

**Bicycle Advisory Committee**

**Correspondence  
as of**

**November 12, 2018**



**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Monday, November 12, 2018 4:58 PM  
**To:** 'Scott Yarbrough'; Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com  
**Subject:** RE: fare structure, board priorities, and bikes on board

Dear Scott,

Thank you for your feedback. As you mentioned, Caltrain has one of the most extensive bicycle access programs among passenger railroads in the nation, and with electrification there will be a 17% increase in onboard bike capacity.

Caltrain is continuously trying to improve service and access for all its riders, which is one of the reasons the Board adopted the Bike Parking Management Plan (BPMP) which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. Recently, a full time station access planner was hired to improve bike access at stations, and Caltrain was awarded a TIRCP grant from the state to help fund bike parking improvements.

While the BPMP encompasses a variety of solutions, I wanted to mention that some of the bike share companies have programs for qualifying residents (e.g. [here](#)) that make them an attractive solution compared to the cost of gas and car maintenance.

Caltrain sees bikes as an excellent first and last mile solution, and riders who use their bikes to access Caltrain help reduce pollution, relieve congestion, and help promote healthy, active transportation. Thanks again for your feedback.

Best,  
Lori

**From:** Scott Yarbrough [mailto:yarbrough.scott@gmail.com]  
**Sent:** Wednesday, October 31, 2018 9:26 AM  
**To:** Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com  
**Subject:** fare structure, board priorities, and bikes on board

Hello,

I regret that I am unable to attend and participate in the form of public comment during this week's JPB meeting. After listening to the discussion about the fare policy update last month, I wanted to share comments and will do so in writing rather than in person. I encourage the board to ensure bicycle capacity of 96 bikes per train as Caltrain plans for electrification in order for Caltrain to be prepared to serve the SF through Peninsula corridor community's public needs.

Several issues were emphasized during last month's fare policy discussion for which an expansive bikes on board policy would help to address. Bikes on board Caltrain improves equity and access, since lower income people often must ride a bike as a more cost effective alternative to a car and typically do not have the disposable income to pay for a bikeshare or scooter program to get to/from Caltrain. Bike share is not an option for many who currently take their bikes on board Caltrain, as many who bike due to income reasons also do not hold jobs at large tech companies or large organizations where the location or size of the employer ensures

access to bike share. For example, thousands of current cycling train riders are public school staff employed in schools located far away from Caltrain stations and where bikeshare stations are not typically located close to their work sites. Last month's discussion made apparent that the current board members do not bike as their primary form of transportation and do not recognize the implication of the anticipated over-reliance of share options that are not realistic alternatives for many who take their bike on board for financial reasons, or for whom bike share options are not alternatives as the board and staff see them. Taking a Lift or Uber is frequently less expensive than the rate that it costs to take a bike or scooter share to or from Caltrain, leaving fewer options to lower income community members who are not able to afford additional fees for rideshare or bikeshare.

Connectivity concerns, addressing the "first/last mile" issue, are also better addressed through bikes on board Caltrain. Muni, Samtrans, and VTA all serve vast geographic areas that require anyone who must travel more than a mile to/from their home or workplace to spend substantially more time in their cars or on public transportation commutes to/from Caltrain stations if bikes are not permitted on board. Many of the current cyclists who I speak with on board trains with their bikes will not choose to take Muni/Samtrans/VTA to get to/from Caltrain, but will instead drive to Caltrain stations, adding additional burden to the subsidized infrastructure supporting those who drive to Caltrain. Many current cyclists anticipate a change to their Caltrain commutes if they must drive to stations, reporting that they would rely entirely on automobile usage to get to work rather than driving to Caltrain. Formerly reliable bikes on board Caltrain riders will add to the traffic on the roads by driving to/from Caltrain stations, or worse, remain in their car for their entire commute. If Caltrain sees an 8% reduction of rush hour traffic on highways as a result of their service as a definition of their successful service to the community, I would encourage decisions that increases the percentage of people using Caltrain beyond the modest level represented by the 8% reduction mentioned in last month's board meeting. Bikes on board will reduce carbon emissions on the road to a more comprehensive extent than other options projected by Caltrain staff.

If increasing ridership is the long term goal of Caltrain, your largest growing rider group have been and continue to be cyclists who bring their bikes on board Caltrain. The reality of the Santa Clara Valley region served by Caltrain is that area was developed as a sprawling suburban expanse and continues to rely on an infrastructure requiring automobile use. If the rapid, green, and efficient option of having a bicycle at both ends of a person's commute does not exist to current bikes on board riders, many current cyclists will choose to drive since their commutes frequently begin and/or end in a car-favorable area and not a walking/public transportation friendly area. Caltrain will remove incentives to take Caltrain for your largest growing demographic group if bikes on board riders are no longer able to travel with a bike that is necessary on both ends of their regular commutes. Caltrain is making a risky calculation that they will be able to approach 80% or greater farebox recovery in the absence of continued access for your largest current growth market of users.

If one of your priorities is to get people out of their cars, there is no option superior to an expansive bikes on board policy as Caltrain shifts into electrification. Bikes are green no matter how many first and last miles are required to get on board a Caltrain. Bikes on board permit people to virtually never require a car irrespective the lengths or start/end points of their commutes. Bikes result in limited road maintenance infrastructure, potentially making more resources available for public transportation relative to driving over the long term.

Please do not make people like me return to driving commutes or search for jobs where we can take our bikes on BART instead of Caltrain. Please remain the leader in public transportation that your visionary bikes on board policy received so much deserved recognition of your organization's leadership. Please do not abandon the segment of your ridership who have supported so many of the broad development and funding goals that Caltrain has advocated to policy makers and the public. Ensure 96 bikes per train in your consists as you implement electrification.

Scott Yarbrough

Caltrain Zone 1 to Zone 3 commuter

4 bike miles from home to Caltrain in the morning, 3 bike miles from employer to train station in the evening



**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Monday, November 12, 2018 4:55 PM  
**To:** 'Bikes on Board'; Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com  
**Subject:** RE: Petition for seats within view of bikes and more capacity on EMU trains

Dear BIKES ONBoard,

Thank you for your comments. Prior to 2015, there was a two-year outreach effort to determine the bike, seat, restroom, and standing space in the new vehicles. Over 10,000 comments were received from different venues which included 20 public meetings, multiple surveys, and station outreach. In 2017, additional outreach regarding bikes, seats, and restrooms occurred, with 10 outreach meetings/station events, 56 meetings, a permanent outreach office, surveys, and a new website to collect additional feedback.

More recently, in response to the bike community, this past January Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on the process was given to the BAC in September and can be seen [here](#).

Caltrain is also working to improve boarding and deboarding of bikes and passengers with its Bikes Board First Pilot, which is now implemented across six of the more bike popular station.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. Last November, the Board adopted the Bike Parking Management Plan (BPMP) which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. Caltrain also created a new staff position that will focus on station access, including implementation of the BPMP.

In addition, earlier this year Caltrain applied for \$630 million in grant funding to expand upon the current electrification project. This spring, it was announced that Caltrain was awarded \$164 million (from SB 1 funds) for more electric trains, wi-fi, and enhanced bicycle facilities. More information is available here: [http://www.caltrain.com/about/MediaRelations/news/Caltrain Celebrates 164 million Grant Award from Senate Bill 1.html](http://www.caltrain.com/about/MediaRelations/news/Caltrain_Celebrates_164_million_Grant_Award_from_Senate_Bill_1.html)

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

Best,  
Lori

---

**From:** Bikes on Board [mailto:bikesonboard@sonic.net]  
**Sent:** Sunday, October 28, 2018 12:21 PM  
**To:** Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com  
**Subject:** Petition for seats within view of bikes and more capacity on EMU trains

Dear Chair Bruins and Directors of the Joint Powers Board,

Slide 25 of the Peninsula Corridor Electrification Quarterly Update shows community outreach. While the outreach numbers are impressive, there has been no community outreach on bike-car layout.

To provide the missing input, we created a survey ([is.gd/bikesonboard](https://is.gd/bikesonboard)), which now has 845 signatures with 283 comments, please see attached file.

Our main message:

**We need fixed seats within view of bikes.**

How many seats should each bike car hold?

- Optimal is at least one seat per bike space.
- Minimally acceptable is half as many seats as bike spaces (same as today).

Here are two possibilities to solve the problem:

1. Redesign EMU layout now so the bike cars come in from the factory with fixed seats within view of bikes.
2. Retrofit after the EMUs are on-site by unbolting seats from non-bike cars, unbolting racks from bike cars, and swapping them. An eight-car EMU train with 96 bike spaces would have four bike cars at a minimum.

Seats within view of bikes is extremely important for the following reasons:

Keep trains on time – Bike riders need to be near bikes to help shuffle bikes in the four-bike stack so the bike on top will get off first to make off-boarding quick and easy. If bike riders must stand in the bike car to watch bikes, it causes congestion and will delay the train.

Help prevent bike theft – We need to keep an eye on our bikes to help prevent bike theft. An unwatched bike is a stolen bike.

Improve passenger safety – Seats should be next to emergency exit windows for accessibility, just as they are in bike cars today. If there are no seats in the bike car, that means stacked bikes and an immovable rail are blocking emergency exit windows, creating a hazardous situation in the event of an emergency.

We look forward to resolution of this serious problem for your passengers.

Respectfully,  
BIKES ONboard Team

=====

845 signatures as of 10/28/2018

**Petition for More Capacity and Better Bike-car Layout for Electrified Caltrain**

I support more capacity on electrified Caltrain and seats within view of bikes to deter bicycle theft.

Caltrain plans to electrify its line and run six-car electric trains, which have fewer seats and less bike capacity than today's diesel trains and no dedicated seats within view of bikes. I urge Caltrain to run eight-car (instead of six-car) electric trains with seats within view of bikes. Eight-car trains with 96 bike spaces per train satisfy the board-mandated 8:1 ratio of seats-to-bike-spaces and provide more capacity for all Caltrain passengers.



## Petition for More Capacity and Better Bike-car Layout for Electrified Caltrain

I support more capacity on electrified Caltrain and seats within view of bikes to deter bicycle theft.

Caltrain plans to electrify its line and run six-car electric trains, which have fewer seats and less bike capacity than today's diesel trains and no dedicated seats within view of bikes. I urge Caltrain to run eight-car (instead of six-car) electric trains with seats within view of bikes. Eight-car trains with 96 bike spaces per train satisfy the board-mandated 8:1 ratio of seats-to-bike-spaces and provide more capacity for all Caltrain passengers.

#	Name	City	Comments
1	Shirley Johnson	San Francisco	
2	Jym Dyer		
3	Benjamin Chandler	San Jose	
4	Michael Louie	San Francisco	
5	Neeraj Chandra	San Francisco	
6	Benjamin Allen	San Francisco	
7	Eric Steinhauer	Berkeley	
8	Sacha ielmorini	San Francisco	
9	Demetrius Marcoulides	SF	
10	Fabian Falconett	SF	
11	Greg Matthews	San Francisco	
12	Mark Morey	San Francisco	
13	Barry Marchessault	San Bruno	
14	Peter Colijn	San Francisco	
15	Jennifer Shiu	Redwood City	More bikes mean less cars. Let's prioritize all the ways to get more cars off the road.
16	Robert Panero	San Carlos	
17	Max	San Jose, CA	
18	Christine Ricks	Menlo Park	Caltrain: please be more bike friendly!
19	John OSullivan	Redwood City	
20	Suzie Scales	San Mateo	And thank you for the bikes-board-first initiative! It should work well at Hillsdale at least. It might also make sense for the new trains to have two bike cars back to back so that the non-cyclists learn to board elsewhere and thus where best to wait on the platform.
21	Andrea Corredor	SAN JOSE	More capacity for bikes is absolutely necessary to making Caltrain a viable transportation option for
22	Ted Lechterman	San Francisco	
23	Michael Pence	Menlo Park	supporting people who commute on bikes is critical.
24	Judd Curran	San Diego	
25	Lawrence Garwin	Palo Alto	
26	Andrew Ness	Oakland	I've witnessed many bike theft attempts on Caltrain. If it were not for having been able to sit close by, those cyclists would have lost their bikes. It's critical for bicyclists to sit within sight of their bikes so they can
27	Brandon Paski	REDWOOD CITY	
28	Nickie Irvine	San Mateo	We need to make biking a viable alternative to cars for more people. Please don't make us choose between losing our bikes/ getting bumped and gridlock.

29	Scott Jung	San Francisco	I support more bikes and ability to view them on
30	Robin	Sunnyvale	
31	Jonathan Seder	Palo Alto	I currently stand in the bike car on average 8 trips/week so that I can watch my bicycle, rather than seeking a seat where it is not in clear view.
32	Mike Kahn	San Bruno	
33	Daniel Shore	Redwood City	MORE BIKE SPACES!!
34	David Haley	Oakland	It's vital to make bicycle commuting viable & safe. As we move forward with amazing progress electrifying cars, we should support all forms of non-gasoline
35	Peter Delahunt	San Mateo	Have used my bike on Caltrain for 13 years.
36	Kurt Martin	San Francisco	
37	Howard Meyerson	El Cerrito	Having lived in the South Bay a long time, I know there is a big demand for bicycle capacity. And bike riders will want to be able to see their bikes to prevent theft.
38	LeAnn Baum		
39	Ellen Koivisto	San Francisco	Come on, you all! How often do we need to tell you the same thing? We're the people who ride bikes and who ride the trains, and we know what we're talking about here. So does your staff. So why are you trying to screw up the system entirely, making it worse in every way possible? Do you hate bicycles? Do you hate your staff and resent their recommendations? Or are you just like
40	Shahin Saneinejad	San Francisco	
41	Charlotte Campbell	Sunnyvale	Looking at the proposed layouts made me sad and angry. Their lack luster promise for video cameras to upstairs TV was ridiculous: 1) they probably won't be added 2) they'd break easily 3) it would just allow me to watch my bike get stolen, rather than stop it. Please re-think those plans and give us a layout we can work with and not have our bikes stolen! I'm excited for electrification but currently it has a huge personal cost
42	Brad Taft	San Francisco	
43	Ed Ruder	San Jose	All the prototypes I saw didn't consider bike security and bike capacity enough.
44	Brian Richerson	San Mateo	
45	Michelle Sieling	San Francisco	
46	Reed Kennedy	San Francisco	
47	Jason Hogeboom	SAN FRANCISCO	
48	Segue Fischlin	Oakland	I agree with the provided statement.
49	Alex Jacobs	Berkeley	More bicycle transport support with less rhetoric!!
50	Aaron Verstraete	San Francisco	
51	Gregory P Smith	Menlo Park	
52	David Giberton	Belmont	Need more cars or more scheduled runs in peak times.
53	Ryan Klafuric	San Francisco	Please do this. I don't want to have my bike stolen.
54	Scott Johnston	San Francisco	The ability to bring a bike to the work end of our caltrain commute is extremely important to many of us, yet there is often not enough room for bikes. Don't miss this opportunity to make things better!

55	Judith A Butts	MOUNTAIN VIEW	
56	Kevin Wang	Santa Clara	
57	John Luk	San Mateo	
58	Paul Bigbee	Palo Alto	
59	Tim O'Brien	Belmont	When on the train, it is difficult to relax and enjoy the ride because I can't see my bike. It is vulnerable to damage and theft. We need more seats in Bike Cars!
60	Miguel Lopez Saenz	San Francisco	
61	Alex Herzick	Menlo Park	
62	Frank Paysen	San Jose	
63	David Fisher	San Mateo	
64	Donna Weber	Palo Alto	
65	Steven B Rosen	San Francisco	
66	Philip Spiegel	Redwood City	
67	Bill Michel	Redwood City	
68	Patricia Elson	Santa Clara	Bike riders need to watch their bikes during train rides.
69	Chris Merrill	San Francisco, CA	
70	Tom Corboline	San Bruno	We need more bike capacity on trains and seats where bikes can be monitored by their owners
71	Mike Youngberg	San Bruno	
72	Donald Tran	Santa Clara	
73	Ted Raab	Redwood City	
74	Akbar	Mt. View	I support the idea for more seating capacity for bikers to watch their bikes. Also to add a strip of rubber to the steps to avoid slipping while carrying your bike in and out of the train car Hanging straps from the ceiling to hold on while the train comes to a stop will be a great
75	Marcia Weisbrot	San Francisco	
76	Jeffrey Oldham	San Jose	
77	Maria Ladle Ristow	Los Gatos	
78	David Goldsmith	San Francisco	
79	Ian Emmons	SAN JOSE	
80	Patrick Killelea	Menlo Park	
81	Darby morris	Redwood City	
82	Elika Etemad	Oakland	
83	Bill Bushnell	Sunnyvale	
84	Robert Krossa	SAN FRANCISCO	
85	Bart Selby	San Carlos	
86	Georgia Andrews	San Francisco	Designing the bike cars in a theft-friendly manner (like the current proposal) seems like a sneaky way to deter bicycle riders and eventually decrease demand/availability. Being able to watch your bike is
87	Brian Oldham	San Carlos, Ca.	I depend on the train and bike.
88	Eric H Rhode	San Francisco	
89	Terria Brewer	San Mateo	We need more room for bikes and adequate seating to protect our bikes during the commute times not less.
90	Lydia Lee	Menlo Park	Please consider seating arrangements that will allow riders to watch over their bikes. Commuting is stressful enough without having to worry about your bike the

91	Cameron Erskine	Redwood City	
92	Scott Barton	Belmont	Taking my bike to and from Caltrain keeps a car off the road, uses less fuel and doesn't foul the air. More people should commute on bikes.
93	Travis Schuh		
94	Eric Takayama	San Carlos	
95	Robert Morgan	San Jose	
96	david tu	Redwood city	
97	Noam Zomerfeld	San Francisco	
98	Brian	East Palo Alto	
99	Gary Wu	Redwood city	
100	Christine		
101	Caroline Horn	Los altos	I would not be able to use Caltrain if I could not carry my bike onboard. I would simply drive. I applaud Caltrain for expanding bike service for the past 25 years. When I started, only 4 bikes were allowed and cyclists had to have a special permit. I hope Caltrain keeps improving its service and can take even more cars off the roads!
102	Ren� Sterental	Palo Alto	
103	Marilyn Beck		
104	Jon Spangler	Alameda	1. Caltrain needs to use common-sense, bike-owner supervisions its major theft deterrent- not video cameras, which have been proven ineffective. 2. Caltrain needs to follow its own adopted board policy of an 8:1 ratio of bike spaces to passenger seats and
105	Dale Low	SF	
106	Michael Mansour	San Mateo	
107	Michael Gregory	San Francisco	
108	David Kardatzke	San Francisco	Bikes make Caltrain work for many people we need capacity for bikes and passengers, electrifying will create more demand. Of course bike theft is an incredible problem in the Bay Area, cal train should not be a magnet for thieves with poor design. Bike owners who
109	Julie Watt	Mountain View	
110	Mark Rauscher	Morgan Hill	
111	Michael Schumann	Brisbane	
112	Marc Aronson	Cupertino	More capacity and seats near bikes is essential. One of the key challenges to using Caltrain is the "last mile" problem: Getting to your final destination once you get to your train stop. Bikes solve this problem in both an environmentally friendly and economical way.
113	Jenn Gross	San Francisco	
114	Mike Cohn	San Francisco	Caltrain's charter should be changed to require increased ridership so bikes on board would be welcomed not sabotaged by Caltrain management.
115	Robert Cronin	Menlo Park	

116	Kara Baker	Stanford	I am a long-time Caltrain bike commuter and feel strongly that being able to sit in eyesight of your bike is really important. It's really stressful to leave your bike a sit elsewhere. Bike/Caltrain commuting is AMAZING and I hope you can maintain capacity for this to continue in the future. for me. and for our growing Bay Area
117	David Groves	San Mateo, California	I am a disabled veteran, who uses a bicycle to go up to the Palo Alto VA to do Aquatic Therapy on Saturdays, (when the Stanford VA shuttle and VTA Route 89, does not run on weekends). Please do the right thing, because I would rather be "One Less Car", than drive, since I pay for two zones every month to use Caltrain to
118	Yoichi Shiga	San Francisco	
119	David Millard	San Francisco	I've used Caltrain for over a decade to go everywhere from Millbrae to San Jose. My bike is a critical part of every Caltrain trip. I wouldn't take it if I couldn't get my bike on board, or couldn't watch it during my trip.
120	Bruce S Garretson	SAN FRANCISCO	
121	Jim Sullivan	Palo Alto	
122	Mark Forbes	San Carlos	
123	Cor van de Water	Sunnyvale	
124	Steph Campbell	San Francisco	
125	William Smith	Alameda	
126	Jed Michnowicz	San Carlos	
127	Zak Jarvis	Pacifica	
128	Paul William	Los Altos	
129	Pete Slosberg	San Francisco	Please be more bicycle friendly
130	Michael Khaw	Sunnyvale	
131	Virginia		Security is important. And more bikes on the electric trains is important! Aren't we trying to stop using fossil
132	Martin MacKerel	San Francisco	
133	Ann Togasaki	Mountain View	
134	Teresa Pratt	San Francisco	
135	AJ Schrauth	San Francisco, CA	
136	Drew Skau	Vallejo	
137	Zoe Hoster	San Francisco	
138	Carrie Sandahl	San Francisco	
139	Christopher Holland	San Jose	Without being able to use my bike at both ends of my commute, I wouldn't be able to use Caltrain. Protecting my bike while on board is critical as I know bicycles have been stolen. Please retain seats as deterrent to thieves.
140	Diana Pray	San Francisco	Caltrain has been a leader in bike commuter accessibility with efficiency and safety for all commuters. Please
141	Carsten Bruckner	San Mateo	
142	Thomas Zimlich		
143	Richard Blaine	Cupertino	
144	Bruce Lundquist	San Francisco	CalTrain has been a leader in bikes on public transit and with electrification it has a great opportunity to create an even better model for bikes on transit and attract

145	Ron Wolf	Mountain View	
146	Fabio Mincone	Foster City	please provide additional capacity for bikers on trains, that would reduce the amount of cars on our roads :)
147	Alan Williams	San Jose	You MUST have seats within view of the bikes. There is no question about that. Cameras will only show a grainy picture of someone with a hoodie stealing a bike. It will do NOTHING to stop the theft. If I can't sit with my bike, I will most likely use a lock to keep my bike safe - and so will many others. With the increasing use of electric bikes, I see more people ditching their car and using bikes from further distances to commute to the train (happening today). Caltrain needs to provide more - not less bike space. You may also look at different seating configurations - more seats for SL SE dedicated bullets
148	Sergey Stavisky	San Francisco	More bike capacity and seats for cyclists to watch their bikes and prevent theft is just common sense. If you want to cut down on cars (i.e. people taking Lyfts to the CalTrain), then making biking + Caltrain safe and reliable
149	Garrett Smith	San Francisco	
150	Jon Gaul	San Francisco	Bringing bikes on CalTrain is how my son gets to visit his grandmother in Los Altos since our family is car free.
151	Jeffrey Munos	San Francisco	
152	Alyson Jacks	San Francisco	
153	scott yarbrough	San Francisco	Please increase projected bike capacity on electric trains. The current capacity is behind demand, and the board agreed in 2015 to increased capacity on electric trains in a way that staff continue to attempt to back away from. Please add bike space to electric trains with seating available in bike cars to limit the threat of theft. Thank
154	Isabel Echeverria	Cupertino	
155	David Lai	San Francisco	
156	Saran Raksincharoensak	San Francisco	
157	Marc Tapia	S.F.	
158	Elliot Schwartz	San Francisco	
159	Ever Rodriguez	Redwood City	
160	Robert Page	Redwood City	
161	Winnifred Homer-Smith	Los Altos Hills	This is a huge opportunity to perpetuate and improve the wonderful way Caltrain has allowed people to revolutionize their commutes. Don't lose momentum by limiting capacity and adding theft risk!
162	Jason Thwaits		
163	Joanna Tong	San Francisco	
164	Alexander Magee	San Francisco	
165	Shane Burkle	South San Francisco	Current bike capacity is already lacking compared to demand. Do not further reduce it! Enforce bike car

166	Kyle Barlow	San Francisco	The reason why theft isn't a big problem currently is that potential thieves can't count on someone not watching their own bike. Keep bikes in view of at least some seats, and maintain bike capacity per car so there is room to expand with further population growth.
167	John Aikin	San Mateo, CA 94401	
168	Amanda Fanniff	San Francisco	
169	Noah Cocco	Mountain View	I live right next to a CalTrain station, so do use it. I would use it more if I was sure that there would be space on it for my return ride. I would use it less if I was unsure if my bike would be stolen.
170	James Edwards	Berkeley	
171	Miguel Guerrero	Emeryville	
172	Sue Young	Los Altos	If you had to keep your unlocked car in a parking lot with the keys in it you would want to keep it in sight. I would want to seated near my bike on the train.
173	John Phillips	Santa Clara	Having a realistic way for cyclists to bring bikes on board is of paramount importance in the new plan.
174	sean reardon	san francisco	
175	Nathaniel Kane	San Francisco	
176	Ziyan	San Francisco	I have been a biker on Caltrain for 7 years and would definitely like to see more space for bikes!
177	Brian Prazinko	San Francisco	One of the main reasons I don't ride Caltrain as often as I'd like to is the lack of bike space. Please don't take one step forward yet two steps back!
178	Wesley Bexton	Alameda	
179	Daniel Golden	Palo Alto	
180	Mike Wood	Corte Madera	
181	Annie Armstrong	San Francisco	
182	Micah Springut	San Francisco	
183	John Burke	San Francisco	
184	giuliano carlini	belmont	
185	Asher Cohen	San Jose	
186	Mark	San Mateo	I frequently commute with a work stuff in a rear basket. It's important that I keep an eye on my bike.
187	Ted Thomas	San Francisco	
188	Matt	San Diego	
189	Marc Brandt	San Francisco	Bikes on board are better than cars in the parking lot. Bike share is not a fair apples to apples replacement for the bike onboard benefits that benefit everyone in the
190	Antony Trezos	SF	Yes! This is a no brainer
191	John Swanda	San Francisco	
192	Nik Kaestner		
193	Nik Kaestner	San Francisco	Bikers are a large share of Caltrain ridership and a good way to solve the last mile problem. We need to make Caltrain as bike friendly as possible.
194	Emily H	Los Angeles, CA	
195	K R	SF	
196	John Holtzclaw	San Francisco	

197	Michelle Isaacs	San Jose	
198	Terry Rolleri	San Francisco	
199	Martin Bourqui	San Francisco	
200	Vadim Graboys	San Francisco	
201	Emma Fujii	Oakland	
202	Larry Chinn	Palo Alto	
203	Jerry Cahill	Mill Valley. CA	Bikes are critical for the last mile, but they have to be accommodated on CalTrain electrification project.
204	Donald F Robertson	San Francisco	
205	Tim Shea	San Francisco	
206	Nicole Aptekar	san francisco	There's not enough bike space as is. More, not less. Also if I can't see my bike I'm not leaving it without a lock, which will make entry/exit a slow pain!
207	Danny Snyder	Oakland	Caltrain needs more room for bikes, not less!
208	Gene Cutler	San Francisco	I've been riding Caltrain for years, and bike space is getting more and more full. We need more future bike spaces, not fewer!
209	David Edwards	Campbell	Bike space on southbound rush hour trains is already at a premium. We definitely don't need less capacity, and we definitely don't need bikes kept out of sight of
210	Brittany Kathleen Candell	San Francisco	
211	Michael Escobar	San Francisco, CA	I commute from SF to Mountain View or San Jose every day and I need to bike to and from my origin and
212	Brian	San Francisco	I stopped commuting to Palo Alto and changed jobs because there was not enough space for my bike.
213	Lee Trampleasure	San Francisco	I bring my bike on CalTrain from Bayshore to Menlo Park/Palo Alto almost every day.
214	Matt Sieving	San Francisco	Strongly support this effort, as bike theft is a real problem on Caltrain and Caltrain should do everything it can to promote alternative transportation to keep polluting, congestion-causing cars off the road.
215	Dorian Lemarchand	Campbell	
216	Carolyn Scott	San Francisco	I bike to Caltrain and would appreciate more bike spots, not less!
217	Andrew Davis	Berkeley	I ride Caltrain Daily! Please add space for bikes!
218	Steven Gowin	San Francisco	As time goes on, there will only be MORE demand for bikes on trains. Do the work now to make that happen.
219	Lois Kellerman	Mountain View	
220	Ruth Radetsky	San Francisco	
221	Tom Pressburger	Redwood City	We need more bike spaces not fewer.
222	Reuben Smith	San Francisco	Yes!
223	Cindy erskine	Redwood city	
224	Justin Bigelow	Sf	94110
225	Richard Girling	San Francisco	
226	Karen Allen	San Francisco	
227	Manu Zeta	San Francisco	
228	Sean McFeely	San Jose	
229	Jun Lin		
230	Adele Madelo	Piedmont	



231	Jed Charlesworth	Danville, Ca	
232	Peter Gulezian	San Francisco	
233	Christina Ignarra	San Francisco	
234	Sean Fay	San Francisco	
235	K Lee	Palo Alto	
236	Patrick Ryan	San Francisco	
237	Catherine Kircos	San Bruno	
238	Daniel Yang	Millbrae	Bikes are critical for last mile commute on both sides of the Caltrain commute. Bike capacity on Caltrain with capacity for riders to sit near their bikes to prevent theft needs to be part of Caltrain's design to serve the growing needs of commuters and relieve congestions on
239	Julie Nager	San Francisco	
240	Nathan Dushman	San Francisco	
241	Larry Aronovitz	Los Altos	
242	Mert Dikmen	San Francisco	
243	Medum Choe	San Francisco	Greatly needed.
244	Maurizio Franzini	San Francisco	
245	Christian Veer	San Francisco	More capacity for bikes is urgently needed!
246	David Steele	SAN FRANCISCO	I support more capacity on electrified Caltrain and seats within view of bikes to deter bicycle theft.
247	Christine Ryan	San Francisco	
248	Patrick Kitto	San Francisco	
249	Scott Perry	San Francisco	
250	Chris H Takimoto MD	Menlo Park	
251	Casey Passmore	Pacifica	
252	Joseph Swisher	Berkeley	
253	Bruce Halperin	San Francisco	
254	Steve Sergeant	San Jose	I support any policy that allows cyclists to monitor their bike while on-board Caltrain, and discourages non-cyclists from filling spaces from which bikes can be
255	Thomson Yeh	Palo Alto	
256	Laurie Bierman	Santa Clara	
257	Michael Bierman	Santa Clara	We need to encourage biking. Given error Caltrain stops in the city, we need to have a bike to get around once we make it to the city.
258	Antoine Rose	San Francisco	Am from France, and am really enjoying bike cards here, keep it up !
259	Noriko Nakano	San Mateo	Even the current level of bike capacity is not enough. Please don't reduce it! And since you can't lock your bike in the train, watching it is the only way to keep someone from just walking off with your transportation. Plus, we need to be doing all we can to encourage people to use active transportation instead of cars.
260	Dave	SF	Bikes are sustainable transportation. Please support them. Most people have issues with bookends of commute and bikes solve this perfectly.
261	Leif Wennerberg		

262	Scott Toh	San Mateo	Been denied boarding on a couple occasions due to insufficient space - northbound to SF
263	Chuck Kamzelski	San Francisco	
264	Alex Simrell	Belmont	
265	Mardhen Bravo	San Mateo	
266	Carrie Doyle	San Carlos	I expect Caltrain and the state of California to incentivize biking to and from Caltrain. The first and last miles (2.5 miles in my case) are the most congested and are the most expensive to solve for (do you build transit to get to transit? do you build an infinite number of parking spaces?). <u>More room for bikes. not less!</u>
267	Mark Sherwood	San Francisco	Maintain the ratio of 8:1 should be a good balance.
268	Pierce Salamack	San Francisco	
269	CHARLES SCHNAKE	SAN FRANCISCO	
270	Jessy Diamond Exum	San Francisco	
271	Devon Warner	San Francisco	Of course we need bike space on the trains. People will continue to ride more and more as it is getting safer and more economical. Yes, you absolutely need to support the trend. It's good public policy, good for the environment, and good for your riders' health.
272	Russell Berman	San Francisco	
273	Rob Kahn	Mountain View	
274	Parker Pruett	San Francisco	
275	Tony Cox	Menlo Park	Please more room for bikes. There are times when it's almost impossible to get off the train because of too many bikes and people in the bike car.
276	Derek Gurney	Palo Alto	
277	Hilary Douglas	Foster City	
278	Elaine Haight	Los Altos	History has shown that supporting bikes on CalTrain has been a big win for CalTrain, traffic reduction, lower carbon footprint, healthy commuters. But we won't bring our bikes if we can't secure them.
279	Art Pope	Menlo Park	
280	Peter Lenhardt	Menlo Park	I currently actively avoid taking my bike on Caltrain because of the sketchy setup.
281	Lew Laurent		
282	Kara Baker	Stanford	I love bike/Caltrain commuting! Please continue to make it accessible to many. Sitting far away from your bike is very unsettling and stressful. It is critical to have some seating in view of bikes. Thank you!
283	Katharine Keller	Mountain View, CA	
284	Guy Shuman	MOUNTAIN VIEW	
285	Jeffrey Armin McKnight	Oakland	
286	Meghan Arnold	San Francisco	
287	Lenore Cymes	Palo Alto	no one should worry about their bike while commuting
288	Marc Rarden	San Mateo	If you take a morning train from the peninsula to SF, you can see the great number of cyclists on board... and the difficulties with constrained space and high participation

289	Robin Jeffries	Palo Alto	I would be very worried about leaving my bike where I couldn't watch it. And I'm sure you already know that there aren't enough spaces for bikes currently on many
290	George Halet	SAN MATEO	I can fortunately avoid crowded trains, but when I cannot, it reminds me of unpleasant this is, much worse than it is for pedestrian passengers. I support all reasonable measures to make mass transit more enjoyable, including higher bicycle capacity.
291	Chris Weeks	San Ramon	Watch it or lock it - thats the rule. Unless I can lock it to the train wall, sitting where I can't see my bike is not a
292	Vincent de Martel	Palo Alto	Let's communicate with our fellow bike car riders to make sure everybody's aware of the misguided Caltrain plans for bikes! It's a matter of survival for the Bay Area affecting both bikers and non-bikers.
293	Judy Colwell	Menlo Park	
294	John Toor	Portola Valley	
295	Gary Virshup	Cupertino	
296	Tom Brown	San Francisco	Please don't reduced bike capacity on Caltrain! Seats with a view of parked bikes allow me to leave my bike unlocked which will speed up boarding and unboarding.
297	Helena Birecki	San Francisco	Being able to take one's own bike on board and make sure it doesn't get stolen is essential to many people, including me, who have to run multiple errands with their bikes during the day outside of "downtown" areas. Maintain or improve bike capacity with seats in view of
298	Amy Harcourt	San Francisco	
299	barry burr	Santa Clara, CA	IF your bike isn't with you, its not your's. If I can't sit near my bike so I can see it, its anyone's who want to
300	Curt Relick	Redwood City	Please assure additional bicycle capacity on new Caltrain cars & also seating near bikes
301	Jake Kaplove	San Francisco	
302	Thmas R Prager	Burlingame	
303	Derek Myers	San Francisco	
304	Jared Jelsing	San Francisco	
305	Robert M	San Francisco	
306	Nava Kommalapati	Redwood City	
307	Benjamin Lai	Mountain View	
308	Jim Kozelka	Palo Alto	
309	John Langbein	Redwood City	
310	Colin Raffel	San Francisco, CA	
311	Joanna percher	San francisco	I depend on taking my bike on Caltrain to get to work. I've been bumped before due to lack of space and the bike cars as is are often overcrowded and very difficult to navigate. More trains and more people taking trains will no doubt mean more (people with) bikes. Looking forward to the updated caltrain service and fleet and hoping that Caltrain will continue to be a transportation
312	Alexandre Tachard Passos	San Francisco	

313	Valentin Geffrier	San Francisco	We need to keep enough bike space on the trains so that people leave their cars at home and commute by bike + train instead. We're already lucky to have this (most trains in Europe and France don't have that) but it could be even better when you see how crowded it can
314	James Rozzelle	San Francisco	
315	Catherine Young	Melbourne (visits SF)	
316	Maria Stevens	Mountain View	Bike theft has been a problem and we need everyone's cooperation to prevent it.
317	Ingrid Heller	Sunnyvale	"I want to ride my bicycle I want to ride it where I like " --
318	Vardhman Jain	San Francisco	
319	Jonathan Hills	San Francisco	
320	Jo Vesco	SAN LEANDRO	Eight car electric trains good idea.
321	Timothy Oey	Sunnyvale	Bikes greatly expand the reach of who Caltrain can serve. We need more space for bikes and riders on Caltrain. And bicyclists should always be in view of their bikes to prevent theft. 8 car electric trains with 96 bike spaces per train would be best. Thanks!
322	Sharleen Garcia	San Mateo	
323	Dana Wilson	Sunnyvale	Please don't make it harder for bicycle commuters to use public transit!
324	David Ahn	San Francisco	
325	Martin Strauss	San Francisco	
326	Thomas Hazelton	San Francisco	
327	Ammon Skidmore	San Bruno	
328	Joseph Mercurio	Gilroy	
329	Bob Mack	San Jose	Over the last 10 years the Caltrain Board has made commitments to improve on-board bike capacity. Caltrain needs to live up to these promises to increase on-board bike capacity with electric trains. The train car design needs to allow cyclists to sit near their bikes. If they are not sitting close enough to stop a thief, your are setting up a system that will encourage people to steal bicycles. Te more people who can safely take their bikes on-board, the more people who will leave their cars at
330	Gordon Hamachi	Mountain View	
331	Stanley	San Francisco	
332	Matt Elsey	San Francisco	
333	Tyler Ackerson	San Francisco	
334	Jonathan Dirrenberger	San Francisco	
335	Nicholas Lucey	San Francisco, CA	
336	Robert Manchester	San Francisco	I always sit above / near my bike to make sure it isn't stolen. I have a bit of a bike commute to get to the caltrain and it is important that my bike not get damaged / stolen. Just as important is that I'm able to have space on the train for my bike. Getting bumped from a train makes an already long commute more
337	Kit Colbert	San Francisco	

338	Cindy Asrir	Redwood City	We need more bike cars, as well as seats to view our bikes during transit please!
339	Charles Deffarges	San Francisco	
340	Brad Williford	San Francisco	
341	Keith stevens	San Francisco	
342	Colleen McCarthy	San Francisco	
343	michael Marlin	san francisco	thank you!!
344	Deland Chan	San Francisco, CA	
345	Mike Osorio	San Francisco	
346	ALISTAIR male BARR	San Carlos	
347	Ibrahim Halloum	San Francisco	
348	Mike Marley	San Francisco, CA	At least it should be better enforced that bike car seats are for people with bikes
349	Mike Marley	San Francisco, CA	At least it should be better enforced that bike car seats are for people with bikes
350	Khanh Truong	Mountain View	
351	Joseph Injae Chang	San Francisco	
352	Aaron wippold	Redwood city	More seats within view of bike storage!
353	Caleb Stewart	San Mateo	I have contacted Caltrain a couple times in the past because of this issue. Great to see a unified petition!
354	Tavio J	San Jose, CA	We need more seats!
355	Brannon Klopfer	San Francisco	
356	Gaetano D'Amato	San Francisco	
357	Jennifer Finley	San Francisco	Reducing bike space is not the answer. If Caltrain had a lot more frequent trains and reliability then we could potentially discuss the number of bike spaces, but without that you are not solving anything.
358	scott haefner	san francisco	
359	Lucas Oliver Oswald	San Francisco	
360	Jerry Reiva	San Francisco	As the Bay Area grows we need to increase bike capacity. The new trains are inadequate in this as well as the lack of dedicated seats so that we can keep an eye on our bikes. For some of us it's not just a bike but our
361	Michael C Leung	San Francisco	I depend on the train to commute everyday. As it stands now there is barely enough room for bikes, sometimes racks being overfilled. I urge Caltrain to maintain the 8 car trains and increase service during rush hours.
362	Thibaut Loysel	San Francisco	
363	Steve Della-Valentina	SF	Never had my bike stolen yet, largely due to always sitting near it!
364	Devendra Modium	San Fransisco	
365	Danny	San Francisco	
366	Senthil	San Francisco	
367	Jonathan Ward	Palo Alto	need seats in the bike area
368	Satish Uppuluri	Sunnyvale	
369	Jeff Mahe	San Jose	What is Caltrain doing to prevent bike thefts if owners cannot sit within view of their bikes? Not all owners can sit next to their bikes, but some watching bikes will make a difference. Also post in the cars that bike

370	Mtichell Miglis	San Francisco	I have been taking the bicycle train to work every day for 5 years. As someone who has had his bicycle stolen from the train, I fully support this petition.
371	Richard Goldman	San Francisco	It is very important to have seats within view of the
372	Bailey Wall	San Francisco	
373	Daniel Lenaghan	East Palo Alto	Increase capacity, and ensure a layout that allows riders to be in view of their bikes, both for increased speed boarding and deboarding as well as theft prevention!
374	Ming Yan	Mountain View	
375	Ryan Dougherty	Palo Alto	The Bay Area economy makes it very difficult for most people to live near their workplace. Commuting by car is not feasible, and Caltrain is the ONLY public transit option that runs the full length of the Peninsula and that doesn't run on the same roads that make car commuting impossible. But since Caltrain is not a highly ramified system, like a subway, it is critical to continue to provide "last mile" solutions for both ends of the commute. We
376	Ben E Machado	San Francisco	
377	Natalie Love	San Francisco	
378	Jason Cauthen	Santa Clara	
379	james chu	san francisco	
380	Romain Roux	San Francisco	
381	Edward Ruder	San Jose	Bicycle theft happens today, when riders can sit close to their bikes. If riders aren't close, as with the current design, thieves will have a field day! The current design is a predictable disaster in the making.
382	Toma	San Francisco	Pls improve bike safety and usage on Caltrain!!!
383	Eric Jones	Palo Alto	
384	Rebecca Jones	Palo Alto	
385	Mike Urbach	San Francisco	I have commented on every previous petition and request for comments, but I'll say it again: the more bike
386	Sasanka Panguluri	sunnyvale	Please don't make this dumb move of eliminating safety of t he bikes.
387	Rafael Casanova	San Francisco	In this city is impossible to have a car which is why I use a bicycle all the time. we need more capacity in Caltrain
388	Igor shadko	San Francisco	
389	Marie Eide	Palo Alto	
390	Kristian Eide	Palo Alto	We must have seats with a view of the bikes! The alternative is to stand next to the bike, which when many people do will cause train delays in addition to being hugely inconvenient. Caltrain is advertising itself as the most bike friendly commuter option in the
391	Yehuda Gotlieb	Sunnyvale	
392	Tim Tsuruda	Sunnyvale	In an already crowded and at-capacity bike car commute, limiting the number bike spaces is a major
393	Rob	San Francisco	

394	Kathleen Keough	Menlo Park	I had someone try to take my bike once and if I hadn't been within view of my bike they would have succeeded, and I don't even have a very nice bike. As a graduate student, bike + Caltrain makes it more feasible to live in the Bay on a graduate student stipend.
395	Eitan Yaffe	San Francisco	
396	Zoe Ya	San Francisco	I appreciate current Caltrain bicycle access, but capacity is at its limit during high use times and requires more, not less bicycle availability as electrification proceeds and demand increases. Theft is an issue now and the data will inevitably show an increase in bike theft if seating is not available in the bicycle storage area. Theft seems like a future liability issue for Caltrain, given the high probability that the number of thefts will increase
397	Tamas Nagy	San Francisco	We need 8 car trains!
398	Neil Yazma	San Francisco	
399	chris	Palo Alto	
400	Patrick Weiler	San Francisco	
401	Ryan Schaub	San Francisco	Electrified Caltrain is going to be an improvement over the existing system. That being said, we should not forget the needs of cyclists during this change. Caltrain's support of bikes is already great, let's use this opportunity to go further! Please add capacity for more
402	Ryan		
403	Isabelle Heye	San Francisco	Biking to the train is a critical part of my commute. If there isn't room for my bike, I'll have to drive 25 min to the train every day which somewhat defeats the purpose of using public transit.
404	Michael Roberts	SAN FRANCISCO	
405	Kevin OLeary	San Francisco	
406	Dave Evans	San Francisco	
407	Frank Tessier	San Francisco	I use the train to commute daily, and often there is barely enough space for bikes today (on the 6:59am NB train and SB trains from 5-7pm). Fewer bike spots would mean I wouldn't be able to use my bike, and I'm not sure I'd be able to use public transit if I couldn't use my bike. Furthermore, bike theft is a huge concern for me; if I can't get a seat nearby, I'll usually loiter in the bike car. I see others do the same. That's not efficient
408	Fabien Blanc-Paques	San Francisco	
409	Erwan Blanc	San Francisco	
410	Elaine	San Francisco	
411	Zach	San Francisco	
412	Richard Baker	San Mateo, CA	
413	AmÃ©lie B	Sans Mateo	
414	Keith Hall	San Francisco	Please honor the 8:1 seat:bicycle ratio that Caltrain promised in 2017.
415	Karen Stevenson	Sunnyvale	We need to watch our bikes!

416	Cara Dodge	San Jose	I look forward to electrifying the train, but please include the bike commuters as well!
417	Matthew Stephens	San Francisco	
418	Brett McKenzie	San Francisco	
419	Bram Lambrecht	Redwood City	
420	Madeline Sides	San Francisco	
421	Myles A Iribarne	San Francisco	
422	Boris Foelsch	Palo Alto	Bike thefts are real. The conductors warn of it. People (thieves) get on with no bike and disembark with a bike.
423	Eric Schmidt	San Francisco	Bikes and trains make a wonderful couple. Let their love flourish!
424	Chris Gerrety	San Francisco	
425	Diana Reddy	REDWOOD CITY	
426	Rachel Ha	San Francisco	
427	Tyler	San Francisco	
428	Brandon Tran	San Francisco	
429	Robert Fink	SAN FRANCISCO	Caltrain is useless without bike capacity. If anything, overall capacity should be increased.
430	Kai		
431	Joe	San Mateo	We need to increase bike capacity in order to encourage all to ride, it's the most complete solution to our
432	Andrew Nelson	San Francisco	
433	Erico Gomes	San Francisco	
434	Joshua Brause	Palo Alto	Doing the right thing for the future!
435	John stamos	San Francisco	
436	Wyatt Scott	Longview	
437	JOSEPH ZARATE	REDWOOD CITY	I don't neee my bike stolen. Caltrain should make it easier for customers to keep an eye on their property instead of making it easier for theft to happen.
438	Michael Leung	San Francisco	
439	jean nguyen	san francisco	I commute with my bike everyday and always try to keep an eye on my bike. A few months ago I witnessed a transient attempt to steal someone else's bike (a nice road bike with a carbon frame) - the owner of the bike was not sitting within view of his bike because there weren't enough seats. Fortunately, I, along with a few other cvclists were able to prevent him from stealing
440	Jason Traughber	San Bruno	I support increasing the number of cars to transport bicycles to deter property theft and encourage
441	Michael Brady	San Francisco	We definitely need more bike capacity!
442	Carl Grossman	Redwood City	
443	Sean finn	Redwood city	
444	Radu Kopetz	Sunnyvale	
445	Nicolas Czellez	San Bruno	I would like to be able to see my bike while I'm on the train so nobody walks off with it when I can not see it.
446	Liam Kelly	Mountain View	
447	Meredith Tooker Hanlin	San Francisco	
448	Joe Ryan	SAN FRANCISCO	



449	Youenn	San Francisco	Seeing the bike is a must when on the train, thefts are way too common.
450	Nina Sun	San Francisco	
451	Cameron M	Oakland	
452	Stuart Westerman	San Francisco	
453	Sarah McCurdy	San Francisco	
454	Gary s	Redwood City	We need space on trains
455	Phelan Bybee	San Francisco	I bike to work 3 times a week on CalTrain. Not sure how this will be implemented but I want more bike space and seats in a limited space area
456	Guillermo Cornejo	Redwood City	
457	Marcia Feitel	Sunnyvale	Anything that meets the ratio is fine with me.
458	Ciara Gallagher	Redwood City	
459	Maria Telleria	Menlo Park	
460	Sarah Worthington	San Francisco	
461	Jennifer Smith	Palo Alto	
462	pat giorni	burlingame	
463	Blaine Nelson	San Francisco	
464	Sarah Kolarik	El Cerrito	
465	Turner Kirk		
466	Guy langford-lee		
467	Jesse Morris	San Francisco	
468	Eartis E Beck III	Pittsburgh	
469	David Chambers	San Francisco	More space would be great- and I applaud creative thinking about that, but also some basic education for bikers: how to stack bikes so that everyone fits or don't bring on that electric bike that's basically a motorcycle. For non-bikers: there are plenty of other cars for you.
470	Gabriel N	Redwood City	
471	Michael Mizrahi	San Francisco	
472	Daniel Kufer	Saratoga	
473	Alex Gonzalez	Palo Alto, CA	
474	Stefan Geiger	San Francisco	
475	William Kemper	Redwood City	More bikes, less theft!
476	Kyle Liske	San Francisco	
477	Kelsie Eichel	San Francisco	
478	David Hirsch	Palo Alto	
479	Peter Hand	Redwood City	Having to lock bikes onboard to prevent theft would induce significant delays and become unworkable.
480	Heung-Gyu Lim	Foster City	
481	Mark Sheinbaum	Redwood City	
482	Tanya Maslach	san mateo	
483	Robert Bihler	San Jose	
484	Robert Maslach	San Mateo	Please stand in support of configuring train car configuration to allow for secure storage of bicycles within train cars and reduce likelihood of increased
485	Byron	San Jose	
486	Sanjay		
487	Asav Patel	San Jose	

488	Jill C	Sunnyvale	
489	William Bertrand	San Francisco	
490	Laura Begay	Sunnyvale	
491	Andee Tao	San Bruno	
492	Belinda Liu	Sunnyvale	
493	peter herzlinger	Saratoga	
494	Giuseppe puglisi	Sunnyvale	
495	Herman	Sunnyvale	More bike spaces, please!
496	Jeffrey Mishler	San Francisco	
497	Chris Potter	San Jose	
498	Omar Riaz	San Jose	
499	Madhan		
500	Tibor Gal	Cupertino	
501	Daniel T	Redwood City	More bike cars. More seating! More conductors only allowing cyclists onto bike specific cars.
502	Milind	Palo alto	Keep cars off the road by keeping more bikes on trains.
503	Johnny root	Redwood city	
504	Tony Fossati	MISSION VIEJO	
505	Catherine Elizabeth Carter	San Francisco	
506	Bradley Freitag	San Mateo	Everyone wins.
507	Aron Mason		
508	Jonathan Brand	Mountain View, CA	I will sigh, but am curious doesn't electrification mean more trains per hour? So you will be able to support more bikes per hour. The statements from cal train and this petition are unclear.
509	Justin Ney	Sunnyvale, CA	
510	Venkata Sajja	Sunnyvale	
511	Humayun Irshad	Sunnyvale	Vote for electric train and more train route.
512	Richard Au	Cupertino	
513	Suman Nag	Sunnyvale	
514	Tanmay	Sunnyvale	
515	Anthony	Sunnyvale	
516	Sarang Hemant Borude	Santa Clara	
517	Motasim	Sunnyvale	
518	Ben Allen	Sunnyvale	I support this initiative!
519	Shengpu Liu	Sunnyvale	it has been too crowded in the current caltrain. cannot imagin we will have fewer sets and less bike capacity.
520	Jane Grayce Casamajor	SANTA CLARA	more bike capacity is critical. rush hour trains are already overloaded
521	Darren Quintero	Sunnyvale	If there is a reduction and less view to ensure no theft.... then why am I paying more per year for service? If anything this would deter me from taking Cal Train and place more cars on the local roads.
522	Michael D Bennett	Sunnyvale	
523	Albert Chang	San Jose	Bike availability is critical to building a greener community - we can't encourage people to use more efficient modes of transportation if we don't have the
524	Sandra	Sunnyvale	I've seen theft and people trying to leave with bikes that aren't theirs. People need to be near their bikes.

525	Leeann Bond	Mountain View	
526	John Demme	San Jose	
527	Karina Camacho	San Mateo	As a commuter and transit user I support this petition and strongly do not want the new electric carts to feature only six carts because it would be a huge inconvenience for passengers and bike riders.
528	Rob Jordan	Menlo Park	
529	C Miller	Sunnyvale	
530	Linda Wan	San Mateo	Let's be progressive in our thinking here. The need for a bike for the last mile is a real need for Silicon Valley. More bike cars can solve this demand.
531	Irving Arguello	San Francisco	I don't want my bike stolen
532	Alli Rico	San Jose	People should be able to sit near their bikes! There is constant confusion with folks that don't use destination tags. Not having seats in the bike car will ensure absolute chaos boarding at stations with high bike traffic and will increase delays caused by slow boarding.
533	Cyrus Manuel	Sunnyvale	
534	Cristina Munoz	San Jose	
535	Stanley	San Jose	
536	Alison Hamblin	Los Altos	
537	Jeff Fisher	Mountain View	Caltrain support of cyclists is critical to creating a car-free commute that is greener and clogs roads less than car/train or car commutes. Ignoring cyclists during the change to electric trains is going to encourage more wasteful transportation to and from Caltrain, like driving or using rideshare, or it will lead to people doing things like locking bikes on Caltrain or standing with bikes in order to protect their property, which will slow down the commute and defeat some of the gains of the trains going electric. Simple, thought-through cycling accommodations will make stops smoother and
538	Divya	Sunnyvale	I strongly support seats next to the bikes for the security of the bikes
539	Sam Falter	San Bruno	I've already had one bike stolen... I'd like to keep the one I currently have by being able to see it on the train.
540	Susannah Barsom	San Jose	The proposed configuration seems to invite chaos, as most riders want to be able to see their bicycles throughout the commute; getting bikes off and on the train at each station will take a great deal of time.
541	Ann Marie	San mateo	
542	Soren Harner	Palo Alto	
543	Gaurav Sawant	Sunnyvale	
544	Rafael Ramos		
545	Tom D'Arezzo	San Mateo	
546	Jessica Knapstein	Redwood City	
547	Eric Cretarolo	Redwood City	I support more capacity
548	Ray Thompson	Palo Alto	
549	Edward Saum	San Jose	

550	E Wang	San Jose	Very sad to say this, but I would not trust leaving my bike out of sight on the Caltrain ride. And "less bike capacity"?? If anything, the Caltrain should provide more bike capacity for environmental causes and
551	Jean Higham-Sergeant	San Jose, CA	Caltrain's plans for new bike cars without seating in view of the bikes is an unreasonable invitation to bike thieves. There are already some problems with vandalism and bike theft on the current bike cars, however, the cyclist community helps thwart those problems by keeping eyes on their own and other cyclists' bikes. Forcing cyclists to temporarily abandon their unlocked bikes on the lower level and out of view from the majority of this niche Caltrain community threatens cyclists' valuable property and means of personal transportation. Cycling and using mass transit are a popular alternative to driving clogged roadways, and will only become more popular in the fight to reduce global warming and pollution. Please run eight-car trains with 96 bike
552	Matt Giambruno	San Francisco	I support this petition.
553	Margaret Soucheray	Sunnyvale	
554	Jacqueline Sanchez	Redwood City	
555	Nat Collins	Santa Clara	We cyclists absolutely need to be able to see our bikes and react quickly if someone messes with it. Please correct this design oversight in the proposed electrified
556	Brian Badenoch	San Jose	
557	Lloyd Cha	Saratoga	Bicycles are essential to solving the 'last mile' problem for many public transit users. Space for bicycles is already scarce at peak times. The news about more frequent trains is very encouraging, but that does not eliminate the need for more bicycle capacity on every
558	Bill Carter	San Jose	
559	Caleb Fowler	San Jose	Please! Good design facilitates increased ridership. It's a beneficial cycle.
560	Scott Reimert	San Jose	Unless CalTrain is replacing stolen bikes, we don't need a rolling bike mart for bike thieves.
561	Brian Funk	Saratoga	
562	Martina Sbicca	Santa Clara	
563	Patrick Barone	Santa Clara	
564	Hesham	Santa Clara	
565	Pankaj Dugar	MTV station	
566	Anthony Moor	Mountain View	As a daily commuter who brings his bike on board the morning and evening bullet, I see firsthand the stress that bike cars at capacity causes. Please ensure adequate space for bikes and don't underestimate the chaos that would ensue at each stop if people had to
567	karan gathani	Mountain View	

568	Sasha Ovsiankin	Sunnyvale, CA	Bike cars are a great feature of Caltrain that increases ridership quite a bit. Without convenient view of my bike I would reconsider my transportation options and possibly ride Caltrain less.
569	Kavit	Mountain View	Non bikers occupying seats in the cabinet car and bike thefts are known problem since I started using Caltrain in 2015. It's encouraging that now conductors of the busy train announce that allow bikers to board first. These are other few ideas to solve the problem: - Having more signs inside the bike car showing that this is the car for people who has bikes - Having colored signs at the Caltrain stations showing where the bike car is
570	Viet Nguyen	Mountain View	
571	Chris Parry	Mountain View	The bike cars are often crammed today. We need more capacity for bikes.
572	TK Tsai	Sunnyvale	Please find balance on the seat & bike capacity as it is essential to have people travel with bike able to stay with their investment. Thank you.
573	Stav Ashuri Zohar	Mountain View	
574	Moya Damberger	San Jose	
575	Cyrus Vafadari	Sunnyvale	Watching the bikes is important. Even if it isn't full seats and has "leaning" seats that would go a long way
576	Randy Leberknight	San Jose	Encourage bikes instead of making it harder for them!
577	Stan Wong	san jose	If you want more commuters on the train, please accommodate and think long term for a continuously
578	J Lawrence	Mountain View, CA	I commute via Caltrain with my bike and the current situation could be improved on in so many ways I can't believe that Caltrain is considering making it worse.
579	Ashley Hanson	San Jose	I'm not so bothered by the lesser capacity of the individual trains as I imagine they'll run more frequently. I am however concerned about the threat of theft if I can't sit near my bike. If I can't sit near it I'd have to lock it every time I ride, causing greater disruption to everyone's overall commute
580	Claire		
581	Christopher weber	San Francisco	
582	Adam Pinch	San Francisco	More space for bikes is needed. Not less!!
583	Brian Kammerer	San Francisco	
584	Kunal Sangani	San Francisco	I like to be able to sit with my bike
585	Matthias Bendull		
586	Brad Davis	Mountain View	Paying more for less! I've about had it with CalTrain! Get it together! Bike cars are overcrowded, and unsafe!
587	Eric Muller	Los Altos	
588	Sarah Ellison	Redwood City	
589	Jackson Reed	San Jose	
590	Joke van Bommel	Palo Alto	
591	Frank San Miguel	San Jose	
592	Brian	San Jose	
593	Kenneth Ledbetter	San Jose	

594	Randy Spickler	Mountain View	Please do not force bicyclists to chose between sitting for a long ride and potentially having their bike stolen due to their not watching it during the train ride.
595	David Gustafson	San Mateo	Please provide for bikers the opportunity to watch their bikes. And acknowledge the volume of bikers riding Caltrain by providing reasonable capacity.
596	Mark Kashima	San Mateo	
597	Lauren Renaud	San Jose	
598	Peter Levonian	Mountain View	
599	Genevieve Norman	Redwood City	
600	Carlos Marin	San Jose	daily commuter have very ex pensive bike don't want to
601	Javier Trueba	San Jose	daily commuter have very ex pensive bike don't want to
602	Fernanda Marchant	Redwood City	bikes on board is great! keep them safe is important
603	Jacob Crabill	Palo Alto	There's barely enough capacity as it is; I always have to stand in the aisle of the bike car during commute hours. We need more bike cars, not less!
604	Rocio Segura	Mountain View	In addition to the theft issue, think of all the people that will want to stand near their bike to watch over it and how difficult it will make it to load and unload on a design of this type. Please reconsider bike car design to allow for seats within view of bikes.
605	Alfonso Ramirez	Sunnyvale	
606	Annie Xu	Saratoga	As a young person using CalTrain for the first time this summer, I've been impressed and entertained by the number of Silicon Valley residents using wonderfully low-tech bikes, in combination with train, instead of their cars. There have been many weekdays where the bike cars were extraordinary full, sometimes leaving people standing in the aisle with their bikes throughout the ride. It would be disappointing for a renovation of the system to exacerbate the problem instead of allieve it. I hope that, as the hero in Bay Area transit that dictates powerfully how citizens contribute to traffic and greenhouse gas emissions, CalTrain will consider this revision to its plans.
607	Cameron Moberg	Mountain view	
608	Sophie	Palo Alto	
609	Sarah Hanes	San Jose	Security cameras won't stop bike thefts. New bike cars will be choked with people trying to keep an eye on their bikes. If there's not going to be seating within view of bikes, people need to be able to lock them. Doesn't work with stacking. Seems like the worst option at every step was selected for the new bike cars.
610	Aurina Malaki		Daily commuter Palo Alto to SF & back using bike & caltrain

611	Thibaut de Bretagne	Palo Alto	
612	Joe Powers	San Rafael	Remember why there is mass transit. Let's reduce carbon emissions, improve efficiency in transportation infrastructure and make this easy with human powered transport. More bikes on trains help make this happen.
613	Richard Nieset	San Jose	We have design objectives for a reason. Supporting bike commuting is important for the economy and environment. Common folks, stop pulling short cuts in the name of expediency we have heard that excuse too often. Do it right or don't do it at all.
614	Karl Sorensen	San Francisco	
615	Jonathan Hoyt	San Francisco	
616	Randy	Foster city	
617	Jennica Storti	San Jose	
618	Sean Murphy	San Francisco	
619	Riana Pfefferkorn	San Francisco	
620	Reid Erickson	Redwood City	I've witnessed too many bike thefts even in packed cars. Leaving bikes out of view of riders is an invitation for theft
621	Frank Dowling	San Francisco	
622	Nicholas Johnson	San Jose	
623	Jeffrey Kastenbaum	San Francisco	
624	Carlos A Tarango	San Jose	
625	Shannon Clark	Redwood City	
626	Meaghan Brosnan	Mountain View	
627	Jacquette Ward	Santa Clara	
628	Kawai Washburn	San Carlos, CA	
629	Julie Ma		
630	Alex Stowbunenko	San Jose	
631	Corentin Fabry		
632	Alex Semfel	San Francisco	
633	Katie Dfesk	San Francisco	
634	Ximin Luo	San Francisco	Caltrain you're electrifying the line to cut emissions, so why not help the rest of us also cut our emissions by making it less of a problem to use bikes! It takes me 30 minutes to walk to the station and 10 minutes on a bike, if I risk getting it stolen I might have to drive instead!
635	Rose Rustowicz	Mountain view	We need more space for bikes! Thank you!
636	Mark tiedens	Menlo Park	
637	Walter Huf	Santa Clara, CA	Bike cars are already too crowded, we need more room to bring our last-mile transportation with us
638	J Trail	Mountain View	
639	Andrew Chew	San Mateo	
640	Mika S	San Carlos	

641	Theresa Nguyen	San jose	
642	Cliff Bargar	San Francisco	
643	Ronan Murphy	San Francisco	
644	megan Nguyen	Belmont	
645	Jeremy Pollock	San Francisco	
646	Catherine Orland	SF	
647	Terra Conlon	San Francisco	
648	Emily Higgs	San Francisco	
649	Tia Paneet	SF	
650	Jimmy Connors	SF	
651	Gustaf Alstromer	San Francisco	
652	Zoltan DeWitt	San Francisco	
653	Daniel Langerenken	San Francisco	
654	Daniel Llinas	San Francisco	Owners need to be able to keep an eye on their bikes.
655	Michael N Escobar	San Francisco	SF - Mountain View bike commuter
656	Mary Patton	San Francisco	Please allow oversight of bikes by keeping seats in view of bikes
657	Jeff Allen		
658	Josh Galde	San Francisco	
659	Jenni Young	San Francisco	
660	Erica Messner	San Francisco	
661	Marcus Rohrbach	San Francisco	More bike spaces will motivate more people to use Caltrain. After SF the Train sometimes does not take bikes anymore b/c it is full and this stops people taking the train.
662	Adam Philipps	San Francisco	
663	Carlos Castillo	San Francisco	
664	Hiba Tariq	Cupertino	Video cameras in the bike cars will not be enough to protect against theft. We need to physically be in the same space as our bikes for maximum security and peace of mind.
665	Raemond Bergstrom-Woo	San Francisco	SF to Palo Alto commuter. Bring my bike on the train everyday
666	Jesse Atkinson	San Francisco	
667	Paul B	San Francisco	Help us cut our emissions by making our train+bike commute easier! We need space for secured bikes
668	Helene Demoulin	Palo Alto	
669	Erin Bailie	San Francisco	Commute on CalTrain daily, and have to work offset hours due to lack of bike capacity.
670	Kevin Jude	Berkeley	



671	Mary Miller	San Jose	I depend on commuting by bike and Caltrain to and from my non-profit job in San Francisco. I love Caltrain and support electrification. But please ensure adequate room for bikes on the new trains and a place for us to sit and keep and eye on them.
672	Vaibhav	San Francisco	
673	Bret Malsnee	San Francisco	
674	Trupti Sheetal	San carlos	
675	Samuel Sharkey	Oakaldn	
676	Riz Azad	San Mateo	I plan on being near my bike with our without the dedicated seats within view of my bike and I am guessing many other bikers will do the same. This will cause delays for bikers and non-bikers so the solution is to have dedicated bike cars for bikers only with proper seating to accommodate.
677	Neil Shah	San Carlos	
678	Paul Bellar	San Francisco	
679	Robert Matevish	Burlingame	
680	David Mazières	San Francisco	
681	Harish Emmadi	Menlo Park	I commute by Caltrain everyday to get to city, Please ensure to keep the same number of Bike spaces as in diesel trains.
682	Andy Qi	San Jose	
683	Peter Taylor	San Francisco	Bikes are desperately needed to allow the first and last miles tranport!
684	Stephanie Wolfe	San Leandro	
685	Mason Grainger	San Francisco	Do it! Do it now!
686	Camille Martel	San Jose	
687	stan tangeman	san francisco	
688	Joyce Ma	South San Francisco	
689	andrew nguyen	san jose	Please have more bike capacity and seats for bikers to watch their bikes while riding the train to prevent theft.
690	Justin Gibbs	San Jose	Bike theft is rampant, need to keep an eye on our bikes.
691	Michael Hardy	San Francisco	
692	Laura Celio	san francisco	This seems extremely short sighted given the growing number of bike commuters. Bike car shuffling is a huge contributor to delays. Bike car space should be maximized. Cyclists should be kept close to their bikes not only to deter theft, but to aid in boarding and disembarking.
693	Kyle Barlow	San Francisco	
694	Dimitri Kielbasiewicz	San Francisco	

695	Katie	Palo Alto	I ride Caltrain every day and my commute depends on bike travel. As it is, there aren't enough bike racks on the afternoon trains leaving San Francisco and already I offset my hours to accommodate the overcrowded bike cars. Any fewer bike spaces will make the difficult commute even worse.
696	Katie Duerr	San Francisco	
697	Puneet	San Francisco	
698	Aaron Handler	Oakland, CA	
699	Liz Derr	San Mateo	
700	Aaron Rietz	San Carlos	We need more bike spacesuit car, not less! Many current trains are desperately overcrowded and cause delays with loading and unloading
701	Joe		
702	Mahmoud Hashemi	San Jose, CA	
703	Erin Lathers	San Francisco	
704	Alexander Bloom	Burlingame CA	
705	Lauren Johnson	Millbrae	
706	CHARLES SOWERS	San Rafael	
707	Viknes Balasubramanee	San Francisco	
708	Neha Moharir		
709	Jose Rosado	San Mateo	Please increasing the bike capacity and biker seating on the new trains. As it is we are at capacity on the current trains during peak commute hours.
710	Jorg Janke	Redwood City	
711	Darius Watson	Marina	
712	Jason Fama	san carlos	I commute on the bike car every day to San Francisco. After observing other commuters who had their bike stolen on the train, I always sit in view of my bike. Please keep capacity and seating for bicyclists.
713	Jean Tessier	Foster City, CA	
714	Brandon Smith	Santa Clara	
715	William Rupel	San Francisco	Daily commuter. We need the room and the view.
716	James hunt	Redwood City	5 year RWC to Silicon Valley bicycle commuter. Bikes are already the time limiter at station stops. It will go up!
717	Adam Cozzette	San Bruno	
718	Ray Hodges	SN Francisco	
719	Guy langford-lee	San Francisco	
720	Ramon Icatar	San Mateo	
721	Laura Furman	San Francisco	
722	Alex Miller	San Francisco	
723	Nathan Harling	Redwood City	

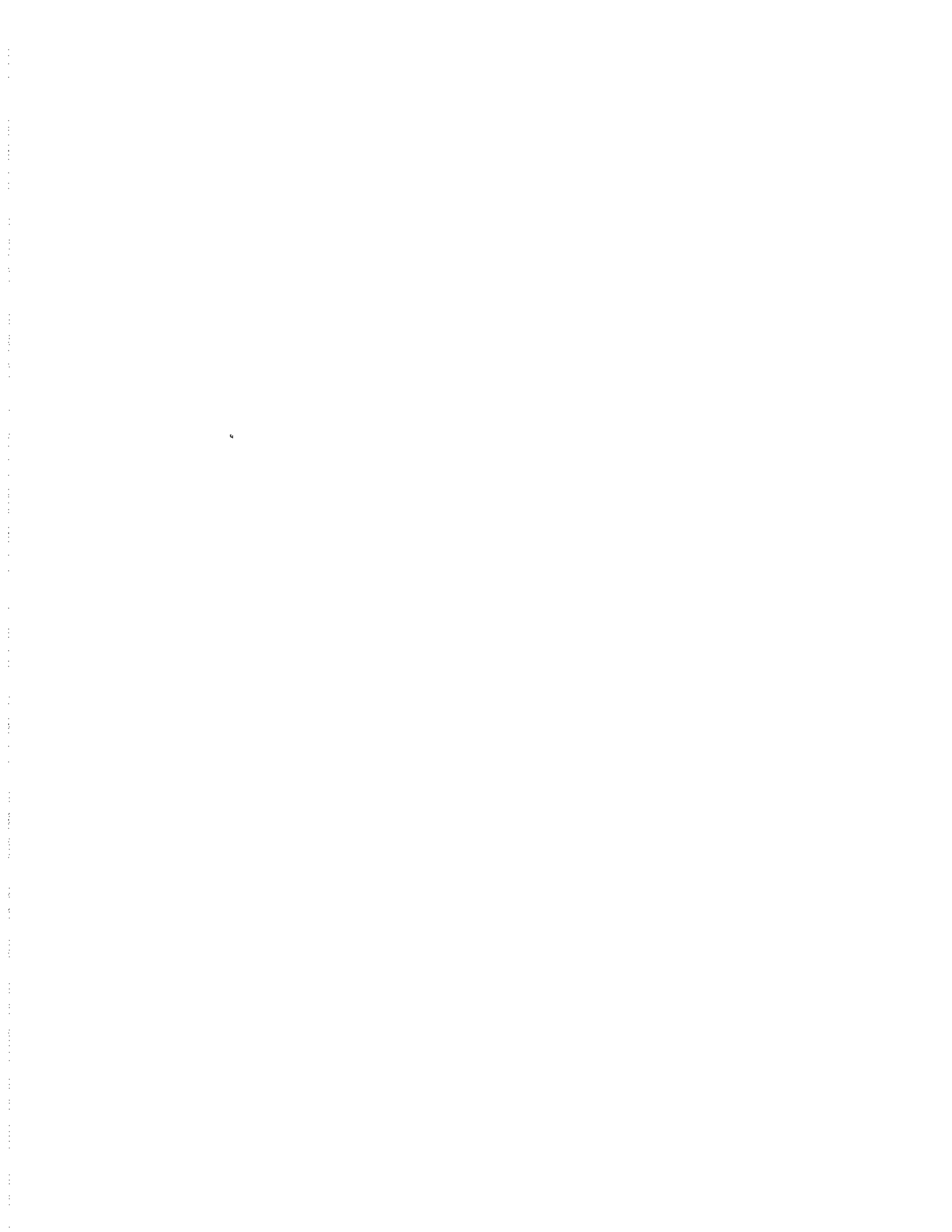
724	david tocchini	San Mateo	Seems like Caltrain needs to communicate with bikers more!
725	William Wolfkiel	Poway	Getting your stuff stolen is awful, please be considerate
726	Jessica Robado		
727	Niko	San Jose	
728	Mathis Lauckner	San Francisco	
729	Chinmayee Shah		
730	Rich Schwerin	SAN CARLOS	Please fun eight-car electric trains with seats within view of bikes and ensure compliance with the board-mandated 8:1 ratio of seats-to-bike spaces. Thanks!
731	Mitsu Hadeishi	Mountain View	The trains are ALREADY overloaded for bikes, and we're going to reduce the number of spaces for bikes and eliminate seats near bikes? This is a travesty and makes no sense at all.
732	John M Breza	Mountain View	yes more bikes and LEV's Love
733	Morgen Peschke		
734	Teresa Peschke	Morgan Hill	
735	Dean M Inouye	Mountain View	
736	Sean Fruit	Morgan Hill	
737	Scott Stalder Skarmoutsos	Santa Clara	I ride Caltrain everyday to and from work and ride my bike to and from the train on each end. Please keep plenty of space for bikes and seats for bike riders.
738	Connor Kelley	San Francisco	
739	Joanna Li	Palo Alto	I bike every day. It is important to make my isn't get lost on train.
740	Catherine	San Francisco	
741	Richard Joyce	San Francisco	
742	Carl Russell	San Francisco	I've had my bike stolen from Caltrain because I couldn't see it. And they want to make the problem worse?
743	Amit Goldenberg	San Francisco	
744	Jesse miller	San Francisco	As a daily caltrain bike commuter it's essential to be able to keep an eye on my bike.
745	J	San Francisco	
746	Scott Blake	Redwood City	I ride Caltrain twice a day. It seems as though we are supposed to just hope that our bikes won't get stolen, because it is rarely feasible to remain within sight of my bike once I rack it.
747	Ralph McNall	Belmont	
748	Jorge Rodriguez	San Mateo	I got my bike stolen once and won't like that to happen again.
749	Neil Srivastava	San Francisco	
750	Gary David Withey	San Francisco	
751	Joe	Redwood City	

752	Annie Chen		
753	Peter Grifyn	San Francisco	More bike spaces please!
754	Peter Grifyn	San Francisco	Bikes are at risk of being stolen
755	Hiroshi Murakami	San Carlos	
756	Stephen Walker	San Francisco	Caltrain needs to have plenty of safe bike space for commuters. The train only has 1 line, so bikes are necessary to get to and from the Caltrain for most people. Caltrain is already really at capacity for bikes, so reducing it makes no sense. People also need to feel comfortable bringing their bike on board! Please increase the bike capacity and allow us to keep our bikes safe!!
757	Shelby Downe	Sunnyvale	I LOVE that Caltrain is planning to electrify its line, but it's essential that there be plenty of bike capacity and cyclist seating so that Caltrain riders can continue to make the sustainable choice of commuting by bike.
758	Akshay H	San Francisco	
759	Fabien Blanc	San Francisco	
760	Reuben Bailon	San Francisco	
761	Siwadon Saosoong	San Francisco	
762	Ganesh Venkataraman	Mountain View	
763	Vivi hu	San Francisco	Afternoon rush hours the bike cars are jammed pack. Please have more spaces for bikes on the train.
764	Sebastian Loscher	Sunnyvale	I thought Caltrain also planned to have more trains during rush hour which is possible due to electrification. Doesn't that compensate a little bit? Still, there's currently too little space.
765	Andrea	Woodside	
766	Zachary Gaslowitz	Mountain View, CA	
767	Elizabeth Caudill	San Francisco	
768	Javier Garza	San Carlos	Let's ensure next generation trains have the same or more bike capacity as today's trains to ensure a better future and provide an alternative to car commuting
769	Talia Pierluissi	San Francisco	Please don't reduce the bike capacity!
770	jonathan Withrington	San Francisco	I commute from 4th and king to San Carlos regularly and the bike cars are often full at rush hour. Bike share does not exist at my destination, and is not a solution for me. We need more bike capacity not less.
771	Tim Quijano	san francisco	
772	Sumanth	Sunnyvale	Need dedicated more space for bikers

773	Anton	Palo Alto	I commute from Palo Alto to San Francisco and bike cars are often full so I have to stay and hold my bike, it's very inconvenient. We need more capacity.
774	Juan Martinez Sykora	San Francisco	As usual caltrain user and bike rider, I only see that Caltrain can improve by increasing this option
775	Eric Quist	Sunnyvale	
776	Dy Nguyen	SAN FRANCISCO	
777	Jonathan Hall	Emerald Hills	
778	Ashley D Smart	SAN FRANCISCO	
779	Joel	San Francisco	
780	Joe Warga	San Francisco	
781	Mari	San Francisco	Why not design the bike cars in the new trains in gallery configuration. Gives maximum capacity and seats in plain view. Or modify some of the existing gallery cars for use in the new trains. Shouldn't be so hard to do.
782	Amory Schlender	San Francisco	
783	Brandon Zorner	San Francisco	
784	aman diwakar	San Jose	
785	Guy de Bruyn	Foster City	
786	Martin Logan	San Francisco	
787	Jennifer Robinson	San Francisco	
788	Mark Eastman	East Palo Alto	
789	Carol Fan	Menlo Park	We need more bike capacity and the ability to see our bikes. Lots of bike thefts on the train!!
790	Alex Tovbis	Redwood City	
791	Jimmy Liang	San Francisco	I would like to see that there is more spaces for bikes that people commute with including myself to reach the work site within the peninsula region. Please consider those people and cut out the bikeshares spaces on each stations because they are irrelevant!
792	Marie Deininger	San Francisco	
793	Bruce Storms	Redwood City	
794	Yuanyu Chen	san francisco	
795	John Swanda	San Francisco	
796	Tom Brown	San Francisco	
797	Laurel Gaddie	San Francisco	Bikes are critical for door-to-door transit, and riders must be able to monitor their bikes on Caltrain to prevent theft.
798	Preston Rhea	San Francisco	More seats, more space for bikes, more bike-and-train connection!
799	David Favello	Walnut Creek	
800	Katherine Roberts	SF	
801	Barry Beams	Mountain View	

802	Christopher Stivers	San Francisco	
803	Lauren Sailor	San Francisco	
804	Michael Treece		
805	Jim Hartman	San Francisco	
806	John Bocharov	San Francisco	Bikes and Caltrain are a great commute option that keep cars off the road. Let's make sure we have the capacity to make it available to everyone without inviting bike theft.
807	Madison Fleming	San Francisco	Our public transportation infrastructure needs to make it easier for bikers...not more difficult!
808	Clayton Hardman	San Francisco	
809	Vineet	San Francisco	Excellent proposal. Add bike capacity and design the cars to allow bikers to board and unboard quickly. E.g. enter bike area from one end and exit from the other end.
810	Jimmy Jones	Redwood City	Bikes are the answer for healthy humans, planet and ridership.
811	Simon	San Francisco	
812	Michael Fuad	San Francisco	
813	Bryan Parry	San Francisco	
814	Thu Nguyen	San Francisco	
815	Andrew Winget	San Francisco	I have had two bikes stolen from the Caltrain bike cars in the last 4 years. In both cases, I couldn't supervise the bike because I was forced to sit separately from my property. In both cases I was mocked by the conductor.
816	Gleb Mezhanskiy	San Francisco	
817	Ryan Hinkley	San Francisco	
818	Matt Geis	San Francisco	
819	Jordan	SF	
820	Kate McManus	San Francisco	I have to sit in the stinky first car (next to the toilet) if I want to watch my bike. It's a pretty terrible, honestly. Part of me is considering just using a very old bike that's falling apart instead of the one that actually works well because then I could actually relax on the train. I do this commute every day. This change would drastically improve my daily life.
821	Erik Danie	San Francisco	
822	Bogdan H	San Francisco	
823	Peter Kriss	San Francisco	
824	Andrea Meislin	San Francisco	
825	Sylvia Zhang	San Francisco	
826	Lyndie Ho	Menlo Park	
827	David Melamed	San Francisco	
828	Shannon Smith	San Jose	
829	Stasha Dillman	San Francisco	

830	stephanie regni	Albany	We need more space for bikes in daily commute to reduce CO2 emissions!
831	Christine Kao	San Francisco	
832	Josh Lappen	Stanford	
833	Jackson Twilling	San Francisco	
834	Jack Wegleitner	San Francisco	
835	Morgan Abbett	San Francisco	Please add more bike capacity!
836	Kenneth Meislin	Mill Valley	My daughter uses the train with her bike and she needs this service. We need to support more bike usage - not less.
837	Madison	Stanford	
838	Raven Twilling	Mill Valley	
839	Molly		
840	Sarah	San Mateo	Absolutely need to be able to see my bike when on the train!
841	Marion F Smith III	San Francisco	On my daily commute, I usually ride in a very crowded bike car. Reducing bike capacity would be a move in the wrong direction.
842	Andrew Ehrlich	San Francisco	The only reason I ride Caltrain is because I can safely take my bike.
843	Peter Ehrlich	San Francisco	
844	Jason Ford	San Francisco	Bikes are central to CalTrains success. The future depends on multi-modal transportation. It allows commuters to take the train when their office isn't next door to a train station. Please increase bike capacity and let the bikes be within view of their owners.
845	Bende Zou	San Francisco	Please keep the good tradition of Caltrain to save sufficient space for bikes and give seating priority in the same car to bikers if you can. We need it. Thanks!





**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Monday, November 12, 2018 4:51 PM  
**To:** 'Shirley Johnson'; Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com  
**Subject:** RE: Higher Caltrain capacity or fewer diesel trains?

Dear Bikes Onboard,

Thank you for your feedback. Caltrain is excited about the TIRCP award for additional electric vehicles and wayside bike parking. As you note, Caltrain is at capacity during commute hours, with some trains at 130% capacity. This funding will help bring more relief to the system, and help make it cleaner and more sustainable. Caltrain is working to grow its capacity even more, and will continue to seek funding for eight-car trainsets.

Best,  
Lori

---

**From:** Shirley Johnson [[mailto:dr\\_shirley\\_johnson@yahoo.com](mailto:dr_shirley_johnson@yahoo.com)]  
**Sent:** Saturday, October 27, 2018 11:20 AM  
**To:** Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** Higher Caltrain capacity or fewer diesel trains?

Dear Chair Bruins and Joint Powers Board,

I see that Caltrain staff propose using the TIRCP money to run seven-car EMU trains in the mixed fleet instead of eight-car. Seven-car would provide only 4% increase in seat capacity, whereas eight-car would provide 17% increase. The difference is due to fewer diesel trains (which have very high seat capacity) in the seven-car mixed fleet. Please see the attached spreadsheet for comparison.

**The question is: Do we want higher system capacity, or do we want fewer diesel trains?**

Fewer diesel locomotives means less pollution locally, but higher system capacity means less pollution globally by getting more cars off the road.

Are you comfortable with the proposal to run a lower capacity system, when it would be possible to run 17% higher seat capacity with the same number of EMU cars?

Sincerely,  
Shirley



### Caltrain capacity after electrification

**Conclusion: Using 8-car EMU train sets instead of 7-car in the mixed fleet provides over four times more seat capacity.**

Background: Caltrain has been awarded a TIRCP grant and plans to buy 37 additional EMU cars to run 7-car EMU trains. Purpose of this spreadsheet: Assess the difference in capacity between 8-car and 7-car EMU train sets in a mixed fleet. Assumption: 24 train sets required for 6 trains per peak hour Supporting calculations below.

### EMU and diesel train service scenarios

Scenario	Number in service	Train set type	Seats per train	Bikes per train	Comment
baseline	16	6-car EMU	567	72	Meets 8:1 ratio of seats to bikes
	8	7-car diesel	910	72	
1	19	7-car EMU	662	84	Meets 8:1 ratio; all 37 new EMU cars in service
	5	7-car diesel	886	96	
2	16	8-car EMU	756	96	Meets 8:1 ratio; 5 new EMU cars are spares
	8	7-car diesel	886	96	

### Total capacity in fleet

Scenario	seats	% increase	bikes	% increase
baseline	16352		1728	
1	16999	<b>4.0%</b>	2076	20.1%
2	19184	<b>17.3%</b>	2304	33.3%



**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Friday, November 09, 2018 5:04 PM  
**To:** 'Bikes on Board'; Caltrain, Bac (@caltrain.com)  
**Cc:** Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]  
**Subject:** RE: Caltrain Comprehensive Access Policy needs updating

Dear Bikes on Board,

Thank you for your feedback. Caltrain has one of the most extensive bicycle access programs among passenger railroads in the nation, and riders who use their bikes to access Caltrain help reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. The Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system; and recently a full time station access planner was hired to improve bike access at the stations.

Best,  
Lori

---

**From:** Bikes on Board [<mailto:bikesonboard@sonic.net>]  
**Sent:** Wednesday, November 07, 2018 10:30 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Cc:** Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]  
**Subject:** Caltrain Comprehensive Access Policy needs updating

Please see the attached letters.



DATE: April 4, 2016

TO: BART Board of Directors

FROM: BART Bicycle Advisory Task Force

SUBJECT: In support of the draft BART Access Policy

Dear President Radulovich and Members of the BART Board of Directors,

The BART Bicycle Advisory Task Force wholeheartedly supports the draft BART Access Policy, and we encourage your approval of the draft policy when it comes before the board for a vote.

Making BART stations more accessible and convenient for passengers who walk, bicycle, or take transit to BART will help create a greener and healthier San Francisco Bay region. Walking, bicycling, and taking transit are cost effective access modes and also reduce greenhouse gas (GHG) emissions compared with driving.

Under the draft BART Access Policy, providing infrastructure for BART passengers who walk to the station would receive the highest priority. Passengers who bicycle to BART would receive the next highest priority, followed by transit users, and, finally, those who drive to BART. We applaud BART staff for its vision and for recognizing the benefits of bicycling and prioritizing bicycling over transit (some agencies prioritize transit over bicycling).

Several goals in the draft BART Access Policy specifically prioritize bicycles over transit:

1. BART prioritizes access modes that improve public health, including walking and bicycling.
2. BART prioritizes the most sustainable access modes, with a focus on the lower per rider GHG and pollutant emissions.
3. BART manages all modes of access, prioritizing the most cost effective modes by station.
4. BART factors its land value in decision making, prioritizing access that generates the most riders with the least space.
5. BART examines social, environmental, and opportunity costs in its decision making.

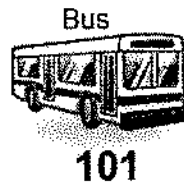
We expand on each of these goals below.

**1. BART prioritizes access modes that improve public health, including walking and bicycling.**

Walking and bicycling for urban transportation offer personal and public health benefits by reducing the risk and cost of conditions such as hypertension, diabetes, and obesity that increasingly strain the US healthcare system. Walking and bicycling also improve public health by decreasing air pollution, which causes asthma attacks and other ailments.

**2. BART prioritizes the most sustainable access modes, with a focus on the lower per rider GHG and pollutant emissions.**

A bicycle's carbon footprint is less than 10% that of a car and about 20% that of a bus, as illustrated in the following figure.



Carbon footprint of access modes, expressed as grams of CO<sub>2</sub> per passenger kilometer.

Reference: *Bicycling Magazine*, June 2012, p. 48.

These data indicate that bicycling to BART is more sustainable than taking transit or driving to BART.

**3. BART manages all modes of access, prioritizing the most cost effective modes by station.**

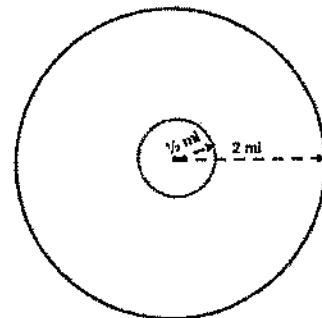
Each access mode requires infrastructure to support its use. Bike parking is needed for people who bicycle, buses are needed for transit riders, and parking lots are needed for people driving. For comparison, the table below shows the approximate cost of providing each of these amenities for 100 passengers.

Access mode	Amenity required	Capital cost per 100 passengers
Bicycling	Bike locker	\$27,000
Transit	Bus	\$1,000,000
Driving	Parking space	\$3,500,000

Costs in the table are based on the approximate cost of 100 e-lockers for bicycles (\$2700 per locker), two hybrid buses for transit riders (\$500,000 per bus), and 100 parking spaces in a parking structure for drivers (\$35,000 per parking space). Providing needed facilities for passengers who bicycle is significantly more cost effective than providing infrastructure for transit users or drivers.

**4. BART factors its land value in decision making, prioritizing access that generates the most riders with the least space.**

Facilities for walkers take the least space, but there are a limited number of passengers whose starting points and destinations are within comfortable walking distance of the stations. Because the average person can walk half a mile in 10 minutes but can bicycle two miles in that same 10 minutes, bicycling increases the number of people within easy reach of a BART station by 16-fold, as illustrated in the figure at the right where the station is the center point of the concentric circles. While transit and driving can reach an even greater distance, space demands are much more for bus stops and even more for parking lots. Providing facilities for bicyclists using BART is an outstanding way to meet BART's accessibility goals and increase ridership.



**5. BART examines social, environmental, and opportunity costs in its decision making.**

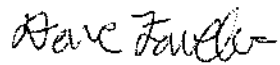
Shifting BART access mode share away from driving towards walking, bicycling, and transit will help reduce air pollution, traffic congestion, urban sprawl and other problems resulting from our dependence on the private auto for mobility. While transit has lower environmental costs per passenger than the automobile, bicycling and walking to BART are even more sustainable. In addition, bicycles can navigate congested urban streets faster and more conveniently than buses.



The draft BART Access Policy offers a solid vision for a more sustainable BART. We encourage BART to aspire to these goals system-wide.

We urge you to approve the draft BART Access Policy. Thank you for your consideration.

Respectfully submitted,

A handwritten signature in black ink that reads "Dave Favello". The signature is written in a cursive, slightly slanted style.

Dave Favello  
Chair, BART Bicycle Advisory Task Force

ADOPTED AT THE BART BICYCLE ADVISORY TASK FORCE MEETING ON APRIL 4, 2016 BY THE FOLLOWING VOTE:

AYES: Blackwell, Favello, Goldman, Hagelin, Johnson

NAYS: None

ABSTENTIONS: None

ABSENT: None



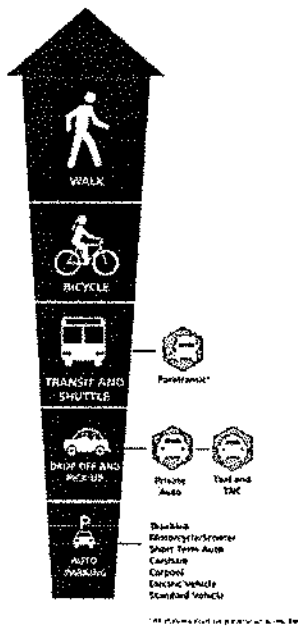
November 7, 2018

Dear Caltrain Bicycle Advisory Committee,

Caltrain's Comprehensive Access Policy was adopted in May 2010 and is outdated. Please take the initiative to help Caltrain update this policy to be in alignment with forward-thinking transit agencies like BART.

BART's station access policy prioritizes walking, biking, transit, and lastly driving, as shown pictorially below. Caltrain's access policy flips biking and transit, as shown in the table below.

**BART Station Access Priority**



**Caltrain Station Access Priority**

1	Walk
2	Transit
3	Bike
4	Auto

There are many reasons why biking should be higher priority than transit, as explained in the attached letter from the BART Bicycle Advisory Task Force. We encourage you to take action to help bring Caltrain's Comprehensive Access Policy up-to-date by prioritizing biking over transit for station access.

Sincerely,  
BIKES ONboard Team

*References:*

BART Station Access Policy: <https://www.bart.gov/about/planning/access>

Caltrain Comprehensive Access Policy:  
[www.caltrain.com/Assets/ Public+Affairs/pdf/Comprehensive+Access+Policy.pdf](http://www.caltrain.com/Assets/Public+Affairs/pdf/Comprehensive+Access+Policy.pdf)



**Low, Lori**

---

**From:** Bikes on Board <bikesonboard@sonic.net>  
**Sent:** Thursday, November 08, 2018 11:22 PM  
**To:** Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)  
**Subject:** Streetsblog: Caltrain Bike Car Easy Pickins for Thieves

<https://sf.streetsblog.org/2018/11/08/caltrain-bike-car-easy-pickins-for-theives/>

## Caltrain Bike Car Easy Pickins for Thieves

### Is Caltrain's bike car policy ringing the dinner bell for crooks?

Wei Liu bikes two miles from his home to Caltrain's Lawrence Station. He puts his bike in the bike car and then sits down for a 15-minute train ride to Palo Alto. He rides his bike another two miles to his job as a solar astrophysicist at the Stanford-Lockheed Institute for Space Research. In June last year, when he went to retrieve his Trek Verve 1 from the bike car, it wasn't there. In retrospect, Liu is pretty sure he saw the man who stole his bike—because he happened to notice a man get on right behind him carrying a very junky-looking bike.

Liu is convinced the man who got on behind him left the junker and got off at the next stop with his Trek. He believes the man was using a common ploy of grabbing whatever junk bike he can find and following someone with an expensive bike onto the train. Then they leave the junk bike on the train and get off with the high-priced bike of the person they followed. This avoids suspicion, since nobody is likely to notice if someone gets on the bike car with one bike and leaves with another. Wei says Caltrain's 'bike car' arrangement, where cyclist are routinely forced to sit far and out of sight from their steeds, encourages this kind of theft. "The thieves are very smart—they watch you go to the other car."

Liu's experience is not isolated.

"We've heard concerns about theft ... and have moved to update a lot of our practices to better address the issue," wrote Dan Lieberman, a spokesman for Caltrain, in an email to Streetsblog. "In the coming months, we're looking to partner with [529 Garage](#), which makes it easier to both prevent theft and to recover stolen bikes after the fact. We're also working with our conductors and the Transit Police to improve our response to thefts, and are looking into providing additional cameras at stations in addition to the cameras that will come equipped on our electric trains."

529 Garage is a bike registration service, to help police—and bike owners—track down a bike once it's stolen. But Liu, and other bike riders who use Caltrain, say they'd rather not have their bikes stolen in the first place either by better organizing the cars so they can lock their bikes in place, or by organizing the seating arrangements so all cyclists can sit with their bikes in sight. That's because if thieves really are carrying junker bikes on and getting off with a more expensive bike, there's little conductors and Transit Police are going to be able to do to catch them in the act, considering they'd have to monitor every one of the 6,000 bikes brought on board every day to make sure it leaves the train with the proper owner.

Either way, Caltrain and bike advocates are at odds about how common on-board bike thefts have become. Cliff Bargar, who represents San Francisco on Caltrain's Bicycle Advisory Committee, thinks it's a much larger problem than Caltrain currently acknowledges. He told Streetsblog that Caltrain police estimated only one bike was stolen from onboard the trains last year. But "I decided to do a deeper dive on Twitter and found that in 2017 there were at least 10 thefts reported." Further investigations by Caltrain and Bargar pushed that figure even higher. "The estimate of one stolen bike from on board in 2017 was adjusted upwards to 27," said Bargar of the latest figure. "I'm grateful that Caltrain staff made the effort to investigate this and are still pursuing this issue."

Pursuing it perhaps, but not seriously enough for Bargar, Liu or other Caltrain riders who reached out to Streetsblog. Drew Winget wrote that he has had two bikes stolen off of Caltrain. "I use my bike every day," he wrote, and "Caltrain makes it worse because you're not allowed to secure your own property with a lock" because of the arrangement of Caltrain's bike cars, which forces cyclists to stack bikes on top of one another.

Bargar added that he was disappointed at a recent meeting with Caltrain's Director of Rail Operations, Joe Navarro, to hear him downplay the significance of the thefts. "Mr. Navarro responded that 27 bikes were reported stolen and [that] is minimal" as Caltrain handles thousands of bikes every day.

Advocates are afraid designs for the new Electric Multiple Unit trains—due to begin operations in 2022—will make this situation even worse.

Caltrain's electric fleet will have bike cars with basically no seats with a view of the bike storage area. Caltrain spokesman Lieberman wrote that the new cars will all have security cameras.

But advocates don't consider that a viable solution. "We know that security cameras are not a deterrent and even Caltrain's transit police acknowledges that having seats within view of bikes would help deter and prevent some thefts," Bargar wrote.

Advocates are offering two solutions. On the existing bike cars, they want seats in the bike car held available for cyclists and not random customers.

"Legally, we can't prevent people without bikes from sitting in the bike section," said Lieberman. But Liu thinks much can be accomplished just with some better signage, reminding passengers who don't have bikes to sit in a different car.

"Caltrain actually has a tiny sign on the bike car hidden in the stair-well leading to the upper deck that reads something like 'As a courtesy, please allow passengers with bikes to sit in this area of the car,'" wrote Liu in an email to Streetsblog. "This is so hidden that nobody can see it." He wants to see larger signs, and signs on the back of seats in the bike car.

On the new cars, advocates are hoping bike storage can be more distributed, with seats nearby, so cyclists can maintain eyes on their bikes—something more akin to the layout of the current Bombardier fleet, shown in the lead image. "This layout would be preferred for EMU cars over Caltrain's current proposal, which has no fixed seats within view of bikes and stacked bikes blocking emergency exit windows," wrote Shirley Johnson, who formed the group [BIKES ONBoard to help advocate for bike space on BART and Caltrain](#).

Johnson has launched [a petition](#) for more bike space and a more secure layout on the new electric trains.

Lieberman said Caltrain is also trying to improve first/last-mile connection options at stations, with better bike parking and with bike- and scooter-share areas, so that fewer riders will need to carry bikes on board in the first place. "We've hired a project manager to execute the Bike Parking Management Plan that our Board adopted last year," he said.

But Liu told Streetsblog that locking a bike at the station and using bike- and scooter-share may never be a practical option for cyclists who need their bikes on both ends of a commute. During the six weeks it took him to replace his Trek, he ended up borrowing his wife's bike sometimes—and driving directly to work others. When he got his new bike, he covered it with duct tape to try and make it look less attractive to thieves.

Lieberman, meanwhile, is encouraging riders to fill out Caltrain's [Bike Access Survey](#), which will remain open until this Sunday, November 11.

**Low, Lori**

---

**From:** Dan Lieberman <liebermand@samtrans.com>  
**Sent:** Tuesday, October 30, 2018 2:40 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** NEWS: Caltrain Launches Bike Access Survey



October 30, 2018

Media Contact: Dan Lieberman, 650.508.6385

**Caltrain Launches Bike Access Survey**

Caltrain has launched a Bike Access Survey to help gauge public opinion on efforts to support bikes and bike riders at Caltrain stations.

The survey will inform implementation of Caltrain's Bicycle Parking Management Plan, which was adopted last November and is intended to increase access to bike parking facilities throughout the system. Data from the survey will be used to help determine priorities for bike parking and bike share options at stations.

Currently, Caltrain carries over 6,000 bikes per day, more than any other commuter rail service in the country. With the technologies available for bike parking and bike sharing rapidly expanding in recent years, Caltrain hopes to start offering amenities to better manage the demand for onboard bike capacity.

The survey is open to all Caltrain riders until Sunday, November 11.

###

*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. Caltrain has enjoyed more than five years of consecutive monthly ridership increases, surpassing more than 65,000 average weekday riders. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. 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.*

Like us on Facebook at: [www.facebook.com/caltrain](http://www.facebook.com/caltrain) and follow us on Twitter [@Caltrain](https://twitter.com/Caltrain).

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



**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Wednesday, October 24, 2018 11:26 AM  
**To:** 'Scott Yarbrough'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com); Bikes on Board  
**Subject:** RE: 10 cyclists bumped from #269

---

Dear Scott,

Thank you for the information. As mentioned, we also encourage riders to fill out the Bike Bump Report form which can be accessed here:

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

Best,  
Lori

**From:** Scott Yarbrough [mailto:yarbrough.scott@gmail.com]  
**Sent:** Wednesday, October 10, 2018 5:26 PM  
**To:** Caltrain, Bac (@caltrain.com); Board (@caltrain.com); Bikes on Board  
**Subject:** 10 cyclists bumped from #269

Again.



**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Wednesday, October 24, 2018 11:21 AM  
**To:** 'Tyler Jones'; Caltrain, Bac (@caltrain.com)  
**Subject:** RE: Caltrain Bike Advisory Committee and Sports Basement

Hi Tyler,

Thanks so much for reaching out. It's wonderful to know of the Sports Basement event space. We'll keep the information on hand for possible future events. Good luck with the grand opening, and thanks again!

Best,  
Lori

**From:** Tyler Jones [<mailto:tjones@sportsbasement.com>]  
**Sent:** Thursday, October 11, 2018 5:32 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** Caltrain Bike Advisory Committee and Sports Basement

Hi BAC,

My name is Tyler Jones, and I work at Sports Basement. Firstly, I would like to say keep on doing what you're doing, please. As a daily Caltrain rider and cyclist, I am in your debt.

Secondly, I wanted to inform everyone that Sports Basement is opening up a new Redwood City location! As you probably know, we are very active in the cycling community and donate a significant amount of money to Bay Area Bike Coalitions in addition to providing organizations such as the SF Bike Kitchen with supplies.

Thirdly, I would like to inform you that we host events and meetings at our locations. I know that your committee holds your meetings at the Caltrain HQ in San Carlos (and I'm hoping to make the November 15th meeting); however, I know that many of you are activists or parts of larger groups as well, and we are happy to host meetings and events relating to that. We would provide tables / chairs / snacks / drinks / etc. as needed and would include a hefty discount simply for holding your event at our location.

Is this something that anyone from your committee may be interested in? And if so, are there any dates that would work? Our Grand Opening is December 1st, and we would be capable to hosting earlier or later depending on what fits your schedules.

Thank you for your time, and I look forward to meeting all of you.

--

**Tyler Jones**

Marketer - School / League / Non-Profit Liaison  
Sports Basement, Redwood City

**Rent all your gear and apparel this Winter**

We're growing & hiring



**Low, Lori**

---

**From:** Robin Kutner <robin.kutner@gmail.com>  
**Sent:** Wednesday, October 17, 2018 11:28 AM  
**To:** Tietjen, Brent  
**Cc:** Caltrain, Bac (@caltrain.com)  
**Subject:** Re: SSF Caltrain Station Redesign Concerns

Thank you, Brent! If there are updated sketches or renderings of the planned station design, particular the eastern exit, I would be interested in seeing them.

Cheers,  
Robin

On Tue, Oct 9, 2018 at 11:16 AM Tietjen, Brent <[TietjenB@samtrans.com](mailto:TietjenB@samtrans.com)> wrote:

Hi Robin,

Thanks for your comments below regarding the Caltrain South San Francisco Station Improvement Project. I have brought these to the attention of the Project Manager, our Station Access Manager, and South San Francisco Planning. We are working with the City to research possible alternatives to the planned configuration.

Please let me know if you have additional questions at this time. I'd be happy to talk with you directly about the plans and the concerns you are hearing.

Thanks,

**Brent Tietjen, Government and Community Relations Officer**

SamTrans | Caltrain | TA

1250 San Carlos Ave.

San Carlos, CA 94070-1306

650-508-6495

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

**From:** Robin Kutner [mailto:robin.kutner@gmail.com]  
**Sent:** Wednesday, September 19, 2018 12:30 AM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** SSF Caltrain Station Redesign Concerns

Hi there,

I'm a commuter to SSF and work on a large company campus there. (I do not write on their behalf.) Many of my peers and coworkers are interested in transportation topics relevant to our workplace. We recently became aware of the proposed SSF Caltrain station redesign.

Our campus falls in the "East of 101" region of SSF, so we are interested in the new station's east side exit. It is tough to tell exactly what that exit will look like, based on the renderings from slides 5 and 13 of the deck I linked to above. However, both of those drawings show that a Caltrain rider looking to enter/exit the east side on foot or by bike - both important modes of travel given that many offices served by the station are about a mile away - will be "spit out" into traffic via a crosswalk on Poletti Blvd, north of E Grand. A person on a bike will need to ride east on E Grand to access the "East of 101" district, and from the renderings it look like getting to the eastbound lane of E Grand will require some brave movements from the north side of E Grand (where the crosswalk is) to the south side. Poletti/E Grand is a freeway offramp with no traffic calming measure other than the road's curve to the right. To me and several of my coworkers, the design of forcing cyclists to negotiate fast-moving freeway-exiting traffic is a collision waiting to happen.

Here are a few of the comments that coworkers sent to me about the design:

- "It is interesting to see what the plan is there since there is an "East Underpass Entrance" to the station in that same vicinity (slide 5). Google Earth is showing nothing but Fence along Poletti Way, so it wouldn't take too much to **install a side walk with a cross walk** on the "Ramp" side of E. Grand...**not ideal**, since it is an off ramp, but it put you in the right side direction (maybe push button pedestrian flashing signs would help). "
- " So **thumbs up** from me that there will be an eastern entrance/exit. I've walked this many times before and it is kind of a pain to go around. Maybe **not perfect** for bikes, but going in the right direction... "
- " It is a tricky one - that intersection has very heavy traffic in the morning and very **fast traffic** coming down the ramp the rest of the day. [...] The safest would likely be **stretch the tunnel** from the station under Poletti / Grand and let out on the other side."
- "This is a big **oversight** - there's no route to get onto the street and ride. Poletti/E Grand is a 101 offramp intersection with no stop signs. This is a **crash waiting to happen** and it would force even more SSF **sidewalk riding**."
- "That's a thoughtless connection, although it's probably **still an improvement** over the current situation (because it's currently awful). They should **move the crossing 100 meters south** to the other side of the intersection and add a **traffic light for pedestrians**."
- " The debris, congestion, and road conditions are so bad on E. Grand that **only the most experienced cyclist should attempt to ride West** to the BART or Caltrain. "

That last comment in particular struck me: only the most experienced cyclist should attempt to ride to/from Caltrain (the current station), given the safety conditions. That's terrible! The station redesign is the perfect opportunity to fix some of the issues from the previous station in order to encourage more ridership. The more comfortable people feel walking or biking to/from the station - which many need to do given the location of offices - the more likely they are to commute by Caltrain.

---

We are concerned about the safety conditions of the proposed east side station exit. We ask for additional consideration to be made to the design, so that it is a safe and comfortable connection for those most vulnerable road users who will walk/bike to the train.

Thank you for your time. Please let me know if I can provide any clarification.

Best,

Robin Kutner





**Low, Lori**

---

**From:** Caltrain, Bac (@caltrain.com)  
**Sent:** Tuesday, October 09, 2018 11:07 AM  
**To:** 'Daniel J. Bomar'; Caltrain, Bac (@caltrain.com)  
**Subject:** RE: Waited more than 2 months for a key – BAC Webpage

Hi Daniel,

Thank you for reaching out to the BAC. As I mentioned in my earlier response to the email you sent to Council Member Jeff Gee (shared with the Caltrain Board Secretary) thank you for taking the time to inform us of your experience. We are currently working to increase the availability of Caltrain's keyed bike lockers by monitoring locker activity and cancelling rental agreements at underused lockers. We are also interested to hear from Caltrain customers about how we can improve bike parking operations at our stations.

I also wanted to let you know that in 2017, the Board approved the Bike Parking and Management Plan (BPMP) which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. To enact the plan, Caltrain recently hired Dan Provence, a full-time staff member focused on BPMP implementation. We're excited about the upcoming improvements to Caltrain's bicycle parking program, as bikes are a sustainable first and last mile solution. You can contact Dan at [provenced@samtrans.com](mailto:provenced@samtrans.com) to provide more details about your experience and how things can be improved in the future.

Thank you again for your feedback.

Best,  
Lori

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

**From:** Daniel J. Bomar [<mailto:thebomar@gmail.com>]  
**Sent:** Friday, September 28, 2018 5:21 AM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** Waited more than 2 months for a key - BAC Webpage

Hi Guys,

I want to begin by thanking Simone for meeting me and attempting to explain why it has taken more than two months to get a key to my locker.

I received the key on Wednesday 19th Sept. Thanks for the key guys, not sure why it took 9 weeks to do what should have taken two to three days.

From a customer's stand point, this delay is unwarranted. Though customers are renting the lockers and are not owner, they still have some basic rights. May I suggest management review the protocol for replacing a lock and incorporate some of the ideas/concepts from the following statement:

If it isn't an emergency, and the lessor of the locker has not request an emergency lock change, the lock should not be removed until the lessor has a key to the new lock in their possession.

On the surface Caltrain presents it's self as a well ran professional organization. It only took a small scratch to expose a maintenance department that has issues duplicating and mailing a key. What is going on in this department and why doesn't management seem to care to address the issue. Are they that understaffed that someone couldn't take 10 to 15

minutes to mail a key? If the person who has delayed the delivery of my locker key by two month is an employee, than they need to explain to management why the excessive delay in delivering a key. If they are a contractor, than their contract with Caltrain should be reviewed and cancelled if all possible.

Can you please be kind enough to extend my contract to cover the time I wasn't able to use my locker.

Thanks,  
Respectively,  
Daniel J. Bomar  
PA Locker #10

Low, Lori

---

**From:** Dan Lieberman <liebermand@samtrans.com>  
**Sent:** Wednesday, September 26, 2018 3:04 PM  
**To:** Caltrain, Bac (@caltrain.com)  
**Subject:** NEWS: Caltrain Suspends Weekend Service for Electrification Work



September 26, 2018

Media Contact: Dan Lieberman, 650.508.6385

### **Caltrain Suspends Weekend Service for Electrification Work**

From October 6 to late spring 2019, trains will not serve the San Francisco or 22<sup>nd</sup> Street stations on weekends in order to accommodate construction in tunnels that is needed for the Caltrain Electrification project. Trains will originate and terminate at the Bayshore Station. Free SamTrans bus service will be provided to connect Caltrain riders traveling from Bayshore Station to 22<sup>nd</sup> Street and San Francisco stations during this time.

Bus schedules are included in Caltrain's weekend timetable. Buses are ADA accessible and will have limited onboard capacity for luggage and bikes. Details regarding station impacts, ticketing, transit alternatives and special events during the tunnel closures are available at: [caltrain.com/SFWeekendClosure](http://caltrain.com/SFWeekendClosure).

During the weekend closures, riders may want to consider other available public transit options:

- Caltrain connects to BART at the Millbrae Transit Center
- SamTrans' ECR and ECR Rapid connect San Mateo County to Daly City BART
- MUNI's 8-Bayshore, 9-San Bruno and T-Third Street light rail line all serve the Bayshore Caltrain Station
- SamTrans' 292, 397 and 398 connect San Mateo County to the Salesforce Transit Center (these routes are temporarily connecting to 201 Folsom Street between Beale and Main streets)
- VTA 181 goes from San Jose Diridon to Fremont and Warm Springs BART
- Amtrak Capitol Corridor connects from San Jose Diridon and Santa Clara stations to Coliseum BART.

The suspension of weekend service in San Francisco needs to begin on October 6 to avoid impacting service during the San Francisco Giants' baseball season. Construction and the corresponding service closure will impact other special events including Fleet Week, the Hardly Strictly Bluegrass Music Festival and Stanford and 49er football home games, all of which are scheduled for the October 6-7 weekend.

Due to large crowds anticipated over this weekend, riders should allow extra time and plan accordingly, or consider other transit options, as the buses might not have the capacity necessary for the larger crowds.

Regular Caltrain weekend service will be restored and will originate and terminate at the San Francisco Caltrain Station at 4<sup>th</sup> and King streets on the weekend of January 5 and 6, 2019 to accommodate the events leading up to the 2019 College Football Playoff National Championship game at Levi's Stadium on January 7.

All work in the tunnels is scheduled to be completed prior to the Monday morning rush hour commute. In the event of a possible disruption to weekday service, Caltrain will alert the public through the media and its social media channels. Riders are encouraged to keep an eye on the [Caltrain Twitter account](#) for potential disruptions.

"Caltrain thanks our riders for their patience during this period of necessary construction," said Caltrain Chief Operating Officer Michelle Bouchard. "The end result of this construction will be a faster, cleaner, more efficient system that will benefit everyone on the Peninsula."

The Caltrain Electrification project is a key component of the [Caltrain Modernization Program](#) that will electrify the corridor from the San Francisco Caltrain Station at 4<sup>th</sup> and King streets to approximately the Tamien Station in San Jose, and replace diesel-hauled trains with electric trains. Electrification will improve Caltrain's system performance, enable more frequent and/or faster train service, and reduce long-term environmental impact by reducing noise, improving regional air quality and reducing greenhouse gas emissions. Caltrain Electrification is scheduled to be operational by 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. Caltrain has enjoyed more than five years of consecutive monthly ridership increases, surpassing more than 65,000 average weekday riders earlier this year. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. 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.*

Like us on Facebook at: [www.facebook.com/caltrain](http://www.facebook.com/caltrain) and follow us on Twitter [@Caltrain](#).

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 [bae@caltrain.com](mailto:bae@caltrain.com)  
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA  
[Unsubscribe](#)

**Low, Lori**

---

**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Wednesday, September 19, 2018 3:49 AM  
**To:** cacsecretary [@caltrain.com]  
**Cc:** Board (@caltrain.com); Caltrain, Bac (@caltrain.com); SFCTA CAC; VTA Board Secretary  
**Subject:** Caltrain CAC agenda

Dear Chair Shaw and members of the Citizens Advisory Committee,

Please direct staff to repost the September 19th CAC agenda as a searchable PDF as I am unable to search, copy or click on any of the hyperlinks contained within the agenda.

<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/CAC/Agendas/2018/2018-09-19+JPB+CAC+Meeting.pdf>

Thank You.

Roland Lebrun

CC  
Caltrain Board  
Caltrain BAC  
SFCTA CAC  
VTA CAC

