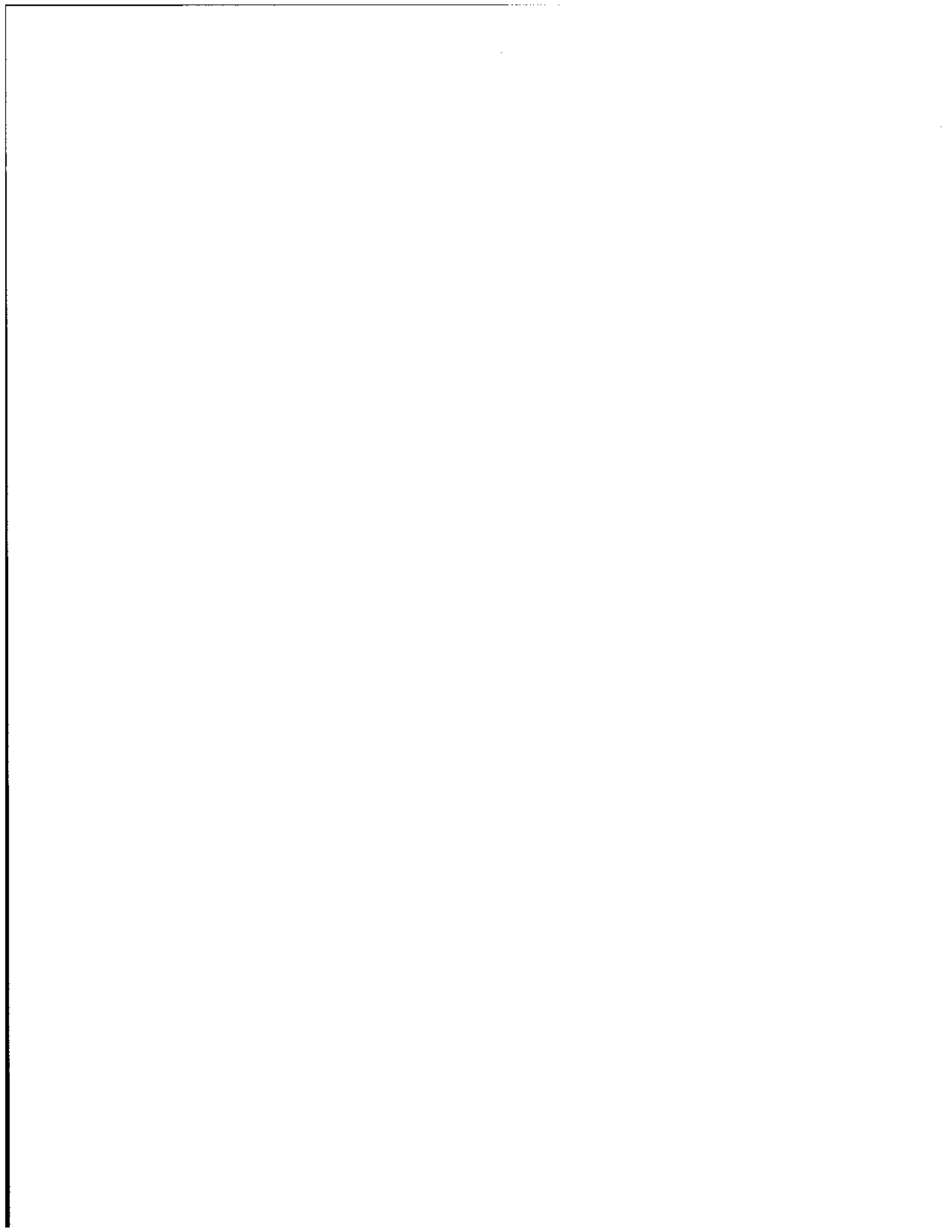

Bicycle Advisory Committee

**Correspondence
as of**

May 14, 2018



Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, May 13, 2018 12:16 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com; Bikes On Board
Subject: Support for conductors counting bicycle bumps
Attachments: Caltrain_Bicycle_Bumps_CountedvsReported_2015.pdf

Dear Chair Provence and Members of the Bicycle Advisory Committee,

At the last BAC meeting, I committed to compare counted bumps from Caltrain's annual passenger counts with voluntarily reported bumps for 2015, please see attached.

Takeaways from the analysis:

- Only 22% of counted bumps were voluntarily reported by Caltrain passengers.
- Many bumped bike riders were not counted at all, because passenger counts include only a small sampling of trains.
- It is difficult to accurately count the number of bumped bike passengers.

All of these takeaways lend support to a proposal Joe Navarro made at a past CAC meeting to have conductors count bumps.

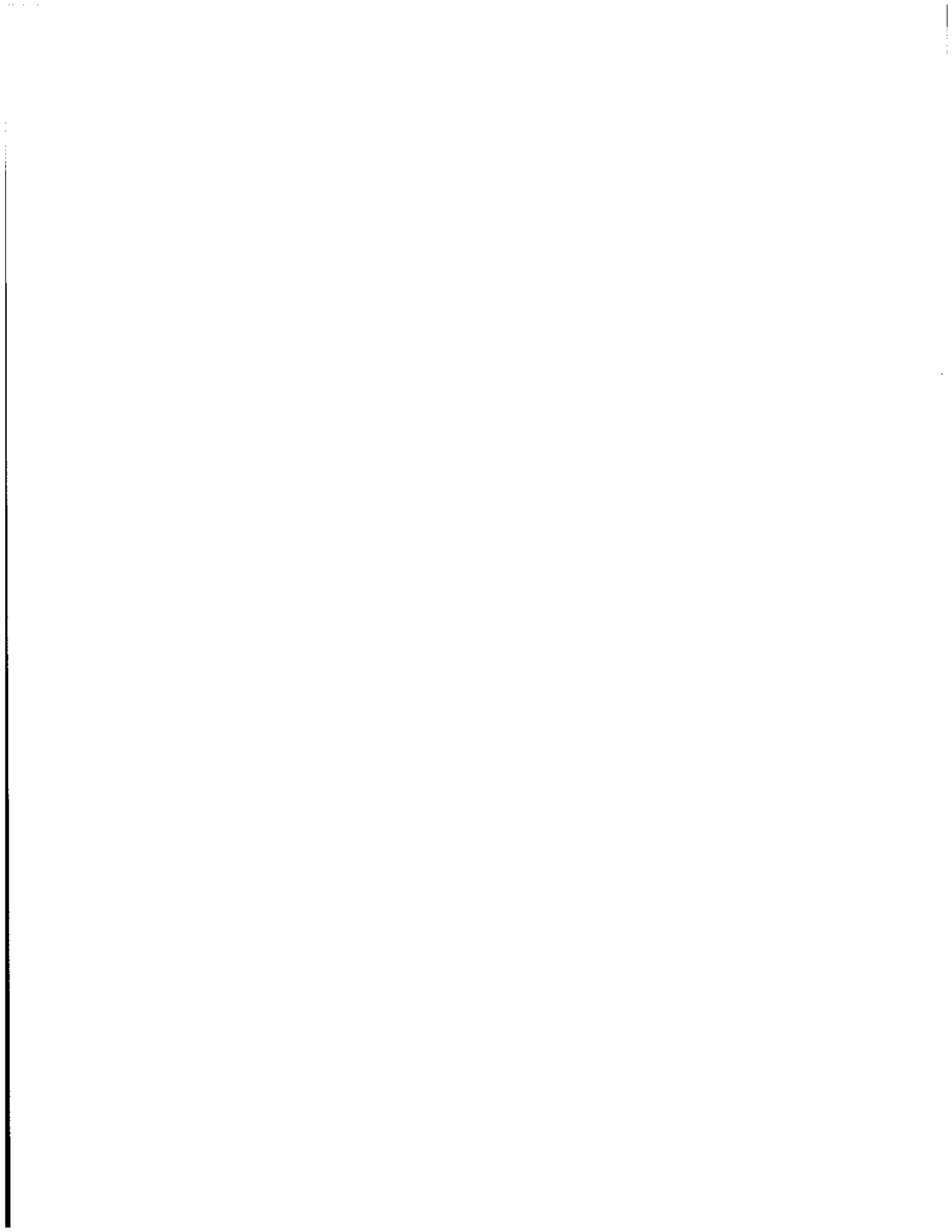
The challenge is for conductors to get an accurate count. There was an interesting suggestion at the last BAC meeting, that is, conductors could hand a card to each bumped bike rider. Knowing the number of cards at the start of the run and then counting the number of cards at the end of the run would be a straightforward way to count bumped bike riders. It would save conductors time by not requiring them to take notes after each station stop. The card could include how to report bumps using the Caltrain bump report form.

As I noted at the last BAC meeting, the number of passengers reporting bumps has dropped precipitously since Caltrain introduced its bump report form in March 2015:

- 573 people reported bumps in 2015 (March - December)
- 133 reported in 2016
- 75 reported in 2017

For Caltrain capacity planning, it's important to have accurate bump counts, but with fewer people reporting, the count is presumably becoming less accurate. Please consider Joe Navarro's excellent proposal of asking conductors to count bumps. Conductor reports of bumped bikes would be an important addition to Caltrain performance statistics for every JPB meeting. Currently the Joint Powers Board receives no data from the BAC or staff on bumped bike riders.

Sincerely,
Shirley Johnson



Bicycle Bumps Counted in Caltrain 2015 Annual Passenger Counts
 Only a subset of trains are counted

Date	Train	Station	Bumps Counted	User-reported Bumps (from table at the right)	Counts from Repeat Reports
1/20/2015	279	Menlo Park	1	None reported	-
1/20/2015	279	Palo Alto	2	None reported	-
1/20/2015	279	San Carlos	2	None reported	-
1/20/2015	323	Mountain View	12	None reported	-
1/20/2015	323	Palo Alto	2	None reported	-
1/20/2015	323	SJ Diridon	2	None reported	-
1/20/2015	375	Menlo Park	2	None reported	-
1/21/2015	279	Redwood City	3	None reported	-
1/21/2015	323	Mountain View	14	None reported	-
1/21/2015	323	Palo Alto	8	None reported	-
1/21/2015	332	22nd St	9	None reported	-
1/21/2015	375	Menlo Park	1	None reported	-
1/21/2015	375	Palo Alto	6	10	-
1/21/2015	381	Palo Alto	2	None reported	-
1/23/2015	332	22nd St	4	None reported	-
1/23/2015	332	Millbrae	1	None reported	-
1/24/2015	801	Mountain View	2	None reported	-
1/24/2015	801	Palo Alto	9	None reported	-
1/26/2015	217	Hillsdale	5	10	6
1/26/2015	279	Menlo Park	1	None reported	-
1/26/2015	279	Palo Alto	8	None reported	-
1/26/2015	279	Redwood City	11	None reported	-
1/26/2015	279	San Carlos	5	None reported	-
1/26/2015	323	Hillsdale	4	None reported	-
1/26/2015	323	Mountain View	3	None reported	-
1/26/2015	323	Palo Alto	7	None reported	-
1/27/2015	314	22nd St	9	None reported	-
1/27/2015	314	Millbrae	1	None reported	-
1/27/2015	385	Menlo Park	1	None reported	-
1/28/2015	282	San Bruno	3	None reported	-
1/28/2015	313	Hillsdale	3	None reported	-
1/28/2015	322	Millbrae	2	None reported	-
1/28/2015	324	22nd St	1	None reported	-
1/28/2015	324	Millbrae	2	None reported	-
2/2/2015	314	22nd St	2	None reported	-
2/2/2015	322	22nd St	2	None reported	-
2/2/2015	324	22nd St	1	None reported	-
2/2/2015	324	Millbrae	2	None reported	-
2/3/2015	220	22nd St	1	None reported	-
2/3/2015	220	Millbrae	3	None reported	-
2/3/2015	269	Redwood City	6	None reported	-
2/3/2015	269	San Mateo	2	4	3
2/3/2015	277	Menlo Park	5	3	-
2/3/2015	277	Palo Alto	6	16	14 and 1
2/4/2015	278	Millbrae	1	None reported	-
2/5/2015	269	Redwood City	7	None reported	-
2/12/2015	267	San Mateo	1	None reported	-
2/12/2015	385	Menlo Park	4	None reported	-
2/12/2015	385	Palo Alto	6	5	-
2/12/2015	385	Redwood City	1	None reported	-
2/19/2015	220	Millbrae	7	None reported	-

Bumps Voluntarily Reported by Passengers
 Gray highlight => trains not counted in passenger counts

Indicate Repeat Reports	Date of bicycle bump(s)	Total number of bumped bikes	Departure station	Train number
	1/20	4	Menlo Park	269
	1/21	10	Palo Alto	375
	1/21	1	Menlo Park	279
	1/23	2	Menlo Park	277
	1/26	10	Hillsdale	217
Repeat	1/26	6	Hillsdale	217
	1/27	6	Hillsdale	217
	1/27	1	Redwood City	227
	2/03	4	San Mateo	269
Repeat	2/03	3	San Mateo	269
	2/03	3	Menlo Park	277
Repeat	2/03	14	Palo Alto	277
	2/03	16	Palo Alto	277
Repeat	2/03	1	Palo Alto	277
	2/03	6	Redwood City	279
	2/04	3	Redwood City	269
	2/04	3	22nd Street	332
	2/05	5	Millbrae	220
	2/05	3	Palo Alto	269
	2/10	13	Palo Alto	267
	2/10	3	Hillsdale	323
	2/10	5	Menlo Park	385
	2/10	8	4th & King	
	2/11	3	Redwood City	269
	2/11	3	Mountain View	323
	2/12	12	Hillsdale	217
	2/12	9	San Antonio	217
	2/12	15	Redwood City	319
	2/12	5	Palo Alto	385
	2/16	3	Millbrae	
	2/19	4	Menlo Park	279
	2/19	12	Millbrae	322
Repeat	2/19	12	Millbrae	322
	2/19	8	Millbrae	324
Repeat	2/19	8	Millbrae	324
	2/23	2	California Aver	135
	2/23	4	22nd Street	220
	2/23	2	Millbrae	
	2/24	2	Palo Alto	269
	2/24	9	Redwood City	269
Repeat	2/24	8	Redwood City	269
	2/24	2	Hillsdale	323
	2/24	5	Menlo Park	385
	2/25	11	22nd Street	
	2/26	6	Menlo Park	385

2/19/2015	220	San Mateo	4	None reported	-
3/2/2015	267	Hillsdale	1	None reported	-
3/2/2015	371	Hillsdale	2	None reported	-
3/2/2015	371	Palo Alto	2	None reported	-

TOTAL **214** **48**

22.4% of counted bumps were voluntarily reported

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 15, 2018 9:18 AM
To: 'Shirley Johnson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); CalMod@caltrain.com
Cc: Bikes On Board; 'Janice Li'; Fromson, Casey
Subject: RE: In support of more capacity on electrified Caltrain

Dear Shirley,

Thank you for the congratulations and for your support of the TIRCP grant application. As previously mentioned, when PCEP is complete, we will have a 17% increase in bike capacity. More information can be found here: www.caltrain.com/EMUcapacity. We're also excited to say we're in the process of hiring a Principal Planner (Station Access) who will handle the implementation of 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.

With the TIRCP grant we're working on getting more details, and then we will go through a planning effort to better understand what it means for service. Thank you for your input on the funding!

Best,
Lori

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Wednesday, May 09, 2018 12:08 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); CalMod@caltrain.com
Cc: Bikes On Board
Subject: In support of more capacity on electrified Caltrain

Dear Chair Bruins and Members of the Joint Powers Board,

A hearty congratulations on receiving \$164,522,000 in TIRCP grant money to help move Caltrain toward a higher-capacity electrified train system.

The public has repeatedly expressed grave concern over the reduction in train capacity for electrified trains. The chart below shows why we're so concerned about six-car electrified trains. They have the lowest capacity of any train type.

CAPACITY BY TRAIN TYPE				
Service year	Train Type	Average seats per train	Bike spaces per train	Ratio of seats-to-bikes
2018	5-car gallery	609	80	7.6 : 1
2018	6-car gallery	731	80	9.1 : 1
2018	6-car Bombardier	830	72	11.6 : 1
2022	6-car electrified	567	72	7.9 : 1
2022	7-car diesel	910	72	12.6 : 1

2022	8-car electrified	756	96*	7.9 : 1
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* Ninety-six bike spaces are needed to meet the JPB's 2015 directive for 8:1 seats-to-bikes.

The attached document shows train capacity for the commute fleet as well as line capacity for an arbitrary peak hour of service. Caltrain's website reports line capacity based on this arbitrary (and atypical) peak hour of service, but train capacity is not reported.

We hope you find this information useful as you work to make Caltrain service more reliable for all passengers. The TIRCP grant to enable launching with eight-car electrified trains with 96 bike spaces per train will certainly help!

Respectfully submitted,
Shirley Johnson
BIKES ONboard Project

P.S. For calculation details, please visit: tinyurl.com/caltrain-capacity

Low, Lori

From: Tom Radulovich <tom@livablecity.org>
Sent: Friday, May 04, 2018 4:58 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]
Subject: Re: Caltrain electrification and eight-car trains

Thanks for the great Friday afternoon news, and congratulations!

On May 4, 2018, at 4:46 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Tom,

Thank you for your support of our grant application. On April 26, the state announced it was awarding Caltrain \$164 million in funds. For more information please see:

http://www.caltrain.com/about/MediaRelations/news/Caltrain_Celebrates_164_million_Grant_Award_from_Senate_Bill_1.html

Thank you again for your support.

Best,
Lori

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

From: Tom Radulovich [<mailto:tom@livablecity.org>]
Sent: Tuesday, April 03, 2018 4:46 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Caltrain electrification and eight-car trains

Tom Radulovich
Executive Director
Livable City & Sunday Streets
301 8th Street, Suite 235
San Francisco CA 94103
415 344-0489
www.livablecity.org
tom@livablecity.org



April 3, 2018

Jeannie Bruins, Chair
Board of Directors
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA, 94070

Re: In support of eight-car electrified trains with 96 bike spaces per train and improved wayside bicycle facilities

Dear Chair Bruins and members of the Board of Directors,

On behalf of Livable City, I'm writing in support of Caltrain's grant application to the State of California Intercity Passenger Rail Program. I understand the grant, if received, would enable:

- (1) procurement of 40 additional rail cars to increase capacity of the electrified system by expanding the six-car trains to eight-car trains,
- (2) lengthening of platforms to accommodate the eight-car electrified trains, and
- (3) improvement of wayside bicycle facilities throughout the system.

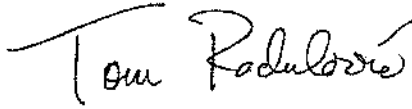
On October 31, 2017, I sent a letter and resolution from Livable City, calling on the Caltrain Board of Directors to maintain, or increase, its current bicycle and passenger capacity as it electrifies the system and replaces its rolling stock. Eight-car electrified trains would increase capacity for both bicycles and passengers, whereas six-car electrified trains would decrease capacity for both bicycle and passengers.

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. Therefore, the procurement of more rail cars to launch service with eight-car trains, instead of six-car trains, is critical. 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 increase bicycle access as it moves forward with electrification.

Caltrain's electrified service should provide 96 bike spaces per eight-car train to satisfy the board's 2015 mandate for 8:1 seats-to-bike spaces. I encourage bike spaces to be distributed among all cars to allow seats within view of bikes as a theft deterrent.

Thank you for unanimously adopting the 2017 Bicycle Parking Management Plan. Improved wayside facilities are necessary, 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,

A handwritten signature in black ink that reads "Tom Radulovich". The signature is written in a cursive style with a large, sweeping initial "T".

Tom Radulovich
Executive Director

301 8th Street Suite 235 • San Francisco, CA 94103 • 415-344-0489 • www.livablecity.org

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 6:26 PM
To: 'Ziyan C'; Nabong, Sarah
Cc: Bikes on Board; Janice Li; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary
[@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com;
bikesonboard@sonic.net
Subject: RE: Complaint about bumped bikes

Dear Ziyan,

Thank you for bringing this to our attention. I have forwarded your comments to the appropriate department for resolution. I also wanted to let you know that Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.html

Thank you again for the feedback.

Best,
Lori Low

From: Ziyan C [mailto:ziyanc@gmail.com]
Sent: Tuesday, April 03, 2018 5:51 PM
To: Nabong, Sarah
Cc: Bikes on Board; Janice Li; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary [mailto:cacsecretary@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; bikesonboard@sonic.net
Subject: Complaint about bumped bikes

Hi,

Four cyclists were bumped today (Tuesday, April 3, 2018, at 5:14pm) on Caltrain #269 Northbound at California Ave. I understand this happens time to time, but I would specifically like to complain because this could have been avoided by the conductors, who were particularly unprofessional and did not handle the situation well at all. **I have been bringing my bike onto Caltrain for over 6 years and I've never seen conductors fail to give proper warning or give the cyclists time to reach the other bike car before today.**

Usually conductors will give warning that there is room for only a certain number of bikes as we all start boarding so we have time to go to the other bike car. This time, there was a big crowd of cyclists boarding the back bike car, and the conductor waited until the last 4 to board were about to get on to tell us that they were at capacity wouldnt' have room for us.

We asked if the other bike car had room and he shrugged. We all ran for the front car, but a few seconds before any of us could reach the door, all the doors shut, the train started to leave, and we were stuck at the station. One cyclist said he saw there was plenty of space for bikes in that front car as they were pulling away.

I am also submitting a form to <http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html> and hope that this email will reach the right people to correct the problem. **Four of us were denied our commute today in an issue that could *easily* have been prevented by the conductors.**

Thank you.

Ziyan Chu
San Francisco resident and Caltrain commuter for 6.5 years

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 6:24 PM
To: 'Donna Weber'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Cars on Caltrain

Dear Donna,

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 was selected 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%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. 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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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: Donna Weber [<mailto:donna.weber@gmail.com>]
Sent: Sunday, March 25, 2018 6:32 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Cars on Caltrain

Hi there

I have been bike and train commuting on Caltrain for the last 9 years from Palo Alto to San Francisco. The trains are packed these days, and it really makes a difference to have seating in the bike car near my bike.

It seems that in 2015, the board unanimously approved an 8:1 ratio of seats-to-bikes for electrified trains with the expectation that there would be (a) more bike capacity than today, (b) no fewer seats than today, and (c) one more train per hour.

I am disappointed that the proposed six-car electrified trains have less bike capacity and significantly fewer seats than today. While the six-car trains meet the 8:1 ratio, that alone is meaningless (the 8:1 ratio can be met with 8 seats and 1 bike space per train, or 16 seats and 2 bikes spaces per train, and so on).

Thank you for applying funding to launch electrified service with eight-car trains instead of six-car.

I am excited that eight-car electrified trains with 96 bike spaces per train will meet the 8:1 ratio with more bike capacity and more seats per train than today, completely fulfilling the board's expectations
Please put seats within view of bikes on electrified trains to allow passengers to guard our bikes against theft (proposed bike car layout has 36 bikes and no dedicated seats within view of bikes, only three folding seats competing with wheelchair space).

Thank you!

Donna Weber
Palo Alto, CA

Donna Weber | donna.weber@gmail.com

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 6:23 PM
To: 'Brian Haagsman'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain

Dear Brian,

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 was selected 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%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. 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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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

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

From: Brian Haagsman [<mailto:brian.haagsman@gmail.com>]
Sent: Friday, March 23, 2018 11:27 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 Board Members,

I was very disappointed to learn that Caltrain is considering actually decreasing bike capacity. I have been bumped numerous times from trains, and because of this threat, every single time I've had an important meeting or call at the start of my day, I would have to go 1-2 trains early just to make sure I could be at work on time.

I appreciated that the Board voted to approve an 8:1 ratio of seats to bike spaces a few years ago, but it is frustrating to have learned that this will just mean that on future six car trains, there will actually be fewer seats AND fewer bike spaces.

I hope you will please prioritize bike space and seats on future six and eight car trains and increase the number of bike spaces currently planned on future six car trains.

Best,
Brian Haagsman

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 6:21 PM
To: 'Rob Kahn'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; 'bikesonboard@sonic.net'
Subject: RE: Strongly advocate for 8-car trains

Dear Rob,

Thank you for your comments and support. I wanted to respond to your comment about the six-car electric trains. The electric trains differ greatly from the current diesel trains in how they are powered. One of the most important distinctions is that with an EMU electric train the power is distributed throughout a trainset; whereas in the current diesel trains, the power resides in the locomotive, which pulls or pushes the rest of the cars. Because of this, the locomotive is not counted in the number of train cars when the diesels are referred to as 5-car or 6-car trains. In contrast, the power for the electric trains is distributed throughout the trainset. As part of the base order, Caltrain could only afford 96 vehicles, configured as sixteen 6-car trainsets. Sixteen trainsets are the minimum necessary to run Caltrain's 6 train per hour schedule. This still means the new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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: Rob Kahn [<mailto:RKahn@fenwick.com>]
Sent: Tuesday, March 20, 2018 5:48 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; 'bikesonboard@sonic.net'
Subject: Strongly advocate for 8-car trains

Dear Caltrain Board:

I am a 15+ year Caltrain + bicycle commuter, and an ardent supporter of Caltrain as a crucial part of our transportation infrastructure. I've admired the efforts Caltrain has made over the past decade to modernize the peninsula corridor to accommodate rapidly evolving needs.

And I'm super excited about the new electrified trains, but was disappointed to learn that a new proposal is in circulation to move from 8 car trains to 6 car trains, perhaps in favor of increased frequency of train runs. I strongly discourage decreased total train size, and therefore bike capacity, which will likely lead to an increase in standing for pedestrian commuters and bumps for bicycle commuters. Even if commuters logically understand that another train is "on the way," the frustration of standing and bumps leads to an overall distrust of reliability of the Caltrain system, forcing commuters to seriously consider other options, like driving or commuter buses. I have this argument with co-workers all the time. Please don't undermine the current positive trend of more bicycle capacity on caltrain, and keep the originally proposed designs to increase bike capacity to 84-96 bikes per train.

Thanks,
Rob

Rob Kahn, Chief Marketing Officer
FENWICK & WEST LLP
(650) 335-7616
fenwick.com/robkahn
t@robkahnca

[Faint, mostly illegible text, likely a disclaimer or legal notice]

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 5:57 PM
To: 'Maic López Sáenz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: Electrified trains and bike capacity

Dear Miguel,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. As you mentioned, 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 was selected 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%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. 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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
[http://www.caltrain.com/about/MediaRelations/news/Caltrain Launches Pilot Program to Speed Boarding Process.html](http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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

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

From: Maic López Sáenz [<mailto:maic@lopsae.com>]
Sent: Thursday, April 05, 2018 12:48 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: Electrified trains and bike capacity

I want to express my support and enthusiasm for eight-car electrified train plan and thank you for applying for funding to make it a reality. The six-car train plan did not provided enough capacity, while in the eight-car plan the 8:1 ratio of seats to bike spaces is met and capacity is increased. Thank you for that! This ratio and the increase of capacity are vastly important since currently bike-bumps are common occurrences during morning and evening commute. I am a daily caltrain commuter and I experience a bump regularly every week or two, even considering that I try to steer away from peak hours. I also want to express my support for seats within view of the bikes, so that enough bike owners can sit

there to deter thefts. Without those seats theft would become easy enough that it could pose a significant risk the the livelihood of people that need to take train and bike.

Again thanks for all the effort and hard work in these new electric trains!

Miguel Lopez Saenz
Mission District, San Francisco

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 5:48 PM
To: 'Mark Rauscher'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: In need of more Bike travel Capacity

Dear Mark,

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 was selected 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%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. 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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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: Mark Rauscher [mailto:rauschermd@aol.com]
Sent: Monday, April 02, 2018 10:23 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: In need of more Bike travel Capacity

Good morning,

I want to personally thank you Caltrain for applying for funding to launch electrified service with eight-car trains instead of six-car.

Also please understand that the seats within view of bikes help deter bicycle theft (proposed bike car layout has no dedicated seats within view of bikes) Bike theft is increasing everyday and this is important.

In addition the eight-car trains with 96 bike spaces per train are needed to satisfy the board's 2015 mandate for electrified train capacity. This would be wonderful and help with all of our ongoing growth in the area.

Thank you so much !!

Mark Rauscher

15325 La Arboleda Way, Morgan Hill, Ca.

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 5:47 PM
To: 'Kieran Culligan'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Kieran,

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 was selected 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%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. 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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
[http://www.caltrain.com/about/MediaRelations/news/Caltrain Launches Pilot Program to Speed Boarding Process.html](http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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: Kieran Culligan [mailto:kieran.culligan@gmail.com]
Sent: Monday, April 02, 2018 10:12 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 a Sausalito resident and regular bike commuter (4th <-> San Antonio). Caltrain is a tremendous asset the Bay Area and wonderful commuting option. It gets people out of their cars and increase the viability of multi-modal commutes (specifically biking and walking). This trend is undeniably on the rise, and our bike cars are getting CROWDED especially when the weather gets pleasant.

Looking forward to electrification we need more capacity per train and more trains (for all passengers, not just bike commuters). The eight-car trains are a great option and I hope it comes to fruition. The eight-car trains

with 96 bike spaces per train are needed to satisfy the board's 2015 mandate for electrified train capacity, and honestly this is probably the minimum sufficient given how commuter trends are evolving.

I'd also like to note that I find it very important to be able to keep an eye on my bike while riding the train. Given my bike commute is pretty long I have a decently nice bike and the threat of theft is real. Being able to have a seat that allows me to watch the bike is vital.

Thank you for your consideration on this important matter.

Best,

Kieran

Kieran Culligan
mobile +1 (415) 272-2910

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 5:40 PM
To: 'Amanda Fanniff'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Capacity on Caltrain

Dear Amanda,

Thank you for your comments. 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 was selected for the new electric trains. This will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. 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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot. More information on this pilot can be found here:
http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.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: Amanda Fanniff [<mailto:amanda.fanniff@gmail.com>]
Sent: Tuesday, March 20, 2018 3:51 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Capacity on Caltrain

I am writing as a regular Caltrain commuter who bikes to work from the Caltrain station. This is the best method for me to get to work without a car, as my office is far enough away from Caltrain stations to be un-walkable, but readily bike-able. Without the ability to bring my bike on board, I might have to switch to driving - and I assume others would face the same possibility, which could add many more cars to the already congested highways. In 2015, the board unanimously approved an 8:1 ratio of seats:bikes for electrified trains, with plan for more bike capacity, no reduction in seat, and one additional train per hour. The proposed six-car electrified trains seem to be the worst of all worlds by virtue of having less bike capacity and fewer seats. In my six years commuting by Caltrain, ridership seems to be up - both in general and among bikers. I'm grateful that Caltrain has applied for funding for eight-car trains instead of six-car trains for the electrified service. This

would produce a level of bike capacity and ridership capacity that will facilitate more use of Caltrain for commuting for more people. An additional note, given recent incidents of bike theft on Caltrain, the need for seats that allow riders to keep an eye on their bikes has become even more salient.

Thank you for your time and consideration,

Amanda Fanniff

San Francisco CA (94107)

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 5:37 PM
To: 'Greg Matthews'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: please require more cars and bike slots on trains

Dear Greg,

Thank you for your comments and I'm sorry to hear you no longer ride Caltrain. 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 was selected for the new electric trains. This will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot to speed the boarding process. More information on this pilot can be found here: http://www.caltrain.com/about/MediaRelations/news/Caltrain_Launches_Pilot_Program_to_Speed_Boarding_Process.html

Thank you again for your feedback.

Best,
Lori Low

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

From: Greg Matthews [mailto:greg@ooid.net]
Sent: Tuesday, March 20, 2018 12:16 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: please require more cars and bike slots on trains

Hi Caltrain board.

Last year in November, after 10yrs of commuting by bicycle and Caltrain from 22nd St, to San Carlos/Hillsdale, I started driving instead of taking the train. The reason for this was that the risk of not being able to get on at 22nd got to high. Not only had I been bumped more than 5 times in two years, the disorganization of the bike cars and lack of seating for bikers just became too frustrating.

It is my understanding that the newly proposed 6 car electric trains will have fewer bike slots than today. I can not get my head around how this is going to work for the goal of making bay area transportation less car focused.

The launch of the electrified service is a point in time to rectify the issues that have gotten increasingly tense for people that rely on their bicycles to increase the range of the Bay Area public transportation. In order to take cars off the road, we need reliable spaces in bike cars, seats for bikers, and visibility of our bikes from the seats to make sure that there is smooth transitioning from train to bikes for all riders.

Please do what ever you can to make this new starting point a positive one for all riders and get more cars off of the road.

Greg Matthews
- San Francisco

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, May 01, 2018 5:32 PM
To: 'Jonathan Dirrenberger'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Capacity on Caltrin

Hi Jonathan,

Thank you for your comments. 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 was selected for the new electric trains. This will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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, 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.

Caltrain is also working to improve its current service and is conducting a Bikes Board First Pilot to speed the boarding process. More information on this pilot can be found [here](#).

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: Jonathan Dirrenberger [<mailto:jonathan.dirrenberger@gmail.com>]
Sent: Monday, March 19, 2018 10:30 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Capacity on Caltrin

Caltrain Board,

I've been commuting via Caltrain daily for 11 years between SF and Palo Alto, almost all that time bringing my bicycle on-board. Since I need my bicycle on the Palo Alto end and since I do not own a car, your bikes-on-board service enables me to commute to my job. So thank you for providing this service. Further, thank you for continually improving it over the past decade; I have watched capacity continually grow during this time.

It is for this reason that I am concerned that, for the first time ever, you are actually planning to **decrease** bicycle capacity as part of the new electrified system. Given the growing demand for bicycling in the Bay Area, this is a huge mistake. I understand what you are trying to do: even though per train capacity is decreasing, you are saying there will be more trains per hour and hence overall capacity will increase. I appreciate the creativity here, but given how much trouble you have had expanding service in the past decade, I don't think it's fair to count on this service frequency increase.

Each future electric train should have at a minimum as much capacity as the current Gallery train sets, or 80 spaces. However, given that even with this capacity many bicyclists are still bumped, it needs to be higher. I'm glad to see you have applied for funding for 8-car trains and, if you go with an 8-car system, it seems you will be able to provide 96 bicycle spaces per train which is fantastic. And if you end up with a 6-car system, it's still critical that you match today's per train capacity. Note that you have a 4-bicycles-per-rack limit but this needs to be relaxed to "whatever fits without blocking the aisle". If bicycles are racked intentionally and carefully, you can fit 5 per rack. This could be helped if the racks were designed better to be closer to the wall and about 1-foot wider so bicycle handlebars can be staggered for closer packing.

I'm also worried about not having enough seating down in the bicycle area so that bicyclists can watch their bicycles. If you can't provide seating and you go with the "wheel-holder" rack option, then at least provide a convenient way for bicyclists to securely lock their bicycle to the metal rack; since bicycles aren't stacked on top of each other with this option, locking one's bicycle should be an option. However, should you go with the current bicycle rack solution where bicycles are stacked on top of each other, then more seating with views of the bicycles is needed. I feel like there are some clever ways to layout the car to pack more seating in. Or, have more bike cars per train with each having less. Again, it is entirely possible to get 5 bicycles per rack in most cases so you could conceivably eliminate one rack and still have enough capacity while adding seating.

Thanks for your time and I hope Caltrain continues to demonstrate the wisdom it has in the past by continuing to expand **per train** bicycle capacity under electrification.

Sincerely,
Jonathan Dirrenberger
San Francisco

Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, April 22, 2018 10:21 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board
Subject: Re: RE: Better safety and security needed on EMU trains

Dear Lori,

Thank you for your response. I find it interesting that we both pointed to the exact same FRA regulations, but drew opposite conclusions. To get some clarity, I contacted the FRA and asked whether the proposed EMU bike car layout violates emergency exit window regulations.

I received the following response from the FRA:

"The compliance of CalTrain's new trainset cannot be determined at this time based on the information available to FRA."

This statement makes it obvious that a safety review with regard to emergency exit windows has not yet been done.

I urge Caltrain to make passenger safety a top priority and place seats next to emergency exit windows, as specifically allowed by FRA regulations. Imagine if there was a fire and the emergency exit windows were blocked by stacked bicycles leaning against an immovable rack. How would you feel if people died in that fire because they couldn't escape due to blocked emergency exit windows?

Please focus on passenger safety the way former COO Chuck Harvey did and distribute bikes among more cars to intersperse seats and bikes like the current bike car layout. Today's bike car layout has three distinct advantages over the proposed EMU bike car layout: (1) emergency exit windows are accessible, (2) seats are within view of bikes to allow bicyclists to guard their bikes against theft and damage, and (3) bike owners are available to answer questions about where their bikes are going and can help rearrange stacked bikes as necessary. I reiterate our request:

- Optimum: More than one seat for each bike space. Example: Bike spaces evenly distributed in all cars, i.e., 12 bikes per car.
- Minimum acceptable: Half as many seats as bike spaces within view of bikes. Example: Layout of today's Bombardier bike cars.

Sincerely,
Shirley
BIKES ONboard

On Monday, March 26, 2018, 5:07:40 PM PDT, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Shirley,

Thank you for your comments. As mentioned previously, on November 28 and 29, 2018, JPB met with the FRA, presented the EMU design and discussed the bike car layout. The FRA took no exceptions, allowing JPB to move forward with the design.

Below is the FRA language specific to this question.

Information on the FRA Regulation

- Access at <https://www.ecfr.gov/>
- Where it says General Provisions, click on the drop down menu and select "49 Transportation", and "Go".
- In the table, in the row browse parts select "200-299",
- On the next page scroll down and click on "238.1 to 238.603"
- Scroll down and click on "§238.113"

FRA Regulation Language:

§238.113 Emergency window exits.

(a) Number and location. Except as provided in paragraph (a)(3) of this section, the following requirements in this paragraph (a) apply on or after April 1, 2008—

(1) Single-level passenger cars. Each single-level passenger car shall have a minimum of four emergency window exits. At least one emergency window exit shall be located in each side of each end (half) of the car, in a staggered configuration where practical. (See Figure 1 to this subpart; see also Figures 1b and 1c to this subpart.)

(2) Multi-level passenger cars—main levels. Each main level in a multi-level passenger car is subject to the same requirements specified for single-level passenger cars in paragraph (a)(1) of this section.

(3) Multi-level passenger cars—levels with seating areas other than main levels.

(i) Except as provided in paragraphs (a)(3)(ii) and (iii) of this section, on or after August 1, 2009, any level other than a main level used for passenger seating in a multi-level passenger car, such as an intermediate level, shall have a minimum of two emergency window exits in each seating area. The emergency window exits shall be accessible to passengers in the seating area without requiring movement through an interior door or to another level of the car. At least one emergency window exit shall be located in each side of the seating area. An emergency window exit may be located within an exterior side door in the passenger compartment if it is not practical to place the window exit in the side of the seating area. (See Figures 2 and 2a to this subpart.)

(ii) Only one emergency window exit is required in a seating area in a passenger compartment if:

(A) It is not practical to place an emergency window exit in a side of the passenger compartment due to the need to provide accessible accommodations under the Americans with Disabilities Act of 1990;

(B) There are no more than four seats in the seating area; and

(C) A suitable, alternate arrangement for emergency egress is provided.

(iii) For passenger cars ordered prior to April 1, 2009, and placed in service prior to April 1, 2011, only one emergency window exit is required in a seating area in a passenger compartment if—

(A) It is not practicable to place a window exit in a side of the passenger compartment (due to the presence of a structure such as a bathroom, electrical locker, or kitchen); and

(B) There are no more than eight seats in the seating area.

(4) Cars with a sleeping compartment or similar private compartment. Each level of a passenger car with a sleeping compartment or a similar private compartment intended to be occupied by a passenger or train crewmember shall have at least one emergency window exit in each such compartment. For purposes of this paragraph (a)(4), a bathroom, kitchen, or locomotive cab is not considered a "compartment."

(b) Ease of operability. On or after November 8, 1999, each emergency window exit shall be designed to permit rapid and easy removal from the inside of the car during an emergency situation without requiring the use of a tool or other implement.

(c) Dimensions. Except as provided in paragraphs (c)(1) and (c)(2) of this section, each emergency window exit in a passenger car, including a sleeping car, ordered on or after September 8, 2000, or placed in service for the first time on or after September 9, 2002, shall have an unobstructed opening with minimum dimensions of 26 inches horizontally by 24 inches vertically. A seatback is not an obstruction if it can be moved away from the window opening without using a tool or other implement.

(1) Emergency window exits in exterior side doors. An emergency window exit located within an exterior side door, in accordance with the requirements of paragraph (a)(3)(i) of this section, may have an unobstructed opening with minimum dimensions of 24 inches horizontally by 26 inches vertically.

(2) Additional emergency window exits. Any emergency window exit in addition to the minimum number required by paragraph (a) of this section that has been designated for use by the railroad need not comply with the minimum dimension requirements in paragraph (c) of this section, but must otherwise comply with all requirements in this part applicable to emergency window exits.

(d) Marking and instructions. (1) Prior to January 28, 2015, each emergency window exit shall be conspicuously and legibly marked with luminescent material on the inside of each car to facilitate egress. Legible and understandable operating instructions, including instructions for removing the window, shall be posted at or near each such window exit.

(2) On or after January 28, 2015, each emergency window exit shall be marked, and instructions provided for its use, as specified in §238.125.

(3) If window removal may be hindered by the presence of a seatback, headrest, luggage rack, or other fixture, the instructions shall state the method for allowing rapid and easy removal of the window, taking into account the fixture(s), and this portion of the instructions may be in written or pictorial format. This paragraph (d)(3) applies to each emergency window exit subject to paragraph (d)(1) or (2) of this section.

(e) Periodic testing. At an interval not to exceed 184 days, as part of the periodic mechanical inspection, each railroad shall test a representative sample of emergency window exits on its cars to determine that they operate as intended. The sampling method must conform with a formalized statistical test method.

[73 FR 6401, Feb. 1, 2008, as amended at 78 FR 71813, Nov. 29, 2013]

Thank you again for your feedback.

Best,

Lori

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Sunday, January 07, 2018 8:56 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); CalMod@caltrain.com
Cc: Bikes On Board
Subject: Better safety and security needed on EMU trains

Dear Chair Bruins and Members of the Joint Powers Board,

Following up on my public comment at December's JPB meeting, I would like to share the FRA regulations regarding emergency exit windows, appended to this email.

We are concerned that bikes blocking emergency exit windows would cause a safety hazard. All bike cars today have seats next to emergency exit windows, thanks to Chuck Harvey's focus on safety. Seats and removable fixtures are specifically allowed by FRA regulations.

Bicycles are movable, but during rush hour, the only place to put them would be in the aisle because all racks are typically full as shown in the attached photo. Bikes in the aisle block emergency egress not only to the emergency exit windows, but also to exit doors. Therefore, we strongly urge you to follow Chuck Harvey's lead, and put seats next to emergency exit windows.

We'd like to emphasize that there are now two important reasons to have seats within view of bikes:

1. To keep emergency exit windows and the aisles free and clear during an emergency
2. To allow bike riders to guard their bikes against theft

Assuming the same capacity as proposed (72 bikes and 572 seats per six-car EMU train), we suggest reconfiguring the interior of EMU cars as follows:

- Optimum: More than one seat for each bike space. Example: Bike spaces evenly distributed in all cars, i.e., 12 bikes per car.
- Minimum acceptable: Half as many seats as bike spaces within view of bikes. Example: Layout of today's Bombardier bike cars.

We also recommend including a fourth bike car on Bombardier trains in the mixed fleet to make up for lost bike capacity on EMU trains compared with trains today.

We are happy that car layout and capacity will be discussed at the February JPB meeting and we look forward to working with staff to propose alternatives that provide enhanced passenger safety and security.

Sincerely,
Shirley Johnson
BIKES ONboard

Excerpts from Federal Railroad Administration Regulations

49 CFR Ch. II, § 238.113 Emergency window exits.

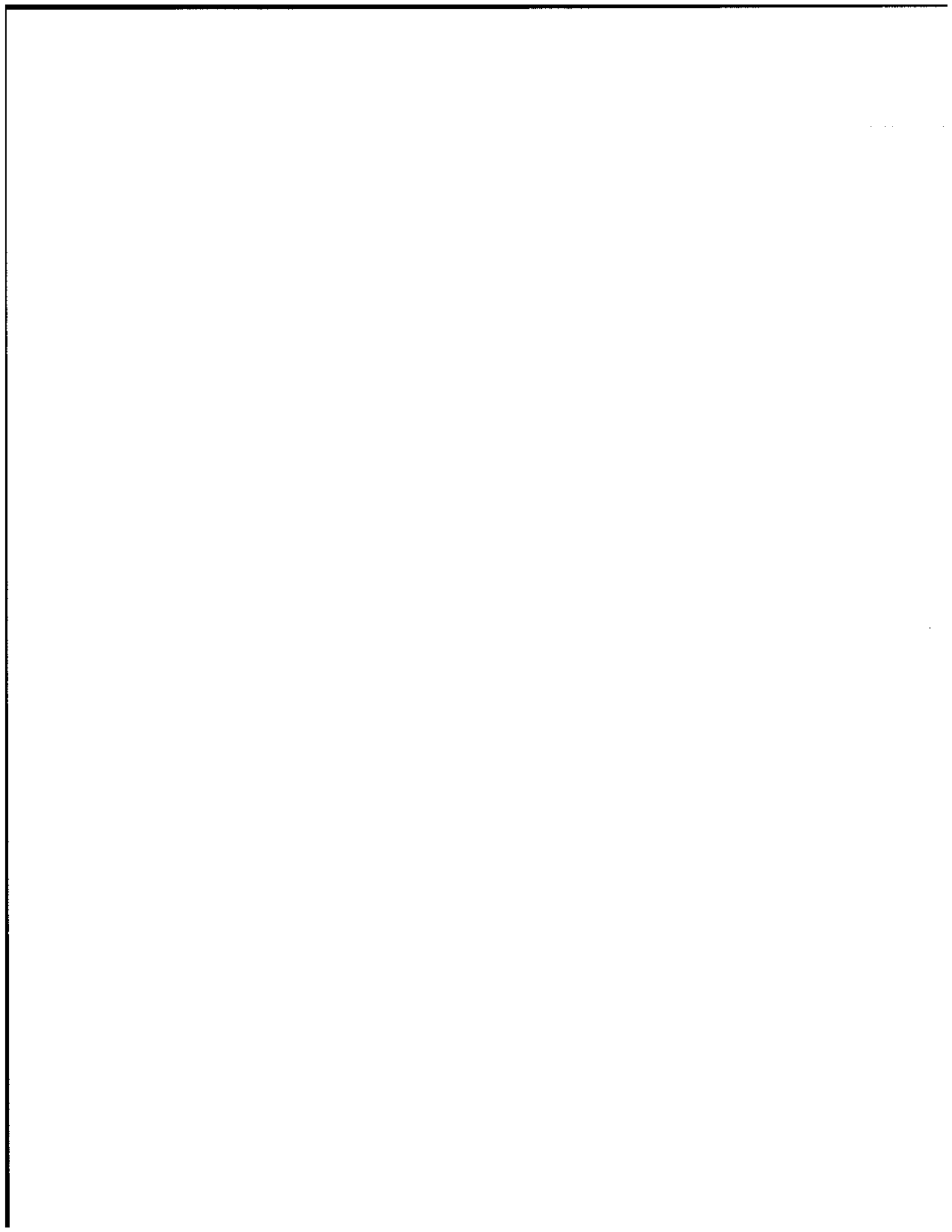
(a)

(1) *Single-level passenger cars.* Each single-level passenger car shall have a minimum of four emergency window exits. At least one emergency window exit shall be located in each side of each end (half) of the car, in a staggered configuration where practical. (See Figure 1 to this subpart; see also Figures 1b and 1c to this subpart.)

(2) *Multi-level passenger cars—main levels.* Each main level in a multi-level passenger car is subject to the same requirements specified for single-level passenger cars in paragraph (a)(1) of this section.

(c) *Dimensions.* Except as provided in paragraphs (c)(1) and (c)(2) of this section, each emergency window exit in a passenger car, including a sleeping car, ordered on or after September 8, 2000, or placed in service for the first time on or after September 9, 2002, shall have an unobstructed opening with minimum dimensions of 26 inches horizontally by 24 inches vertically. A seatback is not an obstruction if it can be moved away from the window opening without using a tool or other implement.

(2) Legible and understandable operating instructions, including instructions for removing the window, shall be posted at or near each such window exit. If window removal may be hindered by the presence of a seatback, headrest, luggage rack, or other fixture, the instructions shall state the method for allowing rapid and easy removal of the window, taking into account the fixture(s), and this portion of the instructions may be in written or pictorial format.



Low, Lori

From: Roland Lebrun <ccss@msn.com>
Sent: Tuesday, April 03, 2018 11:30 PM
To: Board (@caltrain.com)
Cc: MTC Commission; SFCTA Board Secretary; VTA Board Secretary; SFMTA Municipal Transportation Agency; SFCTA CAC; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: Item 7.B Caltrain TIRCP application
Attachments: Caltrain TIRCP application.pdf

Dear Chair Bruins,

Further to my email of February 28th 2018 (below) and attached letter, please ask Mr Hartnett to account for the \$215M discrepancy between Caltrain's \$600M TIRCP application for 96 additional railcars and the Stadler contract signed on August 15 2016 (<http://www.stadlerrail.com/en/meta/news-media/article/stadler-awarded-contract-16-double-decker-trains/>).

Thank you in advance for you attention to this matter.

Roland Lebrun.

cc
Metropolitan Transportation Commission
SFCTA Board of Directors
SFMTA Board of Directors
VTA Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BAC

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, February 28, 2018 2:52 AM
To: Caltrain Board
Cc: MTC Commission; board@sfcta.org; VTA Board Secretary; SFCTA CAC; Caltrain CAC Secretary; Caltrain BAC; MTABoard@sfmta.com
Subject: Caltrain TIRCP application

Dear Chair Bruins,

Please ask SamTrans staff to account for the \$215M discrepancy between Caltrain's \$600M TIRCP application for 96 additional railcars and the Stadler contract signed by Mr. Hartnett on August 15 2016 (<http://www.stadlerrail.com/en/meta/news-media/article/stadler-awarded-contract-16-double-decker-trains/>)



Stadler Awarded Contract for 16 Double-Decker Trains

www.stadlerrail.com

Stadler has been awarded the contract to design and manufacture 16 six-car KISS double-decker electric multiple-unit trains for Caltrain in the United States. The ...

Thank you in advance for your attention to this matter.

Roland Lebrun.

cc
Metropolitan Transportation Commission
SFCTA Board of Directors
SFMTA Board of Directors
VTA Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BAC

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, March 26, 2018 5:08 PM
To: 'Shirley Johnson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary
[@caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board
Subject: RE: Better safety and security needed on EMU trains

Dear Shirley,

Thank you for your comments. As mentioned previously, on November 28 and 29, 2018, JPB met with the FRA, presented the EMU design and discussed the bike car layout. The FRA took no exceptions, allowing JPB to move forward with the design.

Below is the FRA language specific to this question.

Information on the FRA Regulation

- Access at <https://www.ecfr.gov/>
- Where it says General Provisions, click on the drop down menu and select "49 Transportation", and "Go".
- In the table, in the row browse parts select "200-299",
- On the next page scroll down and click on "238.1 to 238.603"
- Scroll down and click on "§238.113"

FRA Regulation Language:

§238.113 Emergency window exits.

(a) Number and location. Except as provided in paragraph (a)(3) of this section, the following requirements in this paragraph (a) apply on or after April 1, 2008—

(1) Single-level passenger cars. Each single-level passenger car shall have a minimum of four emergency window exits. At least one emergency window exit shall be located in each side of each end (half) of the car, in a staggered configuration where practical. (See Figure 1 to this subpart; see also Figures 1b and 1c to this subpart.)

(2) Multi-level passenger cars—main levels. Each main level in a multi-level passenger car is subject to the same requirements specified for single-level passenger cars in paragraph (a)(1) of this section.

(3) Multi-level passenger cars—levels with seating areas other than main levels.

(i) Except as provided in paragraphs (a)(3)(ii) and (iii) of this section, on or after August 1, 2009, any level other than a main level used for passenger seating in a multi-level passenger car, such as an intermediate level, shall have a minimum of two emergency window exits in each seating area. The emergency window exits shall be accessible to passengers in the seating area without requiring movement through an interior door or to another level of the car. At least one emergency window exit shall be located in each side of the seating area. An emergency window exit may be located within an exterior side door in the passenger compartment if it is not practical to place the window exit in the side of the seating area. (See Figures 2 and 2a to this subpart.)

(ii) Only one emergency window exit is required in a seating area in a passenger compartment if:

(A) It is not practical to place an emergency window exit in a side of the passenger compartment due to the need to provide accessible accommodations under the Americans with Disabilities Act of 1990;

(B) There are no more than four seats in the seating area; and

(C) A suitable, alternate arrangement for emergency egress is provided.

(iii) For passenger cars ordered prior to April 1, 2009, and placed in service prior to April 1, 2011, only one emergency window exit is required in a seating area in a passenger compartment if—

(A) It is not practicable to place a window exit in a side of the passenger compartment (due to the presence of a structure such as a bathroom, electrical locker, or kitchen); and

(B) There are no more than eight seats in the seating area.

(4) Cars with a sleeping compartment or similar private compartment. Each level of a passenger car with a sleeping compartment or a similar private compartment intended to be occupied by a passenger or train crewmember shall have at least one emergency window exit in each such compartment. For purposes of this paragraph (a)(4), a bathroom, kitchen, or locomotive cab is not considered a "compartment."

(b) Ease of operability. On or after November 8, 1999, each emergency window exit shall be designed to permit rapid and easy removal from the inside of the car during an emergency situation without requiring the use of a tool or other implement.

(c) Dimensions. Except as provided in paragraphs (c)(1) and (c)(2) of this section, each emergency window exit in a passenger car, including a sleeping car, ordered on or after September 8, 2000, or placed in service for the first time on or after September 9, 2002, shall have an unobstructed opening with minimum dimensions of 26 inches horizontally by 24 inches vertically. A seatback is not an obstruction if it can be moved away from the window opening without using a tool or other implement.

(1) Emergency window exits in exterior side doors. An emergency window exit located within an exterior side door, in accordance with the requirements of paragraph (a)(3)(i) of this section, may have an unobstructed opening with minimum dimensions of 24 inches horizontally by 26 inches vertically.

(2) Additional emergency window exits. Any emergency window exit in addition to the minimum number required by paragraph (a) of this section that has been designated for use by the railroad need not comply with the minimum dimension requirements in paragraph (c) of this section, but must otherwise comply with all requirements in this part applicable to emergency window exits.

(d) Marking and instructions. (1) Prior to January 28, 2015, each emergency window exit shall be conspicuously and legibly marked with luminescent material on the inside of each car to facilitate egress. Legible and understandable operating instructions, including instructions for removing the window, shall be posted at or near each such window exit.

(2) On or after January 28, 2015, each emergency window exit shall be marked, and instructions provided for its use, as specified in §238.125.

(3) If window removal may be hindered by the presence of a seatback, headrest, luggage rack, or other fixture, the instructions shall state the method for allowing rapid and easy removal of the window, taking into account the fixture(s), and this portion of the instructions may be in written or pictorial format. This paragraph (d)(3) applies to each emergency window exit subject to paragraph (d)(1) or (2) of this section.

(e) Periodic testing. At an interval not to exceed 184 days, as part of the periodic mechanical inspection, each railroad shall test a representative sample of emergency window exits on its cars to determine that they operate as intended. The sampling method must conform with a formalized statistical test method.

[73 FR 6401, Feb. 1, 2008, as amended at 78 FR 71813, Nov. 29, 2013]

Thank you again for your feedback.

Best,
Lori

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

Sent: Sunday, January 07, 2018 8:56 PM

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

Cc: Bikes On Board

Subject: Better safety and security needed on EMU trains

Dear Chair Bruins and Members of the Joint Powers Board,

Following up on my public comment at December's JPB meeting, I would like to share the FRA regulations regarding emergency exit windows, appended to this email.

We are concerned that bikes blocking emergency exit windows would cause a safety hazard. All bike cars today have seats next to emergency exit windows, thanks to Chuck Harvey's focus on safety. Seats and removable fixtures are specifically allowed by FRA regulations.

Bicycles are movable, but during rush hour, the only place to put them would be in the aisle because all racks are typically full as shown in the attached photo. Bikes in the aisle block emergency egress not only to the emergency exit windows, but also to exit doors. Therefore, we strongly urge you to follow Chuck Harvey's lead, and put seats next to emergency exit windows.

We'd like to emphasize that there are now two important reasons to have seats within view of bikes:

1. To keep emergency exit windows and the aisles free and clear during an emergency
2. To allow bike riders to guard their bikes against theft

Assuming the same capacity as proposed (72 bikes and 572 seats per six-car EMU train), we suggest reconfiguring the interior of EMU cars as follows:

- Optimum: More than one seat for each bike space. Example: Bike spaces evenly distributed in all cars, i.e., 12 bikes per car.
- Minimum acceptable: Half as many seats as bike spaces within view of bikes. Example: Layout of today's Bombardier bike cars.

We also recommend including a fourth bike car on Bombardier trains in the mixed fleet to make up for lost bike capacity on EMU trains compared with trains today.

We are happy that car layout and capacity will be discussed at the February JPB meeting and we look forward to working with staff to propose alternatives that provide enhanced passenger safety and security.

Sincerely,
Shirley Johnson
BIKES ONboard

Excerpts from Federal Railroad Administration Regulations

49 CFR Ch. II, § 238.113 Emergency window exits.

(a)

(1) *Single-level passenger cars.* Each single-level passenger car shall have a minimum of four emergency window exits. At least one emergency window exit shall be located in each side of each end (half) of the car, in a staggered configuration where practical. (See Figure 1 to this subpart; *see also* Figures 1b and 1c to this subpart.)

(2) *Multi-level passenger cars—main levels.* Each main level in a multi-level passenger car is subject to the same requirements specified for single-level passenger cars in paragraph (a)(1) of this section.

(c) *Dimensions.* Except as provided in paragraphs (c)(1) and (c)(2) of this section, each emergency window exit in a passenger car, including a sleeping car, ordered on or after September 8, 2000, or placed in service for the first time on or after September 9, 2002, shall have an unobstructed opening with minimum dimensions of 26 inches horizontally by 24 inches vertically. A seatback is not an obstruction if it can be moved away from the window opening without using a tool or other implement.

(2) Legible and understandable operating instructions, including instructions for removing the window, shall be posted at or near each such window exit. If window removal may be hindered by the presence of a seatback, headrest, luggage rack, or other fixture, the

instructions shall state the method for allowing rapid and easy removal of the window, taking into account the fixture(s), and this portion of the instructions may be in written or pictorial format.