

Bicycle Advisory Committee

**Correspondence
as of**

May 8, 2019

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, April 29, 2019 4:35 PM
To: 'Robin Kutner'; Caltrain, Bac (@caltrain.com)
Subject: RE: SSF bike/ped input map

Hi Robin,

Caltrain believes bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation. Thank you for reaching out to us about the SSF project. Ryan is the point person for the project, and I'd encourage you to follow-up with him. Thanks again!

Best,
Lori

From: Robin Kutner [mailto:robin.kutner@gmail.com]
Sent: Tuesday, April 23, 2019 1:14 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: SSF bike/ped input map

Thanks Lori, I appreciate it!

On the note of station access plans and bikes, I've been in contact with the planners for the SSF station redesign (where I work). There are some big safety concerns from myself and coworkers about the E Grand Ave 101 (northbound) freeway offramp not being traffic calmed whatsoever just steps away from where people on foot and on bike will be getting off Caltrain to connect to their destination. Many office workers will be riding from the station to points east, and the planned design appears to be incredibly dangerous to do so - no crosswalk or traffic control to connect to eastbound East Grand Ave, just have people on bikes merge right in with freeway drivers coming off at 60mph. It's a really unpleasant spot and while there are other street modifications nearby, it looks like the most dangerous area will be unchanged. I've been in contact with Brent Tietjen and Ryan McCauley about this but their most recent correspondence to me doesn't show much understanding of the issue and also perhaps resistance to solving it because 101 freeway offramps have some Caltrans jurisdiction. The current design for the new station is made to at least discourage people from biking from Caltrain and at worst get people killed. I'm not sure where to go from here but this seems like too big a miss to give up on. Can you help me out or advise on a path forward?

Many thanks,
Robin Kutner

On Tue, Apr 23, 2019 at 12:49 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Robin,

Thank you so much for this information. I will be sure to share it with our [station access planner](#) who was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access, as well as with our BAC members.

Best,

Lori

From: Robin Kutner [mailto:robin.kutner@gmail.com]

Sent: Thursday, April 11, 2019 9:08 PM

To: Caltrain, Bac (@caltrain.com)

Subject: SSF bike/ped input map

Hi there,

Wanted to share this City of SSF map containing user-added bike/ped infrastructure and safety comments. There are some particularly interesting comments surrounding the current and near the future SSF Caltrain stations.

<https://southcity.altaplanning.cloud/#/home>

Cheers,

Robin Kutner

Mccauley, Ryan

From: David Edwards <daveedward@gmail.com>
Sent: Saturday, April 27, 2019 3:33 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Mccauley, Ryan; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Caltrain EMU Layout proposals

Hi Lori,

Thank you for writing back.

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

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

Thanks,
Dave

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 4:46 PM
To: 'Bikes on Board'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: RE: Alternatives for EMU reconfiguration for April 17 workshop

Dear BIKES ONboard,

Thank you for taking the time to send us your thoughts and for sharing your ideas at the joint workshop that occurred on April 17. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

Best,
Lori Low

From: Bikes on Board [mailto:bikesonboard@sonic.net]
Sent: Monday, April 15, 2019 10:56 AM
To: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: Alternatives for EMU reconfiguration for April 17 workshop

Dear Chair Gillett and Directors of the Joint Powers Board,
Thank you for taking public input on EMU reconfiguration. Please see the attached file for our recommendations with to-scale drawings for bike-car reconfiguration for consideration at the April 17 workshop.
Please let us know if you have any questions.
Respectfully,
BIKES ONboard Team

Alternatives for Caltrain Electric Train Reconfiguration

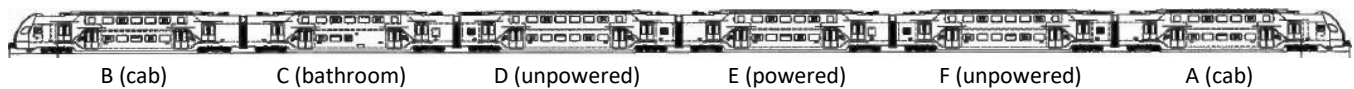
Overarching Requirements

1. 8:1 ratio of seats-to-bike-spaces as mandated by the Joint Powers Board
2. At least half as many seats as bike spaces within view of bikes (same as today) to deter bike theft and keep trains on time

Capacity Cheat Sheet

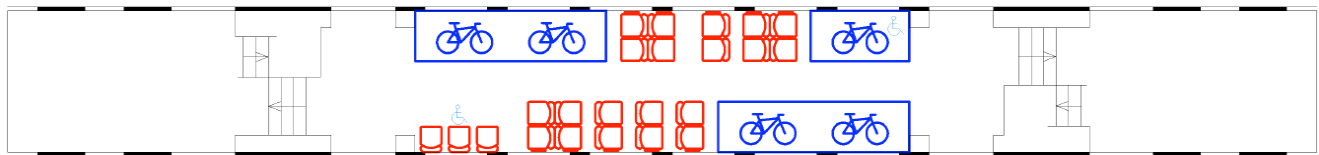
	Bike Cars	Bike Spaces	Seats	Satisfies seats within view of bikes	Ratio of seats-to-bike-spaces
Today's diesel fleet	2 or 3	77	687	Yes	8.9 to 1
6-car EMU (electric multiple unit)	2	72	567	No	7.9 to 1
7-car EMU limited to 3 bike cars	3	72	667	No	9.3 to 1
7-car EMU recommendation #1	4	80	661	Yes	8.3 to 1
7-car EMU recommendation #2	7	84	660	Yes	7.9 to 1

6-car EMU train; 7th car will be E (powered)

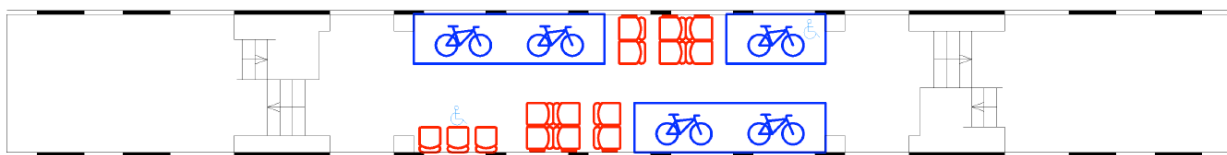


Recommendation #1: Four bike cars

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



E car (powered) -- two per trainset

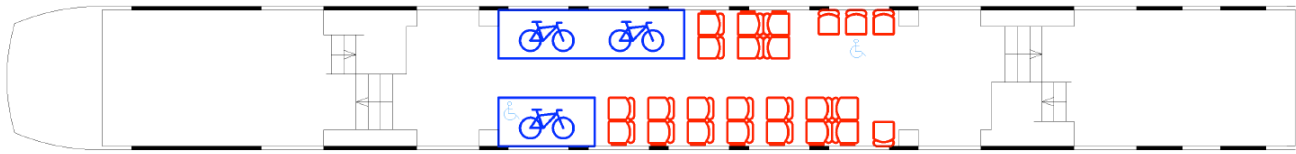


Features:

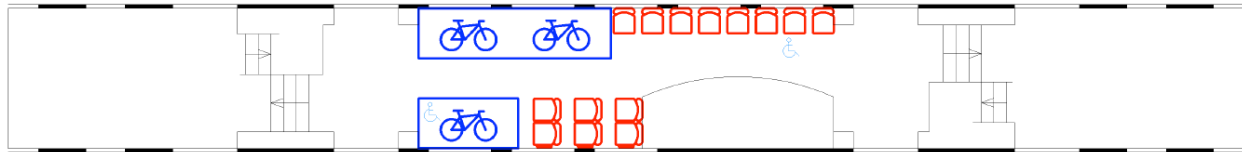
- ✓ Each bike car has at least half as many fixed seats as bikes to deter bike theft and keep trains on time
- ✓ All bike cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at four cars to reduce dwell time (time train waits at the station for boarding/deboarding)

Recommendation #2: Bikes in Every Car

B car (cab)



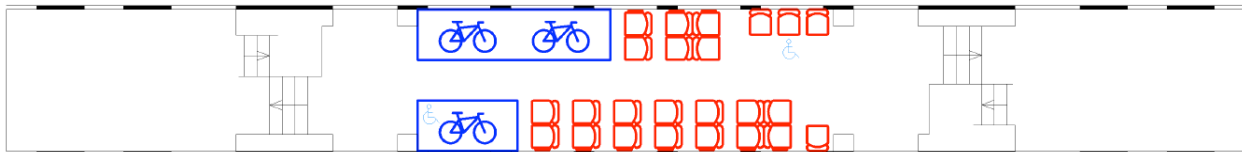
C car (bathroom)



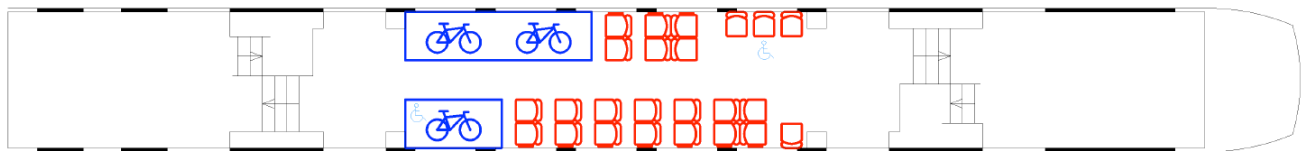
D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



A car (cab)



Features:

- ✓ All but one car have more fixed seats than bike spaces to deter bike theft; the bathroom car has half as many fixed seats as bike spaces plus 9 folding seats to deter bike theft
- ✓ All cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at all cars to reduce dwell time
- ✓ Readily scalable to longer trainsets

Both recommendations include the following space-saving measures:

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

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 9:55 AM
To: 'Karen Stevenson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: I attended the Bike Reconfiguration workshop last week

Dear Karen,

Thank you for participating in the workshop, and for making a bike and Caltrain part of your commute. Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design, and the Electrification Project brings a [17% increase in onboard bike capacity](#). Insights and feedback from the workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

As you know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#). While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a [full-time station access planner](#) was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

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

Best,
Lori

From: Karen Stevenson [mailto:kkes422@gmail.com]
Sent: Wednesday, April 24, 2019 3:20 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: I attended the Bike Reconfiguration workshop last week

Hello Caltrain board,

I am writing to thank you for holding the Bike Car Reconfiguration workshop last week. I hope that the comments made to rethink the current options for the bike car design are taken seriously.

I would like to ask that you continue to honor the ratio that was set up by the board in 2015 that allows 84 bike spaces per train. I think it was obvious from the workshop this is really hard to do that with limiting the bike cars to 2 or 3 cars. Might you consider 4 cars to better accommodate seats and bikes? It so important to be able to have seats within view of the bikes to deter theft.

Also, after the meeting as I was riding the Caltrain home, I was thinking about the proposal of the group that had seats by the entrance and exit and the bike spaces in the middle. While it may sound like it could deter theft, it really is an impractical idea. The width of the train does not allow someone to pass through easily with their bike between seats - it would certainly inhibit the flow of getting on and off with bikes.

Lastly, I really appreciate being able to bring my bike on board. By riding my bike, I get exercise, leave less of a carbon footprint, and save 45 minutes each day on my commute (compared to when I have no bike). Since my commute is typically 1 hour 20 min one way, 45 min is huge!

Thank you for considering my comments.

Sincerely

Karen Stevenson

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 9:48 AM
To: 'Terry Roller'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bicycle Access to New Train Cars

Dear Terry,

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

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

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop [here](#)). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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

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

Best,
Lori

From: Terry Rolleri [mailto:terryrolleri@yahoo.com]

Sent: Tuesday, April 23, 2019 9:55 PM

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

Subject: Bicycle Access to New Train Cars

Dear Caltrain Board:

It has come to my attention that Caltrain will soon be ordering new rail cars. As a long time passenger, this is probably a good time for me to weigh in on the layout of these new cars.

I've been a Caltrain passenger since the early 1980s, before the trains carried bicycles. My mother lived in San Carlos and I would often take the train from San Francisco to San Carlos to visit her. Back then it took quite a while to get from my house to my mother's house. I live in the outer Richmond District of San Francisco. It takes two MUNI buses and about one hour to reach the station at 4th and King. After my train ride to San Carlos I would get off and spend another hour walking to my mother's house. (Sam Trans did not provide any other option.) Sometimes I would not bother taking the train because I discovered that I could actually cycle from my house in San Francisco to my mother's house in San Carlos in approximately the same amount of time. This all changed in the early 90s when Caltrain began carrying bicycles. I could then ride to the San Francisco station in about half the time it took by bus. When I detrained in San Carlos, it took only 20 minutes to cycle to my mother's house. The train/bike combo was a huge time saver for me, as it still is today.

I tell you this story to emphasize how useful the bicycle/train combo is both for passengers with bikes as well as for Caltrain. Bicycle passengers save Caltrain money because we do not require the construction of expensive, subsidized parking lots. Neither do we require subsidized bus service to reach the stations. In the world of transportation, we are the "cheap date."

For those not familiar with Caltrain in the early 1990s, the first trains offering bicycle access only carried 12 bikes in one car. The bike program was, understandably, incredibly popular and quickly grew to 24 bikes, still in one car. Today Caltrain carries even more bikes in two or three cars and should expand to all cars. For those who do not ride a bike, let me explain why the train/bike combo is so useful. A bicycle is like a car. It goes where YOU want it to go, when YOU want it to go there. It runs on YOUR schedule. It is a private vehicle. The only limitation is how far and how fast. But the train turns this all on it's head making it possible for people of average physical ability to commute greater distances than would normally be possible. This is how San Francisco residents routinely commute by bicycle to the Silicon Valley or locations even further south.

Quite simply, the bicycle is not as useful without the train, and the train is not as useful without the bike. Caltrain would be well advised to accept this reality and do everything possible to increase bicycle capacity, whether it be on the trains or in the stations. The bike station at 4th/King is a good example of how to reduce demand for on-board access without turning away passengers. Whenever I do not need my bike at the other end of my trip, I leave it safely at the bike station. Perhaps in the future we will need more of these bike stations. One thing is certain, the train/bike combo is going to appeal to more and more passengers and we will definitely need as much on-board capacity as the trains can provide.

Caltrain should be proud of the various options it provides to the travelling public. If we want to reduce congestion and pollution, and if we want to get people out of their cars, then we must continue to innovate and provide the public with as many transportation options as can be envisioned.

Sincerely,

Terry Rolleri

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:26 PM
To: 'Yoichi Shiga'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Biker-passengers are people too!

Hi Yoichi,

I apologize the link wasn't working, here's the information about the [17% increase in onboard bike capacity](#).

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop [here](#)). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

All best,
Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]
Sent: Tuesday, March 26, 2019 11:30 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Biker-passengers are people too!

Hi Lori,

Thank you for the email. I appreciate the response and while you listed a lot of things that you say Caltrain is doing to help meet the needs of bike passengers, the actions Caltrain is taking makes it seem like Caltrain's own business goals are targeted towards keeping bike passengers to a minimum. The link that you provided here : *"Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#)."* does not work so I cannot evaluate this claim. The comment about trains are getting busier and so you can't remove seats doesn't make sense *"While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes"* - isn't Caltrain designing new cars as we speak? This seems like the time to think hard and make a sustainable plan for the future. And the statement about how the ridership *"the landscape has drastically changed with ridership nearly doubling since the beginning of this decade."* seems a bit out of touch - it has been a gradual change - I have watched it as a rider for the past 6 years and Caltrain seems to always be catching up rather than pro-actively planning for changes.

Second, the bike security task force is a good start but from personal experience - when I have had lights and fenders stolen off of my bike as it sits on the train and I go to tell the conductor, the conductors are defensive and repeat the same line "Caltrain is not responsible for any of your belongings - you are responsible for keeping track of your own belongings on the train" - which while I know is legally correct sure makes it seem like they don't care. Conductors don't provide any information about who to report the theft to nor do they

provide information about going to the Caltrain website. I don't think a taskforce needs to be assembled to have this simple policy enacted. It is really awful to have your stuff stolen and on top of that to then get all muddy from the rainy roads without a fender or even worse have to ride in the dark because a light was stolen.

I really think Caltrain can do a lot of good here with respect to bike passengers and should welcome these challenges as ways to improve it's service

Regards,
Yoichi

Yoichi Shiga
yshiga@carnegiescience.edu
yoichishiga@gmail.com

On Tue, Mar 19, 2019 at 1:50 PM Caltrain, Bac (@[caltrain.com](mailto:@caltrain.com)) <BAC@caltrain.com> wrote:

Dear Yoichi,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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

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

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

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who

want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

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

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

Best,

Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]

Sent: Tuesday, March 05, 2019 1:51 PM

To: Board (@caltrain.com)

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

Subject: Biker-passengers are people too!

Dear Caltrain Board,

In the recent rider survey a question was posed that clearly shows the bias of Caltrain as an organization that pits walk-on passengers against passengers that bring their bikes on board. It is unfortunate that Caltrain does not treat its passengers equally and that bike-passengers are treated as second class riders. Getting bumped from a train is an experience that NO walk-on passenger would tolerate and yet it is okay for bikers to have to endure. Additionally, Caltrain is pitting walk-on passengers against bike-passengers - a toxic continuation of Caltrain's trend to demonize bike-riders - as evident by Caltrain's organization and staff continual disrespect and blame of issues on bike riders. Caltrain continues to treat bikers as problem passengers rather than a dedicated, lively, active core group of passengers who will not give-up on Caltrain - something many walk-on passengers will do during delays and timing issues. All passengers deserve respect and Caltrain needs to be an agent of positive change rather than a stoker of irrational fear and negativity. The future of Caltrain depends on doing service to all of its riders and Caltrain would be failing if that goal if they reduced bike capacity on future train designs.

Biker-passengers are people too!

Think about it...

Yoichi

(bike-Caltrain-bike commuter)

Yoichi Shiga

yoichishiga@gmail.com

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:22 PM
To: 'Juan Martinez-Sykora'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: workshop: drawing and 8:1 ratio

Dear Juan,

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

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

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

Best,
Lori

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

From: Juan Martinez-Sykora [mailto:jumasy1980@gmail.com]

Sent: Tuesday, March 26, 2019 6:51 PM

To: Board (@caltrain.com)

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

Subject: workshop: drawing and 8:1 ratio

Hi,

I would like to ask that (1) staff should provide drawings of all seven cars at the workshop, not just three cars, and (2) honor the 8:1 ratio of seats-to-bike spaces unanimously approved by the board in 2015, that is, 84 bike spaces per seven-car EMU train.

Thanks.

Juan

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:21 PM
To: 'Stephen P. Lambe'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Stephen,

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

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

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop [here](#)). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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

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

Best,
Lori

From: Stephen P. Lambe [mailto:stephenlambe@gmail.com]
Sent: Wednesday, March 27, 2019 11:19 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

To whom it may concern,

As a San Francisco resident and Mountain View company employee, I bike to/from Caltrain 3-4 days per week (the rest I cycle or work remotely). Caltrain is a great option for commuters and I want Caltrain to continue to be viable for bike commuters as the trainset transition starts. To that end, it's important that bike commuters be thoughtfully incorporated into the layout choices. For the upcoming workshop on April 17, Caltrain staff needs to give more flexibility. Specifically:

- 1/ staff should provide drawings of **all** seven cars to workshop attendees
- 2/ continue to honor the 8:1 ratio for seats-to-bike spaces that was approved by Caltrain's board back in 2015. This means 84 bike spaces per seven-car EMU train

One final comment about bike, scooter and other micromobility sharing options, all of which I am a big supporter. This is a very dynamic time period for these companies as they seek profitable business models, with lots [starting and stopping](#). While I believe options will continue to expand, it's unwise for Caltrain to count on a certain level of service as it conducts planning on this time horizon. More importantly, the suburban cities of the peninsula need to make major investments in higher density housing, office space and road infrastructure before these become realistic options for commuters.

Thank you for your time and consideration,

Stephen Lambe

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:50 AM
To: 'Ewen Denney'; Caltrain, Bac (@caltrain.com)
Subject: RE: Bikes board first suggestions

Dear Ewen,

Thank you for your input. We're excited about Bikes Board First and its potential to make the boarding process more efficient for all our riders. I will share your feedback with our operations team, as we continuously strive to improve service. Thank you!

Best,
Lori

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

From: Ewen Denney [mailto:eoghan@gmail.com]
Sent: Thursday, April 04, 2019 9:03 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Bikes board first suggestions

Hi bike folks,

Great that bikes board first now! But since no one pays attention to the electronic signs, and the conductors often don't care, how about putting the "bikes board first" sign on the doors of the bike cars?

And any chance we could let bikes disembark first too?

Ewen Denney

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:47 AM
To: 'Chris'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: New electrified train bike cars

Dear Chris,

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

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

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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

Best,
Lori

From: Chris [mailto:paperplanepilot@yahoo.com]

Sent: Monday, April 08, 2019 5:36 PM

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

Subject: New electrified train bike cars

It has come to my awareness that Caltrain is considering not having seats in the bike car when the new electrified system takes effect. I understand you are trying to create more bike space with this approach, however, the idea does it the expense of my bike's security. Having people in seats is a deterrent to some stealing and walking away with my bike. As a daily bike train commuter since 2001, I urge you to not follow through with this idea.

Thank you,
Chris Holland
San Jose, CA
650 766 5873

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:36 AM
To: 'mike wong'; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); janice@sfbike.org; info@sfbike.org
Cc: m.reilly@bayareametro.gov
Subject: RE: Caltrain Joint BAC/CAC Workshop

Dear Mike,

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

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

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. We're sorry you couldn't make the Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop on April 17, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements, but you can see the materials presented at the workshop [here](#). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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

Again, we thank you for taking the time to send us your thoughts. The new electric trains will have security cameras inside them, and we will take your other suggestions into consideration. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

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

From: mike wong [mailto:mikewong@giardiacorp.com]

Sent: Monday, April 15, 2019 3:15 PM

To: cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); janice@sfbike.org; info@sfbike.org

Cc: m.reilly@bayareametro.gov

Subject: Caltrain Joint BAC/CAC Workshop

dear caltrain committees,

i was delighted to receive an invitation from the SF bicycle coalition (i am a member) to the workshop for caltrain bike car inputs.

i cannot attend, so here are my inputs:

i know the workshop is for interior design, but i have one suggestion for the exterior: a projecting light/sign that allows a passenger to look down the length of the train and immediately see where the bike cars are. the sign would not need to project that much to be visible all the way down, and could be as simple as a blue light. if there are regulations governing exterior signal lights, perhaps it could be engineered to only activate when the train is not in motion.

for the interior, the current system is great because it can hold a lot of bikes.

one thing to change would be ensuring seating areas have unobstructed views of the bike areas. i was on a train recently where passenger 1 was able to alert passenger 2 (a complete stranger) that passenger 2's bike had been taken off the train by a thief.

passenger 2 was able to recover the bike. he was not sitting in view of his bike, so he was very lucky.

security cameras and signage pointing out the cameras could be another theft deterrent.

hong kong airport busses have a camera trained on a luggage area near the boarding door, with output displayed on the upper deck of the bus. this approach could work for caltrain, to provide a view of the bikes if there is no physical line of sight available.

have fun at the workshop !!

.....mike wong.....

hapahaus recordings
139 stillman street 6
san francisco CA 94107-4222

giardiacorp.com
giardiasound.net
astro.berkeley.edu/~mikewong
510-207-2236 (cell)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:34 AM
To: 'Clark Gates-George'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Workshop on Bike-Car Reconfiguration - April 17, 2019

Dear Clark,

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

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

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you know, on April 17, Caltrain hosted a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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

Best,
Lori

From: Clark Gates-George [mailto:clark.gates.george@gmail.com]

Sent: Tuesday, April 16, 2019 8:56 AM

To: Board (@caltrain.com)

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

Subject: Workshop on Bike-Car Reconfiguration - April 17, 2019

To whom it may concern:

Thanks very much for planning this public workshop on bike car reconfiguration, I've been so grateful to take my bike on Caltrain the past several months and plan to continue doing so.

At the workshop we would love to:

- View complete plans for all 7-car layouts to understand how the new cars will impact the experience of bringing bikes on the train
- Hear the overall plans and thinking behind them in greater detail
- Remind the board that the 7-car trains will need 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Note that today's diesel trains have 77 bike spaces per train on average
- Thank you again for giving us an opportunity to share our perspective

Bike riders are often bumped today and we want to make sure capacity accommodates the need for space when the new trains start service in 2022. I love using my bike for transit and I love seeing others do the same - it breaks up the work day perfectly, keeps us happier and healthier, is better for the environment, and so much more.

Please help us by considering the impact of these new car designs.

Thanks for reading,

Clark

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:30 AM
To: 'Tess Hanrahan'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electric trains + bike cars

Dear Tess,

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

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

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

Best,

Lori

From: Tess Hanrahan [mailto:tess.hanrahan@gmail.com]

Sent: Wednesday, April 17, 2019 5:22 PM

To: Board (@caltrain.com)

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

Subject: Electric trains + bike cars

Hi there,

Firstly, I would like to thank you for hosting the workshop tonight - I'm unable to attend but certainly appreciate the outreach.

Secondly, I would like to whole heartedly emphasize the importance of taking into consideration the biker experience when designing the new bike cars. Being able to see my bike is crucial during my commute - I've had lights stolen off of it, and I know others have had their bikes stolen and/or damaged. It wouldn't be expected of other passengers to leave their bags containing their valuables in a separate car - I hope the same won't be true for us. Most of our bikes cost minimum \$500 and are hard to replace. It is also incredibly inconvenient getting through the bike car to get off the train with your bike if you aren't able to sit in the same car -

you end up battling through the crowds of normal riders waiting to disembark just to get back into the right car, and then you're pushing through bikers and then scrambling to get your bike off in time!

Thirdly - Being able to bring my bike aboard Caltrain is incredibly important to me. I could only take my job in Palo Alto because I can bike. I literally cannot get to work on time without my bike unless I pay for a cab on both ends (no bus lines near my house, and while there is a Stanford shuttle that goes near my office, it departs right after the trains get in and doesn't come again for an hour so if the trains are delayed and you miss it you're kind of stuck). Getting bumped happens, and is a huge inconvenience. I therefore strongly encourage you all to maintain at least the 8:1 ratio of bike spaces on your seven car trains to try to make room for all of us (numbers that I only imagine will increase?).

Lastly, I hope that those attending the meeting tonight are able to see full drawings of the proposed plans for all cars. We're all very excited about this project, and are crossing our fingers that it can work out for everyone.

Thanks for all of your work on it!

Best,

Mccauley, Ryan

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Thursday, April 18, 2019 8:07 AM
To: Anthony Sgroi; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]
Subject: RE: Bikes on electric trains

Dear Mr. Sgroi,

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

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

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

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

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

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

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration

1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Anthony Sgroi <asgroi@carbon3d.com>
Sent: Wednesday, April 17, 2019 5:21 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; bikesonboard@sonic.net; cacsecretary
[@caltrain.com] <jpbcacsecretary@samtrans.com>
Subject: Bikes on electric trains

Glad to hear that Caltrain is electrifying its trains in the future and taking public input on what we would like to see. Please make sure to increase bike capacity on the new trains. There is nothing more frustrating than getting bumped from the train because there isn't enough room for my bike. My commute is over 2 hours each way and the parts where I ride my bike are the only enjoyable parts.

Thanks

Tony Sgroi

Milbrae > Redwood City

Mccauley, Ryan

From: Low, Lori
Sent: Wednesday, April 17, 2019 10:09 AM
To: Caltrain, Bac (@caltrain.com)
Subject: FW: Caltrain BAC letter re SoMa
Attachments: 03.19.2019 Mayor Breed Letter to SFMTAB.pdf

From: Summers, Ashley (MYR) [mailto:ashley.summers@sfgov.org]
Sent: Monday, April 15, 2019 4:29 PM
To: Low, Lori
Subject: RE: Caltrain BAC letter re SoMa

Thank for your email and for taking the time to write our office, and I apologize for the delay in response. We recognize that our actions moving forward are too late for Tess, but want to share our work to date and what we are doing to prevent these types of tragedies in the future.

Since taking office, Mayor Breed has been committed to accelerating transportation safety projects throughout San Francisco. Last fall, she directed the SFMTA to immediately complete construction on two critical protected bike lane projects that had otherwise been stalled (Valencia Street, Townsend Street). In early March, the Mayor also issued a directive urging the SFMTA, Police Department, and Public Utilities Commission to take steps to accelerate safety efforts by installing low-cost safety improvements as quickly as possible and increasing enforcement.

Most recently in a letter to the San Francisco Municipal Transportation Agency Board of Directors, Mayor Breed expressed her strong support for near-term improvements on Howard Street and other vital pedestrian and bicycle safety improvements in San Francisco. I have attached the letter for your reference.

Mayor Breed understands the urgent need to make our streets safe and is working closely across departments to carry out that vision. Any life lost on our streets is too many. Thank you for contacting our office, and please do not hesitate to reach out with any other questions or concerns.

Ashley Summers

Operations Manager | Mayor's Office of Neighborhood Services (MONS)
Office of Mayor London N. Breed
1 Dr. Carlton B. Goodlett Pl. Room 160
San Francisco, CA 94102
(415) 554-5977 | Ashley.Summers@sfgov.org



March 19, 2019

Malcolm Heinicke, Chair
San Francisco Municipal Transportation Agency
Board of Directors
1 South Van Ness, 7th Floor
San Francisco, CA 94103

Dear Chair Heinicke and Members of the Board of Directors,

Every life lost on our street is a tragedy, and we must do more to make our streets safer for all. This year eight people have died in collisions on our streets, including Tess Rothstein, who was tragically killed on Howard Street on Friday March 8th while riding a bicycle. We must reverse this trend and have the means to do so.

Within the past week, the SFMTA extended the protected bike lane on Howard Street and completed the rapid installation of pedestrian safety improvements at Golden Gate and Leavenworth. These efforts reflect the urgency, speed, and potential of how we can and should do business. When it comes to the safety of all road users on our streets, and especially on our high-injury street network, we must act with urgency.

To achieve our Vision Zero goal, we must go beyond being reactive to past events and be proactive to save lives. I want to reaffirm my unequivocal support to move forward with near-term safety improvements on our high-injury network without delay. On Howard Street, I strongly support near-term improvements to protect people who bike, but we must also find a way to continue our progress beyond 3rd Street to link our protected bike network. Critical safety projects that have already received SFMTA Board approval such as 6th Street and Safer Taylor Street – two projects which I also strongly support – should be implemented with near-term, low-cost safety improvements in advance of the longer-term project.

These efforts will require tradeoffs, and SFMTA must seek creative solutions and reprioritize resources to put people's lives first. I have asked SFMTA staff for a top-down analysis of all high-injury corridors to ensure we are prioritizing the most critical projects through a lens of safety. Finally, to ensure absolute clarity on the urgency and need for accountability on this effort, I ask the SFMTA Board to develop a strong and comprehensive policy around near-term safety projects. To change the trajectory on traffic safety, we cannot do business as usual. We have demonstrated what is possible and we must continue to move quickly as lives are at stake.

Sincerely,

A handwritten signature in black ink that reads "London Breed".

London N. Breed
Mayor

cc. Ed Reiskin, Director of Transportation

Mccauley, Ryan

From: Dan Lieberman <liebermand@samtrans.com>
Sent: Tuesday, April 16, 2019 4:31 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain to Hold Joint Meeting of Community Advisory Committee and Bicycle Advisory Committee



April 16, 2019

Media Contact: Dan Lieberman, 650.508.6385

Caltrain to Hold Joint Meeting of Community Advisory Committee and Bicycle Advisory Committee

Caltrain will host a joint meeting between its Community Advisory Committee (CAC) and Bicycle Advisory Committee (BAC) on Wednesday, April 17, at its headquarters at 1250 San Carlos Avenue in San Carlos. The meeting will include hands-on interactive activities for members to provide input on how to improve bicycle parking and the availability of first/last mile solutions from its stations. Committee members will also help identify possible strategies for reconfiguration of the new electric train's bicycle cars and the additional seventh car to address bike security concerns.

Caltrain carries approximately 6,000 bikes every weekday, more than any other rail system in the country. The Electrification Project will bring an additional 17% increase in onboard bike capacity. With ridership demand projected to increase by 300% by 2040, Caltrain is working to meet the challenge of how to accommodate all its riders. Recently, Caltrain designated more than \$3.5M to make vast bike parking improvements at the stations and hired a [full-time station access planner](#) to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

Grant funding from the California State Transportation Agency's (CalSTA's) Transit and Intercity Rail Capital Program (TIRCP) allowed Caltrain to expand its electric fleet from 16 six-car trainsets to 19 seven-car trainsets. The new electric trains are set to launch in 2022.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
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Mccauley, Ryan

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Monday, April 15, 2019 8:05 AM
To: Sachs Ielmorini; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE:

Hello,

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

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

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

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

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

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

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242

Seamansd@samtrans.com

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

From: Sachs Ielmorini <sielmorini@gmail.com>

Sent: Friday, April 12, 2019 11:05 PM

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

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject:

Thanks for listening to the public about bike capacity and organization. We really need seats within view of our bikes.

Please remember that seven-car trains need 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Today's diesel trains have 77 bike spaces per train on average.

Bike riders are often bumped today, so we'll need more bike capacity in 2022 when electric trains start running.

Please do a good job with this.

Sacha Ielmorini

Sent while on the go between here and there.

Mccauley, Ryan

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Monday, April 15, 2019 8:04 AM
To: Tracy Rydel
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org; Board (@caltrain.com)
Subject: RE: I support seats in view of bikes on the new Caltrain bike cars

Hello,

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

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

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

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

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

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

Kind Regards,

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070

Tel: 650-508-6242
Seamansd@samtrans.com

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

From: Tracy Rydel <tracyrydel@gmail.com>

Sent: Saturday, April 13, 2019 2:26 PM

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

Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; janice@sfbike.org

Subject: I support seats in view of bikes on the new Caltrain bike cars

Please know that I ride Caltrain daily to Stanford from San Jose, and it is essential that bikers have seats on the same car as their bike in view of their bike. I rely completely on my bicycle; losing it would be akin to having one's car stolen.

Also, please know that bikers need to sit during the train ride! We work during our commute, too, and we really need that time with our computers to add productivity to our work day.

Please keep us in mind when designing your new bike cars, and THANK YOU for providing such an incredible commute for Bay Area bikers!

Mccauley, Ryan

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Wednesday, April 10, 2019 10:14 AM
To: Osborn, Jennifer; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; 'bikesonboard@sonic.net'
Subject: RE: bike space on caltrain

Dear Ms. Osborn,

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

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

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Kind Regards,

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave

San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Osborn, Jennifer <Jennifer.Osborn@ucsf.edu>
Sent: Wednesday, April 10, 2019 9:07 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; 'bikesonboard@sonic.net' <bikesonboard@sonic.net>
Subject: bike space on caltrain

Gentle persons:

I'm so excited about the new electric trains.

I ride my bike in SF and take it on Caltrain and wanted to emphasize how important it is to me that there are enough bike spaces on the trains and that I can sit somewhere near my bike (when able). At present, I get bumped because the bike car is already full which is so frustrating – more bike capacity is key.

I read that the minimum bike spaces per 7-car train should be 84. I'd encourage that number to be even higher if possible, peak commute hours can be brutal. At worst, unused bike space becomes viable space for passengers to stand.

I would love, come 2022, to know that I can board the train I want to catch when I'm with my bike.

Best,
Jennifer Osborn

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, March 27, 2019 10:17 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); 'Shirley Johnson'
Subject: RE: Bike Space on Caltrain

Dear Terry,

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

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

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

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

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

Best,
Lori

From: Terry Rolleri [<mailto:terryrolleri@yahoo.com>]
Sent: Tuesday, March 05, 2019 2:59 PM
To: Board (@caltrain.com)
Cc: Shirley Johnson
Subject: Bike Space on Caltrain

Dear Caltrain Board:

I'm retired and travel during off peak hours and generally do not get bumped and generally have a seat. I ALWAYS use my bike to reach the station. I live at least 5-7 miles from the SF station and taking MUNI would take forever. I may be retired but time is still important to me.

I do think it is wrong to pit one group of passengers against another. As a cyclist, I help Caltrain save money by not needing any transportation service to reach the train or any other service to reach my ultimate destination. Passengers who drive to the station place a much larger burden on Caltrain as they require a costly parking lot. Caltrain should NOT make any attempt to further accommodate those who drive to the stations.

Caltrain should do everything possible to prevent bicycle bumping. If one is to use the train it must be reliable. How can you expect people to use the train if they are never entirely certain they will reach their destination (job) in a timely manner? If a person is bumped and must wait for another train, they will be late for work and their employer will not care why. The result will be that they will see that driving their own car is more reliable than taking the train and they will not return to try it again.

If you do not ride a bike, then you may not be aware of just how necessary it is to have your own transportation to and from the station. Without my bike, I would need to take MUNI, which would require a transfer. I would estimate that it would take more than an hour just to travel from my house to the station. Once I reach my departure station, I become dependent on SamTrans to reach my ultimate destination. This would add even more time to my trip. Very few would be willing to accept this level of service. Most sensible people would simply drive their cars.

Simply put, the transportation options to reach the train, or travel from the train to my ultimate destination are woefully inadequate. Bicycles are the cheapest and most reliable form of transportation to partner with the Caltrain. In Europe, train stations provide adequate secure parking for bikes, bike rentals and even showers in some stations. If we are to reduce traffic congestion and parking woes, we must do more to encourage the use of public transit. Until the public transit systems that support Caltrain are improved, we will need increased bicycle access to the trains. The new trains MUST, at the very least, accommodate the same number of bikes as our current train cars. Without bike access, taking the train is unreliable and takes far too long.

Sincerely,

Terry Rolleri

Mccauley, Ryan

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:34 PM
To: Chris
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Received. RE: New electrified train bike cars

Dear Mr. Holland,

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

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Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration

1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Chris <paperplanepilot@yahoo.com>

Sent: Monday, April 8, 2019 5:36 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>

Subject: New electrified train bike cars

It has come to my awareness that Caltrain is considering not having seats in the bike car when the new electrified system takes effect. I understand you are trying to create more bike space with this approach, however, the idea does it the expense of my bike's security. Having people in seats is a deterrent to some stealing and walking away with my bike. As a daily bike train commuter since 2001, I urge you to not follow through with this idea.

Thank you,
Chris Holland
San Jose, CA
650 766 5873

Mccauley, Ryan

From: Dan Lieberman <liebermand@samtrans.com>
Sent: Thursday, April 4, 2019 2:41 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Board Welcomes New Member Shamann Walton



April 4, 2019

Media Contact: Dan Lieberman, 650.622.6385

Caltrain Board Welcomes New Member Shamann Walton

The Peninsula Corridor Joint Powers Board (JPB) welcomed new member Supervisor Shamann Walton at the rail agency's meeting today.

Walton was sworn in and will represent the San Francisco County Board of Supervisors on the JPB, taking over for former Board Member Monique Zmuda.

The JPB is the governing body of Caltrain, the commuter rail service that operates in San Francisco, San Mateo and Santa Clara counties. Caltrain is managed by the San Mateo County Transit District, in partnership with the City and County of San Francisco and Santa Clara Valley Transportation Authority (VTA). The nine-member board of directors is composed of three members from each of the three partner agencies.

For additional information about board members, visit www.caltrain.com/board.

###

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This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Thursday, March 28, 2019 10:37 PM
To: Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com
Subject: Caltrain workshop issues & rebuttal to staff's slides
Attachments: Workshop_Issues&Rebuttal_to_Staff_Presentation_20190328.docx.pdf

Please see the attached letter.

March 28, 2019

Dear Chair Gillett and Directors of the Joint Powers Board,

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

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

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

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

Option 2: Reconfigure two bike cars

Option 3: Reconfigure three bike cars

Requirements:

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

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

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

Here's an explanation of the three options.

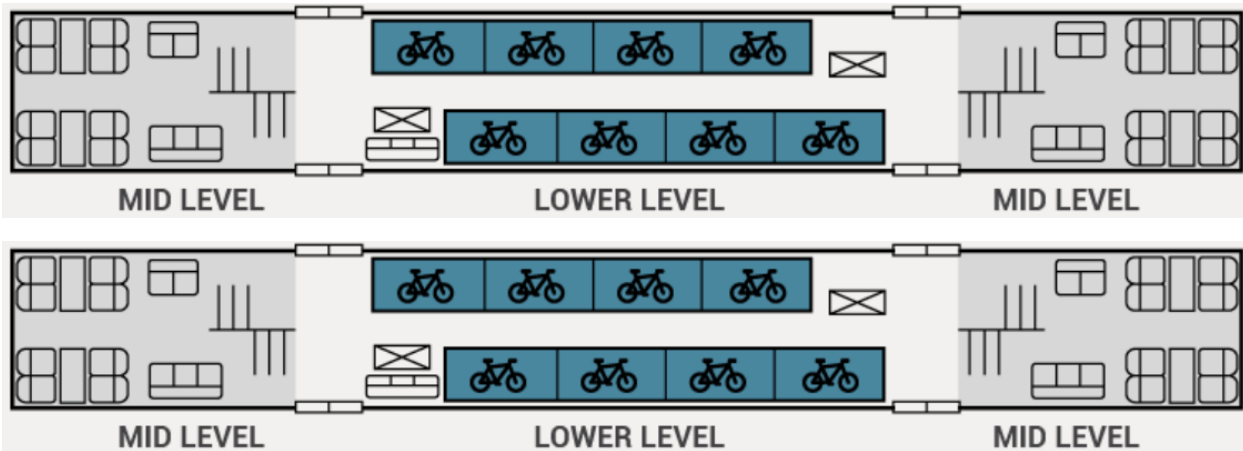
Option 1: Two bike cars, no reconfiguration (current design)



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

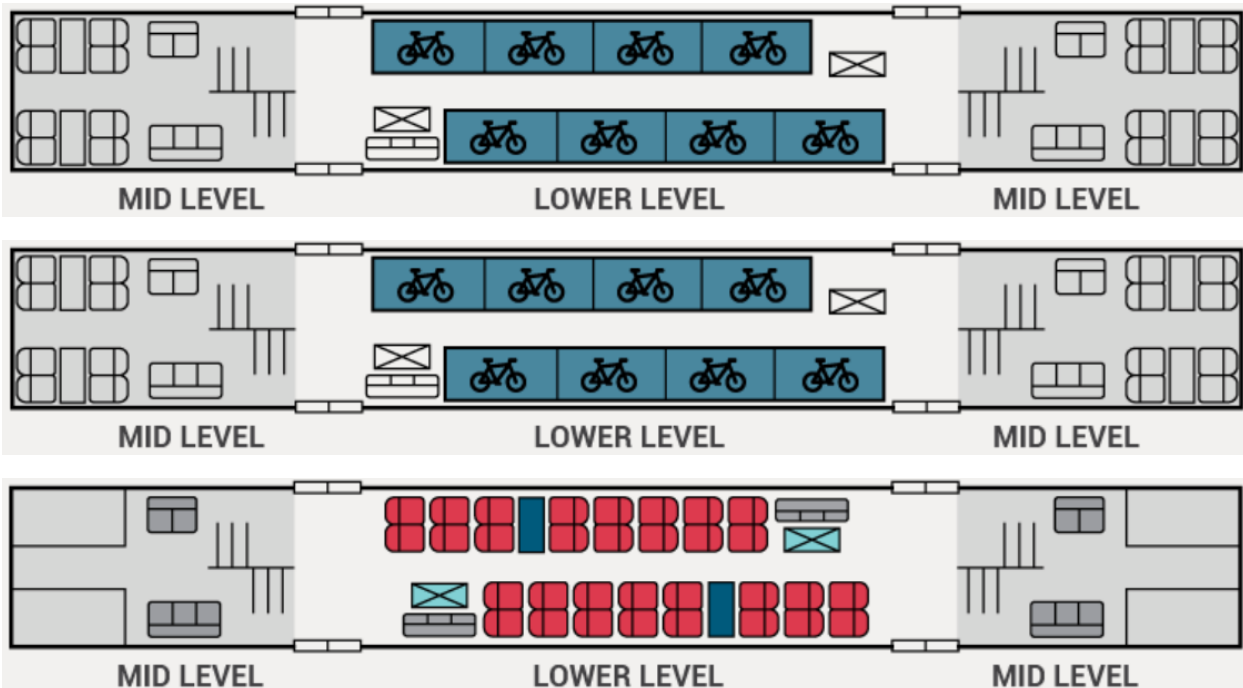
Option 1 is a throw away. The current design encourages bike theft. Staff took no public input on this design, and it took over a year of public outcry about bike theft to get staff to finally reconsider. Option 1 is the whole reason staff agreed to hold a workshop.

Option 2: Reconfigure two bike cars



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

Option 3: Three bike cars



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

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

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

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

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

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

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

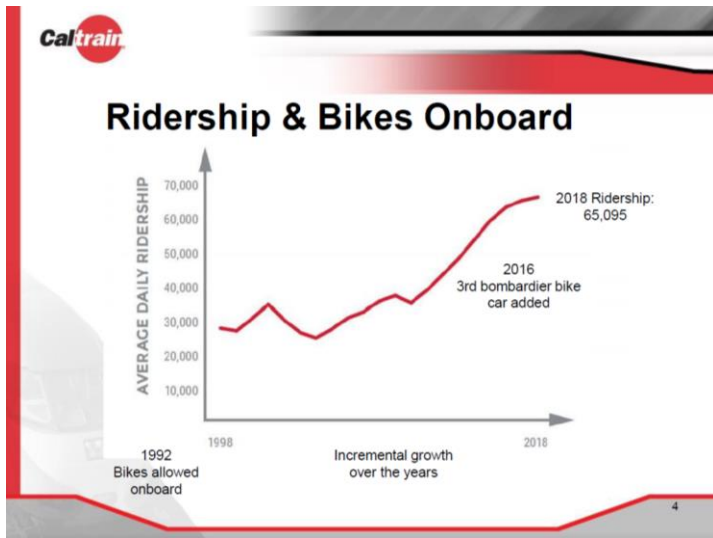
Caltrain staff has refused both our requests.

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

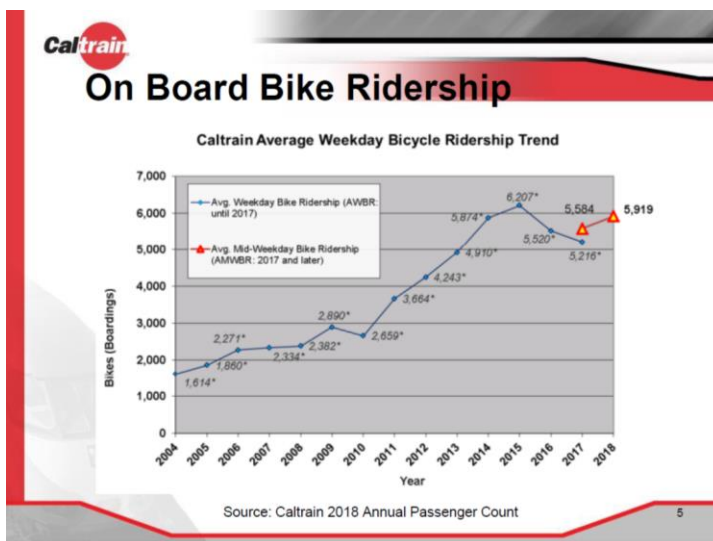
The options staff is offering at the workshop indicate they don't want to increase bike capacity to 84 bike spaces on seven-car EMU trains (original plan was six-car EMU trains with 72 bike spaces). In fact, option 2 sets the stage to decrease bike capacity.

Staff Presentation at the Workshop & Our Rebuttal

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



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



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


Total rainfall for February in San Francisco

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



2015 Context

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

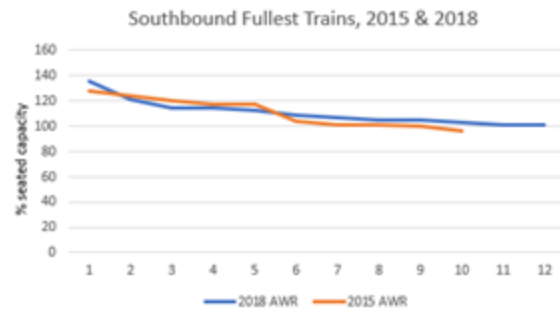
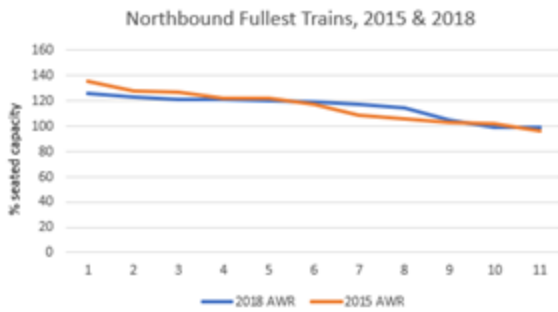


2018 Context

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

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


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



Caltrain

Today - Bikes on Train

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



8

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

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

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

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



Rider Survey (2017)

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

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

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

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

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

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

10

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

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

Overcrowded Bike Cars – Rider Survey (2017)

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

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

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

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

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

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

Social Media Customer Complaints – Maxed Out Bike Cars

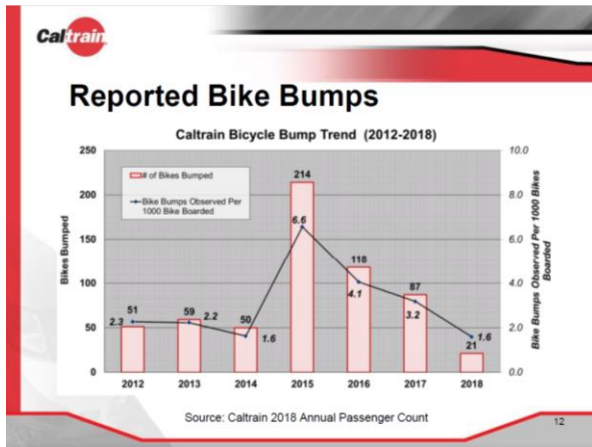
Julien Mercay (@jmercay) 8:41 AM · 21 Aug 2018
@Caltrain Bike cars full again at RWC (#232 SB). 3rd time in a week that I'm late to work. Please increase bike capacity. 2 Likes

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

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

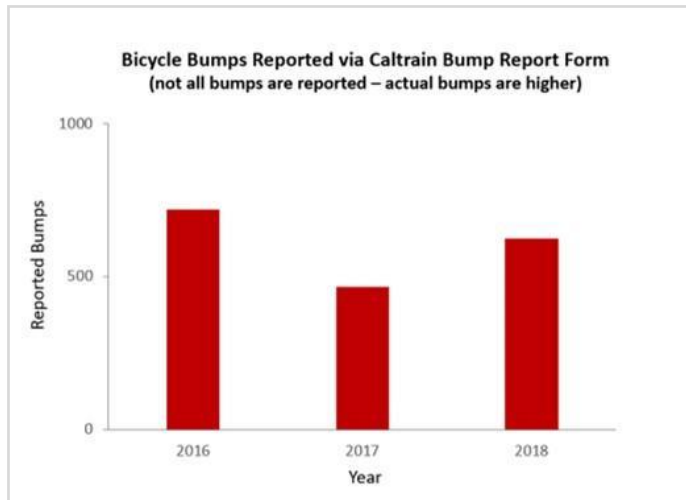
Cliff Bargar (@thecliffbar) 6:51 PM · 4 May 2018
Replying to @thecliffbar @CaltrainStatus and 2 others
Lots of people with bikes are getting bumped at Palo Alto, Menlo, and RWC from NB277 @BikesOnCaltrain 🙄 3 Likes

BIKES ONboard Project
sfbcmomentum.org/bob



Slide 12: Caltrain counts bumped bikes during its annual passenger counts. In 2012 through 2017, 460 trains were counted, but in 2018 only 184 trains were counted resulting in a lower bump count in 2018. Caltrain attempted to normalize the results by showing a line for “bike bumps observed per 1000 bikes boarded,” but if too few trains are counted, then this calculation is meaningless. As an extreme example, if only one train is counted and it happened to bump no people with bikes, then a calculation of bike bumps per 1000 bikes boarded would be zero, even if other trains bumped many people with bikes.

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



Caltrain

Morning Capacity – 2018

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

13

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

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

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

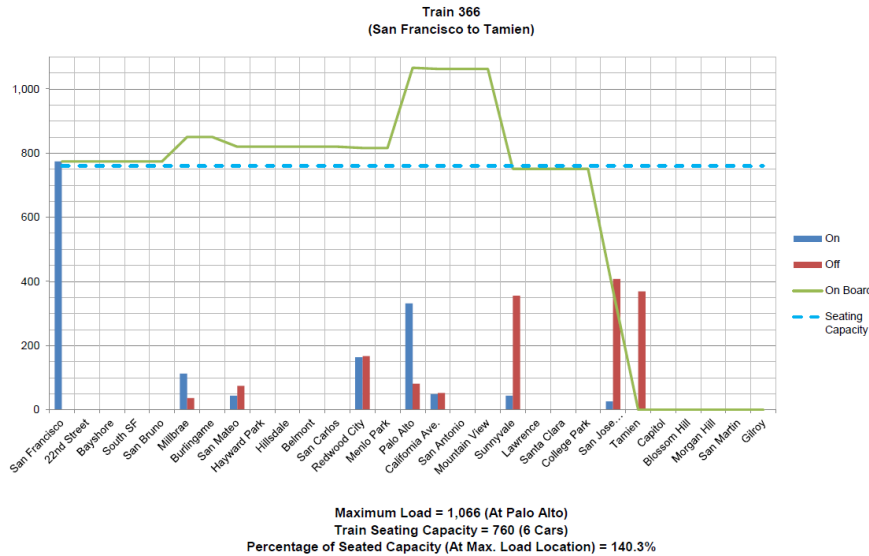
Southbound						
Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Seated Capacity	
b 366	4:38 PM	Palo Alto	1,066	760	140%	
b 376	5:38 PM	Millbrae	952	760	125%	
b 324	7:59 AM	Millbrae	898	760	118%	
360	4:12 PM	Palo Alto	767	650	118%	
278	5:58 PM	Millbrae	885	760	116%	
g 268	4:58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

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

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

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

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



Train Operations (Today)

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

14

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

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

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

Frequently Asked Questions about Bikes on BART

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

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

Caltrain

Future Operations (2022)

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

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

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

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

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

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

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

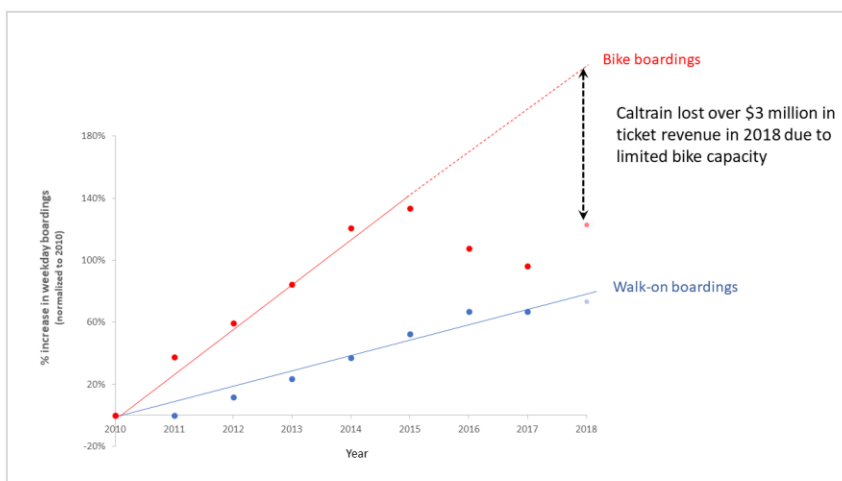
Financial Implications: Onboard Bikes

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

16

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

The decrease in bike boardings costs Caltrain ridership and ticket revenue. If bike boardings had continued to rise linearly the same as walk-on boardings, then Caltrain would have made over \$3 million more in ticket revenue in 2018 alone, as indicated by the graph below based on [Caltrain annual passenger counts](#) and an [average ticket price](#) of \$4.80. The additional ticket revenue from more bike capacity on EMU trains could be used in the future to retrofit trains to replace bike racks with seats if bike capacity goes underutilized due to improvements in wayside facilities.



Bike & Scooter Share Today

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



21

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

Best Practices Around the World

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



Rotterdam



Tokyo

23

Slide 23: We fully support improved wayside options to increase bicycle mode share. However, before bike parking at Caltrain stations can look like Rotterdam or Tokyo, our urban sprawl must be converted to dense housing near stations, businesses must relocate to be near stations, and public transit must be vastly improved. Once all that has been accomplished, then people won't need their bikes at both ends of their commutes, but that won't happen by 2022 when Caltrain electrifies. Bikes on board provide the


most environmentally friendly solution to the first/last-mile problem besides walking. The vast majority of people live/work too far from stations to walk, but a bicycle extends their range to several miles.



Bikes Security on Electric Trains

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

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



Next Steps

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

31

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

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

Outreach Process

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

32

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

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

Respectfully,
Shirley Johnson
Leader, BIKES ONboard Project

Contact us: bikesonboard@sonic.net

Website: SFBCmomentum.org/bob

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, March 27, 2019 10:20 AM
To: 'Dave Maltz'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain is essential - please include 7-car designs

Dear David,

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

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

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

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

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

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

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

Best,
Lori

From: Dave Maltz [mailto:david.maltz@gmail.com]
Sent: Tuesday, March 26, 2019 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 is essential - please include 7-car designs

Dear Caltrain board members,

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

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

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

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

Best,

David Maltz

San Francisco, CA

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, March 26, 2019 10:35 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Restores San Francisco Weekend Train Service



March 26, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain Restores San Francisco Weekend Train Service

Effective this Monday, April 1, Caltrain will update its [timetable](#) to restore [regular weekend service](#) to and from San Francisco with the exception of four additional weekends for San Francisco tunnel work needed for electrification. In addition, minor adjustments will be made to the weekday and weekend timetable.

The work has been scheduled around the [2019 Giants season](#) and major events so as to minimize inconvenience to our riders.

[Free bus service](#) will replace weekend train service between the [Bayshore](#) and [San Francisco](#) Stations on the following dates:

- **Saturday, April 20, and Sunday, April 21**
- **Saturday, May 4, and Sunday, May 5**
- **Saturday, June 1, and Sunday, June 2**
- **Saturday, June 22, and Sunday, June 23**

Please note these dates are subject to change.

For more information about Caltrain schedules and fares or for help planning your trip, call Caltrain Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit www.caltrain.com.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify

the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
[Unsubscribe](#)

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, March 25, 2019 3:39 PM
To: Caltrain, Bac (@caltrain.com)
Subject: BAC Letters to the JPB Board
Attachments: Caltrain BAC_Safer Streets South of Market 3.21.19.pdf; Caltrain BAC_Sunnyvale LSAP_3.21.19.pdf; Caltrain BAC_San Mateo Micromobility 3.21.19.pdf

Please find attached the three approved BAC letters from the March 21, 2019 meeting which were sent to the JPB Board and those that were cc'd on March 25, 2019.

Best,
Lori

March 21, 2019

Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

Re: Safer Streets in South of Market

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

In the wake of the tragic (but preventable) March 8th death of a young woman riding a bicycle on Howard Street, the Caltrain Bicycle Advisory Committee (BAC), a committee of Caltrain riders representing the interests of passengers who access the train by bicycle, urges the City and County of San Francisco to expedite the implementation of protected bike lanes on Howard, Folsom, and elsewhere in SoMa. SoMa's streets provide a vital connection between Caltrain's busiest station, 4th and King, and our region's highest concentration of jobs in downtown San Francisco. Yet most of the streets in SoMa have, at best, an unprotected bike lane, leaving cyclists vulnerable to being hit or blocked by cars and trucks.

4th and King already sees thousands of daily bicycle commuters; as the Caltrain Modernization project is completed in the next several years, Caltrain's ridership is anticipated to grow even further. Accommodating this increased ridership will require improved cycling, walking, and transit connections, particularly as there is currently no concrete plan to build the Downtown Extension project. Building a network of protected bike lanes throughout SoMa will provide increased safety to the thousands of Caltrain passengers (and thousands more non-passengers) who ride a bicycle in SoMa every day, as well as help more passengers reach the train by bike.

Sincerely,
The Caltrain Bicycle Advisory Committee

Cc: San Francisco Board of Supervisors (Board.of.Supervisors@sfgov.org)
Mayor London Breed (MayorLondonBreed@sfgov.org)
SFMTA Board of Directors (MTABoard@SFMTA.com)
SFMTA Executive Director Ed Reiskin (ed.reiskin@sfmta.com)

March 21, 2019

Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

Re: Sunnyvale Lawrence Station Area Plan Sense of Place Plan

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

As the City of Sunnyvale is currently soliciting feedback on a “Sense of Place Plan” for the Lawrence Station Area, the Caltrain Bicycle Advisory Committee (BAC), a committee of Caltrain riders representing the interests of passengers who access the train by bicycle, encourages Sunnyvale to prioritize bicycle and pedestrian access and local transit and shuttle connections on roads leading to and from Lawrence Station. The majority of the roads in the Lawrence Station Area lack adequate bicycle and pedestrian facilities, making access to Caltrain more difficult for passengers who choose to walk, bike, scoot/skate, or use other modes of active transportation. In particular there is a strong need for widened and protected bike lanes (ideally separated from cars by soft-hit posts, bollards, and/or curbs) on the busier streets in the vicinity of the station.

Improving the infrastructure for biking and walking is increasingly urgent as the Lawrence Station Area Plans in both Sunnyvale and Santa Clara allow for increased density of offices, homes, and retail in the vicinity of the train station, which will likely increase ridership. The current Caltrain Modernization project will also allow Caltrain to carry more passengers than ever before. Increasing density around transit is a crucial step for our region but cannot succeed if our built environment doesn't facilitate access to transit by residents, workers, and other visitors without using cars. This requires walkable neighborhoods with calmer streets, wider and more direct sidewalks, and safer bike lanes. The importance of safe bicycling infrastructure in particular is highlighted by two tragic cyclist fatalities nearby in Sunnyvale and Santa Clara in 2018.

By working together with the City of Santa Clara and Santa Clara County to improve bicycle and pedestrian conditions in the Lawrence Station Area, the City of Sunnyvale can help realize the goals of building transit-oriented development, including increasing ridership, lowering vehicle miles traveled, and enhancing neighborhood walkability.

Sincerely,
The Caltrain Bicycle Advisory Committee

Cc: City of Sunnyvale Bicycle and Pedestrian Advisory Committee
City of Sunnyvale Staff George Schroeder

March 21, 2019

Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

Re: City of San Mateo Proposed Ban on Shared Electric Scooters and Bicycle Plan Update

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

The Caltrain Bicycle Advisory Committee (BAC), a committee of Caltrain riders representing the interests of passengers who access the train by bicycle, supports a pilot program for (and opposes a permanent ban on) electric shared scooters in the City of San Mateo as one of a growing number of carbon-free or low-carbon last-mile connections helping people access public transportation. People riding electric scooters share many of the same safety concerns as those riding bikes; rather than eliminating this one mode of transportation, the focus should be on improving safety for all vulnerable road users and mitigating scooters' other impacts, such as by providing storage for scooters, bicycles, and other mobility devices (both shared and personal) that doesn't occupy sidewalk space.

As city staff and residents are also actively working on a "Bicycle Master Plan Update," the BAC urges San Mateo to continue to improve bike connections to and from the city's three train stations, particularly access to the new relocated Hillsdale Station from the south. The Caltrain Modernization program will enable Caltrain to greatly increase its capacity; projections suggest that ridership could quadruple by 2040. To accommodate this level of ridership we need to enable people to reach Caltrain without relying on cars by providing more opportunities to safely and enjoyably walk, bike, scoot, use other active modes of transportation, and connect to local transit.

Sincerely,
The Caltrain Bicycle Advisory Committee

Cc: City of San Mateo Sustainability and Infrastructure Committee
City of San Mateo Staff Sue-Ellen Atkinson
San Mateo City Council

Mccauley, Ryan

From: Seamans, Dora
Sent: Wednesday, March 20, 2019 3:13 PM
To: Shirley Johnson
Cc: Caltrain, Bac (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Lois Kell; Ruth Radetsky; Hartnett, Jim; Mau, Carter; Navarro, Joe; Givens, Patrice; Gumpal, Cindy; Brook, Jean
Subject: RE: Public comments help Caltrain - please listen to us

Dear Dr. Johnson – thank you for your kindness. Staff has reviewed your most recent requests and reaffirmed our current practice.

Please note that you may submit written copies for distribution at public meetings, and that materials submitted one week (or earlier) in advance of the Board meetings, are included in the Board agenda packets which are also posted and available online.

Kind Regards,

Dora Seamans

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Wednesday, March 20, 2019 9:17 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell <loiskell@yahoo.com>; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>; Mau, Carter <MauC@samtrans.com>
Subject: Re: Public comments help Caltrain - please listen to us

Dear Ms. Seamans,

Thank you for your response and welcome to your role as JPB secretary. Congratulations!

I would suggest that the written procedure quoted below is outdated, and I'd encourage that it be updated to align Caltrain with other forward-thinking public agencies. For example, I have displayed slides at BART board meetings and the SFMTA enables the public to display slides.

Caltrain staff has displayed slides during public comment at JPB meetings for literally years and this sudden change in practice is a step backwards. JPB directors are very busy and the public needs to be able to convey information efficiently in a short time. In this day and age, projecting slides is common practice for doing so. Slides displayed during public comment benefit JPB directors, staff, public in the meeting room, and anyone watching the video.

If staff does not want to take responsibility for projection, then an alternative is to provide an overhead projector for the public to display documents. If some language from other public bodies would be helpful, here is an excerpt from the SF Board of Supervisors policy:

"Members of the public who want a document placed on the overhead for display should clearly state such and subsequently remove the document when they want the screen to return to live coverage of the meeting."

Staff has kindly displayed slides during public comment for years not only at JPB meetings but also at CAC and BAC meetings. In fact, I have already provided the CAC secretary with slides for tonight's CAC meeting.

I respectfully request that Caltrain follow the modern practice of enabling the public to present slides during public comment. Certainly Caltrain wants to take advantage of the technology available today to improve communication between the public and the agency.

Could staff please display the slides I submitted to the CAC secretary at tonight's CAC meeting?

Thank you for your assistance.

With kind regards,
Shirley

On Tuesday, March 19, 2019, 10:07:32 AM PDT, Board (@caltrain.com) <BoardCaltrain@samtrans.com> wrote:

Dear Dr. Jones, et al, Good Morning,

This is to acknowledge your email and concerns: the public is invited to submit any written materials to the Board or Committee. The recent past instances were not consistent with the Agency's process. The agenda citation is excerpted below and the chair is empowered to set the time limit for public comment.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Committee Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Committee Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

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

Sent: Tuesday, March 12, 2019 12:05 AM

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

Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell <loiskell@yahoo.com>; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>

Subject: Public comments help Caltrain - please listen to us

Dear Joint Powers Board,

We would like to share the presentation titled “Denying Service to People with Bicycles Costs Caltrain Ridership and Revenue” that we made during general public comment at the March 7 JPB meeting. The attached slides include notes and references. An appendix shows calculations for the \$3 million loss in ticket revenue in 2018 due to insufficient bike capacity.

Staff told us we could display the attached slides at the JPB meeting, but reneged the evening before the meeting, telling us that Caltrain’s practice is not to allow slides during public comment. Yet staff have always displayed slides for us at past meetings. It is unfair to withdraw a commitment at the last minute.

Public comments help Caltrain improve and visuals get the point across better. While staff permitted us to provide handouts to the board, neither the JPB nor the audience had the benefit of slides displayed on the screen where we could use a laser pointer to draw attention to important points in the slides. Staff’s refusal to display our slides coupled with the JPB chair cutting public comment to one minute for the TIRCP presentation hurt Caltrain’s ability to gain insight from passengers.

Public input is critical for better decision making. A salient example is EMU car layout, where staff decided (with no public input) to design bike cars with no fixed seats within view of bikes, a layout prone to bike theft. It took over a year of public outcry before staff finally conceded to a public process for EMU car layout. Now we’re having to go back and fix the faulty layout at a late date, costing Caltrain more money.

Please listen to the public to help avoid future expensive missteps. We request two things in particular:

- (1) Require staff to allow the public to present slides during public comment
- (2) Keep public comment at two minutes per person; do not shorten to one minute

Thank you.

Sincerely,
Shirley