to all riders, who could benefit from knowing how many empty seats there are in each car, without having to walk up the length of the train as they do now.

I hope you're still considering this!

--

Pablo Diaz-Gutierrez
Priority Management Software for Teams
Unleash Your Full Potential with Priority Matrix
<https://appfluence.com/pm/>

"Caltrain. Bac (@caltrain.com)"

September 7, 2017 at 10:39 AM

Hi Pablo,

We examined having bikes on all cars, unfortunately it could greatly impact dwell times due to cyclists looking for an open spot on a car and needing to board/deboard various cars to find one. Once an onboard storage option is selected, we will be looking into how to improve the boarding/deboarding process for the EMUs. Thank you!

Best,
Lori

From: Pablo Diaz [<mailto:ihaveajob@gmail.com>]
Sent: Thursday, September 07, 2017 9:53 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); bikesonboard@sonic.net
Subject: Re: Please don't bump me and my bike from Caltrain

Thanks for your response. I was misinformed.

Regarding distribution, it would be beneficial to allow bikes on all trains, not just on 2 like now, to allow boarding/deboarding through any door, thus reducing wait times at the stations. Is that part of the plan?

--

Pablo Diaz-Gutierrez
Priority Management Software for Teams
Unleash Your Full Potential with Priority Matrix
<https://appfluence.com/pm/>

"Caltrain. Bac (@caltrain.com)"

September 7, 2017 at 9:46 AM

Hi Pablo,

Thank you for your comments. There are currently two electric train onboard bike storage options under consideration. With either option, there will be a system-wide onboard bike capacity increase from today (please see attached graphic). Thank you again for your feedback.

Best,
Lori Low

From: Pablo Diaz [mailto:ihaveajob@gmail.com]
Sent: Wednesday, September 06, 2017 10:56 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Please don't bump me and my bike from Caltrain

Dear Caltrain staff,

I am a frequent Caltrain bike rider. I rely on Caltrain to take me close enough to work, and then I finish the trip by bike, as do many others daily. The board approved an increase in bike spaces for the upcoming electrified system, and yet I read that the current plan will DECREASE bike space on all trains. This is not a move in the right direction. Every time I get bumped from a train because there is no space left (and this happens often), I spend precious work and family time waiting for the next train.

If Caltrain wants to provide a quality service, helping decrease car dependency in the bay area, more bike seats are needed on board.

Thank you for your consideration.

--

Pablo Diaz-Gutierrez
Priority Management Software for Teams
Unleash Your Full Potential with Priority Matrix
<https://appfluence.com/pm/>

Pablo Diaz

September 6, 2017 at 10:55 AM

Dear Caltrain staff,

I am a frequent Caltrain bike rider. I rely on Caltrain to take me close enough to work, and then I finish the trip by bike, as do many others daily. The board approved an increase in bike spaces for the upcoming electrified system, and yet I read that the current plan will DECREASE bike space on all trains. This is not a move in the right direction. Every time I get bumped from a train because there is no space left (and this happens often), I spend precious work and family time waiting for the next train.

If Caltrain wants to provide a quality service, helping decrease car dependency in the bay area, more bike seats are needed on board.

Thank you for your consideration.

Pablo Diaz

September 7, 2017 at 9:52 AM

Thanks for your response. I was misinformed.

Regarding distribution, it would be beneficial to allow bikes on all trains, not just on 2 like now, to allow boarding/deboarding through any door, thus reducing wait times at the stations. Is that part of the plan?

"Caltrain, Bac (@caltrain.com)"

September 7, 2017 at 9:46 AM

Hi Pablo,

Thank you for your comments. There are currently two electric train onboard bike storage options under consideration. With either option, there will be a system-wide onboard bike capacity increase from today (please see attached graphic). Thank you again for your feedback.

Best,
Lori Low

From: Pablo Diaz [<mailto:ihaveajob@gmail.com>]

Sent: Wednesday, September 06, 2017 10:56 AM

To: Board (@caltrain.com)

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

Subject: Please don't bump me and my bike from Caltrain

Dear Caltrain staff,

I am a frequent Caltrain bike rider. I rely on Caltrain to take me close enough to work, and then I finish the trip by bike, as do many others daily. The board approved an increase in bike spaces for the upcoming electrified system, and yet I read that the current plan will DECREASE bike space on all trains. This is not a move in the right direction. Every time I get bumped from a train because there is no space left (and this happens often), I spend precious work and family time waiting for the next train.

If Caltrain wants to provide a quality service, helping decrease car dependency in the bay area, more bike seats are needed on board.

Thank you for your consideration.

Pablo Diaz-Gutierrez

Priority Management Software for Teams

Unleash Your Full Potential with Priority Matrix

<https://appfluence.com/pm/>

Pablo Diaz

September 6, 2017 at 10:55 AM

Dear Caltrain staff,

I am a frequent Caltrain bike rider. I rely on Caltrain to take me close enough to work, and then I finish the trip by bike, as do many others daily. The board approved an increase in bike spaces for the upcoming electrified system, and yet I read that the current plan will DECREASE bike space on all trains. This is not a move in the right direction. Every time I get bumped from a train because there is no space left (and this happens often), I spend precious work and family time waiting for the next train.

If Caltrain wants to provide a quality service, helping decrease car dependency in the bay area, more bike seats are needed on board.

Thank you for your consideration.



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 12:05 PM
To: 'Brian Coyne'; Caltrain, Bac (@caltrain.com)
Cc: CalMod@caltrain.com; Board (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: RE: Electric trains must not decrease bike capacity

Hi Brian,

Thank you for your feedback. We hope to update the graphic with seated + standing information. I also wanted to let you know that based on all the feedback received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. More information can be found here: www.calmodtrains.com

Thank you again for your feedback.

Best,
Lori

P.S. Caltrain is also working to improve bike parking at stations. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. You can learn more about it here: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

From: Brian Coyne [mailto:bkcoyne@gmail.com]
Sent: Tuesday, October 03, 2017 9:56 AM
To: Caltrain, Bac (@caltrain.com)
Cc: CalMod@caltrain.com; Board (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: Electric trains must not decrease bike capacity

Hi Lori,

Thanks for this added information.

However, I remain concerned that Caltrain's use of "**seated** passenger capacity" as opposed to "passenger capacity" is misleading and mistaken. At full capacity, a significantly higher percentage of passengers will be standing on the new fleet compared to the current fleet. (Per your info [here](#), total capacity of seated pax plus standees is increasing 31%, while # of seats is increasing only 11%) Along with many other riders, I support increasing space for standees.

But, to state the obvious, standees will bring bikes onto the train at the same rate as passengers sitting in seats.. Caltrain needs to plan for bike capacity needs based on the total number of people you expect on the train. Which of these people are sitting and which are standing is, from a bike capacity point of view, totally irrelevant.

I hope you will take this into consideration and make changes now, while trains are still being designed, rather than wait for waves of cyclists to be left on the platforms after electrification.

Sincerely,

Brian Coyne
San Francisco

On Mon, Oct 2, 2017 at 10:51 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Hi Brian,

Thank you for your comments. I wanted to send you more information on why electrification and having smaller, high-performance trains can actually increase ridership capacity. Please see the graphic below:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

And thank you again for your input!

Best,

Lori

From: Brian Coyne [mailto:bkcoyne@gmail.com]

Sent: Thursday, September 14, 2017 4:30 PM

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

Subject: Electric trains must not decrease bike capacity

Hi Caltrain,

I've been riding Caltrain regularly for nearly 10 years, almost always with my bike.

I'm writing now because I'm deeply concerned that Caltrain is apparently planning to decrease the number of bike spots per train in its coming electric fleet.

This is unacceptable. We've been fighting for more bike spots for years now, and Caltrain can't go backwards here.

I'm fully aware that Caltrain's position is that total bike capacity at rush hour will increase, because there will be one additional train added to the schedule. However, this is an unacceptable response for several reasons:

First, ridership is expected to increase over the next 5-10 years. If train passenger capacity rises more than bike spots, the result will be more bumps of passengers with bikes.

Second, the Caltrain Board unanimously approved a directive that required increased bike capacity *in train design*. Thus, increasing the number of trains, while decreasing bike spots per train, does not meet the Board's directive.

I'm asking you to work harder on train design and ensure that electric trains have 84 bike spaces per train, which is necessary to meet the Board's directive.

Thank you for your consideration of this matter.

Sincerely,

Brian Coyne

San Francisco

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:39 AM
To: 'Martin MacKerel'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: electrification is great; reducing bike capacity is not

Hi Martin,

Thank you for your feedback.

Best,
Lori

From: Martin MacKerel [<mailto:martin.mackerel@gmail.com>]
Sent: Tuesday, October 03, 2017 2:20 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: electrification is great; reducing bike capacity is not

My understanding is that the following things are true:

- 1) The board specifically asked staff to increase absolute bike capacity per train.
- 2) The suggested plan does not do this.

Your answer obfuscates this by focusing on the bike to seat ratio.

My request is simple: "maintain or improve upon the current number of bike spaces per train and ... distribute them such that bicyclists can sit near their bicycles."

Thank you,
Martin

On Fri, Sep 15, 2017 at 12:06 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Martin,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. There are currently two onboard bike storage options under consideration for the electric trains, and both options meet this requirement. There will also be a system-wide onboard bike capacity increase from today with either option. The Hybrid Option would increase bike storage by 8.3% during the peak hour and the Stacking Option is a 12.5% increase. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,

Lori Low

From: Martin MacKerel [mailto:martin.mackereel@gmail.com]
Sent: Monday, September 11, 2017 10:12 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: electrification is great; reducing bike capacity is not

These days, I don't ride Caltrain often because I live and work in SF. But I worked in the South Bay for many years, always bringing my bike on board, so I understand the importance of bikes on Caltrain.

I do still go down to the South Bay for meetings on occasion, and it's likely that I will have a job in the South Bay at some point in the future, so it is important to me that Caltrain continue to plan for high bike capacity.

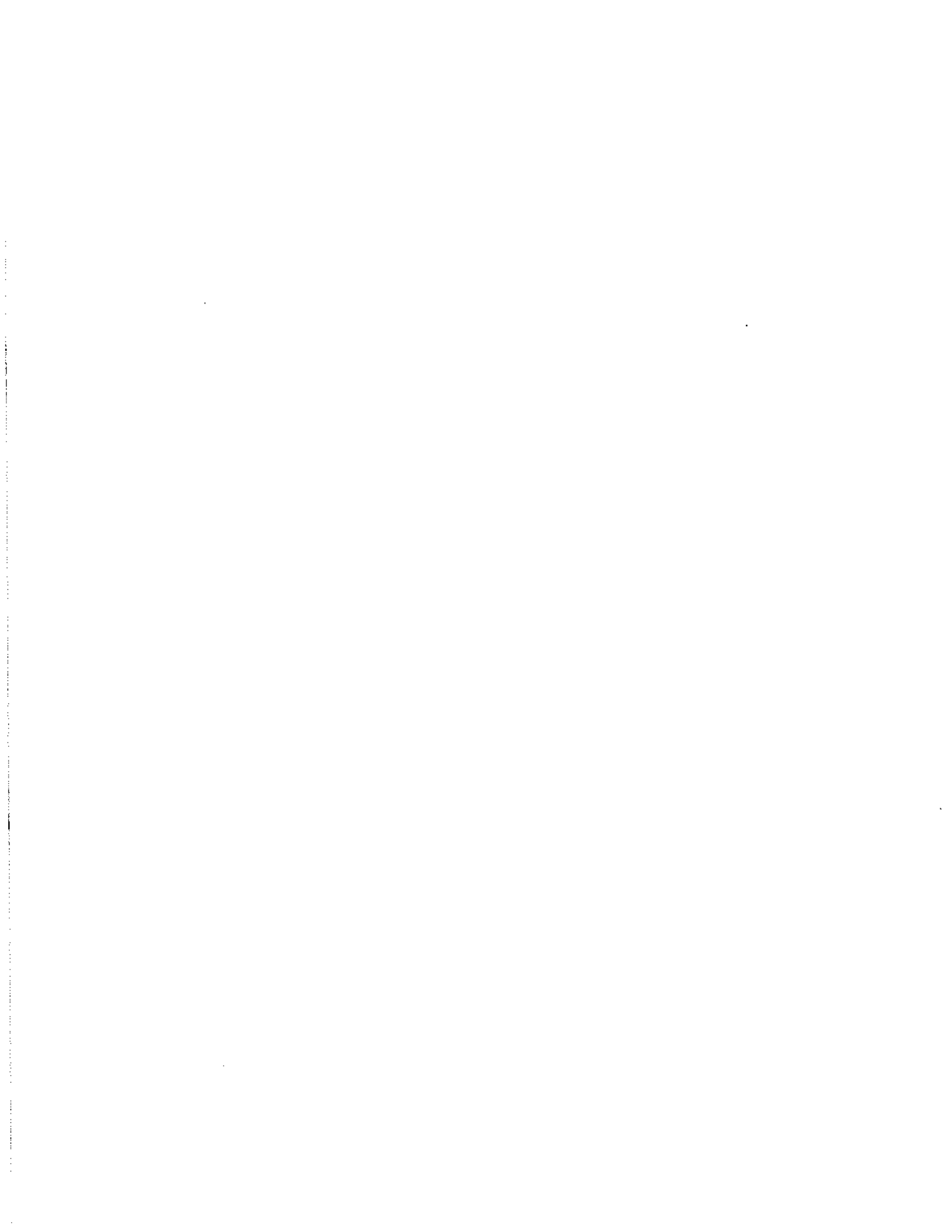
If I am left behind on the platform due to insufficient space for bikes, to me that is the same as a long train delay – it means I can't get to where I wanted to go on time. After all, high OTP (on-time performance) is not done for its own sake; it's in service of reliably getting passengers to their destinations on time.

I understand that electrification is (finally!) coming, and to that I say hooray! For reducing emissions that cause global warming, reducing local air pollution, and not filling the cars with stinky diesel exhaust as the train goes through tunnels, this is wonderful news.

However, I also understand that some proposed designs involve fewer bike spaces. It is important to maintain or improve upon the current number of bike spaces per train and to distribute them such that bicyclists can sit near their bicycles.

Please keep this in mind as you develop the new train designs.

Thank you,



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:31 AM
To: 'Zan Armstrong'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bikes on caltrain

Dear Zan,

Thank you for your comments. I also wanted to let you know that in an effort to further support bike commuting, Caltrain's Board recently adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. You can learn more about it here: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html. We are excited to also improve our bike parking and share at stations to better meet the needs of our riders.

Best,
Lori

From: Zan Armstrong [mailto:zan.armstrong@gmail.com]
Sent: Friday, October 06, 2017 12:47 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: bikes on caltrain

Thanks for the reply!

I'm excited about the "a cleaner, greener, quieter system". And, it's great the capacity is increasing. Do you expect overall ridership demand for Caltrain to increase by just 12.5%/8.3% during this time period? In short, will bike capacity keep up with ridership?

Lastly, while it's great that "Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country", the Bay Area also has some of the most appropriate weather for bike commuting and a culture that supports it more than other places. And, with the Bay Area hosting a larger economy than many countries, I would hope that we see our peers as not just transport systems in the US but also with Europe. Let's strive to be the best option for bike commuting in the world!

- Zan

On Mon, Oct 2, 2017 at 5:11 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Suzanne,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,

Lori Low

From: Zan Armstrong [mailto:zan.armstrong@gmail.com]

Sent: Sunday, October 01, 2017 9:36 PM

To: Board (@caltrain.com)

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

Subject: bikes on caltrain

Hi,

I'm a San Francisco resident. I am dismayed to hear that Caltrain is planning to make it harder for commuters to rely using Caltrain + biking.

Bringing bikes on board dramatically increases the range of how far it is reasonable to live/work away from Caltrain and still use it for commuting. With 101 facing daily traffic jams from 7am-10am and again from 4-7pm, Caltrain should be the most desirable way to commute. But, only if you can trust that there will be space for your bike on board (plenty of bike slots), you can either lock your bike or sit somewhere that you can see your bike.

I am thankful that the board did approve increased bike capacity in the electrified train design in July 2015.

Currently I commute to Mountain View on a corporate shuttle. If Caltrain had more bullet trains during commute hours between SF and either Mountain View or San Antonio, and I could be assured of having a safe space for my bike on board, I would strongly consider switching to Caltrain.

Encouraging people to combine bike + Caltrain commutes is good for communities, good for housing, frees up parking spaces, reduces traffic in SF, in the Peninsula communities, and on 101, and is better for the environment. We should be expanding capacity, not reducing it. It's important to invest in commuters. Adding one new commuter, adds 10 additional rides per week.

thank you for listening,

- Suzanne



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:26 AM
To: 'James Rozzelle'; Caltrain, Bac (@caltrain.com)
Cc: cacsecretary (@caltrain.com); CalMod@caltrain.com; Board (@caltrain.com); 'bikesonboard@sonic.net'
Subject: RE: The Last Mile and Bike Capacity

Dear James,

Thank you for your thoughtful response. We agree that solving the last mile problem is critical, and so I'm excited to let you know that in November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. You can learn more about it here:

http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

As you stated, it will take a concerted effort to address this problem, but we are looking at this as another piece to the puzzle that we're trying to tackle.

Best,
Lori

From: James Rozzelle [mailto:jrozzelle@sutrovax.com]
Sent: Tuesday, October 03, 2017 2:03 PM
To: Caltrain, Bac (@caltrain.com)
Cc: cacsecretary (@caltrain.com); CalMod@caltrain.com; Board (@caltrain.com); bikesonboard@sonic.net
Subject: The Last Mile and Bike Capacity

Dear Lori,

Thank you for your email and the link to the capacity calculations. I'm not sure how to evaluate the calculations but I know that the northbound trains I catch every afternoon at Hillsdale and San Mateo are at max capacity for both bike commuters and non-bike passengers. I often have to stand or sit on the floor. This fine print I find troublesome: "*Pending bike storage option decision. Electric trainsets will meet a 1:8 bike to seat ratio.*" Wouldn't a train car with one bike rack and eight seats meet this ratio criteria? The ratio of bikes to seats doesn't matter as much as absolute bike capacity.

Solving the "last mile" problem for the southbound Caltrain commuters would involve a concerted, coordinated effort between Caltrain, BART, local public trans, and the tech companies. I know you're thinking about these things, and that Caltrain can't solve it alone. Sadly, until that "last mile" problem is solved it's unlikely that automobile drivers and private bus riders will ever switch to Caltrain. Bike commuters solve the "extra mile" problem by pedaling. 6000 bikes a day is great, but 6000 should be the baseline, the beginning. I encourage you and your Caltrain board colleagues to think big as you plan for electrification, with the ultimate goal of doubling, trebling bike capacity.

Best regards,

-James Rozzelle
San Francisco-San Mateo Caltrain bike commuter.

From: Caltrain, Bac (@caltrain.com) [mailto:bacaltrain@samtrans.com]
Sent: Monday, October 02, 2017 10:41 PM
To: James Rozzelle <jrozzelle@sutrovax.com>; Caltrain, Bac (@caltrain.com) <bacaltrain@samtrans.com>
Cc: cacsecretary (@caltrain.com) <jpbcacsecretary@samtrans.com>; Caltrain, Bac (@caltrain.com) <bacaltrain@samtrans.com>; CalMod@caltrain.com; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; bikesonboard@sonic.net
Subject: RE: Bike Capacity

Hi James,

Thank you again for your feedback. It's great that you're looking at the total bike capacity. When Caltrain measures the true capacity benefits of electrification, we consider total system capacity not just the number of bike slots on a single train or a single peak hour. Please see the graphic (link below) that discusses real world capacity benefits for the system. Thanks again for your input!

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

Best,
Lori

From: James Rozzelle [mailto:jrozzelle@sutrovax.com]
Sent: Friday, September 15, 2017 12:53 PM
To: Caltrain, Bac (@caltrain.com)
Cc: cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; Board (@caltrain.com); bikesonboard@sonic.net
Subject: FW: Bike Capacity

Hello again Ms. Low,

I'm just forwarding my message from this morning. I didn't cc the list of recipients when I replied this Am from my cellphone.

Regards,

-james rozzelle

From: James Rozzelle
Sent: Friday, September 15, 2017 7:09 AM
To: Caltrain, Bac (@caltrain.com) <bacaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Re: Bike Capacity

Hi MS Low,

Thanks for your reply. Framing the issue as the ratio of seats to bikes is obfusatory . It's the absolute bike capacity that matters. If that goes down in the new trains it will leave a lot of current and potential future bike commuters in the lurch. It would be a huge opportunity missed.

A passenger without a seat can stand. They still get where they're going. But if the conductor doesn't let me on because of my bike I'm screwed.

The two bike cars on the afternoon rush hour trains are at capacity almost every day. I get on between 5 and 6pm at either Hillsdale or San Mateo

-James Rozzelle

Sent from my iPhone

On Sep 14, 2017, at 11:48 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Hi James,

Thank you for your comments. Caltrain carries almost 6,000 bikes day, which is more than any other rail system in the country. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. There are currently two onboard bike storage options under consideration for the electric trains, and both options meet this requirement. There will also be a system-wide onboard bike capacity increase from today with either option. The Hybrid Option would increase bike storage by 8.3% during the peak hour and the Stacking Option is a 12.5% increase. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: James Rozzelle [<mailto:jrozzelle@sutrovax.com>]
Sent: Thursday, September 07, 2017 2:32 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [@caltrain.com](mailto:cacsecretary)); bikesonboard@sonic.net
Subject: Bike Capacity

Dear Caltrain Board,

I've received alerts warning that the new electrified train system could result in decreased bike capacity. I really hope that's not true. It would be a huge step backwards.

Last year I joined a small startup company in SSF. We moved to San Mateo this year. I am on the train with my bike every day. I've noticed that the two bike cars are almost always at capacity in the afternoons for the northbound trains.

I live in San Francisco and have worked in biotech for the past 18 years. My first job was in San Mateo. Back then the bike capacity on Caltrain was very spotty: sometimes there would be one bike car, sometimes two, every now and then none. I decided that I would never again commute further south than SSF, which I managed for ~12 years. But I really like this new company and so I'm back on the train. I've noticed that the two bike cars are almost always at capacity in the afternoons for the northbound trains. This is with the increased capacity and at least two bike cars. So things are much better than 18 years ago but reducing bike capacity would mean a return to frequent denial of service, bumps.

I hope that it's possible to not just maintain current bike capacity but increase it. The new electric cars could be an opportunity.

Best regards,

-James Rozzelle
611 2nd Ave.
SF CA

Work address:

SutroVax
353 Hatch Dr.
Foster City, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:16 AM
To: 'Scott Yarbrough'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: electrified trains and bike capacity

Dear Scott,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

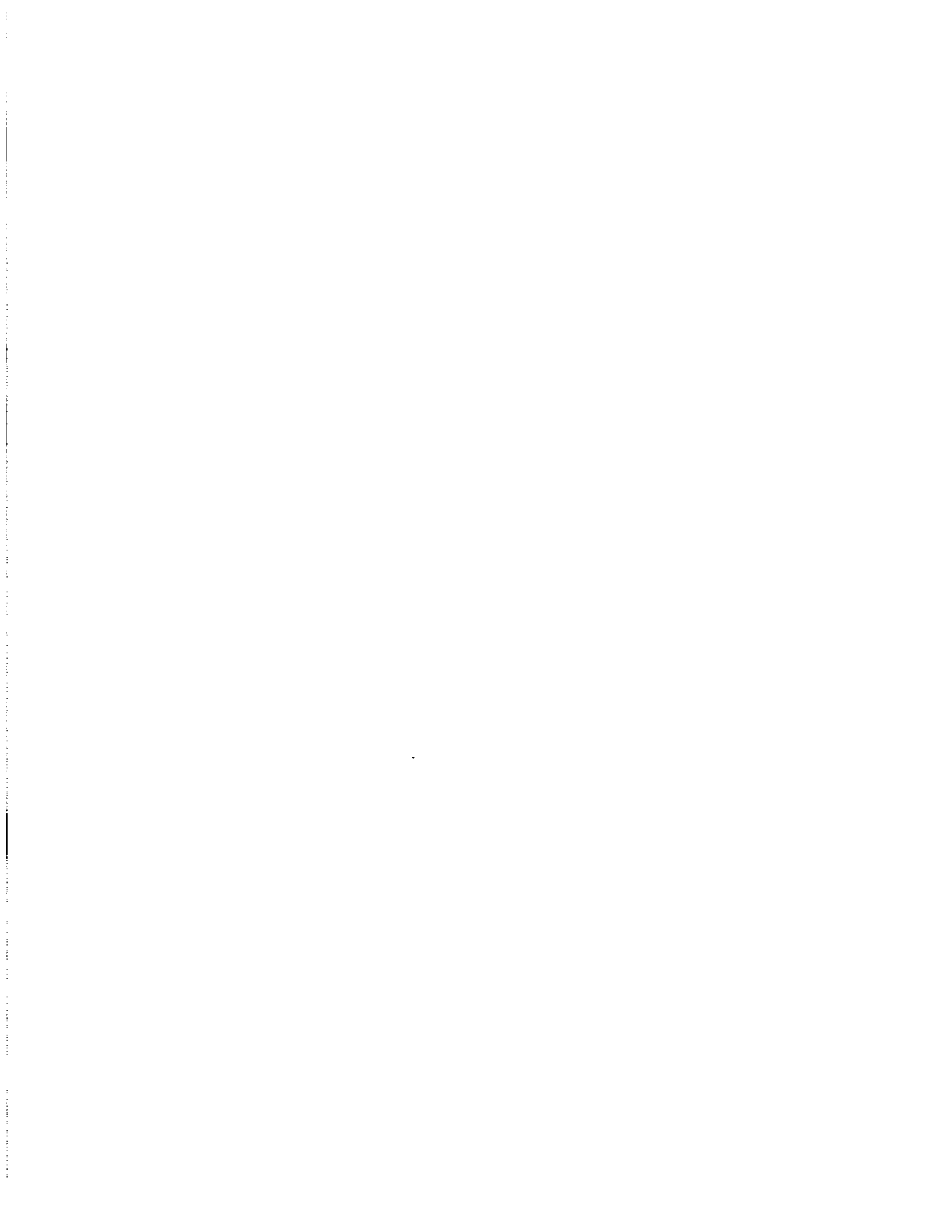
From: Scott Yarbrough [<mailto:yarbrough.scott@gmail.com>]
Sent: Wednesday, October 04, 2017 9:38 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: electrified trains and bike capacity

Hello,

Thank you for your plan to increase bike capacity that you originally proposed in July 2015. I am writing, as I continue to see revisions to the original proposal that limits bike capacity and increases theft risk as a result of the proposed design in which seats are not located close to the bike area to enable cyclists to monitor their bikes. A minimum number of bikes per train requires 84 bikes just to meet current demand. Last night I was on a train that included cyclists standing with their bikes and, yet, several riders were bumped.

Please consider more capacity in the design. Most cyclists require their bikes on both ends of their commutes. I work at multiple locations and would otherwise drive. Parking is subsidized, takes up valuable space that could be used to construct infrastructure that would build ridership, and increases traffic and carbon footprint. Please consider the request.

Thank you,
Scott



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:15 AM
To: 'David Fisher'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bicycle Capacity

Dear David,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. You can learn more about it here:

http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: David Fisher [<mailto:fisher.davidj@gmail.com>]
Sent: Tuesday, October 03, 2017 12:30 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bicycle Capacity

Dear Caltrain Board,

It has come to my attention that the current plans for new trains' bike capacity does not match the board's prior directive. I would like to provide feedback to hopefully influence your decision on this subject.

I am (and have been since 1/2013) a daily Caltrain/bike commuter. In my experience, the bike cars teeter between overcapacity and full capacity at peak commuting times throughout the year. This means at any time a bicycle commuter may be bumped due to constrained bike carrying capacity. In speaking with fellow bicycle commuters, I believe that there is currently unfulfilled demand due to this dynamic. In essence, the logic communicated to me is "why would I bring my bicycle to the train station if there is a chance it prevents me from getting to work as planned." I can sympathize with that sentiment as (having experienced it) a bump due to constrained capacity is very disruptive to a day.

Overall my view is:

1. There is currently unfulfilled bicycle commuter demand during peak commuting hours
 1. This unfilled demand is directly related to the current capacity
2. San Francisco and areas along the peninsula are becoming more accommodating to bicycle commuters through better infrastructure
 1. I have noticed more bicycle commuters as bicycle infrastructure has improved over the last five years
 2. In my opinion the improved infrastructure is a key driver in increased bicycle use
 3. Extrapolating this trend forward, I expect more people to choose to commute by bicycle in the future
3. People that commute by bicycle relive congestion on other transit systems
 1. Reduced need for parking @ Caltrain lots along the peninsula, reduced use of Uber/Lyft at destinations, reduced burden on Muni/other local transit, reduced single car commuters across the peninsula... better and more efficient use of current infrastructure
4. Reducing capacity from what was planned and approved could prove to be a short sighted decision

Thank you for taking the time to read my thoughts on bike capacity on Caltrain. I ask is that you please carefully consider the facts and make a fair decision that accommodates responsible growth of the system which match people's actual commuting choices.

-Dave Fisher (daily commuter from San Mateo to San Francisco and monthly pass holder for nearly 5 years)

--

Dave Fisher
303-946-0079

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:12 AM
To: 'Fabian Falconett'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Don't decrease bike capacity!

Dear Fabian,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Fabian Falconett [mailto:dubteka@gmail.com]
Sent: Tuesday, October 03, 2017 10:36 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Don't decrease bike capacity!

Hello all,

My ability to bring my bike on caltrain and not get bumped is imperative. My daily ability to make it to work and there for make a salary and therefore not lose my house, or be able to feed and clothes my kids is of the utmost concern. Decreasing capacity will greatly affect this. I love the Bay Area and Caltrain has been a great resource to allow me to live here.

To the board, thank you for increasing train capacity back in July of 2015. It was a great relief.

The plan to decrease from 77 to 72 bike spaces and reduce 200 seats are only going to make things worse for everyone, not just cyclist. I have great concerns over this.

One more train per hour in 2021, unfortunately, does not make up for the decreased bike capacity. That extra train could be filled to capacity today.

Ultimately 84 bike spaces per train are needed to even minimally fulfill the board's directive... but in fact even more are needed to meet the project demand.

Look, cycling has so many benefits for both people and cities. Frees up parking spaces. Frees up seats on feeder buses and shuttles, reduces traffic, reduces pollution and just improves public health. How can this be a bad thing? you must support it.

Thanks for your time,
Fabian Falconett
San Francisco, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:09 AM
To: 'David Mejias'; Caltrain, Bac (@caltrain.com)
Subject: RE: Bike almost got stolen at Redwood City this morning

Dear David,

Thank you for sharing this information. I'm glad you were able to recover your bike! Staff is looking in to how to improve the bikes on board experience and we thank you for your suggestions regarding announcements and conductor presence.

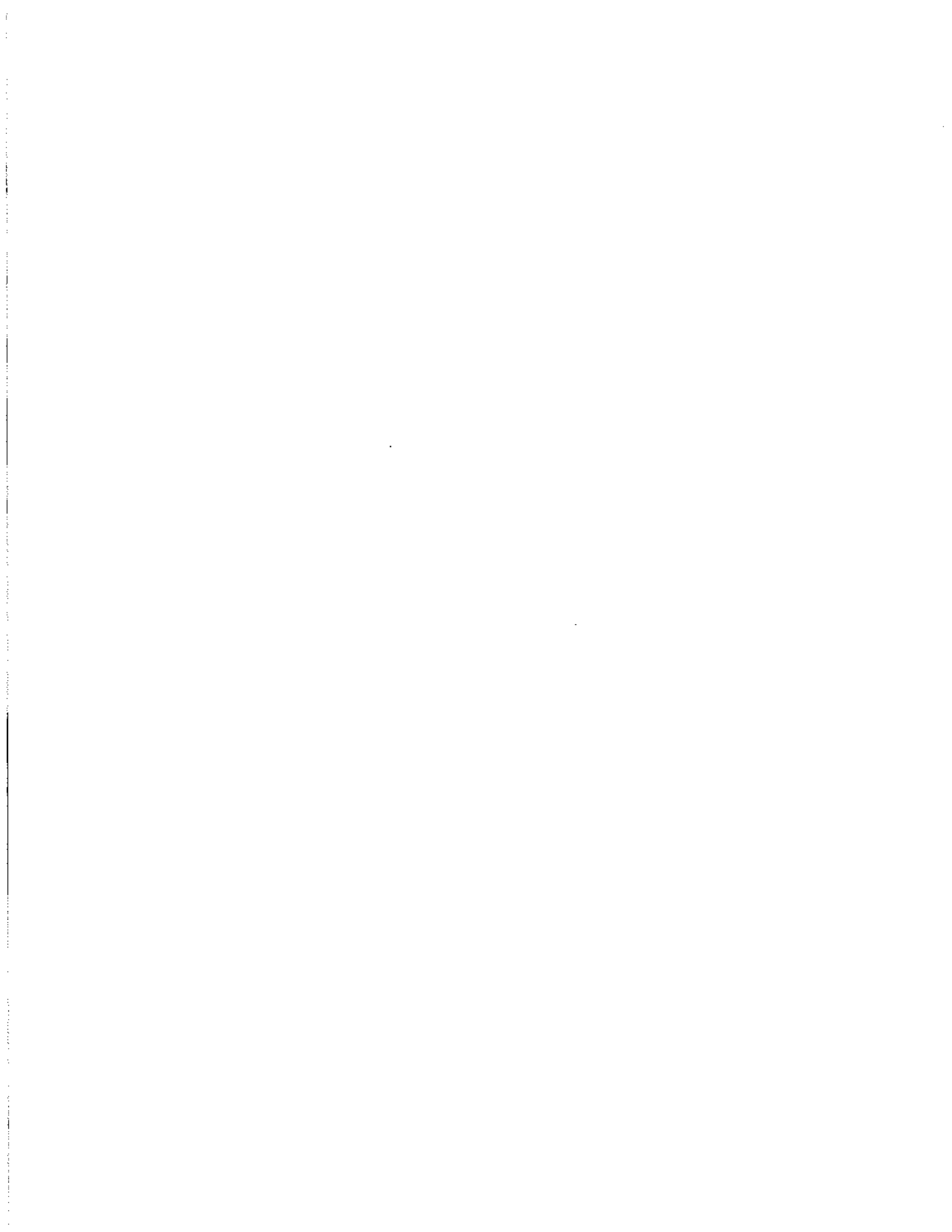
Best,
Lori Low

From: David Mejias [<mailto:david.mejias@stanford.edu>]
Sent: Friday, September 22, 2017 9:51 AM
To: Caltrain, Bac (@caltrain.com)
Subject: Bike almost got stolen at Redwood City this morning

A few Good Samaritans tackled a would-be thief who ran off with my bike after he grabbed it from a SB #324 Caltrain bike car. I was sitting within line of sight to the bike, too. After looking away for a few minutes, someone yelled; I look up and see my bike on the ground about 15 feet from the train at Redwood City. I run off the train, grab my bike, yell THANK YOU, and get back on the train a few seconds before it takes off. It's important to have regular announcements around saving seats for bike commuters in the bike cars and to have a bit more of a conductor presence there too when possible. Thanks!

David Mejias
Senior Regional Manager, Alumni Communities
Stanford Alumni Association
david.mejias@stanford.edu
650.724.5701





Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 11:03 AM
To: 'Jenna Quindica'; Caltrain, Bac (@caltrain.com)
Subject: RE: Bike stolen on Caltrain

Dear Jenna,

I'm very sorry to hear that your bike was stolen. It sounds like you did extensive follow through, but I also encourage you to call the Transit Police directly and fill out the Caltrain Lost and Found Form (in case the bike is found discarded on a train):

http://www.caltrain.com/riderinfo/Bicycles/Tips_for_Keeping_Your_Bike_Safe.html. Thank you also for your thoughtful suggestions which I will share with the appropriate channels.

Best,
Lori Low

From: Jenna Quindica [mailto:contact@jenna.io]
Sent: Thursday, September 21, 2017 11:34 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Bike stolen on Caltrain

Hello,

Someone on Twitter recommended that I share details with you about my stolen bike.

I was on the NB #381 on Monday 9/18, sitting in the first car with my bike on the right rack closest to the door (to the right if you're entering the car). I got on at Redwood City and got off at 4th & King. I was sitting above my bike, not diagonally, so my bike was not in my line of sight.

I noticed my bike was gone once we got to 4th & King. (Stops between RWC and SF: Hillsdale, Millbrae, and 22nd Street)

The conductor Roy noticed that there was one bike left on the train, and he speculated that the thief pulled a switch, where the thief brings a bike on and leaves with another bike.

My bike was worth ~\$900 in 2016, but current market value is \$650. It's a red (orange?) and black Bianchi Via Nirone Claris 7, 53/54cm-frame, with a mounted Kryptonite U-lock and a women's saddle. My back and front lights were also on the bike, and of course my SF/RWC yellow bike tag.

I've attached a picture of the bike that was left behind likely by the thief.

Since Monday, I've spoken with a handful of other conductors who have given me loose descriptions of other bike thieves that they've seen.

- A darker-skinned man in his late 20s who will walk into the bike car nervously after having gotten on the train without a bike. This person is usually without a ticket.

- A group of three bigger Caucasian guys who will get on the train together, and one of them will pull a switch.

My bike is registered with SF Safe, sticker number 014333. I filed a police report: T17028717. My bike is also marked stolen on bikeindex.

Some thoughts on what could have prevented this from happening:

- More open seats in the bike car for cyclists so they can be near their bikes
- Making it more known that non-cyclists should not sit in the bike car
- Conductors making sure every bike is tagged. Note that the bike left behind doesn't have a yellow tag.
- More community in the bike car and on Caltrain. It's a commuter train, I've come to recognize a number of people and their bikes. We should help each other more.

My biggest wish after this had happened:

- That there were security cameras on the platforms
- Or that there was the occasional security guard on the platforms.

I love Caltrain and how easy it is to commute as a cyclist. I hope the bike car will feel like a safe place again for me.

Thank you for your time,
Jenna Quindica

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 10:45 AM
To: 'Maic López Sáenz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Comments on proposal on Electrified trains and bikes

Dear Miguel,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Maic López Sáenz [mailto:maic@lopsae.com]
Sent: Wednesday, October 04, 2017 4:46 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Comments on proposal on Electrified trains and bikes

Thanks for approving the the increase of bike capacity in the new electrified trains design!

I write about some concerns with the proposed electric train design proposed by staff:

- + Bringing my bike on the train is extremely important and the basis of Caltrain usefulness. Since Caltrain covers long distances between stops the bike becomes necessary to cover the last connection to and from destinations.
- + I have concerns that staff plans to reduce the number of bikes per train, even if adding extra trains on peak hours. The extra trains do not make up for the reduced capacity.
- + At least 84 bike spaces per train are necessary to fulfill the board directive, and more are actually needed for projected demand.
- + Seats in the bike area are extremely important to deter theft. Without a critical mass of passengers looking at the bikes bike theft becomes extremely easy. Without seats passengers will choose to stay in the walkway, blocking other passengers and making the user of bikes slower for everyone.
- + The combination of Caltrain and Bikes makes for the most versatile form of transportation in the bay area, with a coverage and speed unmatched by any other public transit. It frees parking space, seats on feeder buses, incentivizes public health, and expands the positive impact of the train farther away from the station.

Thanks for reading and working towards a Caltrain that allows for current and more biking!

Miguel Lopez Saenz
San Francisco

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 10:44 AM
To: 'Kyla Farrell'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Board Caltrain

Dear Kyla,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity will be the bike storage design for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori

From: Kyla Farrell [mailto:kylafarrell@gmail.com]
Sent: Wednesday, October 04, 2017 12:34 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bikes on Board Caltrain

Good Afternoon,

I rely on Caltrain to commute from Palo Alto (California Ave Station) to San Francisco (Fourth and King) with a 15 minute bike ride on each end of the train ride. If I am bumped from the train due to insufficient bike capacity it has a major, negative impact on my work performance.

I'd like to thank the board for approving increased bike capacity in electrified train design back in July 2015, however I am concerned about staff plans to decrease bike capacity from an average of 77 to 72 bike spaces per train, along with 200 fewer seats per six-car train. Eighty-four bike spaces per train are needed to minimally fulfill the board's directive, but in fact even more are needed to meet projected demand. Running an extra train per hour in 2021 does not make up for decreased bike capacity in train design. That extra train could be filled by latent demand today.

Additionally, I am concern that no seats are within view of bikes other than folding seats in the same location as hanging bikes and wheelchair space.

There are many benefits to biking and my bike commute is an important and enjoyable part of my day. Additional bike commuters free up parking spaces in crowded parking lots, free up seats on heavily subsidized feeder buses and shuttles, reduce traffic congestion, and reduce pollution.

Best,
Kyla Farrell
Palo Alto Resident

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 10:36 AM
To: 'Scott Yarbrough'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bumped bikes northbound RWC and SC

Dear Scott,

Thank you for the information. We encourage you to submit it using the Bike Bump Form. Information from the Bike Bump forms are reviewed at each BAC meeting. The form can be found here:
<http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>

Best,
Lori

From: Scott Yarbrough [mailto:yarbrough.scott@gmail.com]
Sent: Wednesday, October 18, 2017 5:53 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bumped bikes northbound RWC and SC

Train 269 bumped 4 cyclists in RWC, at least 2 in San Carlos this evening.

Here we go again? Please increase capacity in your plans for electrification.

Thanks,
Scott

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 10:35 AM
To: 'Ziggy Tomcich'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Brian Wiedenmeier, SF Bicycle Coalition
Subject: RE: Why is there no bicycle parking at Caltrain Depot on weekends?

Dear Ziggy,

Thank you for your comments. Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. You can learn more about the plan here:

http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

Best,
Lori

From: boyziggy@gmail.com [mailto:boyziggy@gmail.com] **On Behalf Of** Ziggy Tomcich
Sent: Friday, October 20, 2017 8:19 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Brian Wiedenmeier, SF Bicycle Coalition
Subject: Why is there no bicycle parking at Caltrain Depot on weekends?

I need to take Caltrain after work, and I'm frustrated that the bicycle parking is closed on weekends.

Why does anybody think this is a good idea to close the bicycle parking at Caltrain depot on weekends?
Who's responsible for that stupid decision that inconveniences everybody who would like to use a bicycle to get to/from Caltrain Depot on a weekend?
Why is this acceptable?
Is there a train station anywhere in Europe that has bicycle parking that closes on weekends?
The idiocracy, the absolute utter stupidity, and the extremely frustrating inconvenience of closing your bike parking on weekends is excruciatingly depressing.

Now my only travel options are to take my bike on the train me and risk getting bumped, which would cause me to miss the event I'm attending, or take an expensive lyft ride to Caltrain Depot.

Bart has bikelink lockers and stations that anyone can use and signup for without monthly commitments. They're very convenient and secure. Why doesn't Caltrain have these? Why does Caltrain offer a competing bike storage system that's totally incompatible with Bikelink?

90% of the time I take my bicycle with me on Caltrain, it's only because of your failure to provide any sort of bicycle parking at Caltrain Depot. Fix this problem!

Ziggy Tomcich

Event Organizer
<http://sflasertag.com>
[415-843-1401](tel:415-843-1401)

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 10:26 AM
To: 'alexander jacobs'; Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; bikesonboard@sonic.net; CalMod@caltrain.com; Caltrain, Bac (@caltrain.com)
Subject: RE: bike bump report

Dear Alexander,

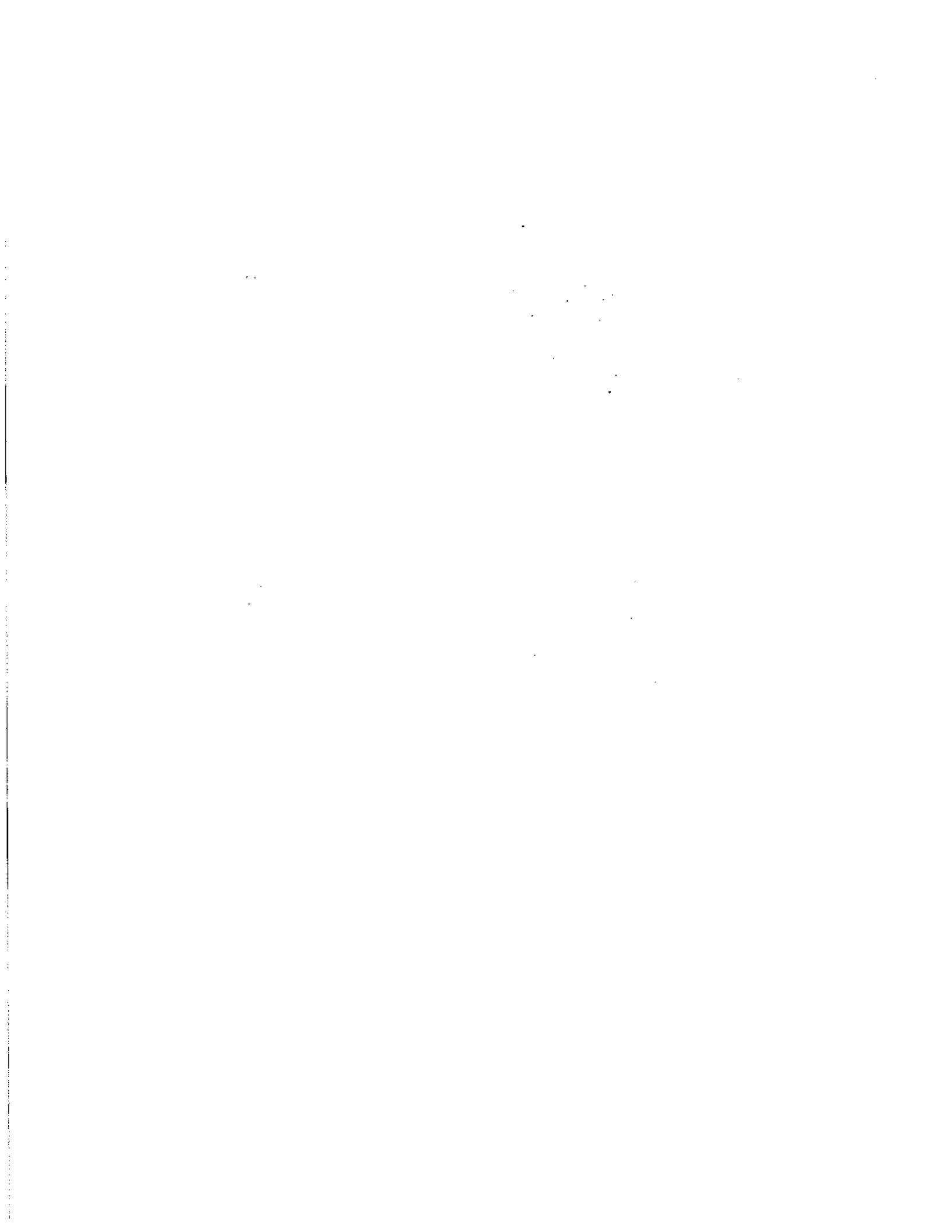
Thank you for the information. We encourage you to submit it using the Bike Bump Form. Information from the Bike Bump forms are reviewed at each BAC meeting. The form can be found here:

<http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>

Best,
Lori

From: alexander jacobs [mailto:xanderfarm@yahoo.com]
Sent: Thursday, October 19, 2017 8:38 AM
To: Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; bikesonboard@sonic.net; CalMod@caltrain.com; Caltrain, Bac (@caltrain.com)
Subject: bike bump report

10/13
10/16
10/17



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 9:37 AM
To: 'Mary-Kay Chin'; Caltrain, Bac (@caltrain.com); dan.provence@sfmta.com
Cc: Bert Hill
Subject: RE: SF BAC resolution for consideration at 11/16 Caltrain BAC meeting.

Dear Mary-Kay,

Thank you for your input regarding the Caltrain electric train onboard bike storage. We understand and appreciate the desire to make the new electric trains meet the needs of the community as best as possible and we wanted to note some important clarifications regarding the resolution that was recently distributed in the region.

The resolution states 16% of passengers bring their bikes on board and 1% park their bikes at stations. However, data from the 2014 MTC Origin and Destination Survey reveals that 17% of passengers bike to or from a station. In the same survey, of the passengers accessing Caltrain stations via bicycle, 93% bring a bike onboard and 6% park their bike at stations.

In looking more closely at the 2016 Bike Car Intercept Survey, which was conducted on board the trains in the bike cars for Caltrain's Bicycle Parking Management Plan, it was found that 88% of bikes-on-board passengers surveyed said they need their bikes on both ends of their trip. The survey also found that:

- 41% of these bikes-on-board passengers have at least one leg of a trip under a 5 minute ride
- 14% said they brought their bike onboard out of habit (approximately 1 out of 6 people)
- 21% don't feel like their bike would be secure parked at station (approximately 1 out of 5 people)
- 7% said signing up for bike parking was too much of a hassle

The extensive customer research analysis completed for Caltrain's Bicycle Parking Management Plan reveals that there are substantial numbers of Caltrain passengers who would consider using wayside bike parking facilities, if the facilities can better met their needs and provide a secure alternative to bringing a bike on board.

Caltrain believes it is its overall bicycle program—both its on-board facilities and wayside bike parking facilities—that allows passengers to reach their origin stations and final destinations without the use of an automobile. Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

The resolution also lists that walk-on ridership and bike boardings are projected to be 23.9% and 42.9% higher (respectively) based on the average annual increase over the last decade. Caltrain is unfamiliar with the source of these numbers. Future ridership projections aren't calculated by averaging annual increases for the past 10 years; rather, projecting future ridership growth is a complex process that takes into account many factors and involves a regional travel demand model that is calibrated for population growth and travel pattern projections, as done by the MTC.

Caltrain would like to clarify that the JPB Board did not commit to 84 bike slots per trainset. The Board's 2015 decision was for a 1:8 bike to seat ratio in the new electric trains. At the time of the decision, staff stated they would not know the number of bike slots until train design. This past August through September, the Caltrain outreach team worked to receive input on the onboard bike storage for the electric trains from local bike advocacy groups; through an online poll; station outreach where riders could try out the bike car options; comments through the website; social and earned media; and emails, phone calls, and in-person-engagements. Based on a review of the feedback received, the stacking design (similar to today) was selected as the onboard bike storage design for the new electric trains, meaning bike

capacity will increase 17.39% during the peak hour when Caltrain runs mixed use service. Also, after working with the bike coalitions to refine the stacking design, there are no longer hanging bikes (bike hooks) in the electric trains.

When Caltrain runs mixed service, it will run approximately 25% diesel and 75% electric service. Throughout a service day, different combinations of the fleet will be in service to maximize capacity, efficiency, and environmental benefits.

Caltrain is in whole-hearted agreement that it would like to run longer EMUs—and Caltrain would like to do so while maintaining six trains per peak hour. Thus, Caltrain is actively looking into funding opportunities to purchase additional cars and appreciates your support of this effort.

Best,
Lori Low

From: Mary-Kay Chin [mailto:marykaychin@gmail.com]
Sent: Thursday, November 09, 2017 10:48 PM
To: Caltrain, Bac (@caltrain.com); dan.provence@sfmta.com
Cc: Bert Hill
Subject: SF BAC resolution for consideration at 11/16 Caltrain BAC meeting.

Dear Chair Provence and Members of the Caltrain Bicycle Advisory Committee,

I'm writing to inform you that on 10/23 the San Francisco Bicycle Advisory Committee unanimously approved a resolution calling for more capacity and better train layout on electrified Caltrain. You can find a copy of the resolution attached. This resolution has been endorsed by the San Francisco Bicycle Coalition, Livable City, TransForm, Bike San Mateo County, and Cycle California! Magazine.

We are requesting that you consider joining us in an endorsement at your 11/16 meeting. With so many transit advocacy groups and advisory boards supporting this, it would send a clear message to Caltrain that users need better bike infrastructure.

The resolution will be presented to the Joint Powers Board at their 12/7 meeting.

Thank you in advance for your consideration. Please do not hesitate to contact me if you have any follow up questions.

Thank you in advance for your consideration.

Best regards,
Mary Kay Chin
SF BAC Vice-chair

SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

RESOLUTION: CALLING FOR INCREASED CAPACITY AND BETTER CAR LAYOUT ON ELECTRIFIED CALTRAIN

WHEREAS, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link serving the City and County of San Francisco and has provided onboard carriage of bicycles since 1992; and

WHEREAS, Caltrain's onboard bicycle service allows passengers to reach their origin stations and their final destinations without using motorized transportation on either end of their commutes, taking the burden off heavily subsidized feeder buses and shuttles; and

WHEREAS, Caltrain's onboard bicycle service is socially and economically beneficial in eliminating reliance on the automobile, thereby effecting reductions in petroleum use, traffic congestion, pollution, and climate change; and

WHEREAS, Caltrain's plans to modernize its service with electrified trains in 2021; and

WHEREAS, Caltrain's onboard bicycle service reduces demand for expensive new parking lots or parking structures, and Caltrain predicts that a number of its parking lots will be unable to handle demand after Caltrain has been electrified; and

WHEREAS, 16% of Caltrain passengers bring their bikes on board and 1% park their bikes at the stations according to the 2014 Caltrain Onboard Passenger Survey; and

WHEREAS, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Bike Car Intercept Survey; and

WHEREAS, Caltrain's onboard bicycle service is so popular that customers with bicycles routinely get left behind on the platform or 'bumped' due to insufficient onboard bike capacity while all walk-on passengers are allowed to board; and

WHEREAS, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on electrified trains with an onboard ratio of 8:1 seats-to-bike-spaces, overriding Caltrain staff's recommendation of 9:1 (same as today); and

WHEREAS, the difference between 9:1 and 8:1 corresponds to an 11% increase in bike capacity, or 84 bike spaces and 672 seats per train; and

WHEREAS, Caltrain staff plans only 72 bike spaces and 567 seats per six-car electrified train, technically meeting the 8:1 ratio but reducing bike capacity compared with an average of 77 bike spaces per train today; and

WHEREAS, six-car diesel trains today have an average of 741 seats per train; and

WHEREAS, in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having 910 seats and 72 bike spaces per train to cover up the inadequate seat count of electrified trains; and

WHEREAS, Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021; and

WHEREAS, the additional train in 2021 will result in only 10.3% more seats per peak hour, while walk-on ridership is projected to be 23.9% higher based on the average annual increases over the last decade; and

WHEREAS, the additional train in 2021 will result in only 12.5% more bike spaces per peak hour, while bike boardings are projected to be 42.9% higher based on the average annual increases over the last decade; and

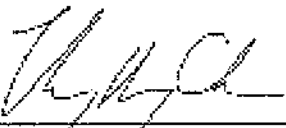
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

WHEREAS, bicyclists need to sit within view of their bikes to guard against theft; and

WHEREAS, Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021 especially for bikes-on-board passengers, and staff is proposing an untenable car layout, and staff's plan does not meet the board's 2015 directive for more bike capacity per train;

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.



Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

AYES: Brask, Chin, Deffarges, Orland, Serafini, Taliaferro, Warner, Wells

ABSENT: Brandt, Hill, Mendoza

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 9:29 AM
To: 'Bikes on Board'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Bicycle thieves targeting trains?

Dear Bikes on Board,

Thank you for bringing this to our attention. The conductor was interviewed and said he did not have any verifiable basis for his statements. He was directed to refrain from making unsubstantiated statements in the future.

Best,
Lori

From: Bikes on Board [<mailto:bikesonboard@sonic.net>]
Sent: Sunday, October 22, 2017 12:09 PM
To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycle thieves targeting trains?

To whom it may concern:

This newspaper article emphasizes the importance of seats within view of bicycles to enable bike riders to guard against theft. Please redesign EMU layout accordingly.

Daily Post (Palo Alto, CA)

Bicycle thieves targeting trains?

Rider: Conductor warns about gang snatching bikes from storage cars

EMILY MIBACH

Daily Post Staff Writer

Published: October 20, 2017

Caltrain riders who bring their bikes on board may want to keep a close eye on them because of a possible gang of bicycle thieves.

Scott Mace, of Alameda, was riding train No. 191 from Mountain View to San Francisco on Wednesday. Mace said a conductor went into the bicycle car, where riders store and sometimes lock up their bikes, and talked about how those areas have been targeted by thieves recently. In each instance, the conductor said, a group of four people grabbed someone else's bike and rushed to the exit, according to Mace.

The conductor went on to tell riders that the group of four typically operate at rush hour, when the trains are crowded and hectic, Mace said. The Caltrain employee also told Mace the thefts have been occurring for about three months.

However, San Mateo County Sheriff's Detective Sal Zuno said he is not aware of any reports about a gang of bicycle thieves operating on the trains. His office has a contract with Caltrain to patrol the trains. Seamus Murphy, Caltrain's communications officer, also said there have been no reports to Caltrain regarding such a gang, and that there is no evidence to support the conductor's claims. Murphy said Caltrain is checking in with the conductor to see if "there is any basis" to what he told riders on Wednesday.

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 16, 2017 9:19 AM
To: 'Tom Radulovich'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Caltrain electrification and capacity

Dear Tom,

Thank you for your input regarding the Caltrain electric train onboard bike storage. We understand and appreciate the desire to make the new electric trains meet the needs of the community as best as possible and we wanted to note some important clarifications regarding the resolution that was recently distributed in the region.

The resolution states 16% of passengers bring their bikes on board and 1% park their bikes at stations. However, data from the 2014 MTC Origin and Destination Survey reveals that 17% of passengers bike to or from a station. In the same survey, of the passengers accessing Caltrain stations via bicycle, 93% bring a bike onboard and 6% park their bike at stations.

In looking more closely at the 2016 Bike Car Intercept Survey, which was conducted on board the trains in the bike cars for Caltrain's Bicycle Parking Management Plan, it was found that 88% of bikes-on-board passengers surveyed said they need their bikes on both ends of their trip. The survey also found that:

- 41% of these bikes-on-board passengers have at least one leg of a trip under a 5 minute ride
- 14% said they brought their bike onboard out of habit (approximately 1 out of 6 people)
- 21% don't feel like their bike would be secure parked at station (approximately 1 out of 5 people)
- 7% said signing up for bike parking was too much of a hassle

The extensive customer research analysis completed for Caltrain's Bicycle Parking Management Plan reveals that there are substantial numbers of Caltrain passengers who would consider using wayside bike parking facilities, if the facilities can better met their needs and provide a secure alternative to bringing a bike on board.

Caltrain believes it is its overall bicycle program—both its on-board facilities and wayside bike parking facilities—that allows passengers to reach their origin stations and final destinations without the use of an automobile. Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November 2017, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

The resolution also lists that walk-on ridership and bike boardings are projected to be 23.9% and 42.9% higher (respectively) based on the average annual increase over the last decade. Caltrain is unfamiliar with the source of these numbers. Future ridership projections aren't calculated by averaging annual increases for the past 10 years; rather, projecting future ridership growth is a complex process that takes into account many factors and involves a regional travel demand model that is calibrated for population growth and travel pattern projections, as done by the MTC.

Caltrain would like to clarify that the JPB Board did not commit to 84 bike slots per trainset. The Board's 2015 decision was for a 1:8 bike to seat ratio in the new electric trains. At the time of the decision, staff stated they would not know the number of bike slots until train design. This past August through September, the Caltrain outreach team worked to receive input on the onboard bike storage for the electric trains from local bike advocacy groups; through an online poll; station outreach where riders could try out the bike car options; comments through the website; social and earned media; and emails, phone calls, and in-person-engagements. Based on a review of the feedback received, the stacking design (similar to today) was selected as the onboard bike storage design for the new electric trains, meaning bike

capacity will increase 17.39% during the peak hour when Caltrain runs mixed use service. Also, after working with the bike coalitions to refine the stacking design, there are no longer hanging bikes (bike hooks) in the electric trains.

When Caltrain runs mixed service, it will run approximately 25% diesel and 75% electric service. Throughout a service day, different combinations of the fleet will be in service to maximize capacity, efficiency, and environmental benefits.

Caltrain is in whole-hearted agreement that it would like to run longer EMUs—and Caltrain would like to do so while maintaining six trains per peak hour. Thus, Caltrain is actively looking into funding opportunities to purchase additional cars and appreciates your support of this effort.

Best,
Lori Low

From: Tom Radulovich [<mailto:tom@livablecity.org>]

Sent: Tuesday, October 31, 2017 3:12 PM

To: Board (@caltrain.com)

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

Subject: Caltrain electrification and capacity



October 31, 2017

Jeff Gee, Chair
Board of Directors
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA, 94070

Re: Capacity and bicycle access on Caltrain's electrified fleet

Dear Chair Gee and members of the Board of Directors,

On behalf of Livable City, I'm calling on the Caltrain Board of Directors to maintain, or increase, its current bicycle and passenger capacity as it electrifies the system and replaces its rolling stock.

Livable City has long championed Caltrain's electrification, fleet modernization, and Downtown extension. The transformation of Caltrain into modern regional metro service connecting San Francisco, the Peninsula, and Santa Clara County is one of the highest regional transit priorities. Electrification will provide significant environmental benefit for the region and especially for wayside communities, improve performance for riders, and make the downtown extension possible. However electrification must not reduce Caltrain's capacity for carrying people and bicycles. Integrating walking and cycling with transit is essential to the creating a more livable, sustainable, and equitable region. Bicycling is especially important to Caltrain, because jobs and housing are often located more than half a mile from Caltrain stations. Caltrain-plus-bike commuting is one of the region's transit success stories, and it is essential that Caltrain not erode bicycle access as it moves forward with electrification.

Caltrain's electrified service should provide at least seven cars per train, with dedicated wheelchair spaces and at least 84 bike spaces on each train, no hanging bikes, and seats within view of bikes.

Further, we urge Caltrain to adopt and quickly implement its Draft 2017 Bicycle Parking Management Plan, so that passengers who don't need their bikes at both ends of their Caltrain trip can store them securely at every Caltrain station.

Sincerely,

Tom Radulovich
Executive Director

LIVABLE CITY RESOLUTION: CALLING FOR INCREASED CAPACITY AND BETTER CAR LAYOUT ON ELECTRIFIED CALTRAIN

WHEREAS, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link serving the City and County of San Francisco and has provided onboard carriage of bicycles since 1992, and

WHEREAS, according to Caltrain 2017 February annual passenger counts, Caltrain carries over 60,000 passengers including over 5000 bikes-on-board passengers each weekday, thereby reducing traffic congestion, pollution, petroleum use, and the impact of global warming, and

WHEREAS, Caltrain's onboard bicycle service allows passengers to reach their origin stations and their final destinations without using motorized transportation on either end of their commutes, taking the burden off heavily subsidized feeder buses and shuttles, and

WHEREAS, Caltrain's plans to modernize its service with electrified trains in 2021, and

WHEREAS, Caltrain's onboard bicycle service reduces demand for expensive new parking lots or parking structures, and Caltrain predicts that a number of its parking lots will be unable to handle demand after Caltrain has been electrified, and

WHEREAS, 16% of Caltrain passengers bring their bikes on board and 1% park their bikes at the stations according to the 2014 Caltrain Onboard Passenger Survey, and

WHEREAS, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Bike Car Intercept Survey, and

WHEREAS, Caltrain's onboard bicycle service is so popular that customers with bicycles routinely get left behind on the platform or 'bumped' due to insufficient onboard bike capacity while all walk-on passengers are allowed to board, and

WHEREAS, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on electrified trains with an onboard ratio of 8:1 seats-to-bike-spaces, overriding Caltrain staff's recommendation of 9:1 (same as today), and

WHEREAS, the difference between 9:1 and 8:1 corresponds to an 11% increase in bike capacity, or 84 bike spaces and 672 seats per train, and

WHEREAS, Caltrain staff plans only 72 bike spaces and 567 seats per six-car electrified train, technically meeting the 8:1 ratio but reducing bike capacity compared with an average of 77 bike spaces per train today, and

WHEREAS, six-car diesel trains today have an average of 741 seats per train, and

WHEREAS, in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having 910 seats and 72 bike spaces per train to cover up the inadequate seat count of electrified trains, and

WHEREAS, Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021, and

WHEREAS, the additional train in 2021 will result in only 10.3% more seats per peak hour, while walk-on ridership is projected to be 23.9% higher based on the average annual increases over the last decade, and

WHEREAS, the additional train in 2021 will result in only 12.5% more bike spaces per peak hour, while bike boardings are projected to be 42.9% higher based on the average annual increases over the last decade, and


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

WHEREAS, bicyclists need to sit within view of their bikes to guard against theft, and

WHEREAS, Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021 especially for bikes-on-board passengers, and staff is proposing an untenable car layout, and staff's plan does not meet the board's 2015 directive for more bike capacity per train,

THEREFORE, BE IT RESOLVED that Livable City urges Caltrain to launch electrified service with electrified train sets of at least seven cars having at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space, and

BE IT FURTHER RESOLVED that Livable City recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.



Karen Allen, Board President

ADOPTED ON OCTOBER 16, 2017 BY THE FOLLOWING VOTE:

AYES: Allen, Bigelow, Campos, Johnson

NAYS:

ABSTENTIONS: Heywood

ABSENT: Babsin, Hill, Magee, Mendler

Low, Lori

From: Janice Li <janice@sfbike.org>
Sent: Wednesday, November 15, 2017 5:21 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Danielle Thoe; Cliff Bargar; Mary-Kay Chin
Subject: Clarification on SFBC's position on Caltrain BAC resolution

To Chair Provence:

Recognizing that there is a resolution before the Caltrain Bicycle Advisory Committee tomorrow evening and that the SF Bicycle Coalition has expressed our support, I wanted to make clear what our position is in advance of your meeting.

The "resolved" line reads as such:

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space;

- 1) The SF Bicycle Coalition is in strong support of extending trainsets in time for the launch of electrified service in 2021, and we will support any efforts (including funding) to make that a reality, which would significantly increase overall capacity and bike space. Beyond that, we are not being prescriptive of the number of bike space, as that will be a longer discussion if/when funding is secured to extend trainsets.
- 2) The language in the resolution says that bike spaces should be "distributed among all cars," and to that point, we have consistently been pushing Caltrain to increase to three bike cars per trainset, given the success of the current Bombardier trains.
- 3) The language in the resolution says to "allow seats within view of bikes." We agree that people bringing their bikes onboard need to feel that their bikes are secure, but we recognize that for a majority of people, this does not necessarily mean being able to within view of their bike (as confirmed by the discussion at a BAC meeting earlier this year). We recommend that there are some seats available on bike cars in viewing distance of bikes but that it is not a requirement for everyone who brings their bike onboard.

With that interpretation of the "resolved" line, the SF Bicycle Coalition still is in support of the resolution before you. If the Caltrain BAC were to endorse this resolution as well, we would encourage that you seek to add clarifying language in line with our recommendations above.

Best,
Janice

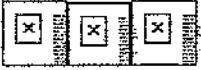
--
Janice Li
(415) 431-2453 x302
Advocacy Director

San Francisco Bicycle Coalition

Promoting the Bicycle for Everyday Transportation

1720 Market St.

San Francisco, CA 94102



Low, Lori

From: Carlos Velazquez <carlos@bikesiliconvalley.org>
Sent: Tuesday, November 14, 2017 12:06 PM
To: Caltrain, Bac (@caltrain.com)
Subject: No longer with SVBC Re: Updated Webpages

Saludos!

As of March 10, 2017, I will no longer be working for SVBC.

It's been great working with you, and I look forward to seeing you out on the trails or streets, or at meetings as a bicycling advocate.

For the following inquiries:

Bike to Work Day: Contact Marissa Avina, marissa@bikesiliconvalley.org or at ext.222

Media: Contact Colin Heyne, colin@bikesiliconvalley.org or at ext. 224

Membership: Contact Kate Plant, kate@bikesiliconvalley.org

Volunteer opportunities: Contact Alison Paulin at alison@bikesiliconvalley.org

--

Carlos Velazquez
Outreach Manager

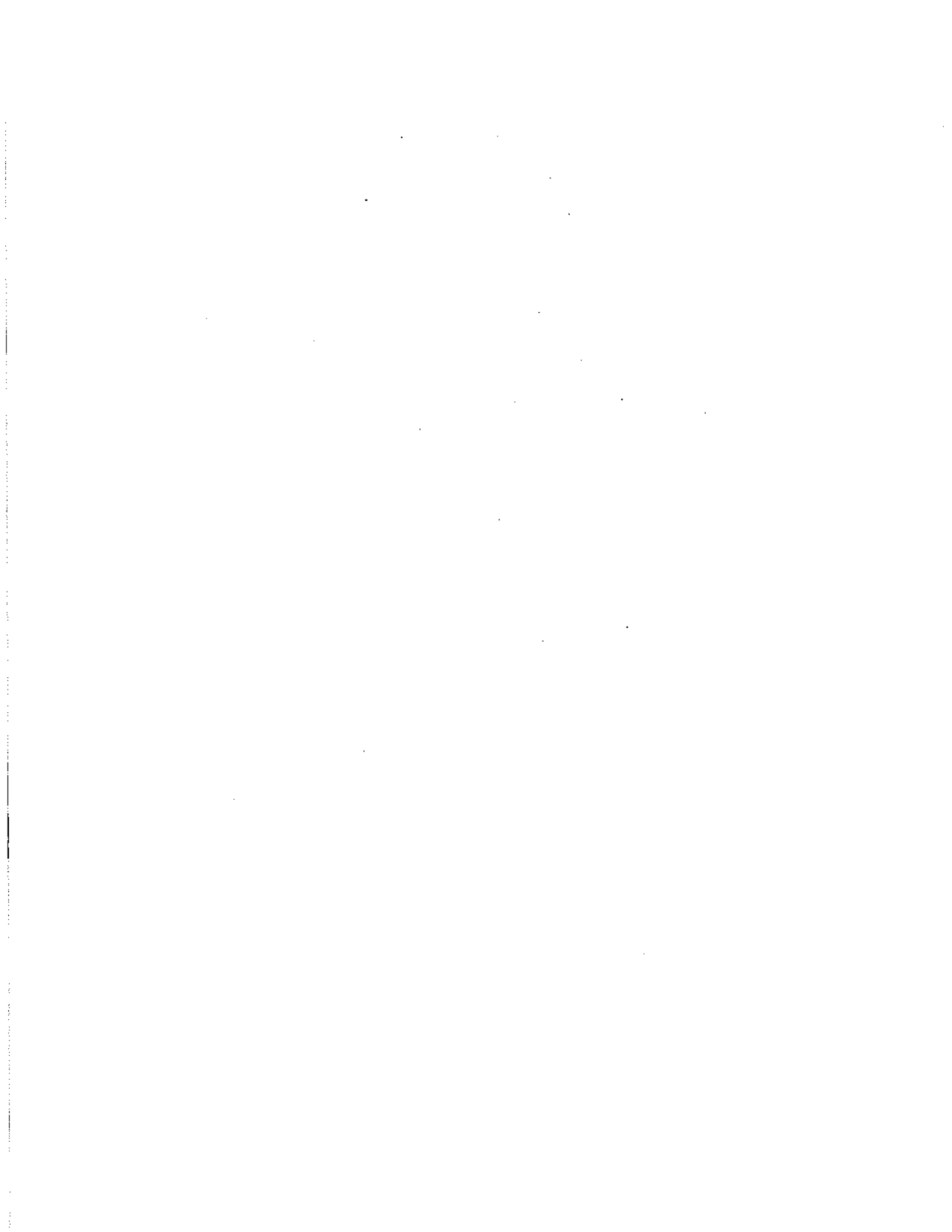
Silicon Valley Bicycle Coalition

<http://bikesiliconvalley.org>

408-287-7259 x 229

m: 408-813-4485

96 N. Third Street, Suite 375
San Jose, CA 95112



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, November 03, 2017 3:46 PM
To: 'Shirley Johnson'; Rios, Rona
Cc: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: RE: Requesting an agenda item about EMU capacity and train design for November JPB meeting

Dear Shirley,

Thank you for your feedback. Regarding the "Capacity Increase" graphic, when Caltrain runs mixed service, the fleet will be approximately 25% diesel and 75% electric. Throughout a service day, different combinations of the fleet will be in service to maximize capacity, efficiency, and environmental benefits.

Regarding the "Seat and Bike Capacity" graphic, you are correct that there was an inaccuracy, as I accidentally sent a draft that included the "hybrid bike storage option" (that is where the 69.3 number came from). As you may recall, there were two bike storage options that were being discussed with the public from August through September, and so I very much apologize for the mistake. The graphic that was presented to the Board on October 5 correctly reflected the selected stacking option (per train average of 72 and peak hour number of 432) in mixed service. I again apologize for accidentally clicking on a draft when I hit send!

I also wanted to thank you, as one of your questions made us realize that another number needs to be corrected. While Caltrain does not run 60% 6-car bombardiers and 40% 5-car gallery trains, your bringing it up in relation to bikes and seats made us look into the assumptions that went into calculating the "Today" numbers. So when we use the same, real train service that went into calculating the seats, the bike number for today is actually 368 (not 384). I'm excited to tell you that this means that mixed use electrification actually brings a greater bike capacity increase than first realized. It's actually a 17.39% bike capacity increase with the stacking design. We're looking forward to updating the graphic so it accurately represents this. Thank you!

Regarding running all seven-car diesels to increase capacity, please note that the longer the diesel train the more performance degrades and the more difficult it is to stop and start quickly. Caltrain also does not have enough vehicles today to run this type of service, and much of its existing fleet is at or past retirement age. With diesel trains, just one locomotive must pull all the cars, while EMUs distribute the propulsion among the cars, allowing for additional cars to be added without affecting performance. One way the diesels and electric trains could work together during mixed use is to use the diesels for Baby Bullet service, which requires fewer stops. The final mixed use schedule is not yet determined, but the electric trains offer improved service benefits, including more flexibility.

We appreciate your solution-oriented approach and thank you for the suggestion of running fewer but longer EMUs with the mixed fleet; however, this would mean less frequent service and less flexibility. Caltrain would like to run longer EMUs while maintaining the six trains per hour, and is actively looking into funding opportunities to purchase additional cars.

Thank you also for encouraging Caltrain to share information about the electric trains. As you know, Caltrain currently has different types of trains in its fleets, with different car types, and thus the seat numbers can vary depending on the current state of repair and maintenance. Working within these constraints, staff will continue to try and provide clear and accessible information.

Caltrain is also looking at how to improve bike parking at stations to better meet the needs of its riders. The Bike Parking Management Plan was adopted at the November Board meeting. The plan recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

If you'd like to sit down and discuss any of the above information, please let me know and I'd be happy to arrange a meeting.

Best,
Lori Low

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Sunday, October 29, 2017 12:16 PM
To: Rios, Rona
Cc: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain.com]; CalMod@caltrain.com
Subject: Re: RE: Requesting an agenda item about EMU capacity and train design for November JPB meeting

Dear Ms. Rios,

Staff's belief system is not grounded in reality. Permit me to share some examples of how the information is unclear and inaccurate.

Attached figure titled "Capacity Increase"

- Inaccuracy number 1: 33% (not 25%) diesel trains are required to achieve the stated seat count in 2021.
- Inaccuracy number 2: The stated seat count today requires 60% 6-car Bombardier trains and 40% 5-car gallery trains, but the stated bike count requires the opposite. It can't be both ways.
- Unclear: Nowhere is it stated there are seven-car diesel trains in the mixed fleet.

Attached figure titled "How Electrification Increases Seat and Bike Capacity"

- Inaccuracy: Math error in stated bike capacity in 2021. 69.3 times 6 equals 415.8, not 432.
- Unclear: Nowhere is it stated that the diesels trains have 910 seats and the EMU trains have 567 seats in the mixed fleet.
- Misleading statement: "*These capacity calculations are provided so riders can get a real world sense of how smaller, high-performance trains can increase overall ridership capacity and address overcrowding.*" It's not the so-called smaller, high-performing trains that increase overall ridership capacity – it's the longer diesel trains that provide the capacity increase. If Caltrain skipped electrification altogether and ran five seven-car diesel train per hour, capacity would increase to 4550 seats per hour instead of only 4112 with the mixed fleet.

It takes detective work on behalf of the public (or board members) to decipher what is really going on. It shouldn't be that way. Lack of transparency creates distrust and ill-will, the opposite of what Caltrain needs when it seeks public support for funding measures.

Now, let's talk about solutions to the capacity problem. If Caltrain can't launch electrification with longer EMU trains, then what about running fewer, but longer, EMU trains in the mixed fleet? That way seating capacity could be higher and more consistent, because the diesel trains have far more seats than the EMU trains.

It's time to think outside the box to solve the capacity and consistency problem. Otherwise electrification will be perceived as a step backward with regard to passenger experience.

Sincerely,
Shirley Johnson, PhD

On Thursday, October 26, 2017, 2:49:23 PM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Ms. Johnson,

Thank you for the input.

Regarding your question below, staff believes the capacity information presented to the Board and the public is clear and accurate.

Best,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

riosr@samtrans.com

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]

Sent: Friday, October 20, 2017 2:49 PM

To: Rios, Rona

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

Subject: Requesting an agenda item about EMU capacity and train design for November JPB meeting

Dear Ms. Rios,

Thank you for your response. In 2015, the Joint Powers Board approved an increase in bike spaces in train capacity, not line capacity. To be clear about definitions:

Train capacity is seats and bike spaces per train

Line capacity is seats and bike spaces per hour

Staff's use of the term "system capacity" confuses the issue. Staff are not meeting the board's directive for EMU train capacity. Period.

Your characterization of a 10-12% line capacity increase as "significant" is questionable, particularly when one considers that demand in 2021 is expected to be 43% higher for bike boardings and 24% higher for walk-on boardings, based on the average increases over the last 10 years from Caltrain annual passenger counts.

About decision-making, public input needs to be considered before decisions are made. Caltrain staff announced there would be no dedicated seats within view of bikes AFTER the decision had been made. If you have any doubt, please read this blog post titled "Caltrain staff can do better" from the San Francisco Bicycle Coalition containing a letter jointly written with the Silicon Valley Bicycle Coalition complaining about staff's lack of transparency and bad decision-making: <http://www.sfbike.org/news/caltrain-staff-can-do-better/>

As far as seat capacity, it wasn't until I pushed staff to explain their erroneous graphics that staff admitted to 33% (not 25% as stated) SEVEN-car diesel trains. Lori Lowe then sent an updated file titled "CalMod Capacity Story Refresh v7" which still has inconsistent assumptions. I find it apropos that the filename includes the word "story".

At least "CalMod Capacity Story Refresh v7" reveals a mixture of seven-car diesel trains and six-car EMU trains, which was not stated on past capacity graphics. However, it's telling that the following information is omitted:

- Six-car EMUs have 567 seats per train
- Seven-car diesels have 910 seats per train

Why is staff hiding the significant seat capacity difference between these train sets?

Staff owe it to the board and the public to be transparent about the capacity loss on EMUs. Clarity about the capacity shortfall is a better way to build public support for more funding than to hide behind pretty graphics and obfuscatory language intended to portray that all is well.

Sincerely,
Shirley Johnson, Ph.D.

On Thursday, October 19, 2017, 4:27:40 PM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Ms. Johnson,

I am responding to your email addressed to the Caltrain Board and they will receive a copy of our correspondence.

Staff has been keeping the Board engaged on the EMU design considerations throughout the process. These issues are reported to the Board under the Executive Director's Report. The Board has provided substantial input into this process by including several conditions, including the 8:1 seat:bike ratio in the EMU RFP. Last month, staff explained to the Board that the 8:1 ratio can be accomplished in a way that increases overall system seat and bike capacity significantly, even while EMUs have less seat and bike space per train. Additional details about the opportunity for increased capacity will become even more clear when the schedule for electrified train service is evaluated and determined. The public will have significant input into that process. We look forward to building on these initial capacity increases by running longer EMU trains and fully converting the fleet to EMUs.

Thank you for taking the time to provide us your comments.

Best Regards,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

riosr@samtrans.com

Dear Chair Gee and Members of the Joint Powers Board, By now you have heard substantial concerns from the public, both written and oral, about staff's lack of transparency regarding electrified train design. Will there be an agenda item at the November JPB meeting for staff to explain exactly and completely what they are proposing? We hope the board will thoroughly review electrified train design before approval. Train design needs more than a rubber stamp, particularly given staff's obfuscation. We realize that two thirds of JPB members were not on the board in 2015. It's important to read the minutes of the July 2, 2015 JPB meeting to fully appreciate the discussion that was held. Staff pushed for a 9:1 seat-to-bike ratio, but the board overruled and unanimously approved 8:1. The expectation was that the number of seats would stay the same as today. Particularly salient is Mr. Harnett's statement: "It is the belief that if the ratio is changed to 8 to 1, the number of seats will probably not be increased. The goal was to increase seats, and the best staff can tell is if the ratio drops from 9 to 1 to 8 to 1, the amount of seats may not increase." Now staff is proposing a 25% decrease in seats with the 8:1 ratio. Somebody didn't do their homework. We believe the board and public deserve an explanation as to why over 200 seats and 5 bike spaces are being removed from EMU trains. Alternatives need to be found to avoid such a severe capacity reduction. My email below did not appear in the October 5 correspondence packet. It provides more details and justification for our recommendation of 84 bike spaces and 672 seats per electrified train.



Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, October 29, 2017 12:16 PM
To: Rios, Rona
Cc: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Re: RE: Requesting an agenda item about EMU capacity and train design for November JPB meeting
Attachments: Capacity Increase.pdf; How Electrification Increases Seat and Bike Capacity.pdf

Dear Ms. Rios,

Staff's belief system is not grounded in reality. Permit me to share some examples of how the information is unclear and inaccurate.

Attached figure titled "Capacity Increase"

- Inaccuracy number 1: 33% (not 25%) diesel trains are required to achieve the stated seat count in 2021.
- Inaccuracy number 2: The stated seat count today requires 60% 6-car Bombardier trains and 40% 5-car gallery trains, but the stated bike count requires the opposite. It can't be both ways.
- Unclear: Nowhere is it stated there are seven-car diesel trains in the mixed fleet.

Attached figure titled "How Electrification Increases Seat and Bike Capacity"

- Inaccuracy: Math error in stated bike capacity in 2021. 69.3 times 6 equals 415.8, not 432.
- Unclear: Nowhere is it stated that the diesel trains have 910 seats and the EMU trains have 567 seats in the mixed fleet.
- Misleading statement: "*These capacity calculations are provided so riders can get a real world sense of how smaller, high-performance trains can increase overall ridership capacity and address overcrowding.*" It's not the so-called smaller, high-performing trains that increase overall ridership capacity – it's the longer diesel trains that provide the capacity increase. If Caltrain skipped electrification altogether and ran five seven-car diesel train per hour, capacity would increase to 4550 seats per hour instead of only 4112 with the mixed fleet.

It takes detective work on behalf of the public (or board members) to decipher what is really going on. It shouldn't be that way. Lack of transparency creates distrust and ill-will, the opposite of what Caltrain needs when it seeks public support for funding measures.

Now, let's talk about solutions to the capacity problem. If Caltrain can't launch electrification with longer EMU trains, then what about running fewer, but longer, EMU trains in the mixed fleet? That way seating capacity could be higher and more consistent, because the diesel trains have far more seats than the EMU trains.

It's time to think outside the box to solve the capacity and consistency problem. Otherwise electrification will be perceived as a step backward with regard to passenger experience.

Sincerely,
Shirley Johnson, PhD

On Thursday, October 26, 2017, 2:49:23 PM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Ms. Johnson,

Thank you for the input.

Regarding your question below, staff believes the capacity information presented to the Board and the public is clear and accurate.

Best,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

riosr@samtrans.com

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Friday, October 20, 2017 2:49 PM
To: Rios, Rona
Cc: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com)
Subject: Requesting an agenda item about EMU capacity and train design for November JPB meeting

Dear Ms. Rios,

Thank you for your response. In 2015, the Joint Powers Board approved an increase in bike spaces in train capacity, not line capacity. To be clear about definitions:

Train capacity is seats and bike spaces per train
Line capacity is seats and bike spaces per hour

Staff's use of the term "system capacity" confuses the issue. Staff are not meeting the board's directive for EMU train capacity. Period.

Your characterization of a 10-12% line capacity increase as "significant" is questionable, particularly when one considers that demand in 2021 is expected to be 43% higher for bike boardings and 24% higher for walk-on boardings, based on the average increases over the last 10 years from Caltrain annual passenger counts.

About decision-making, public input needs to be considered before decisions are made. Caltrain staff announced there would be no dedicated seats within view of bikes AFTER the decision had been made. If you have any doubt, please read this blog post titled "Caltrain staff can do better" from the San Francisco Bicycle Coalition containing a letter jointly written with the Silicon Valley Bicycle Coalition complaining about staff's lack of transparency and bad decision-making: <http://www.sfbike.org/news/caltrain-staff-can-do-better/>

As far as seat capacity, it wasn't until I pushed staff to explain their erroneous graphics that staff admitted to 33% (not 25% as stated) SEVEN-car diesel trains. Lori Lowe then sent an updated file titled "CalMod Capacity Story Refresh v7" which still has inconsistent assumptions. I find it apropos that the filename includes the word "story".

At least "CalMod Capacity Story Refresh v7" reveals a mixture of seven-car diesel trains and six-car EMU trains, which was not stated on past capacity graphics. However, it's telling that the following information is omitted:

- Six-car EMUs have 567 seats per train
- Seven-car diesels have 910 seats per train

Why is staff hiding the significant seat capacity difference between these train sets?

Staff owe it to the board and the public to be transparent about the capacity loss on EMUs. Clarity about the capacity shortfall is a better way to build public support for more funding than to hide behind pretty graphics and obfuscatory language intended to portray that all is well.

Sincerely,
Shirley Johnson, Ph.D.

On Thursday, October 19, 2017, 4:27:40 PM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Ms. Johnson,

I am responding to your email addressed to the Caltrain Board and they will receive a copy of our correspondence.

Staff has been keeping the Board engaged on the EMU design considerations throughout the process. These issues are reported to the Board under the Executive Director's Report. The Board has provided substantial input into this process by including several conditions, including the 8:1 seat:bike ratio in the EMU RFP. Last month, staff explained to the Board that the 8:1 ratio can be accomplished in a way that increases overall system seat and bike capacity significantly, even while EMUs have less seat and bike space per train. Additional details about the opportunity for increased capacity will become even more clear when the schedule for electrified train service is evaluated and determined. The public will have significant input into that process. We look forward to building on these initial capacity increases by running longer EMU trains and fully converting the fleet to EMUs.

Thank you for taking the time to provide us your comments.

Best Regards,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

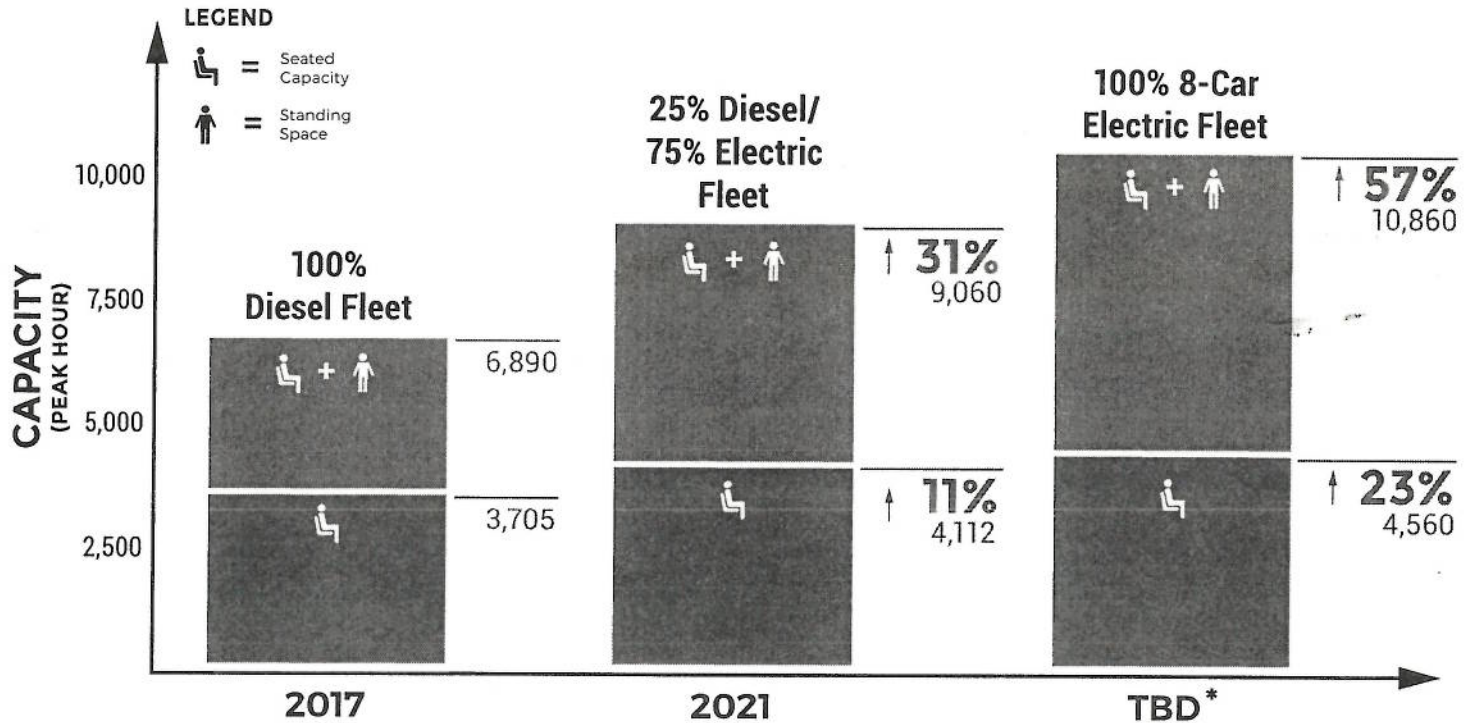
1250 San Carlos Avenue

San Carlos, CA. 94070

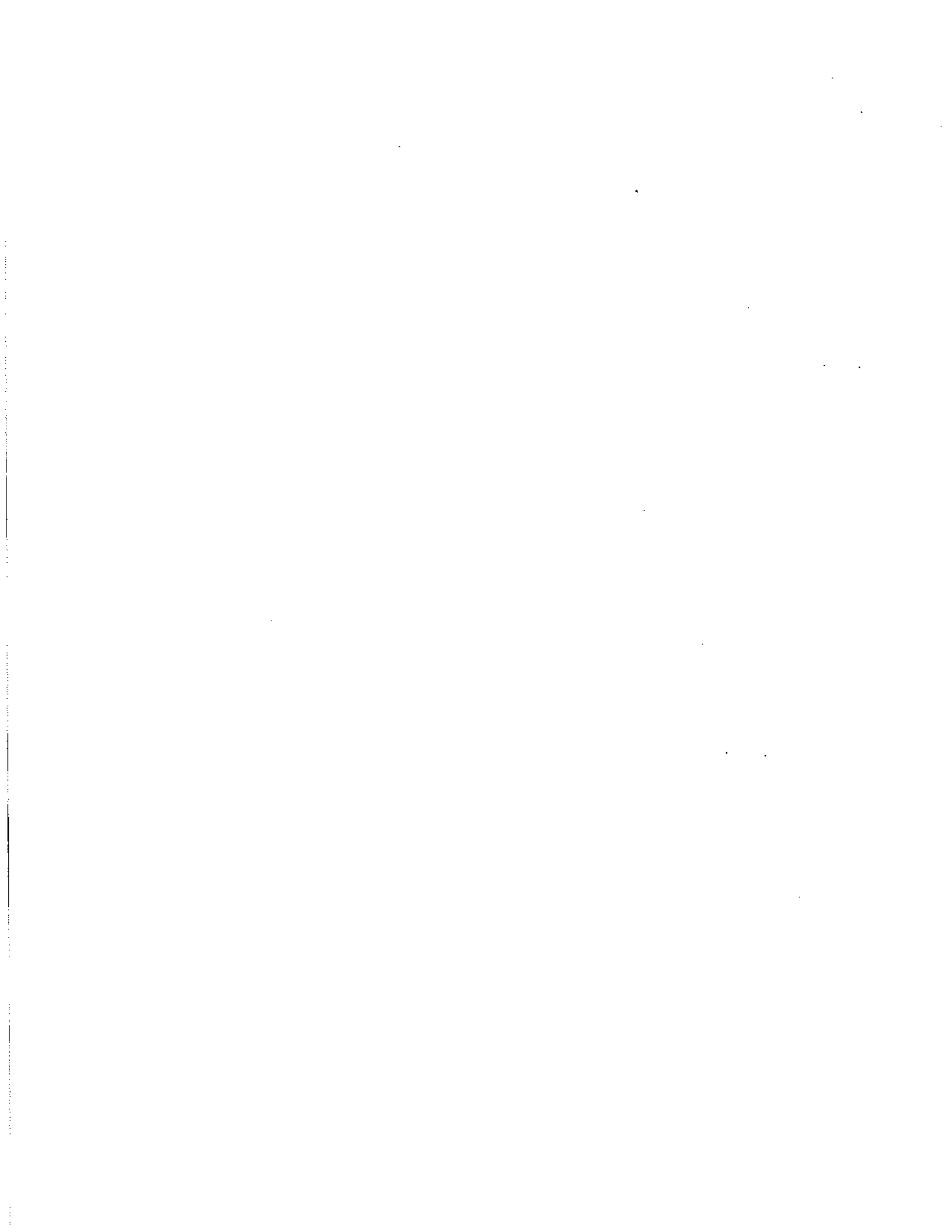
riosr@samtrans.com

Dear Chair Gee and Members of the Joint Powers Board, By now you have heard substantial concerns from the public, both written and oral, about staff's lack of transparency regarding electrified train design. Will there be an agenda item at the November JPB meeting for staff to explain exactly, and completely what they are proposing? We hope the board will thoroughly review electrified train design before approval. Train design needs more than a rubber stamp, particularly given staff's obfuscation. We realize that two thirds of JPB members were not on the board in 2015. It's important to read the minutes of the July 2, 2015 JPB meeting to fully appreciate the discussion that was held. Staff pushed for a 9:1 seat-to-bike ratio, but the board overruled and unanimously approved 8:1. The expectation was that the number of seats would stay the same as today. Particularly salient is Mr. Harnett's statement: "It is the belief that if the ratio is changed to 8 to 1, the number of seats will probably not be increased. The goal was to increase seats, and the best staff can tell is if the ratio drops from 9 to 1 to 8 to 1, the amount of seats may not increase." Now staff is proposing a 25% decrease in seats with the 8:1 ratio. Somebody didn't do their homework. We believe the board and public deserve an explanation as to why over 200 seats and 5 bike spaces are being removed from EMU trains. Alternatives need to be found to avoid such a severe capacity reduction. My email below did not appear in the October 5 correspondence packet. It provides more details and justification for our recommendation of 84 bike spaces and 672 seats per electrified train.

CAPACITY INCREASE



*The CalMod program lays the foundation for continued capacity growth on the corridor. Unlike diesel trains, electric trains can maintain performance while expanding to 8-cars. Eight car expansion is dependent on additional funding.
 Figures and percentages subject to changes as EMU design elements and new service schedules are finalized.





HOW ELECTRIFICATION INCREASES SEAT AND BIKE CAPACITY



EFFICIENCY

Electric trains provide more efficient service by accelerating and decelerating faster which reduces travel time.



FREQUENCY

Electrification means Caltrain stations will receive more frequent service.



FLEXIBILITY

With increased frequency and more stops, every seat and bike space will be utilized by more riders during each trip. More efficient utilization means room for more riders.



RELIABILITY

Newer trains mean more reliable service and fewer service interruptions due to breakdowns.









POTENTIAL

CalMod upgrades give us room to grow. High performance vehicles allow us to add more cars and still maintain optimal service.







CAPACITY BY THE NUMBERS

When Caltrain measures the true capacity benefits of Electrification, we consider total system capacity not just the number of seats on a single train.

CURRENT DIESEL FLEET (Mix Of Bombardier and Gallery Cars | 5- and 6-car Train Sets)

		X		=			
Average Number Per Train Set			Train Sets Per Peak Hour In Each Direction			Seated Passenger and Bike Capacity per Peak Hour in Each Direction	
741 76.8			5		3705 384		
Seats/Bikes					Seats/Bikes		

MIXED FLEET (Mix of 7-car Diesel Train Sets and 6-car Electric Train Sets)

		X		=			
Average Number Per Train Set			Train Sets Per Peak Hour In Each Direction			Seated Passenger Capacity Per Peak Hour In Each Direction	
685.3 69.3			6		4112 432*		
Seats/Bikes					Seats/Bikes		

CALCULATING CAPACITY

These capacity calculations are provided so riders can get a real world sense of how smaller, high-performance trains can increase overall ridership capacity and address overcrowding. Accurately calculating capacity for a transit system has to take into account many variables, including: frequency, travel time, and space utilization rates.

*Pending bike storage option decision. Electric trainsets will meet a 1:8 bike to seat ratio.





Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Tuesday, October 10, 2017 3:51 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net; CalMod@caltrain.com
Subject: Requesting a thorough review of EMU trains at the November JPB meeting

Dear Chair Gee and Members of the Joint Powers Board,

By now you have heard substantial concerns from the public, both written and oral, about staff's lack of transparency regarding electrified train design. Will there be an agenda item at the November JPB meeting for staff to explain exactly and completely what they are proposing?

We hope the board will thoroughly review electrified train design before approval. Train design needs more than a rubber stamp, particularly given staff's obfuscation.

We realize that two thirds of JPB members were not on the board in 2015. It's important to read the [minutes of the July 2, 2015 JPB meeting](#) to fully appreciate the discussion that was held. Staff pushed for a 9:1 seat-to-bike ratio, but the board overruled and unanimously approved 8:1. The expectation was that the number of seats would stay the same as today. Particularly salient is Mr. Harnett's statement:

"It is the belief that if the ratio is changed to 8 to 1, the number of seats will probably not be increased. The goal was to increase seats, and the best staff can tell is if the ratio drops from 9 to 1 to 8 to 1, the amount of seats may not increase."

Now staff is proposing a 25% decrease in seats with the 8:1 ratio. Somebody didn't do their homework. We believe the board and public deserve an explanation as to why over 200 seats and 5 bike spaces are being removed from EMU trains. Alternatives need to be found to avoid such a severe capacity reduction.

My email below did not appear in the October 5 correspondence packet. It provides more details and justification for our recommendation of 84 bike spaces and 672 seats per electrified train.

Sincerely,
Shirley Johnson, Ph.D.
BIKES ONboard Project

----- Forwarded Message -----

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
To: board@caltrain.com <board@caltrain.com>
Cc: calmod@caltrain.com <calmod@caltrain.com>; bac@caltrain.com <bac@caltrain.com>; cacsecretary@caltrain.com <cacsecretary@caltrain.com>; bikesonboard@sonic.net <bikesonboard@sonic.net>
Sent: Tuesday, October 3, 2017, 3:23:29 PM PDT
Subject: Please run longer EMU trains (or don't implement electrification)

Dear Chair Gee and Members of the Joint Powers Board,

We strongly support Caltrain's modernization, but staff's plan is inadequate in terms of capacity and car layout. For electrification to be a step forward, Caltrain must run longer trains.

The proposed six-car EMUs have five fewer bike spaces and approximately 200 fewer seats than today's trains. We urge you to wait to implement electrification until adequate funding is available to run eight-car trains. Otherwise the system is not a viable replacement for the current diesel fleet.

Staff's proposal does not meet the board's mandate for more bike capacity

Back in July 2015, staff came to the board with a proposal of 9:1 seats-to-bikes (same as today) in EMU design. Thankfully, the board pushed back and unanimously approved an 8:1 seat-to-bike ratio, or an 11% increase in bike capacity in train design. The board acknowledged that only bikes-on-board passengers are denied service, and therefore more bike capacity is needed.

Staff now proposes to decrease bike capacity, from an average of 77 today to 72 bike spaces on EMU trains. This obviously does not meet the board's directive for increased bike capacity.

Staff is obfuscating by saying there is one more train per hour. But the extra train was always in the plan. This should not be used as an excuse to decrease bike capacity per train.

EMU trains need 84 bike spaces

To *minimally* meet the board's directive for increased bike capacity, 84 bike spaces per train are needed.

Justification:

- Today's six-car trains have a 9:1 seat-to-bike ratio with 77 bike spaces on average.
- The board approved an 8:1 seat-to-bike ratio for electrified train design. The difference between 9:1 and 8:1 is 11% bike capacity.
- 77 plus 11% is 86, but we're recommending 84 to be divisible by four (racks hold four bikes). With 84 bike spaces, 672 seats are needed to meet the 8:1 ratio.

Staff is proposing to meet the 8:1 ratio by decreasing bike capacity *and* removing 200 seats compared with today for only ~570 seats per EMU train. Electrified trains were supposed to bring more capacity in terms of seats, bike spaces, and standing space. But staff's proposal is the opposite and should not move forward.

Train layout must be improved

Not only is staff proposing to decrease capacity on electrified trains, but there are some serious problems with the proposed bike car layout:

- Wheelchair space, folding seats, and hanging bikes are all in the same location. BART considered folding seats in its new cars, but rejected them due to concerns for passenger conflicts.
- There are no standard seats within view of bike racks – bike riders will either have to stand in the bike car (blocking aisles and doorways) to guard their bikes or risk their bikes getting stolen.
- Video cameras are planned, but these do not prevent theft. A thief will be captured on video grabbing a bike and dashing out of the train, then the owner can watch through the window as the thief rides away on the stolen bike.
- Vertically hanging bikes are a safety concern; it's better to keep both wheels on the floor. Plus hanging bikes take more space than stacked bikes.

There is time for redesign – vehicles are no longer on critical path

As reported in the minutes from last month's JPB meeting, vehicles are no longer on critical path. This gives staff time to reconsider vehicle layout. We recommend distributing 84 bike spaces among all cars to allow for seats within view of bikes and dedicated wheelchair space. Bike spaces distributed among all cars will enable all passengers to board at all doors to speed up boarding time.

Train consistency is compromised with the mixed fleet

Passengers expect consistency and reliability for their commutes. It will be difficult if EMU trains have only 570 seats while diesel trains have over 900 seats in the mixed fleet. This will be especially problematic when there are service disruptions and an EMU train shows up instead of a diesel train, forcing hundreds of passengers to stand when they typically get seats. Such inconsistency will negatively impact passenger satisfaction and will discourage ridership, as well as complicate operations.

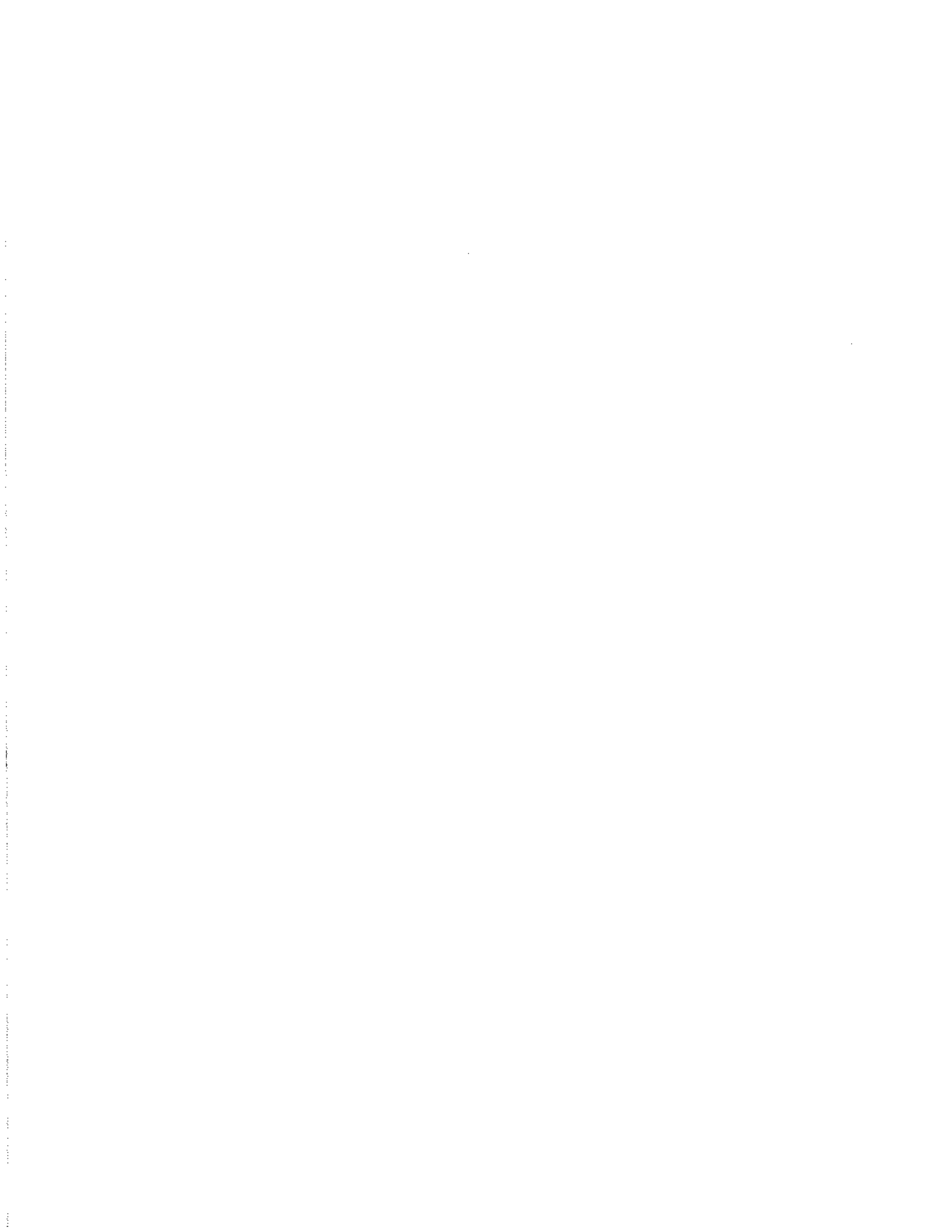
The solution is to run longer EMU trains

The obvious solution to capacity, layout, and consistency problems is to run longer EMU trains. Please find the funding to run longer trains before implementation. It would be a disservice to introduce an electrified system that relies on seven-car diesel trains for seat capacity, and does not meet the board's mandate for increased bike capacity. Propping up an inadequate electrified system with longer diesel trains is not the answer.

You can be proud to run a system where 17% of passengers ride bicycle to the station today – please do not force lower bicycle mode share in the future with a poorly designed electrified system. The ability to bring bikes on trains allows your passengers to leave their cars at home (or live car-free). The economic benefits for transit agencies are real and significant – no need for parking spaces or seats on heavily subsidized buses and shuttles – just a small space for bikes on the trains. In addition, the entire community benefits from cleaner air and less traffic congestion.

Thank you for your continued support of bicycle commuting. You are helping save the environment and doing the community a valuable service.

Respectfully submitted,
Shirley Johnson, Ph.D.
BIKES ONboard Project
San Francisco



Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Tuesday, October 10, 2017 11:20 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Bikes On Board
Subject: Insufficient capacity on electrified trains - slides and public comment from Oct 5 JPB meeting
Attachments: JPB_Public_Comment_ShirleyJohnson_20171005_Powerpoint2003_rev1.ppt

Dear JPB, CalMod, CAC, and BAC,

I am attaching the slides that I presented at the JPB meeting on October 5, along with the text of my public comment.

Sincerely,
Shirley Johnson

=====

Good morning. I'm Shirley Johnson. I lead the BIKES ONboard Project.

We're thrilled that Caltrain is electrifying, but we're very concerned about the capacity reduction, both bikes and seats.

This figure [slide 1] shows that bike capacity on EMUs is lower than diesel trains. Yet in 2015 the board approved increased bike capacity. Staff proposed a 9:1 bike to seat ratio, but the board pushed back and unanimously approved an 8:1 ratio, or 11% more bike capacity. The board said bike riders are the only passengers bumped, so more bike capacity is needed.

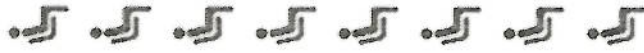
This is the graph [right side of slide 1] that staff shows the public. It looks like bike capacity is increasing in 2021, but that's because there is one more train per hour, which was always the plan. The board approved more bike capacity in train design, not train schedule. One more train per hour is no excuse to decrease bike capacity per train.

Staff says they are meeting the 8:1 ratio, but how when there are fewer bike spaces? By significantly reducing seats!

This figure [slide 2] shows that EMUs have fewer seats than even the shorter diesel trains running today. But the graph on Caltrain website shows more seats in 2021. The numbers in this graph don't add up, so I asked staff if there might be an error in this graph. Staff said, "Oh, we're running a mixed fleet with 33% [not 25% as in the graph] seven-car diesel trains." These diesel trains have hundreds more seats than the EMU trains! The long diesel trains are propping up an inadequate electrified system.

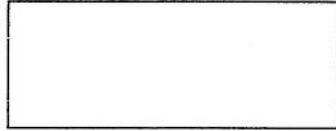
We've got a problem here. The solution is to run longer EMU trains. Please run longer EMU trains.

🚉 = 100 seats



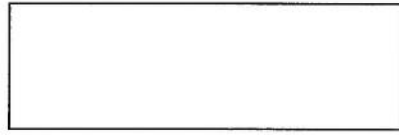
6-car

Bombardier



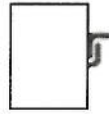
5-car

Gallery



6-car

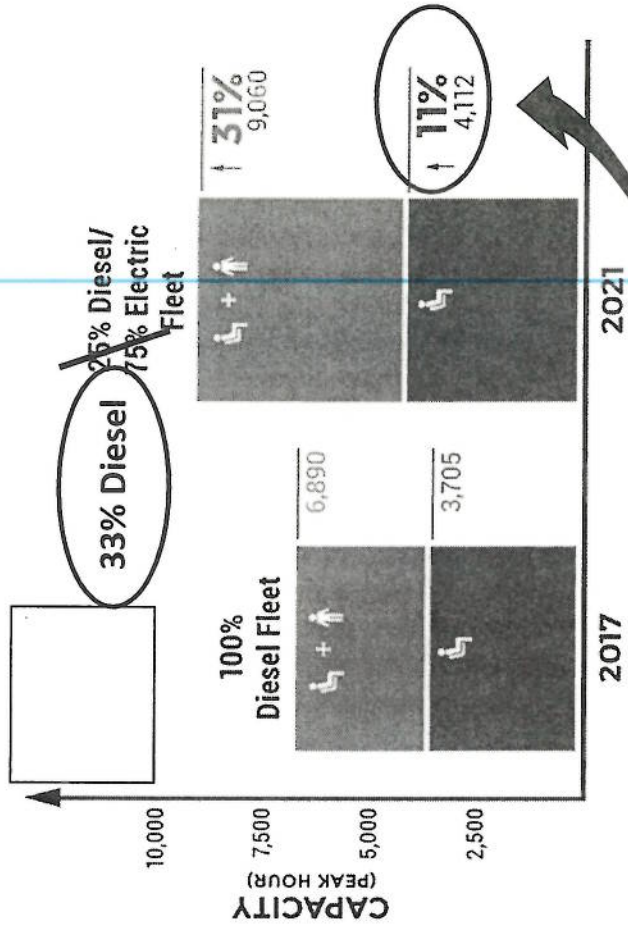
EMU



7-car

Diesel

2017



33% Diesel


25% Diesel / 75% Electric Fleet

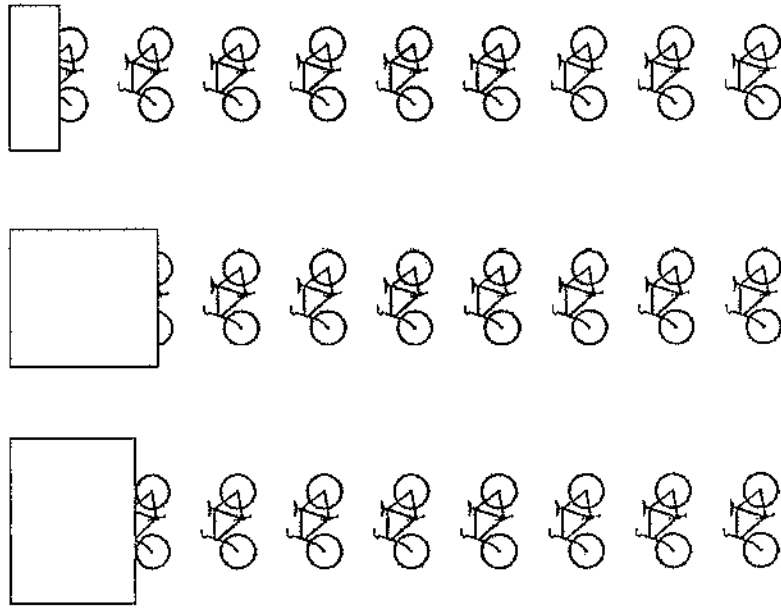
↑ 31%
9,060

↑ 11%
4,112

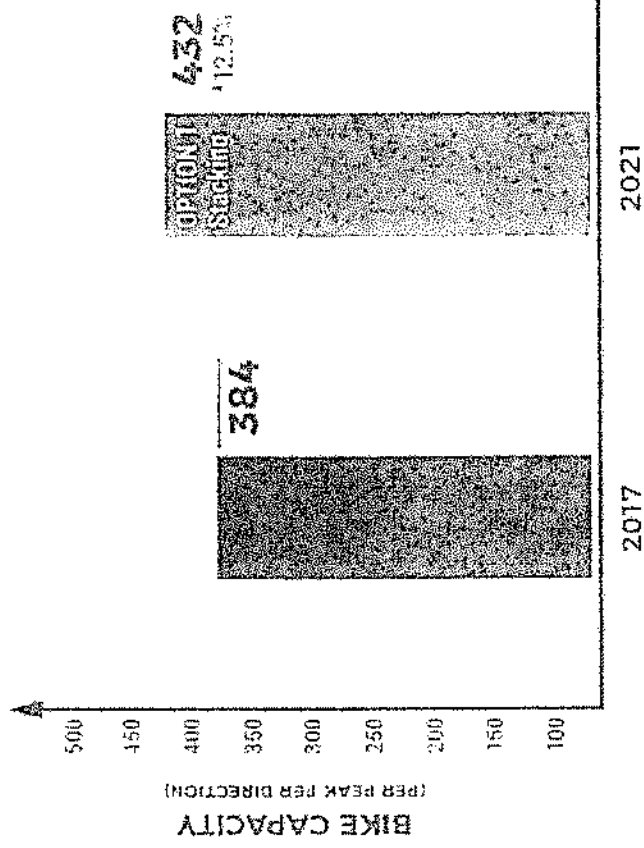
2017

2021

 = 10 bike spaces



Diesel Trains
EMU Trains
Board Directive in 2015



9:1 → 8:1 = +11% bike capacity in train design

Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Tuesday, October 31, 2017 11:39 AM
To: Board (@caltrain.com); Dev Davis
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Response to your question about Caltrain bike boardings
Attachments: Bike_boardings_graph.png

Dear Director Davis,

Thank you for your questions about bikes on board at the October 5 JPB meeting. Please permit me to respond.

The attached graph shows bike ridership from Caltrain February annual passenger counts. Regarding the recent decrease in bike boardings, Caltrain 2017 Annual Passenger County Key Findings state the following (bold mine):

"The decrease in ridership is likely due to capacity issues to bring additional bikes onboard trains since there is limited space for bikes and continued reportings of bikes denied boarding. Another potential cause in the decrease in bike boardings may be due to rainy weather from this past winter (wettest year on record) which may have impacted passengers' desire to bike on some annual count survey days."

We concur that unreliable service caused by bumped bikes forces bike riders off the train and back into their cars. Even in the rainy February 2017, Caltrain counted 87 bike riders bumped from the limited number of trains for which these counts were conducted. The Key Findings rightly state:

"The findings for the number of passengers with bicycles denied boarding have to be considered in light of the fact that the count is conducted during the winter and does not reflect peak biking season."

Bike boardings in October were over 42% higher than February in 2004, the only year that Caltrain conducted passenger counts twice. Bicycle bumps are much higher in peak season than in February.

Based on the average change in bike boardings over the last decade, bike boardings are expected to be 42.9% higher in 2021, but line capacity will be only 12.5% higher if staff is permitted to proceed with current plans.

We strongly encourage Caltrain to provide reliable service for all passengers, especially those with bicycles. It's alarming that staff plans to decrease bike capacity on electrified trains, despite the board's 2015 mandate.

Bike riders don't take space in crowded parking lots or seats on heavily subsidized shuttles and feeder buses. Please do everything possible to increase bike capacity on electrified trains to support these economic benefits of bicycling as a solution to the first- and last-mile problem.

With kind regards,
Shirley Johnson

References:

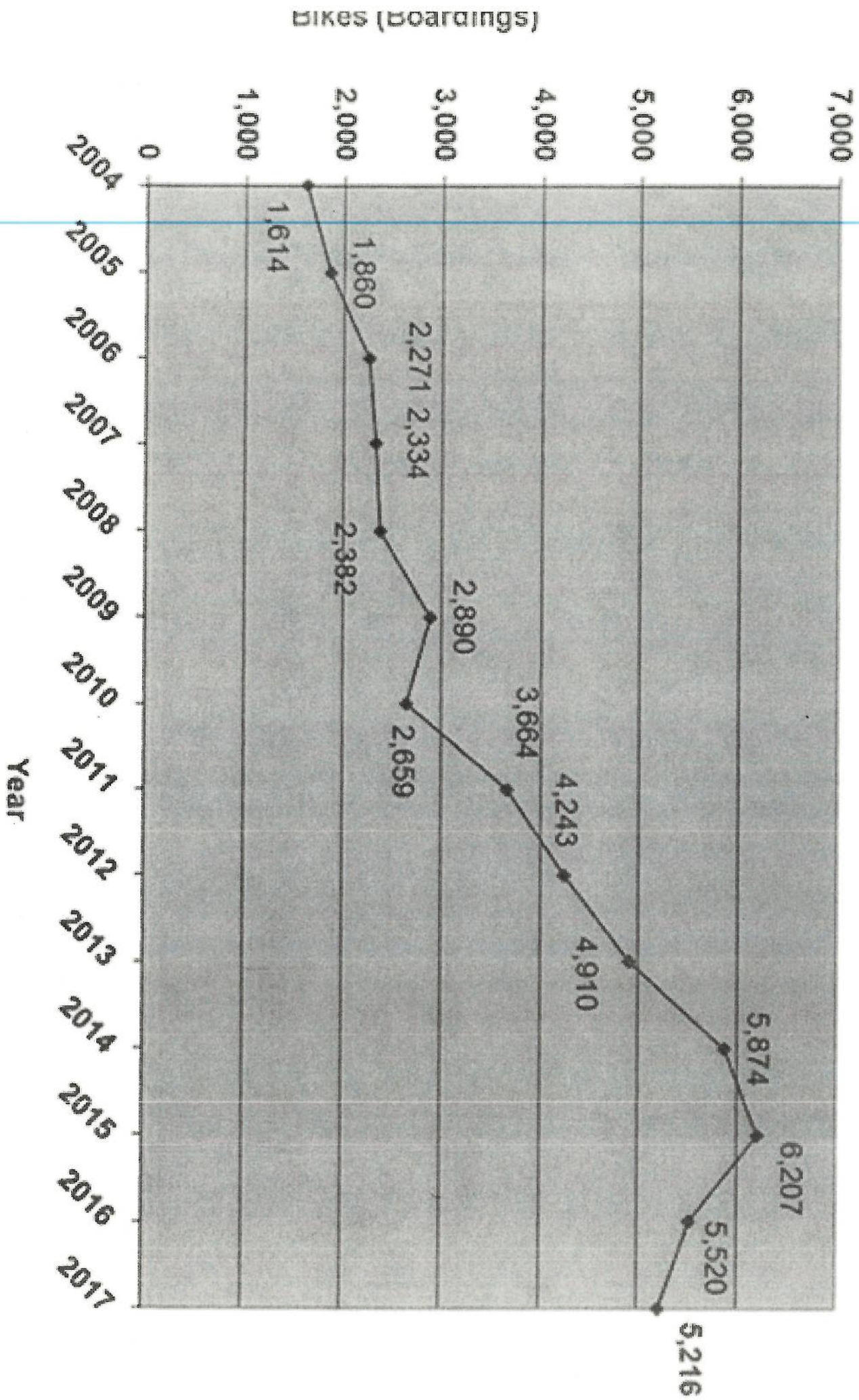
Caltrain 2017 Annual Passenger Counts Key Findings:

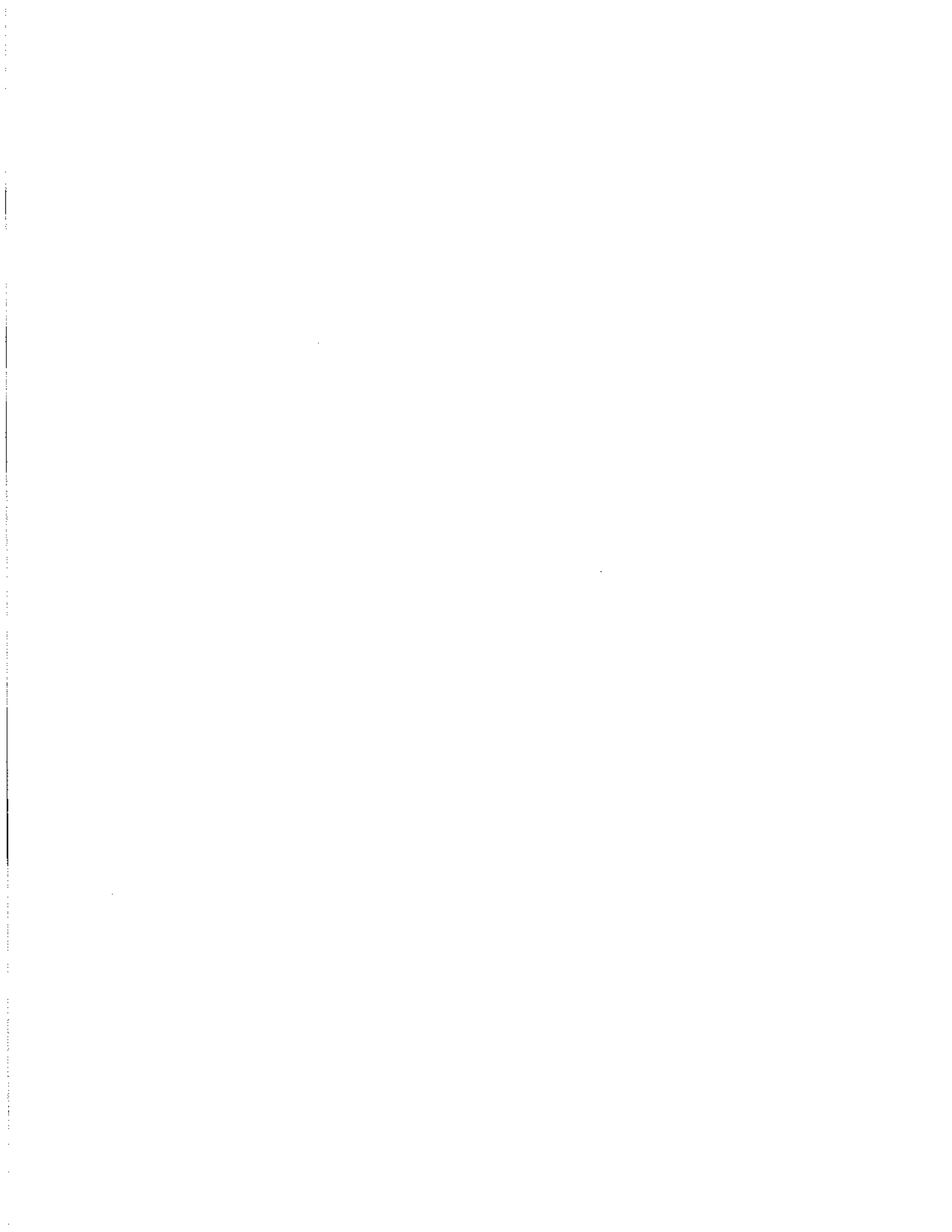
<http://www.caltrain.com/Assets/Marketing/caltrain/pdf/2016/2017+Annual+Count+Key+Findings+Report.pdf>

Key Findings October 2004 Caltrain passenger Counts

http://www.caltrain.com/Assets/Stats+and+Reports/Ridership/2004_Caltrain_Ridership_Counts.pdf

Caltrain Average Weekday Bicycle Ridership Trend





Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Friday, October 27, 2017 11:35 AM
To: 'Chetan'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please do not decrease bike capacity on electrified trains

Hi Chetan,

I apologize for the error. We had originally based the information on the hybrid storage option numbers and I had accidentally sent you a mid-revise with the hybrid option on the left and the stacking option on the right. It is completely my mistake. Please see here for the actual that should have went to you:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/EMU+System+Capacity+graphic+10.4.17+PDF.pdf>

Based on a review of the feedback received, the stacking option, which maximizes onboard capacity will be the onboard bike storage design for the new electric trains. I'm also glad you mentioned facilities, as Caltrain has been working to develop a Bike Parking Management Plan that explores opportunities for improving bike parking at stations. You can learn more about it here:

http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

Thank you for reaching out.

Best,
Lori

From: Chetan [mailto:mcheta@gmail.com]
Sent: Friday, October 27, 2017 9:27 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Please do not decrease bike capacity on electrified trains

Hi Lori Low,

Thanks for your email.

You mentioned that average number of bikes per train set is 69.3 and the number of trains per hours is 6. If you multiply them together you get 415.8. However in your propaganda flyer you sent me, it says it amounts to 432.

This is very disconcerting for many different reasons. You don't seem to care about bikes so much that you are not even paying attention to simple math and are very happy to send me inflated numbers. This makes me wonder what other numbers here were inflated.

Another aspect is that you claim you carry 6000 bikes per day now and is more than any rail system in the country. But you fail to mention that that the Caltrain only runs just along one line along SF/Peninsula/South bay corridor and is quite far away from many of the residences and work places in this area. So in order to take Caltrain one has to figure out how to get to the stations in the first place. Bikes provide a very convenient means to get to your far off stations and are helping reduce traffic everywhere in SF, Peninsula and South bay. I wish

you would spend more of your energy in providing better facilities and increasing the capacity of the bikes in each and every train set rather than sending me inflated numbers and covering up the reduced number of bikes per train set.

Sincerely
Chetan

On Mon, Oct 2, 2017 at 10:38 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Chetan,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today. For more information please see:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,

Lori Low

From: Chetan [mailto:mcheta@gmail.com]

Sent: Monday, September 18, 2017 12:53 PM

To: Board (@caltrain.com)

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

Subject: Please do not decrease bike capacity on electrified trains

Dear Caltrain board,

I use Caltrain regularly and ride to the station by bike (at either end at my home station of 4th and King and also at Mountain View where my work is).

Thank you for unanimously approving in July 2015 an electrified train design with increased bike capacity. Thanks especially for overriding staff's recommendation for a seat-to-bike ratio of 9:1 (same as today) and for approving a ratio of 8:1.

However it is unfortunate that staff is proposing to meet the 8:1 ratio by removing 200 seats and 5 bike spaces on electrified trains compared with trains today. That's a 25% decrease in seat capacity and a 7% decrease in bike capacity! Electrified trains would have only 569 seats and 72 bike spaces.

Electrified trains need 672 seats and 84 bike spaces to adequately meet the board's directive for increased bike capacity at the 8:1 ratio.

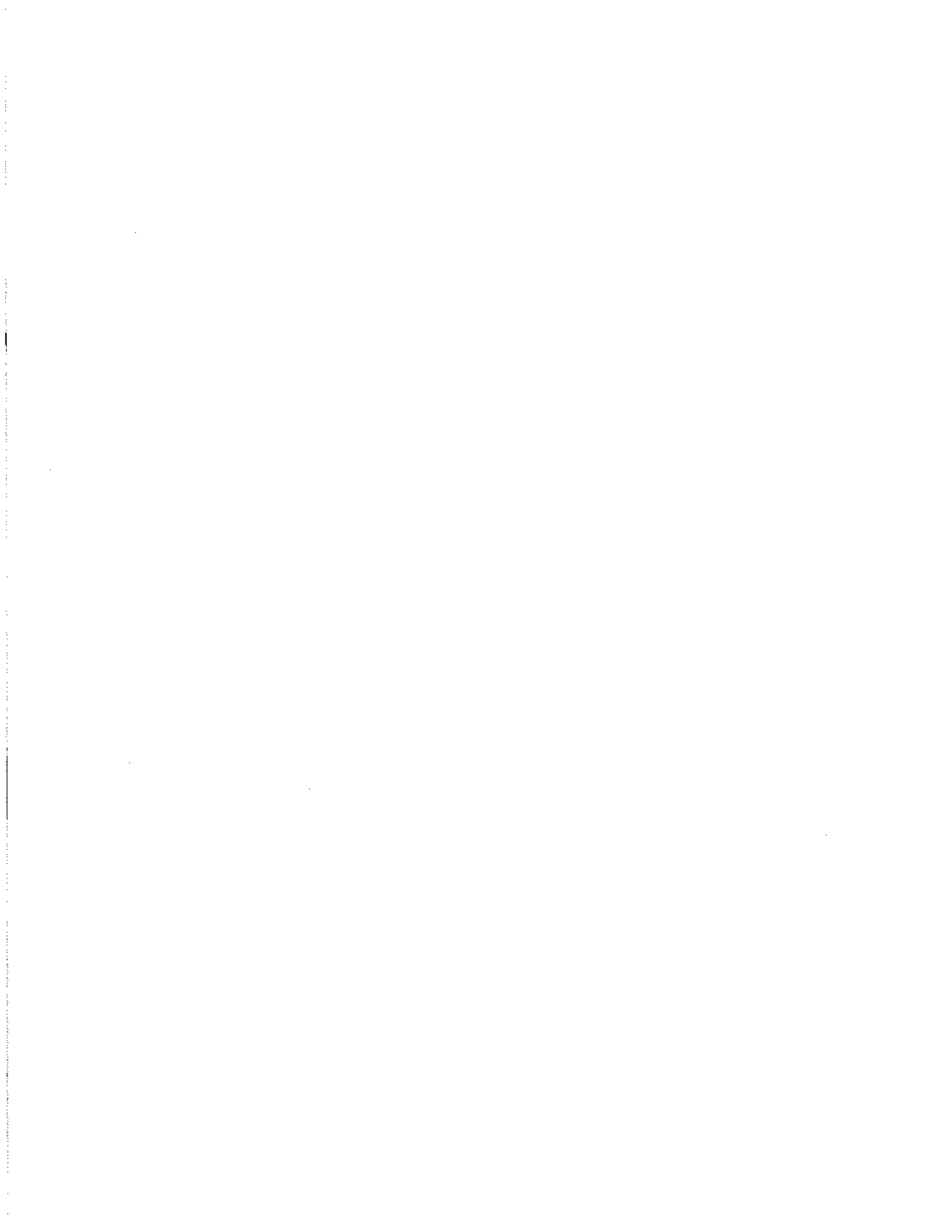
Also staff's plan for one more train per hour in 2021 does not meet the board's directive. I understand that the board knew about the extra train, but still unanimously approved increased bike capacity in **train design**. The board acknowledged that walk-on passengers can all get on the train even if there aren't enough seats, but bikes-on-board passengers will get bumped if there isn't enough bike capacity.

Please note that the commuters who have bike like to be seated near bikes so that they can watch their bikes to prevent theft, but the proposed design has only folding seats at the same location as hanging bikes and wheelchair space. This is a recipe for passenger conflict.

A good solution would be to distribute 84 bike spaces among all cars. This would allow space for seats near bikes, dedicated wheelchair space, and also shorten boarding time by enabling all passengers to board at all doors.

Chetan Mahadeswara

San Francisco



Gumpal, Cindy

From: Hartnett, Jim
Sent: Tuesday, October 03, 2017 4:40 PM
To: Emma Shlaes
Cc: Low, Lori; Shiloh Ballard; Murphy, Seamus; Janice Li; Board (@caltrain.com)
Subject: Re: Letter regarding bike cars

Thank you very much Emma

Sent from VMware Boxer

On October 3, 2017 at 4:33:52 PM PDT, Emma Shlaes <emma@bikesiliconvalley.org> wrote:

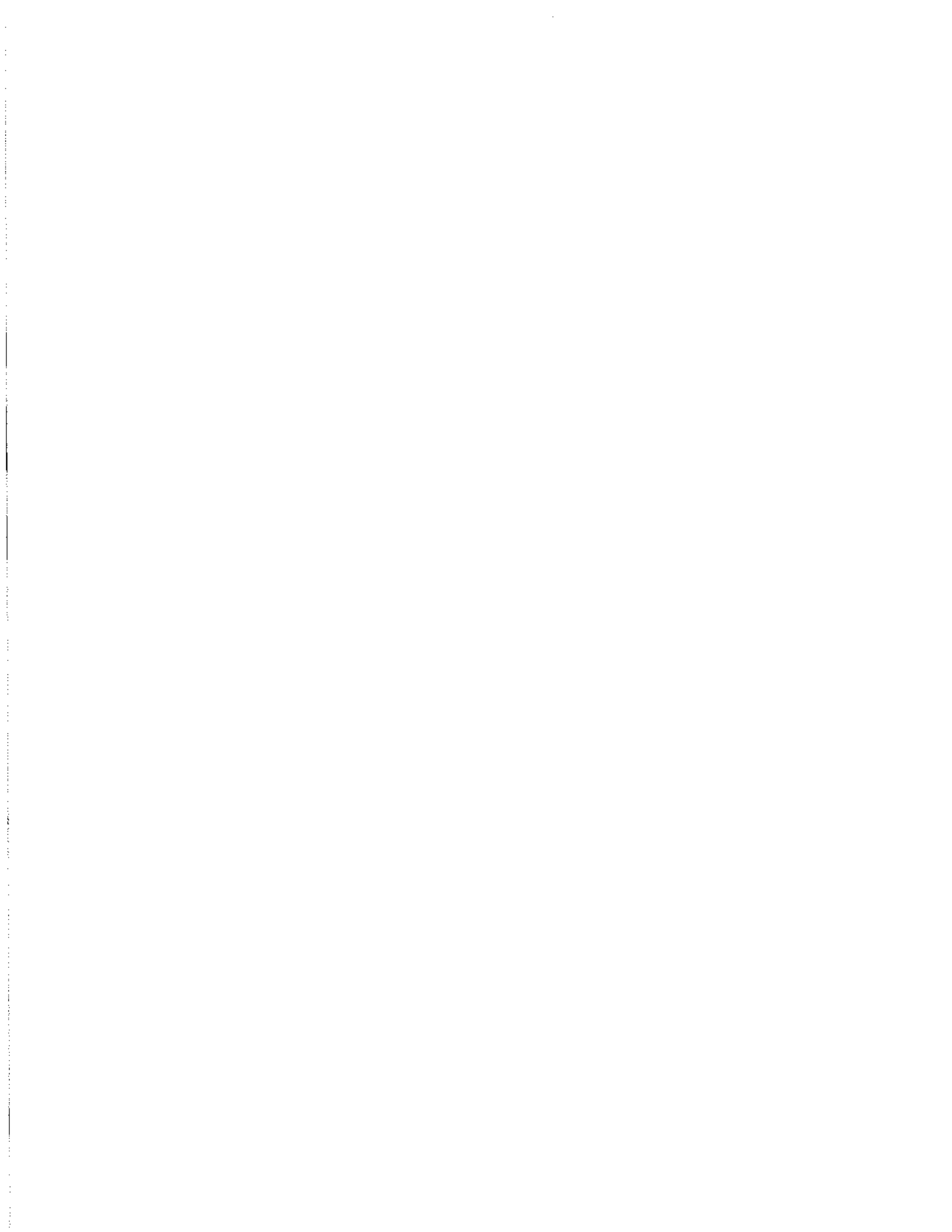
Dear Mr. Hartnett,

Please see attached for a letter from Silicon Valley Bicycle Coalition and San Francisco Bike Coalition commenting on the process to determine the bike car configurations in the Electric Modified Unit (EMU) cars.

We would also like to express our support for the Caltrain Bike Parking Management Plan, which is on this Thursday's agenda. Both of our organization served on the Technical Advisory Committee and are satisfied with the plan. We urge Caltrain to find funding soon to implement its recommendations.

Thank you,
Emma

--
Emma Shlaes
Policy Manager
Silicon Valley Bicycle Coalition
96 N. Third Street, Suite 375
PO Box 1927
San Jose, CA 95109
Office: 408-287-7259 Ext. 228
Cell: 650-703-1191
<http://bikesiliconvalley.org>





October 3, 2017

To: Jim Hartnett
cc: Caltrain Joint Powers Board

To Executive Director Hartnett:

On behalf of the San Francisco Bicycle Coalition and Silicon Valley Bicycle Coalition, we would like to offer our support for the stacking option for bike car storage without bike hooks as well as to share our perspective on the recent process to determine the design for the new electrified cars.

Over the past several months, we have been meeting on a regular basis with Caltrain staff to coordinate on design preferences in order to meet both the 8:1 seat-to-bike ratio that was approved by the Caltrain Joint Powers Board in 2015 and to ensure the design would work for passengers that rely on bringing a bike onboard. We appreciate the lengths that staff took to eventually meet the 8:1 ratio but have several concerns with the outreach and decision-making process as well as the final design of the electrified cars.

- 1. The outreach and decision-making process could have been more transparent.**
From early on, both our organizations had been vocal about a three car bike option or bikes distributed through all cars. It was not until after decisions had been made that we were told the third bike car option would not be possible, even though a possible design emerged later. Throughout the process, it was unclear how feedback from public outreach would inform final decisions, which led to our members feeling like their input was not considered.
- 2. While the 10% seat capacity increase and an 8:1 ratio have both been met, we encourage Caltrain to pursue every avenue to substantially increase capacity further.** Given the capacity constraints of electric multiple units ("EMUs"), six-car EMUs that are expected at the 2021 launch of electrified Caltrain service will be inadequate to handle the overall demand. We urge Caltrain to seek additional funding to run longer trains to increase overall capacity along with bike space in order to reap the full benefits of electrified service.
- 3. We are concerned with the security of the bike cars.** Some passengers only feel comfortable bringing their bike onboard if they can be seated in view of their bike. The new car design does not allow for seats near the bike spaces, which is an issue we had brought up early on. Caltrain has not provided an adequate answer to this issue, and we

urge Caltrain to find a solution to ensure people who bring their bike onboard can feel like their property is secure.

4. **We support the "stacking" option and appreciate that conflict with accessible spaces has been mitigated.** Given the constraints that only became evident much later in the outreach process, we support the "stacking" option in order to maximize bike space onboard. After highlighting this issue when it became apparent, we are relieved to see that a compromise has been reached to ensure there will be minimized conflict between bike spaces and accessible spaces (as required by ADA standards), but we are concerned that this potential conflict existed in the first place.

Both the SF Bicycle Coalition and Silicon Valley Bicycle Coalition recognize the promise of electrified service and the benefits, including increased capacity per hour that come along with the Caltrain Modernization Program. Again, we ask Caltrain to seek every opportunity to increase train length for the 2021 launch of electrified service and increase bike space per trainset in order to meet growing ridership numbers.

We look forward to continuing to work regularly with your staff and hope that in the future, we can resolve concerns earlier and that processes are more transparent.

Sincerely,

Shiloh Ballard
President and Executive Director
Silicon Valley Bicycle Coalition

Janice Li
Advocacy Director
San Francisco Bicycle Coalition

Gumpal, Cindy

From: Martin MacKerel <martin.mackerel@gmail.com>
Sent: Tuesday, October 03, 2017 2:20 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: electrification is great; reducing bike capacity is not

My understanding is that the following things are true:

- 1) The board specifically asked staff to increase absolute bike capacity per train.
- 2) The suggested plan does not do this.

Your answer obfuscates this by focusing on the bike to seat ratio.

My request is simple: "maintain or improve upon the current number of bike spaces per train and ... distribute them such that bicyclists can sit near their bicycles."

Thank you,
Martin

On Fri, Sep 15, 2017 at 12:06 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Martin,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. There are currently two onboard bike storage options under consideration for the electric trains, and both options meet this requirement. There will also be a system-wide onboard bike capacity increase from today with either option. The Hybrid Option would increase bike storage by 8.3% during the peak hour and the Stacking Option is a 12.5% increase. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,

Lori Low

From: Martin MacKerel [mailto:martin.mackereel@gmail.com]

Sent: Monday, September 11, 2017 10:12 AM

To: Board (@caltrain.com)

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

Subject: electrification is great; reducing bike capacity is not

These days, I don't ride Caltrain often because I live and work in SF. But I worked in the South Bay for many years, always bringing my bike on board, so I understand the importance of bikes on Caltrain.

I do still go down to the South Bay for meetings on occasion, and it's likely that I will have a job in the South Bay at some point in the future, so it is important to me that Caltrain continue to plan for high bike capacity.

If I am left behind on the platform due to insufficient space for bikes, to me that is the same as a long train delay – it means I can't get to where I wanted to go on time. After all, high OTP (on-time performance) is not done for its own sake; it's in service of reliably getting passengers to their destinations on time.

I understand that electrification is (finally!) coming, and to that I say hooray! For reducing emissions that cause global warming, reducing local air pollution, and not filling the cars with stinky diesel exhaust as the train goes through tunnels, this is wonderful news.

However, I also understand that some proposed designs involve fewer bike spaces. It is important to maintain or improve upon the current number of bike spaces per train and to distribute them such that bicyclists can sit near their bicycles.

Please keep this in mind as you develop the new train designs.

Thank you,

Martin

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:07 PM
To: 'Howie Meyerson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike Capacity
Attachments: CalMod_bike_capacity_v3.pdf

Dear Howard,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

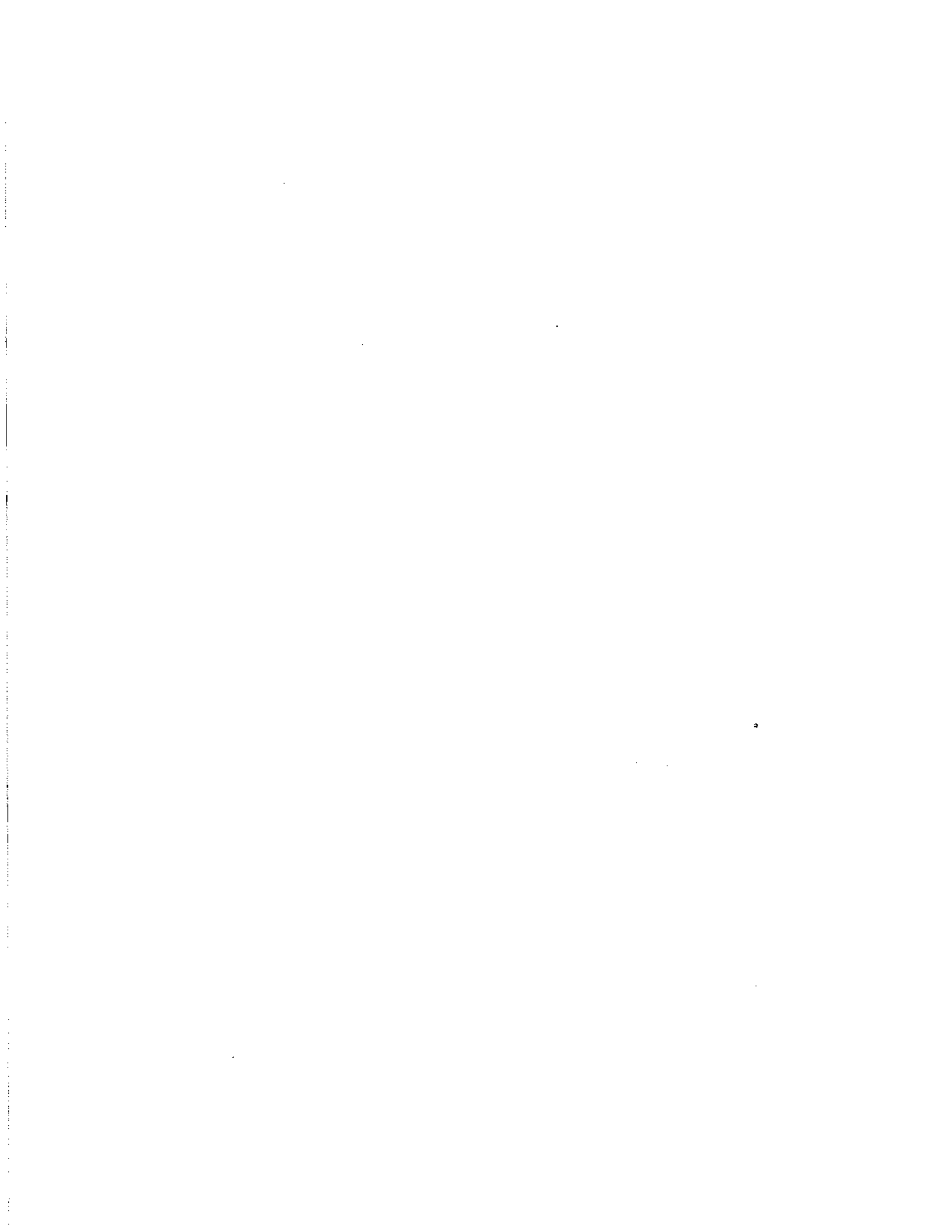
-----Original Message-----

From: Howie Meyerson [<mailto:howiem@gmail.com>]
Sent: Monday, October 02, 2017 6:48 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike Capacity

Hello,

I see how popular the bikes on caltrain program is. Many people find bikes to be the ideal bridge to get to and from the train. Please maintain or increase bike capacity on electrical caltrain.

Thank you,
Howard Meyerson
Mountain View, ca



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:06 PM
To: 'Peter Diaz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike Rider for over 10 Yrs!
Attachments: CalMod_bike_capacity_v3.pdf

Hi Peter,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Peter Diaz [<mailto:pdiaz@mercyhsb.com>]
Sent: Monday, October 02, 2017 7:29 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike Rider for over 10 Yrs!

Hello Caltrain Board,

I was informed that you are considering decreasing bike cars in the future electric trains. I urge not to take this step! As a bike rider on Caltrain over 10 years now I can attest that there are more bicycle riders on Caltrain then when I started. Decreasing the number of bike cars will not help with the commute it would only exacerbate the problem.

Please do not decrease the bike cars but maintain the current number or even better increase them. Thank you for your consideration.

Peter Diaz

--

Peter Diaz
Service Learning Coordinator

Religious Studies
Mercy High School
(650) 762-1108 (Voice mail)

Email disclaimer

This message (including attachment if any) is confidential and may be privileged. If you have received this message by mistake please notify the sender by return e-mail and delete this message from your system. Any unauthorized use or dissemination of this message in whole or in part is strictly prohibited.

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:06 PM
To: 'Alyson Jacks'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain
Attachments: CalMod_bike_capacity_v3.pdf

Hi Alyson,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

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

From: Alyson Jacks [mailto:alysonjacks@gmail.com]
Sent: Monday, October 02, 2017 7:52 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bikes on Caltrain

Hello,
I am writing to express my concerns about plans to reduce bike capacity on Cal trains. I have concerns about plans for reduced bike storage capacity, and that there are no seats where cyclists can monitor their bikes. The current storage need is 84 spaces for bikes and will only increase as auto commutes get worse.

I appreciate all Caltrain has done to improve bike capacity on the trains. Now is not the time to make reductions in service to bicycle commuters.

Alyson Jacks
325 Banks
SF 94110

Sent from my iPad

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:05 PM
To: 'John Schlag'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: bike capacity
Attachments: CalMod_bike_capacity_v3.pdf

Hi John,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: John Schlag [<mailto:jschlag.me@gmail.com>]
Sent: Monday, October 02, 2017 8:23 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: bike capacity

Please keep the higher bike capacity recommended by the board.

-John Schlag
Sausalito, CA



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:30 PM
To: 'Helena Birecki'; Caltrain, Bac (@caltrain.com)
Subject: RE: Please keep full bike capacity on electrified Caltrains

Dear Helena,

Thank you again for your feedback. When Caltrain measures the true capacity benefits of electrification, we consider total system capacity not just the number of bike slots on a single train or a single peak hour. Please see the graphic (link below) that discusses real world capacity benefits for the system. Thanks again for your input!

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

Best,
Lori

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

From: Helena Birecki [mailto:helenaster@gmail.com]
Sent: Tuesday, September 19, 2017 12:26 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: Please keep full bike capacity on electrified Caltrains

Dear Lori Low,

As I understand the proposal, Caltrain has only committed to the 8 to 1 ratio, and is potentially planning to remove 200 seats and 5 bike spaces per electrified train compared with today's trains is counter to the board's directive.

It is also bad for commuters, bad for budgets, and bad for the environment.

In fact, the board's directive is to increase capacity which would be good for commuters, budgets, and the environment: electrified trains need 672 seats and 84 bike spaces to adequately meet the board's directive for increased bike capacity at the 8:1 ratio.

Sincerely,
Helena Birecki
Caltrain bike commuter

> On Sep 15, 2017, at 12:08 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

>

> Dear Helena,

>

> Thank you for your comments, and I'm sorry to hear about your father. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. There are currently two onboard bike storage options under consideration for the electric trains, and both options meet this requirement. There will also be a system-wide onboard bike capacity increase from today with either option. The Hybrid Option would increase bike storage by 8.3% during the peak hour and the Stacking Option is a 12.5% increase. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

>

> Best,
> Lori Low
>
> -----Original Message-----
> From: Helena Birecki [mailto:helenaster@gmail.com]
> Sent: Wednesday, September 13, 2017 6:18 AM
> To: Board (@caltrain.com)
> Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); bikesonboard@sonic.net
> Subject: Please keep full bike capacity on electrified Caltrains
>
>
> Dear Caltrain board.
> Commuters rely heavily on the bicycle/Caltrain option to get to work.
> Cutting the number of bicycles allowed on Caltrains would severely diminish its usefulness as a transit service.
> For myself right now it is a lifesaver to get back and forth between my work and Stanford hospital where my dad is in the ICU.
> Please keep full Caltrain bike access!
>
> Sincerely,
> Helena Birecki
> Caltrain commuter

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:08 PM
To: 'Mateo Burtch'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain
Attachments: CalMod_bike_capacity_v3.pdf

Dear Mateo,

Thank you for your comments--and for being a long-time Caltrain commuter. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

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

From: Mateo Burtch [<mailto:commie@sonic.net>]
Sent: Sunday, October 01, 2017 11:42 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bikes on Caltrain

Hi—

I am a long-term bicyclist and user of Caltrain. (In fact, I was part of the pilot program when bikes were first allowed on Caltrain, decades ago.)

I don't own a car, and I depend on Caltrain to get me down the Peninsula for work and pleasure. Over the years, while Caltrain has done an admirable job of trying to accommodate cyclists, demand for space has outstripped capacity. I'm reminded of this each time I'm bumped or see someone else get bumped. Mandating increased bike capacity for electrified trains is critical; thank you for that decision.

For this reason, I urge you to NOT decrease capacity to 72 spaces per train, as recommended by Caltrain staff—in fact, I urge you to both increase capacity to 84 spaces per train and to add one more car per hour, as planned. Biking here in San Francisco is exploding in popularity and Caltrain needs to be able to deal with it.

Thank you for your kind attention.

Best,
Mateo Burtch
San Francisco



Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:15 PM
To: 'Maurizio Franzini'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bicycles capacity on the planned new electrified trains
Attachments: CalMod_bike_capacity_v3.pdf

Dear Maurizio,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

P.S. Caltrain has also been developing a Bike Parking Management Plan (BPMP). For more information on the BPMP, please visit: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

From: Maurizio Franzini [<mailto:mauriziof@alumni.stanford.edu>]
Sent: Sunday, October 01, 2017 8:17 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bicycles capacity on the planned new electrified trains

Dear Caltrain Board,

I hope you will carefully consider the demand for onboard bicycle space and the needs of passengers with bicycles when you finalize the plans for the new electrified train cars.

I am very grateful to Caltrain for letting me board every day with my bicycle, and I hope this service will continue and improve. In addition to guaranteeing enough spaces for all cyclists, more efforts should also be put in allowing passengers who board with bicycles to sit in close proximity to their two-wheeled vehicle. I have personally witnessed a theft earlier this year, but couldn't stop that from happening mostly because the bike owner was not sitting nearby.

The main reason for my gratitude stems from the simple fact that without my bicycle, I wouldn't use Caltrain at all. I have no other reasonable options to get to the train station from home, and from the arrival train station to work. Obviously, I would also stop using Caltrain in case I were not able to board because the bike cars had reached capacity.

More than ever we need to encourage commuters to use public transportation, congestion in the Bay Area has reached unprecedented levels and it's bound to worsen. Let's all help Caltrain succeed over the long term!

Thank you for your kind attention.

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:58 PM
To: 'Kathleen Gabriel'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bicycles on Caltrain

Dear Kathleen,

Thank you again for your feedback. I wanted to send you more information on why electrification and having smaller, high-performance trains can actually increase ridership capacity. Please see the graphic below:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

Thank you again for your input!

Best,
Lori

P.S. Caltrain has also been developing a Bike Parking Management Plan (BPMP). For more information on the BPMP, please visit: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

From: Kathleen Gabriel [mailto:kathleengabriel@hotmail.com]
Sent: Friday, September 08, 2017 6:18 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: Bicycles on Caltrain

Hi Lori,

Thank you for your swift response to my email! I understand that the proposals under consideration meet the technical terms of a 1:8 ratio; however, they do this by reducing regular seats and therefore bike capacity. This to me defeats the intended purpose of the ratio, which was to increase bike capacity. I am certain that this was the Board's intention in making this ratio, since their original proposal was to keep it at 1:9, and it was changed to 1:8 in order to accommodate the thriving use of bikes with Caltrain service.

Currently, there are about 77 bike spaces per train per 761 seats in a standard (not bombardier) 6-car train. The proposal to have electric trains with a capacity of 569 seats and 72 bike spaces is a loss to both standard riders and bicyclists. However, standard riders will have the option to stand - bicyclists will be bumped from the train if it is at capacity. We already see cyclists bumped with 77 spaces; having fewer spaces to accommodate a bicycling ridership which increases every year is a bad combination. I recognize that Caltrain anticipates making up the difference by running an additional train every hour. However, the Board approved this new ratio in train design, not train schedule. This additional train during commute hours will not make every stop and therefore cannot help all commuters; it is also possible at any time for train schedules to change, at which point such gains may be lost.

I would also like to re-state my concerns about the car design. Combining handicapped seating with bicycle spaces is poor design which makes for an uncomfortable (at best) experience for the handicapped person using Caltrain, and reduces bike capacity even further when such handicapped seating is needed. Please keep the needs of your various riders in mind when designing your trains, so that Caltrain can continue to be the best commute service in the Bay Area.

Thank you,
Kathleen Gabriel

From: Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com>
Sent: Thursday, September 7, 2017 10:56 AM
To: 'Kathleen Gabriel'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bicycles on Caltrain

Hi Kathleen,

Thank you for your comments. There are currently two electric train onboard bike storage options under consideration, both of which meet the Board commitment of a 1:8 bike to seat ratio per EMU trainset. There will also be a system-wide onboard bike capacity increase from today with either option (please see attached graphic). Thank you again for your feedback.

Best,
Lori Low

From: Kathleen Gabriel [<mailto:kathleengabriel@hotmail.com>]
Sent: Wednesday, September 06, 2017 11:33 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bicycles on Caltrain

Caltrain Board,

I am writing to thank you for all of your efforts to increase the ease of using Caltrain to commute, especially your efforts to increase bicycle capacity on the trains. However, I hear that there is a recommendation being considered to reduce bicycle capacity, and this worries me.

Adding bicycle capacity to any public transit is a natural fit - not all people are going to be in walking distance to a train station from their homes or work, but a great number of us are within easy biking distance. It has been my standard commute over the past 15 years to start from my home in San Mateo, and take Caltrain to work in San Francisco, Mountain View, and cities in between. Only one of my jobs in this time has allowed me to walk to the train, but all others have been bikable - it really wouldn't have been reasonable for me to drive or take BART to these jobs, so the Caltrain bike car has been a major consideration in choosing places to work.

It is my understanding that one plan under consideration not only reduces the number of bikes per train, but also reduces the number of passenger seats, and puts handicapped seating into the bike car. There is already crowded standing room for standard passengers during rush hour commutes, so a reduction in seats would make that problem worse. The bike car is not a safe place for handicapped passengers; bikes take up space

and bump into each other, even with people making their best efforts to be alert and considerate. Additionally, those of us who have bikes on the train need to keep an eye on them so that bikes and components don't get stolen, and so we can communicate with each other about our final destinations and therefore how we stack bikes in the racks.

In 2015, the Board unanimously approved an electric train design with increased bike capacity. Please honor that vote and continue your support of bicycling passengers.

Thank you,
Kathleen Gabriel

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:41 PM
To: 'James Rozzelle'; Caltrain, Bac (@caltrain.com)
Cc: cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; Board (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike Capacity

Hi James,

Thank you again for your feedback. It's great that you're looking at the total bike capacity. When Caltrain measures the true capacity benefits of electrification, we consider total system capacity not just the number of bike slots on a single train or a single peak hour. Please see the graphic (link below) that discusses real world capacity benefits for the system. Thanks again for your input!

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

Best,
Lori

From: James Rozzelle [mailto:jrozzelle@sutrovax.com]
Sent: Friday, September 15, 2017 12:53 PM
To: Caltrain, Bac (@caltrain.com)
Cc: cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; Board (@caltrain.com); bikesonboard@sonic.net
Subject: FW: Bike Capacity

Hello again Ms. Low,

I'm just forwarding my message from this morning. I didn't cc the list of recipients when I replied this Am from my cellphone.

Regards,

-james rozzelle

From: James Rozzelle
Sent: Friday, September 15, 2017 7:09 AM
To: Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com>
Cc: bikesonboard@sonic.net
Subject: Re: Bike Capacity

Hi MS Low,

Thanks for your reply. Framing the issue as the ratio of seats to bikes is obfuscatory. It's the absolute bike capacity that matters. If that goes down in the new trains it will leave a lot of current and potential future bike commuters in the lurch. It would be a huge opportunity missed.

A passenger without a seat can stand. They still get where they're going. But if the conductor doesn't let me on because of my bike I'm screwed.

The two bike cars on the afternoon rush hour trains are at capacity almost every day. I get on between 5 and 6pm at either Hillsdale or San Mateo

-James Rozzelle

Sent from my iPhone

On Sep 14, 2017, at 11:48 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Hi James,

Thank you for your comments. Caltrain carries almost 6,000 bikes day, which is more than any other rail system in the country. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. There are currently two onboard bike storage options under consideration for the electric trains, and both options meet this requirement. There will also be a system-wide onboard bike capacity increase from today with either option. The Hybrid Option would increase bike storage by 8.3% during the peak hour and the Stacking Option is a 12.5% increase. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: James Rozzelle [<mailto:jrozzelle@sutrovax.com>]

Sent: Thursday, September 07, 2017 2:32 PM

To: Board (@caltrain.com)

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

Subject: Bike Capacity

Dear Caltrain Board,

I've received alerts warning that the new electrified train system could result in decreased bike capacity. I really hope that's not true. It would be a huge step backwards.

Last year I joined a small startup company in SSF. We moved to San Mateo this year. I am on the train with my bike every day. I've noticed that the two bike cars are almost always at capacity in the afternoons for the northbound trains.

I live in San Francisco and have worked in biotech for the past 18 years. My first job was in San Mateo. Back then the bike capacity on Caltrain was very spotty: sometimes there would be one bike car, sometimes two, every now and then none. I decided that I would never again commute further south than SSF, which I managed for ~12 years. But I really like this new company and so I'm back on the train. I've noticed that the two bike cars are almost always at capacity in the afternoons for the northbound trains. This is with the increased capacity and at least two bike cars. So things are much better than 18 years ago but reducing bike capacity would mean a return to frequent denial of service, bumps.

I hope that it's possible to not just maintain current bike capacity but increase it. The new electric cars could be an opportunity.

Best regards,

-James Rozzelle
611 2nd Ave.
SF CA

Work address:

SutroVax
353 Hatch Dr.
Foster City, CA

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:09 PM
To: 'Chris Tilton'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike capacity
Attachments: CalMod_bike_capacity_v3.pdf

Dear Chris,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

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

From: Chris Tilton [<mailto:ctilton65@yahoo.com>]
Sent: Sunday, October 01, 2017 11:05 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike capacity

I and many other commuters rely on Caltrain to get us to work each day and we also must ride our bikes in order to get to our offices since we don't have our cars So when Caltrain fails to grow with the demand for bike car space it shocks me. Why in a city as progressive as San Francisco would we have to fight for bike car capacity? Look at the needs of your customers. It's pretty easy to see that bikes are a growing segment of your ridership Please keep up Thanks Chris

Sent from my iPhone

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:55 PM
To: 'Judd Curran'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike Capacity on CalTrain

Dear Judd,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Judd Curran [<mailto:sandiegocurran@gmail.com>]
Sent: Wednesday, September 13, 2017 11:53 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike Capacity on CalTrain

Dear Caltrain Board,

Being able to bring my bike on board is critical to my ability to commute to work effectively, and there have been two times when I was late for work because there wasn't enough capacity on the train I needed to catch and I had to wait for the next one.

I was so grateful to hear the board unanimously approved in July 2015 an electrified train design with increased bike capacity.

But, now I understand that the staff is proposing to meet the 8:1 ratio by removing 200 seats and 5 bike spaces on electrified trains compared with trains today. That's a 25% decrease in seat capacity and a 7% decrease in bike capacity! Electrified trains would have only 569 seats and 72 bike spaces. This is horrible!!!! Electrified trains need 672 seats and 84 bike spaces to adequately meet the board's directive for increased bike capacity at the 8:1 ratio. The plan for one more train per hour in 2021 does not meet the board's directive. You were aware of the extra train, but still unanimously approved increased bike capacity in **train design** back in July 2015. A great solution would be to distribute 84 bike spaces among all cars. This would allow space for seats near bikes, dedicated wheelchair space, and also shorten boarding time by enabling all passengers to board at all doors.

Sincerely,
Judd Curran

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:07 PM
To: 'Abigail Tinker'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain is crucial!
Attachments: CalMod_bike_capacity_v3.pdf

Dear Abigail,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Abigail Tinker [mailto:abigail.tinker@gmail.com]
Sent: Monday, October 02, 2017 6:34 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike capacity on Caltrain is crucial!

Hello,

In the past I have been pleased to see the Caltrain Board strongly support bikes being an important part of the transportation network in the Bay Area, thank you for the July 2015 vote to increase bike capacity! Today I'm concerned by the new proposal that decreases bike capacity in 2021.

There is already latent demand for bike space and Caltrain should be expanding (not contracting) to meet future demand. People need bikes to get to the train and to get themselves "the last mile" once they get off Caltrain (which can often be many miles therefore requiring a bike to travel efficiently). I believe that without sufficient bike capacity, people are discouraged from taking Caltrain and often turn to personal cars for transportation instead.

Please continue strong support for bicycling as a form of transportation but expanding (rather than reducing) bike capacity on each train.

Thank you,
Abigail Tinker

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:42 PM
To: 'Teresa W. Zhang'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike Capacity on Electric Trains

Dear Teresa,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

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

From: Teresa W. Zhang [<mailto:resa@alum.mit.edu>]
Sent: Friday, September 15, 2017 12:05 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike Capacity on Electric Trains

Board Members,

Please increase, rather than decrease, bike capacity on electric trains.

Getting bumped from Caltrain because I have a bike, when the train is mostly empty, is one of the most frustrating user experiences I've ever had. Each time it happens, I immediately get on my phone and curse Caltrain to my friends and family. I don't know the numbers, but I'd be very surprised if Caltrain had a Net Promoter Score above -10. However, adding bike capacity is a direct way to cut out the most negative experience that Caltrain riders endure, and thus improve NPS.

Please also recognize that many people choose Caltrain because it's the more environmentally benign choice. This becomes more so when the trains are electrified. People who are compelled by the electrification of Caltrain are also those who are likely to ride bicycles. Please be ready for those people by maximizing the bike capacity on the new electric trains.

Sincerely,
Teresa Zhang, PhD

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:06 PM
To: 'Peter Diaz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Bike Rider for over 10 Yrs!
Attachments: CalMod_bike_capacity_v3.pdf

Hi Peter,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Peter Diaz [<mailto:pdiaz@mercyhsb.com>]
Sent: Monday, October 02, 2017 7:29 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike Rider for over 10 Yrs!

Hello Caltrain Board,

I was informed that you are considering decreasing bike cars in the future electric trains. I urge not to take this step! As a bike rider on Caltrain over 10 years now I can attest that there are more bicycle riders on Caltrain then when I started. Decreasing the number of bike cars will not help with the commute it would only exacerbate the problem.

Please do not decrease the bike cars but maintain the current number or even better increase them. Thank you for your consideration.

Peter Diaz

--
Peter Diaz
Service Learning Coordinator

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:11 PM
To: 'Cor van de Water'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); 'bikesonboard@sonic.net'
Subject: RE: Bikes on Caltrain

Dear Cor van de Water,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Cor van de Water [mailto:cor_van_de_water@hotmail.com]
Sent: Thursday, September 21, 2017 4:57 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bikes on Caltrain

I have used Caltrain many times and almost every time I travel by train, I am taking my bike with me since that is a convenient way to get to/from the station. But it is only convenient if I can actually take my bike and not get left behind because the train is at capacity for bikes, which happens ever more. This creates uncertainty and is not a good motivator to make train an attractive alternative to driving.

Therefore I do not understand the desire to reduce the number of bikes allowed on new electric trains.

If anything, the bike capacity should be increased.

Please reconsider your proposals and add more bike capacity with seating near to bike storage, preferably spread out over every car in the train.

Kind regards,
Cor van de Water
Sunnyvale

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:12 PM
To: 'Anthony Robbins'; Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary (@caltrain.com); CalMod@caltrain.com
Subject: RE: Bike Space on Trains
Attachments: CalMod_bike_capacity_v3.pdf

Dear Anthony,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Anthony Robbins [<mailto:robbins.tony@gmail.com>]
Sent: Sunday, October 01, 2017 9:13 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary (@caltrain.com); CalMod@caltrain.com
Subject: Bike Space on Trains

Why the sudden change in the plan??
Why mess with what is working for so many??

Having a bike with me is necessary to complete my journey and gives me the freedom to travel and exercise my way to my final destination. But that won't exist if I am bumped from train to train, just for having a bike with me.

I wonder how many on the CalTrain board actually use the train as their primary means of travel/commute and complete their final leg of their commute by bicycle?? If any of you did then you would realize how important it is to be able to bring a bicycle with you on your commute.

As it is now I spend nearly \$400/month to do my commute using CalTrain BART and MUNI. But if I ride my bike from work (Daly City) to Milbrae I can save nearly \$250, and keep my health up. But eliminating my space on CalTrain will force me to spend an additional \$250.

Please do not cut back on bikes spaces

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:14 PM
To: 'Virginia Smedberg'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: bikes on Caltrain - to have enuf room for all that we need!
Attachments: CalMod_bike_capacity_v3.pdf

Dear Virginia,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

P.S. Caltrain has also been developing a Bike Parking Management Plan (BPMP). For more information on the BPMP, please visit: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

From: Virginia Smedberg [<mailto:virgviolin@hotmail.com>]
Sent: Sunday, October 01, 2017 8:40 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: bikes on Caltrain - to have enuf room for all that we need!

Dear Caltrain Board:

When I take my bike on Caltrain, I am usually going to a performance, either that I am attending (and if I'm late they don't allow you in, you have to watch on TV in the lobby) or that I am PERFORMING which means I absolutely must arrive in time! So I need the train that has the right timing for me, to have room for my bike. Just to give you my perspective.

I want to thank the board for approving increased bike capacity in electrified train design back in July 2015. Now I am concerned that staff plans to decrease bike capacity from an average of 77 to 72 bike spaces per train, along with 200 fewer seats per six-car train. 84 bike spaces per train are needed to minimally fulfill the board's directive, but in fact even more are needed to meet projected demand. One more train per hour in 2021 does not make up for decreased bike capacity in train design. That extra train could be filled by latent demand *today*.

I don't understand why or how staff can ignore what you, the Board, directed.

I am also concerned that in the plan, no seats are within view of bikes other than folding seats in the same location as hanging bikes and wheelchair space. Bikers need to be able to see their bikes; wheelchair users and bikers need NOT to be competing for space.

I'm sure you know (but am reminding you anyway) the benefits of bicycling, e.g., frees up parking spaces in crowded parking lots, frees up seats on heavily subsidized feeder buses and shuttles, reduces traffic congestion, reduces pollution, improves public health (both from less pollution and more exercise!).

Sincerely,

Virginia Smedberg
Palo Alto

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:05 PM
To: 'vpelton@vertical-edge.com'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: bikes on electrified trains
Attachments: CalMod_bike_capacity_v3.pdf

Hi Vicki,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

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

From: Vicki Pelton [<mailto:vpelton@vertical-edge.com>]
Sent: Monday, October 02, 2017 12:43 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: bikes on electrified trains

I would like thank the board for voting to increase bike capacity on the electrified trains. However, it seems now bike capacity will decrease. Please don't let this happen. We need more bike users to decrease car traffic & reduce air pollution.

Vicki Pelton
Redwood City, CA

--
Vicki Pelton vpelton@vertical-edge.com

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:15 PM
To: 'Hitesh Soneji'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: CalMod: Please support true per-train increased bike capacity

Dear Hitesh,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Hitesh Soneji [<mailto:hitesh@sonejifamily.org>]
Sent: Thursday, September 21, 2017 10:35 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: CalMod: Please support true per-train increased bike capacity

Dear Caltrain decision makers and Stakeholders, ,

I have been riding caltrain for over 16 years now, and I want to start by thanking you for the improvements you all have worked to implement in those years to make Caltrain a better commuter system for all passengers as well as cyclists.

I am concerned to learn that the per-train bike capacity with CalMod will be lower than it is today. I strongly advocate for increased capacity per-train. I encourage you to explore additional solutions to achieve increased bike capacity along with the rest of the CalMod goals.

As you know, the peninsula / south bay corridor is one where the last mile or several last miles is the difference between folks using Caltrain or not. Many destinations in the this area can not easily be reached by a short walk or shuttles. Encouraging cycling can maintain increased ridership and supports healthier communities. Overall, it is a cost effective solution when compared with alternatives for the last several miles.

Without the bike facilities, I'm not sure I would be able to utilize CalTrain.

I believe an excellent solution to address the many concerns would be to distribute 84 bike spaces among all cars. This would allow space for seats near bikes, dedicated wheelchair space, and also shorten boarding time by enabling all passengers to board at all doors. This distributed solution meets many objectives at once, and has the potential to simplify car design by having a consolidated car design for the entire fleet.

This solution meets both the board's mandate as well as staff's concerns.

Kind Regards,
Hitesh Soneji

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:16 PM
To: 'Michael Kreutzer'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: CalTrain Bike Capacity
Attachments: CalMod_bike_capacity_v3.pdf

Dear Michael,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Michael Kreutzer [mailto:kreutzer@sfbh.net]
Sent: Sunday, October 01, 2017 8:10 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: CalTrain Bike Capacity

Dear Sir:

How are you? I have used CalTrain bike cars for years - CalTrain typically does NOT get me to my work place - the bicycle delivers 5-15 miles of service.



Sincerely,

Michael Kreutzer, MD
Assistant Clinical Professor
University of California, San Francisco
(415) 333-7500

Child, Adolescent & Adult Psychiatry
Glen Park Office
676 Chenery Street
San Francisco, CA 94131

IMPORTANT WARNING: This email (and any attachments) is only intended for the sole use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized review, disclosure, redisclosure, use or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email, and delete this message from your computer. Thank you.

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 9:55 PM
To: 'Rarden, Marc'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Concerns about Caltrain Electrified Train Design
Attachments: CalMod_bike_capacity_v3.pdf

Dear Marc,

Thank you for your thoughtful comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Rarden, Marc [mailto:MRarden@sscinc.com]
Sent: Friday, September 22, 2017 7:42 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Concerns about Caltrain Electrified Train Design

To Whom It May Concern:

I thank you for efforts over the years to improve bikes on Caltrain. I grew up on the Peninsula in the 70s and have lived there off and on since. I've ridden my bike to work every day for the past 13 years, and understand the trials and tribulations associated with mixing bikes and trains. I'm happy to see the improvements that have been made over this time, and hope we see further improvement that match the wonderful embrace of bike commuting we've seen in the Bay Area over these years. I've been left on a platform before (bike bumped) and that's no fun, and I've had to stand for a long ride because there are no seats within shouting distance of the bike cars. (I don't want to leave my bike too far out of my sight – it's just reality that a bad actor can nab one during certain moments.) Having said that, I also get a great workout from biking to the train and don't want to give that up.

I was happy to see that Federal funding for the electrification of Caltrain was restored and the electrification project can proceed. However, I understand that this effort ironically will make it harder to get bikes on board.

My concern is that the number of seats and bike capacity will effectively drop with this movement. To be clear, I fully support the move to electrify Caltrain, but I want to make sure we don't move this in the wrong direction. More people are riding Caltrain than ever before, and the bike racks are packed on nearly every train I ride.

The board's directive is clear regarding achieving an 8:1 ration of seats to bikes. I ask that you honor that spirit and work on a solution that satisfies both the need for putting butts in chairs, and allows bikes to happily access trains instead of watching them roll by or having to make compromised choices like putting your bike in a car and having to stand to watch it. Running an extra train per hour

If you've been on the streets of San Francisco recently, I'm sure you've seen that bike ridership is strong and here to stay. Bike commuters from the Peninsula are challenged on a daily basis as we make our way into SF, but we are passionate and positive, and want to work with Caltrain on continued improvement. This ecologically aware movement is a wonderful yet fragile thing – similar to the Federal funding that was arbitrarily yanked (and thankfully restored.) Let's show it the respect it deserves and sync up future plans as we move toward an electric future.

Thank you for your consideration.

Regards,
Marc Rarden
San Mateo, CA



Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:53 PM
To: 'Valerie Weak'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: INCREASE Bike Capacity on Electrified trains

Dear Valerie,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Valerie Weak [<mailto:valerie@valerieweak.com>]
Sent: Thursday, September 14, 2017 8:06 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: INCREASE Bike Capacity on Electrified trains

Dear CalTrain board:

I am a bike + transit commuter. Having my bike on the train is essential for making it that last mile to my job, and also for being on time to regular 2nd shift work at other jobs/gigs when I get back to San Francisco in the evening. Getting bumped sucks. It means that I'm late for work, impacts me financially, and impacts co-workers who are counting on me to be at work on time.

I'm very excited that in July 2015 the board approved increased bike capacity on the new electrified trains! I'm concerned that the board is now pushing for an 8:1 seats to bikes ratio, less than our current 9 to 1 ratio.

Electrified trains need 672 seats and 84 bike spaces in order to meet bike demand! You all know that walk on riders can board even if there are no seats, but cyclists aren't allowed to bring a bike on board unless there is space for it.

It also sounds like the current design plan has only folding seats near bikes and that those are also wheelchair spaces?? This sounds like a recipe for conflict, especially given that cyclists are asked to remain near their bikes.

I urge you to consider distributing the 84 bike spaces through the train, among all cars. This would allow space for seats near bikes, and also create shorter boarding time because everyone could board all doors.

Thanks!
Valerie Weak
Bayshore/22nd to/from Palo Alto, bike commuter

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:02 PM
To: 'Catherine Orland'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Increase bike capacity on electrified trains!

Dear Catherine,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today. For more information please see: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Catherine Orland [mailto:18thvanness@gmail.com]
Sent: Friday, September 22, 2017 11:32 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Increase bike capacity on electrified trains!

Dear Caltrain Board,

I bring my bike on board regularly to get from home in SF to work on the Peninsula. If I get bumped I'm up to an hour late for work. This totally sucks. My boss is understanding, but riding CalTrain and biking is already slightly unreliable.

I appreciate you approving increased bike capacity in electrified train design back in July 2015. However I am concerned that staff now plan to decrease bike capacity from 77 to 72 bike spaces per train. This is unacceptable and would negatively impact my commute.

Unfortunately, one more train per hour in 2021 does not make up for decreased bike capacity in train design. That extra train could be filled with latent demand *today*. *What we really need is 84 bike spaces* to minimally fulfill the board's directive, but in fact we need even more to meet projected demand.

I don't have to remind you all about the benefits of bicycling when combined with public transit. You already know that it frees up parking spaces in crowded parking lots, frees up seats on heavily subsidized feeder buses and shuttles, reduces traffic congestion along the 101 corridor, reduces pollution, improves public health, etc.

Please do not decrease bike capacity on electrified trains! We need an increase.

Thanks,
Catherine Orland
714 South Van Ness Ave
SF CA 94110
415.420.9229

Gumpai, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:37 PM
To: 'Benjamin Parker'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Keep 8:1 seat:bike capacity on next-gen electrified Caltrains

Dear Benjamin,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Benjamin Parker [<mailto:benparker@tesla.com>]
Sent: Monday, September 18, 2017 2:03 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Keep 8:1 seat:bike capacity on next-gen electrified Caltrains

Hello,

I'm writing to add my name to those in support of keeping current bike capacity on the next generation Caltrains rolling into service in 2021. My experience from riding the Caltrain down to South Bay from my home in San Francisco each morning and back up on perhaps half of all workday evenings is that the current bike capacity is the minimum required to ensure bikers continue to have space for their "last mile" tools (i.e., the bikes). Please enable us to keep riding the Caltrain and hopping off to bike to our final destinations! Having bike space on the train is vital to my commute.

Best regards,

Ben Parker

Ben Parker | Mechanical Design Engineer | Battery Engineering
3500 Deer Creek Road | Palo Alto, CA 94304
desk 650.681.5447 | cell 508.315.9643 | benparker@tesla.com

TESLA

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 9:59 PM
To: 'Marcia Weisbrot'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: No less than 84 bike spaces; more would be better!

Dear Marcia,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Marcia Weisbrot [mailto:weisbrot9@gmail.com]
Sent: Friday, September 22, 2017 3:09 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: No less than 84 bike spaces; more would be better!

To the Caltrain Board:

- You promised, so don't renege. More bike spaces are needed so that we don't get bumped.
- Our commutes are just as important as all the other passengers.
- Remember: one more train in 2012 does NOT make up for less space now.

Thank-you,

Marcia Weisbrot

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:36 PM
To: 'Shayan Saeed'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Petition to increase bike space on caltrain

Dear Shayan,

Thank you for your comments. In spring 2016, Caltrain added a third bike car to the bombardier train sets. (http://www.caltrain.com/about/MediaRelations/News_Archive/Caltrain_to_Adjust_Schedule_and_Add_Third_Bicycle_Car_Bicycle_Advisory_Committee_to_Help_Host_Celebratory_Event.html).

Caltrain currently carries almost 6,000 bikes a day, which is more than any other rail system in the country. The Caltrain Electrification project is now under construction, and when finished it would mean a system-wide onboard bike capacity increase from today. More details on this can be found here: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Shayan Saeed [<mailto:shayansaeed93@gmail.com>]
Sent: Tuesday, September 19, 2017 12:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Petition to increase bike space on caltrain

Hey,

Can I please request to increase the bike space in Caltrain? Not sure who I need to request this for. I commute daily from San Jose up to Palo Alto. It has been great using since there is a bike only trail to the caltrain station in San Jose and I can lock my bike on Palo Alto. But coming back. I have experienced difficulties in getting a spot on the express train. Can there be at least an extra car for bikes added on the bullet train? People without bikes can at least stand but I have to wait another half an hour for the next train if there is no spot for my bike.

Regards,
Shayan Saeed

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 5:04 PM
To: 'Ximena Ares'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: please do not decrease bike capacity on Caltrain.
Attachments: CalMod_bike_capacity_v3.pdf

Hi Ximena,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see attached graphic). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Ximena Ares [<mailto:ximenaa@stanford.edu>]
Sent: Monday, October 02, 2017 3:32 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: please do not decrease bike capacity on Caltrain.

I ride Caltrain with my bike. Please do not decrease capacity.

Thank you so much

Ximena Ares, PhD, CLP
Senior Licensing Associate
TE 650-724-0960
Stanford Office of Technology Licensing
3000 El Camino Real, Bldg 5, Suite 300, Palo Alto, CA 94306



Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:39 PM
To: 'Chetan'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Please do not decrease bike capacity on electrified trains

Dear Chetan,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today. For more information please see: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Chetan [mailto:mcheta@gmail.com]
Sent: Monday, September 18, 2017 12:53 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Please do not decrease bike capacity on electrified trains

Dear Caltrain board,

I use Caltrain regularly and ride to the station by bike (at either end at my home station of 4th and King and also at Mountain View where my work is).

Thank you for unanimously approving in July 2015 an electrified train design with increased bike capacity. Thanks especially for overriding staff's recommendation for a seat-to-bike ratio of 9:1 (same as today) and for approving a ratio of 8:1.

However it is unfortunate that staff is proposing to meet the 8:1 ratio by removing 200 seats and 5 bike spaces on electrified trains compared with trains today. That's a 25% decrease in seat capacity and a 7% decrease in bike capacity! Electrified trains would have only 569 seats and 72 bike spaces.

Electrified trains need 672 seats and 84 bike spaces to adequately meet the board's directive for increased bike capacity at the 8:1 ratio.

Also staff's plan for one more train per hour in 2021 does not meet the board's directive. I understand that the board knew about the extra train, but still unanimously approved increased bike capacity in train design. The board acknowledged that walk-on passengers can all get on the train even if there aren't enough seats, but bikes-on-board passengers will get bumped if there isn't enough bike capacity.

Please note that the commuters who have bike like to be seated near bikes so that they can watch their bikes to prevent theft, but the proposed design has only folding seats at the same location as hanging bikes and wheelchair space. This is a recipe for passenger conflict.

A good solution would be to distribute 84 bike spaces among all cars. This would allow space for seats near bikes, dedicated wheelchair space, and also shorten boarding time by enabling all passengers to board at all doors.

Chetan Mahadeswara
San Francisco

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 11:01 PM
To: 'Paul Carlstrom'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Please don't take a step backwards by decreasing bike capacity on electrified trains

Dear Paul,

Thank you for your comments, and I'm sorry to hear about the bike bump. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today. For more information please see:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electric+Multiple+Units/Capacity+Story+9.27.17+PDF.pdf>

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: Paul Carlstrom [mailto:paul.carlstrom@gmail.com]
Sent: Thursday, September 07, 2017 10:28 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Please don't take a step backwards by decreasing bike capacity on electrified trains

Dear Members of the Caltrain board:

Thank you for your ongoing work in expanding bicycle commuter options, which is critical for professionals on Peninsula professionals like me (I frequently need to travel from Palo Alto to San Francisco and San Jose).

Please keep up this vital work by ensuring that bike space is not decreased in the new electrified trains and ends up causing confusion and more road traffic.

Doing so will mean help avoid incidents like the one I had recently in which I was not able to board a train to San Francisco with my bicycle for a meeting critical to my business. The next train would not take me to my destination on time—and I needed my bicycle to complete my trip to the Financial District, so I headed back home, got in the car, and barely made my meeting at the appointed time.

As you may know, there is a proposal to decrease bike spaces from an average of 77 today to only 72 bikes per electrified train AND decrease seats from an average of 761 today to only 569 seats per electrified train. This 7% decrease in bike capacity and 25% decrease in seat capacity hearkens back to the bad old days of bike commuting, which I experienced over the last three decades of my Caltrain ridership.

This seems contrary to the great progress you've made, such as your directive that electrified trains require 84 bike spaces and 672 seats. The directive is a step in the right direction—as long as seats are near bikes so passengers can watch their bikes to prevent theft. However, the proposed design has only folding seats at the same location as hanging bikes and wheelchair space. This is a recipe for passenger conflict, and will make train commuting more difficult for bicyclists as well as commuters who depend on wheelchair access.

Will you consider a solution in which 84 bike spaces would be distributed among all cars? This would allow space for seats near bikes, dedicated wheelchair space, and also shorten boarding time by enabling ALL passengers to board at all doors. Doing so will continue the momentum you've established in making sure the bad old days of bike commuting on Caltrain are just unpleasant memories.

Best regards,

Paul Carlstrom
Palo Alto
415-297-1336

Gumpal, Cindy

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, October 02, 2017 10:14 PM
To: 'Tim Oey'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Please increase bike capacity and make Caltrain easier for bicyclists

Dear Tim,

Thank you for your comments. Caltrain carries almost 6,000 bikes a day, which is more than any other rail system in the country. There are currently two onboard bike storage options under consideration for the electric trains, and both options mean a system-wide onboard bike capacity increase from today (please see graphic at http://www.calmodtrains.com/wp-content/uploads/CalMod_bike_capacity_v3.pdf). We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service and more capacity for all riders and bike commuters. Thank you again for your feedback.

Best,
Lori Low

From: timoe@gmail.com [mailto:timoe@gmail.com] **On Behalf Of** Tim Oey
Sent: Thursday, September 21, 2017 1:06 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Please increase bike capacity and make Caltrain easier for bicyclists

Dear Caltrain board and other concerned parties,

Please further increase the bike capacity of electrified Caltrain trains. Biking allows many more to use Caltrain without the expense or congestion caused by driving cars to stations. Staff's plan for one more train per hour in 2021 does not meet the board's directive. The board knew about the extra train, but still unanimously approved increased bike capacity in train design.

Please also make it easier for bicyclists by allowing bikes on every car. That way they do not need to think about what car to get on. This just makes it easier.

Finally seats need to be near bikes so passengers can watch their bikes.

Nervousness about your bike, whether you can get on, whether you are waiting at the right location for the right car all discourage people using bikes with Caltrain at a time when we need many more people using bikes along with public transit. This increases people's range at both ends of their commute.

I personally am currently on the bubble about biking to Caltrain -- I want to use it to get to where I need to go but uncertainty about bike safety on the train and bike spot availability currently block me.

Thanks!