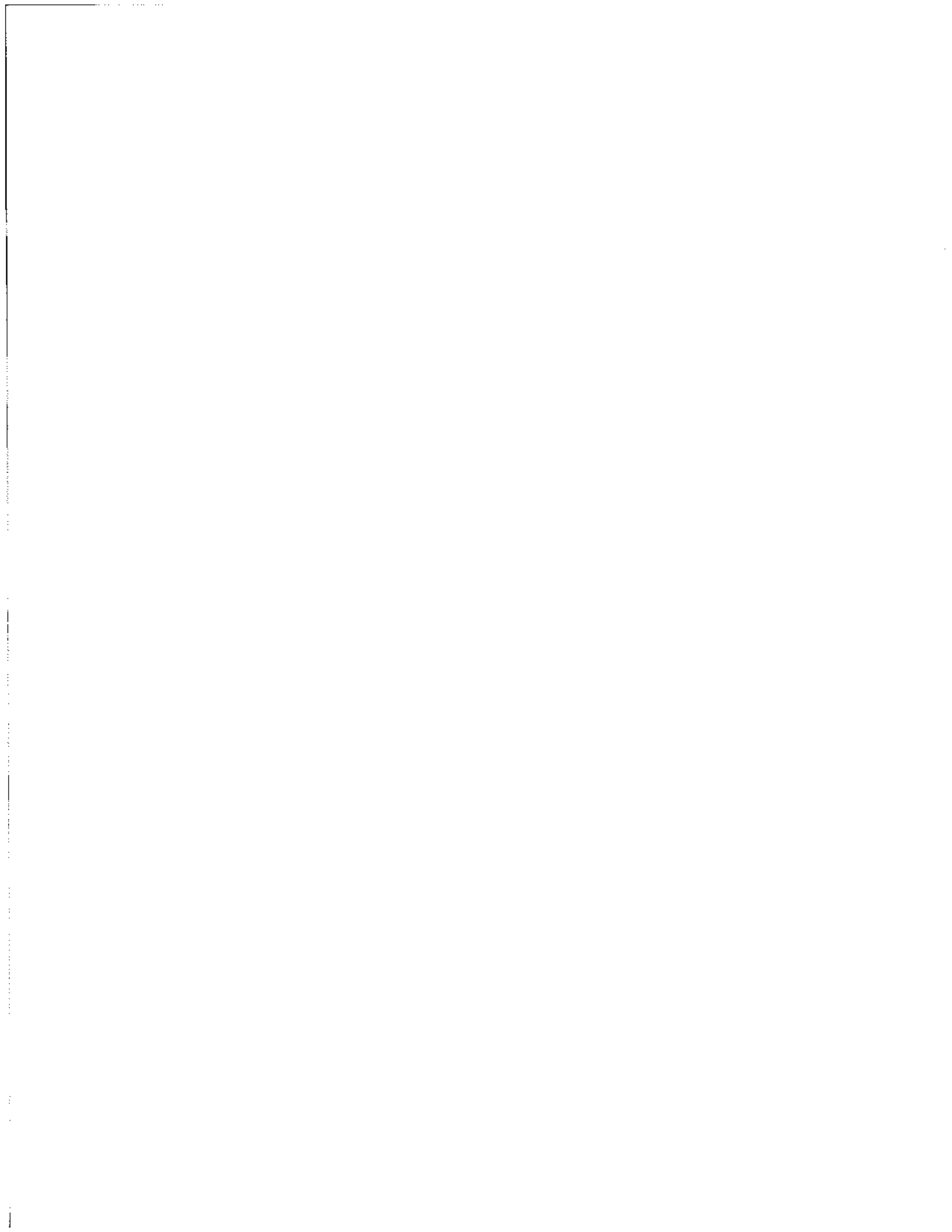


Bicycle Advisory Committee

**Correspondence
as of**

March 14, 2018



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, March 14, 2018 12:46 PM
To: 'Shirley Johnson'
Cc: Caltrain, Bac (@caltrain.com)
Subject: RE: Bike bump graph for my BAC public comment or your report

Dear Shirley,

Thank you for your comments and suggestions on how to improve use of the bike bump form. We can show your attachment during your public comment time for agenda item 6.

Best,
Lori

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Tuesday, March 13, 2018 2:05 PM
To: Low, Lori
Cc: Caltrain, Bac (@caltrain.com)
Subject: Bike bump graph for my BAC public comment or your report

Hello Lori cc BAC,

I prepared a bike bump graph to supplement agenda item 6 "2017 Bike Bump Presentation" for Thursday's BAC meeting. Would it be possible for me to show this during my public comment at agenda item 6 please? Or, if you prefer, it's fine with me if you'd like to add it to your presentation.

Looking at this graph, it shows that reported bumps have dropped since Caltrain's bike bump form went live. A couple ways this could happen:

1. Actual bike bumps have dropped.
2. Bike bumps have not dropped, but fewer people are reporting.

I would suggest it's number 2 based on Caltrain annual passenger counts showing more counted bumps in 2016-2017 compared with 2013-2014. Plus there actually are fewer individuals reporting each year using Caltrain's bike bump form:

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

Some suggestions:

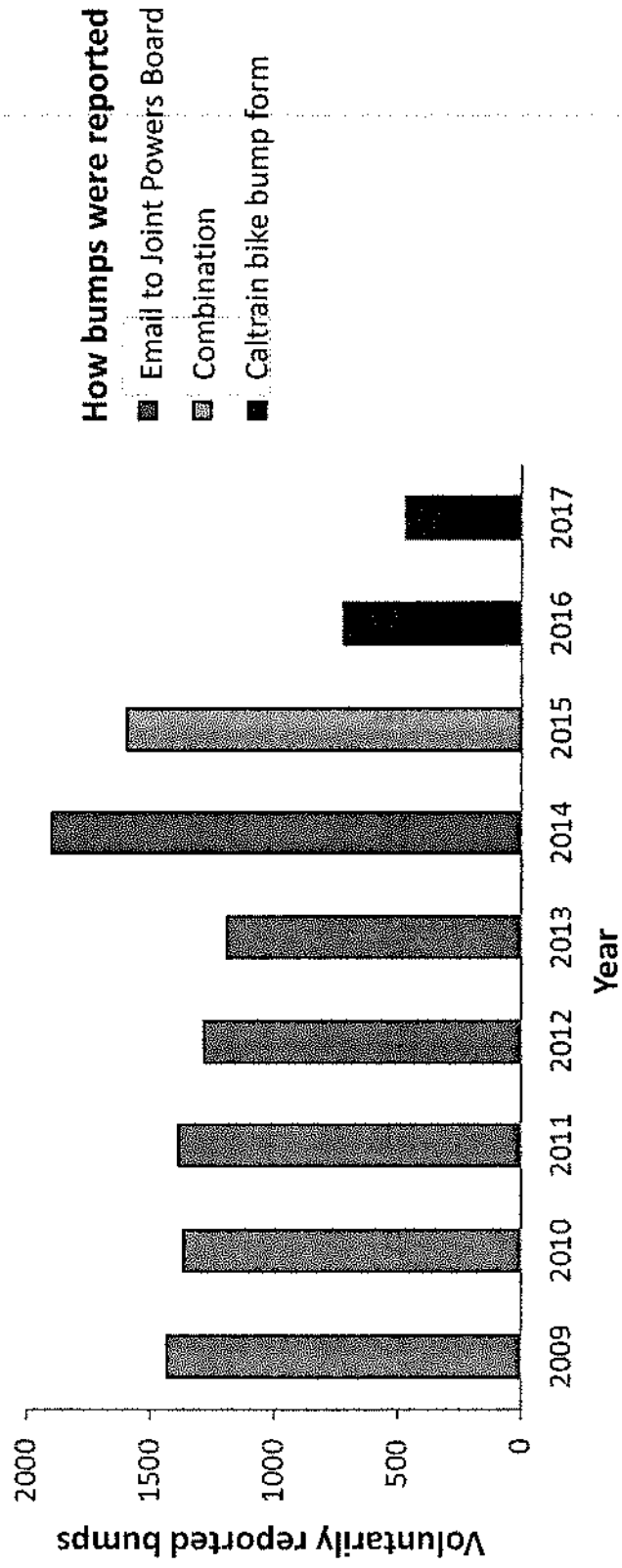
- Maybe there are ways to advertise the bike bump form better, like putting signs at each station platform telling people to report bumps?
- When people don't get feedback, they lose interest. Is there a way to show people their bumps are being tallied, like including a bump graph on the website? Or sending personal thank you notes, if they include their email addresses?
- The tweets report only one cyclist bumped, when sometimes many more are reported. Maybe the tweet could show total bumps reported?

See you Thursday!

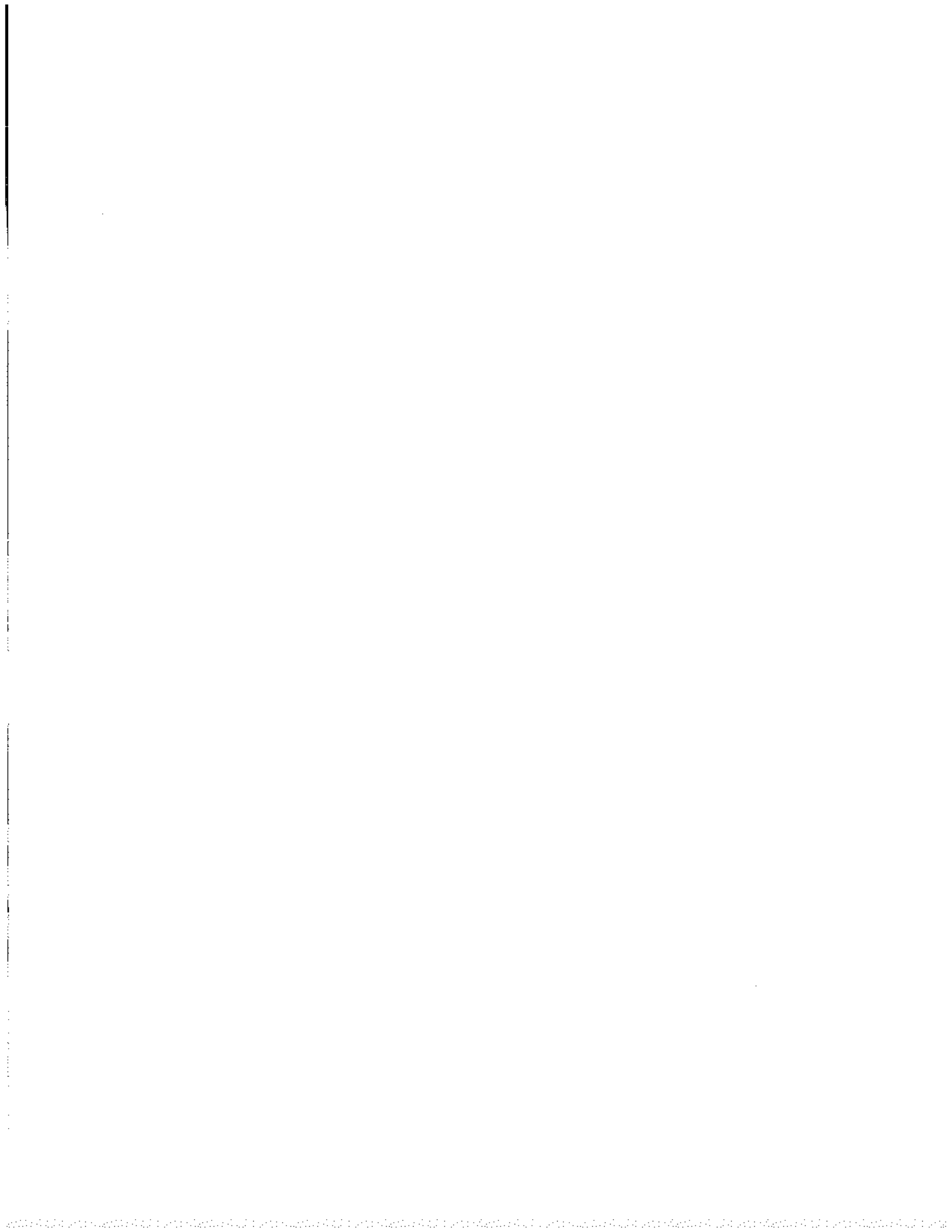
Best regards,
Shirley

P.S. I look forward to seeing the presentations and correspondence packet posted in advance of the meeting. Thanks.

Caltrain Denies Service to People with Bicycles



Actual bumps are higher because not all bumps are reported.



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, March 14, 2018 12:53 PM
To: 'Shirley Johnson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board; 'Janice Li'; Fromson, Casey; Cliff Bargar; Navarro, Joe
Subject: RE: RE: Bicycle bumps show more bike capacity is needed on electrified Caltrain

Dear Shirley,

Thank you for your input. We will include a comparison of the voluntary bike bump reports and the annual counts during the 2018 Annual Count presentation.

Best,
Lori

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Tuesday, March 06, 2018 12:53 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board; 'Janice Li'; Fromson, Casey; Cliff Bargar; Navarro, Joe
Subject: Re: RE: Bicycle bumps show more bike capacity is needed on electrified Caltrain

Dear Lori,

Thank you for your response. We are looking forward to the 2017 bicycle bump report presentation at the March 15 BAC meeting. At the January BAC meeting, BAC member Cliff Bargar requested that voluntarily reported bumps be compared with bumps counted during the 2017 Caltrain annual passenger count. I trust this will be part of the presentation. I would suggest that staff report two statistics:

1. Of the Caltrain-counted bumps, how many were voluntarily reported using Caltrain's bump report form?
2. How many bumps were voluntarily reported during the annual passenger count from trains that were not part of the count?

This information will indicate how effective the bump form is for compiling bumps. I'd also suggest the same questions be answered for 2016 to start looking for trends.

Caltrain first started counting bicycle bumps for a subset of its trains in its 2012 annual passenger count. Caltrain's bicycle bump form was released on March 5, 2015. Before 2015, passengers voluntarily reported bumps via email to the JPB. For reference[1], here are answers to the two questions above for 2012 - 2014.

2012

Caltrain-counted bumps = 51. Of these, 16 were voluntarily reported (69% not reported).
Bumps reported on trains not counted = 21

2013

Caltrain-counted bumps = 59. Of these, 39 were voluntarily reported (34% not reported).
Bumps reported on trains not counted = 113

2014

Caltrain-counted bumps = 50. Of these, 3 were voluntarily reported (94% not reported).
Bumps reported on trains not counted = 49

2015
Caltrain-counted bumps = 214
(analysis of reported bumps not done)

The above data show that actual bumps are significantly higher than reported, back when passengers were reporting via email. It will be interesting to see if bump reporting has improved with Caltrain's online bump report form.

At the CAC meeting last month, Mr. Navarro said that conductors would start counting bumps. This would be quite helpful, as it's clear there are far more bumps than get reported voluntarily. Accurate bump reports are critical for Caltrain capacity planning.

Sincerely,
Shirley

[1] Data for 2012 - 2014 can be found in this report titled "Comparison of Caltrain-Counted and Customer-Reported Bicycle Bumps": <https://drive.google.com/open?id=14rMwMtsar1m8VipaWtXJFSNe-IMaT1B6>

On Wednesday, February 28, 2018, 3:20:24 PM PST, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Shirley,

Thank you for your continued feedback. As you know, there will be one more train per hour per direction running when the corridor is electrified in 2022. We are working to further increase that capacity and in January submitted a grant application for additional electric train cars.

We're also excited that in November 2017, the Board adopted the Bike Parking Management Plan, which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

At the upcoming Bicycle Advisory Committee there will be a presentation on the 2017 Bike Bump Report and we hope to discuss how to make the form as effective as possible.

Thank you again for your input.

Best,
Lori Low

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Wednesday, February 21, 2018 10:32 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); CalMod@caltrain.com
Cc: Bikes On Board
Subject: Bicycle bumps show more bike capacity is needed on electrified Caltrain

Dear Chair Bruins and Members of the Joint Powers Board,

Bicycle bumps are a serious problem today and are expected to get worse as bike ridership continues to increase. It is common for bike riders, with paid tickets in hand, to be denied boarding simply because they have a bike. No other passenger segment is denied boarding. When trains are full, walk-on passengers are allowed to board and stand while being transported to their destinations while bikes-on-board passengers are left behind on the platform going nowhere.

In March 2015, Caltrain launched a bicycle bump report form (<http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>). Please see the attached spreadsheets of bicycle bumps voluntarily reported by passengers in 2015, 2016 and 2017 using Caltrain's form. As you can see, **hundreds of bikes-on-board passengers are denied boarding every year**. Because all bicycle bumps are not reported, there are likely hundreds more not included in these counts.

The attached bump reports emphasize how critical it is to meet the JPB's 2015 directive for 8:1 seats-to-bikes by increasing bike capacity on electrified trains. Staff currently claim to meet this 8:1 ratio by decreasing bike capacity (-7%) and significantly decreasing seat capacity (-25%) on six-car electrified trains. Staff plan to prop up inadequate seat capacity with seven-car diesel trains, which will help reduce standees but does nothing to reduce bicycle bumps.

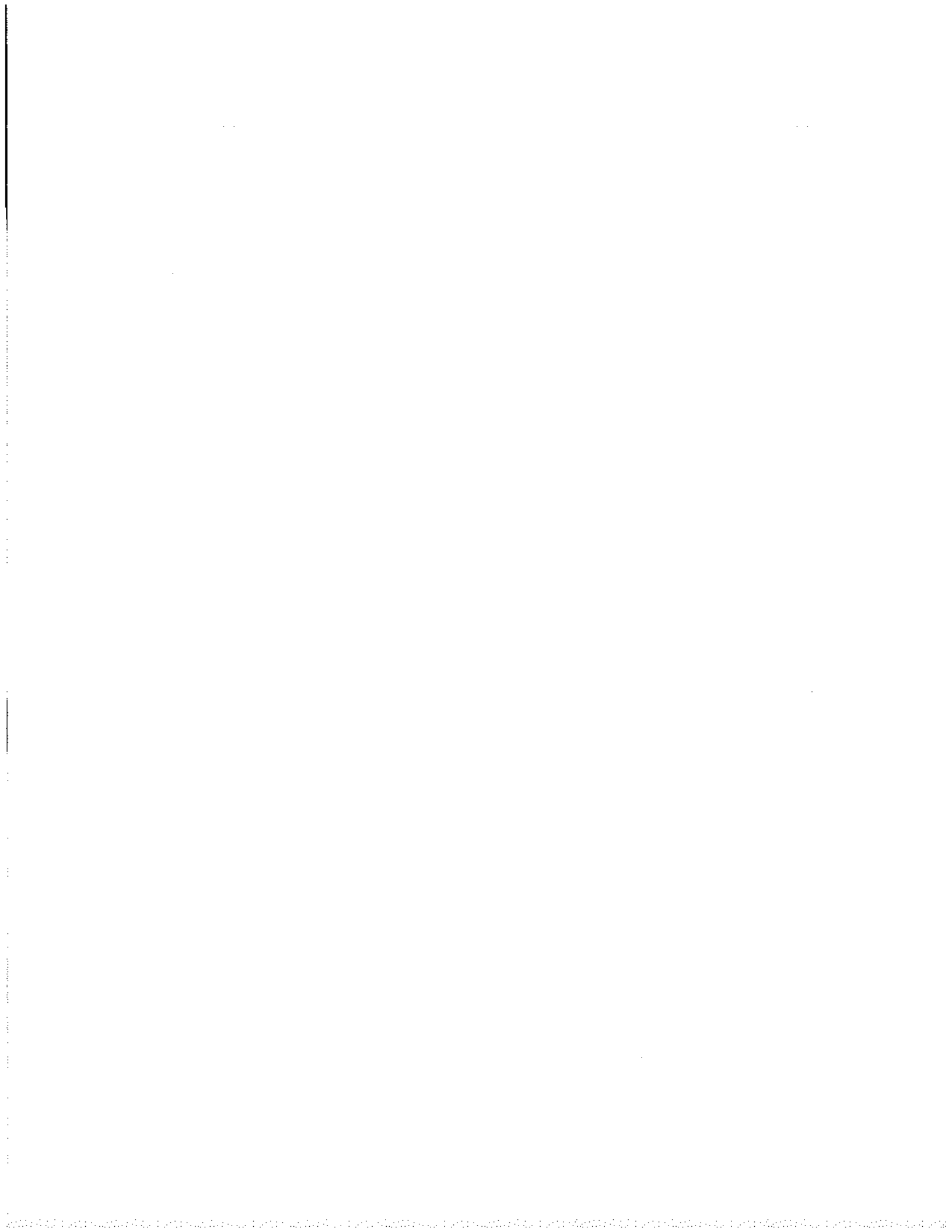
Staff plan one more train per hour in 2022, but that extra train is already needed today. Furthermore, the JPB's 2015 directive was for train capacity (bikes per train), not line capacity (bikes per hour). Fewer bike spaces per train will reduce bicycle mode share, which is going in the wrong direction both economically and environmentally – parking lots are expensive and engine exhaust is toxic.

The bicycle bump problem can be mitigated by:

- Including a fourth bike car in the seven-car diesel trains to provide 96 bike spaces per train
- Running eight-car electrified trains with 96 bike spaces per train to properly meet the 8:1 ratio of seats-to-bikes mandated by the JPB in 2015

Please ensure that electrified trains meet the *letter* and the *spirit* of the 8:1 ratio by increasing bike capacity per train to help reduce bicycle bumps. Your loyal bike riding passengers are counting on you. Thank you.

Sincerely,
Shirley Johnson
BIKES ONboard



Low, Lori

From: Mateo Burtch <commie@sonic.net>
Sent: Thursday, March 01, 2018 10:38 AM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: Please Keep Increased Bike Capacity on the Electrified Trains

Hi, Lori—

Thanks for taking the time to provide a thorough answer. I appreciate hearing from you.

Best regards,
Mateo

> On Feb 28, 2018, at 3:45 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

>

> Dear Mateo,

>

> Thank you for your continued feedback. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

>

> This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

>

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

>

> Thank you again!

>

> Best,

> Lori

>

> -----Original Message-----

> From: Mateo Burtch [<mailto:commie@sonic.net>]

> Sent: Monday, February 26, 2018 11:47 AM

> To: Board (@caltrain.com)

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

> Subject: Please Keep Increased Bike Capacity on the Electrified Trains

>

>

> Hi—

- >
- > I'm a long-time Caltrain rider and bicyclist. (I was one of the original cyclists when Caltrain introduced their bike pilot program, decades ago.) I want to thank the board for all the steps you've taken over the years to make bringing a bike onboard easier. I'm 59 years old and don't own a car. Being able to get to my job via bike and Caltrain is crucial to me.
- >
- > Please take whatever steps you can to realize the 8:1 seat-to-bike ratio promised in the 2015 mandate (e.g., the 8-car, 96-spaces-per-train model). Also, please try to ensure that cyclists can sit near their bikes, as a theft deterrent.
- >
- > Thank you,
- >
- > Mateo Burtch
- > San Francisco
- >
- >
- >
- >
- >

Low, Lori

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Friday, March 09, 2018 8:01 PM
To: Caltrain, Bac (@caltrain.com)
Cc: 'Elika J Etemad'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]
Subject: Re: Bike Capacity per Train

Dear Lori,

Thank you for copying BIKES ONboard on your response. For the record, we would like to clarify some statements in your email.

Bike Boardings Are Increasing 10% per Year on Average

Over the past dozen years, bike boardings have increased an average of 10% per year according to Caltrain's annual passenger counts. While bike boardings decreased 5.5% during the February 2017 passenger counts, it is important to note that 2017 was the second wettest year in 122 years of record-keeping. Many bike riders choose to drive when it is raining, so 2017 is not a representative year. We expect that the 2018 passenger counts will tell a different story, because the weather was much better during this year's passenger counts.

As you are well aware, hundreds of bikes-on-board passengers with paid tickets in hand are denied service every year. This lack of reliability drives people off the train and back into their cars. Fear of getting bumped also discourages new riders. Caltrain ridership and ticket revenue could be even higher, if Caltrain provided sufficient accommodation for bicycles.

Eight-car EMU Trains with 96 Bike Spaces per Train Will Fully Meet JPB's Mandate

The Joint Powers Board's 2015 directive for electrified trains has three parts:

- (1) 8:1 ratio of seats to bikes
- (2) More bike capacity than today
- (3) Comparable seat capacity as today

The JPB unanimously approved number (1) and numbers (2) and (3) are implicit based on the information staff provided to the board before they voted for number (1).

Eight-car EMU trains with 96 bike spaces per train will meet all three objectives. The current proposal for six-car EMU trains with 72 bike spaces per train achieves number (1) only, and fails numbers (2) and (3). We are hopeful that the grant application will be successful to be able to launch electrified service with eight-car EMU trains with 96 bike spaces per train to fully meet the JPB 2015 mandate.

Average Line Capacity Increase for Bike Spaces in 2022 Is 11% (Not 17%)

The claim of 17% increase in bike spaces in line capacity in 2022 is inflated. It is based on an arbitrary (and atypical) hour of service instead of average service. Caltrain calculated the baseline today assuming 80% Bombardier trains and 20% gallery trains, but Caltrain's fleet consists of 30% Bombardier trains and 70% gallery trains. Because Bombardier trains hold 72 bikes while gallery trains hold 80 bikes, Caltrain's "today" bike capacity is artificially low. If the "today" bike capacity reflected the fleet composition, line capacity increase for bike spaces would be 11%, not 17% (see calculations below).

In Support of Wayside Improvements

According to Caltrain's 2016 Bike Car Intercept Survey, 88% of bikes-on-board passengers need their bikes at both ends of their trips. We fully support wayside improvements to provide alternatives for those who don't need to bring their bikes on board the trains.

Sincerely,
Shirley Johnson
BIKES ONboard Project

Line Capacity Calculations
Today

30% Bombardier trains x 72 bikes per train + 70% gallery trains x 80 bikes per train = 77.6 bikes per train on average
Line capacity = 77.6 bikes per train x 5 trains per hour = 388 bikes per hour during peak

2022 Proposal with Six-car EMU and Seven-car Diesel Trains

All trains (both electric and diesel) hold 72 bikes per train

Line capacity = 72 bikes per train x 6 trains per hour = 432 bikes per hour during peak

Percent increase in line capacity for bikes = $(432-388)/388 = 11\%$

On 2018-02-28 16:44, Caltrain, Bac (@caltrain.com) wrote:

Dear Elika,

Thank you for your feedback. Although there was an 5.5% decrease in average weekday bike ridership (see the 2017 Annual Passenger Count information, page 9, slide 17: <http://www.caltrain.com/Assets/Public+Affairs/Government+Affairs/pdf/7.20.17.Annual+Passenger+Count+Presentation.pdf>), Caltrain supports bikes as a last mile solution. The new electric trains meet the 1:8 bike to seat ratio in each trainset. In addition, when the corridor is electrified in 2022, there will be one more train per hour per direction, and onboard bike capacity will increase by 17% (for more information, visit www.caltrain.com/EMUcapacity). In January, Caltrain also submitted a grant application for additional electric train cars.

I'm also excited to tell you that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. More information can be found here: <http://www.caltrain.com/projectsplans/Plans/Bike Parking Management Plan.html>

Thank you again for your input.

Best,
Lori Low

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

From: Elika J Etemad [mailto:elika.politics@inkedblade.net]
Sent: Wednesday, February 28, 2018 11:51 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Bike Capacity per Train

Dear Caltrain Board,

I attended the board meeting on February 1st, and I have to say I was disappointed that the board did not seriously engage the topic of bicycle capacity per train set or the very many comments that were sent on it.

Board members expressed an expectation that bicycle usage would decline over time, and therefore more capacity is not warranted.

However, unless Caltrain has actually *seen* a decrease in bicycle usage (which I believe it has not), this seems like a foolish assumption. Yes, there are increasing numbers of last-mile solutions.

But that is expanding the overall "market" of people using Caltrain:

it does not necessarily mean that bikes on board will decrease.

Caltrain should use actual facts about the per-passenger rates of bicycle use to inform train design, not wishful thinking.

I also was disappointed that the board dismissed the concerns about bicycle security. There was much wringing of hands, a wish that some magical technology of the future would solve the problem, and no attempt to address the multiple requests by real riders to do the one thing we know works: to allow bicyclists to sit near their bikes. Redistributing the bicycle racks across more train cars so that we can mix seats and racks would actually address this problem.

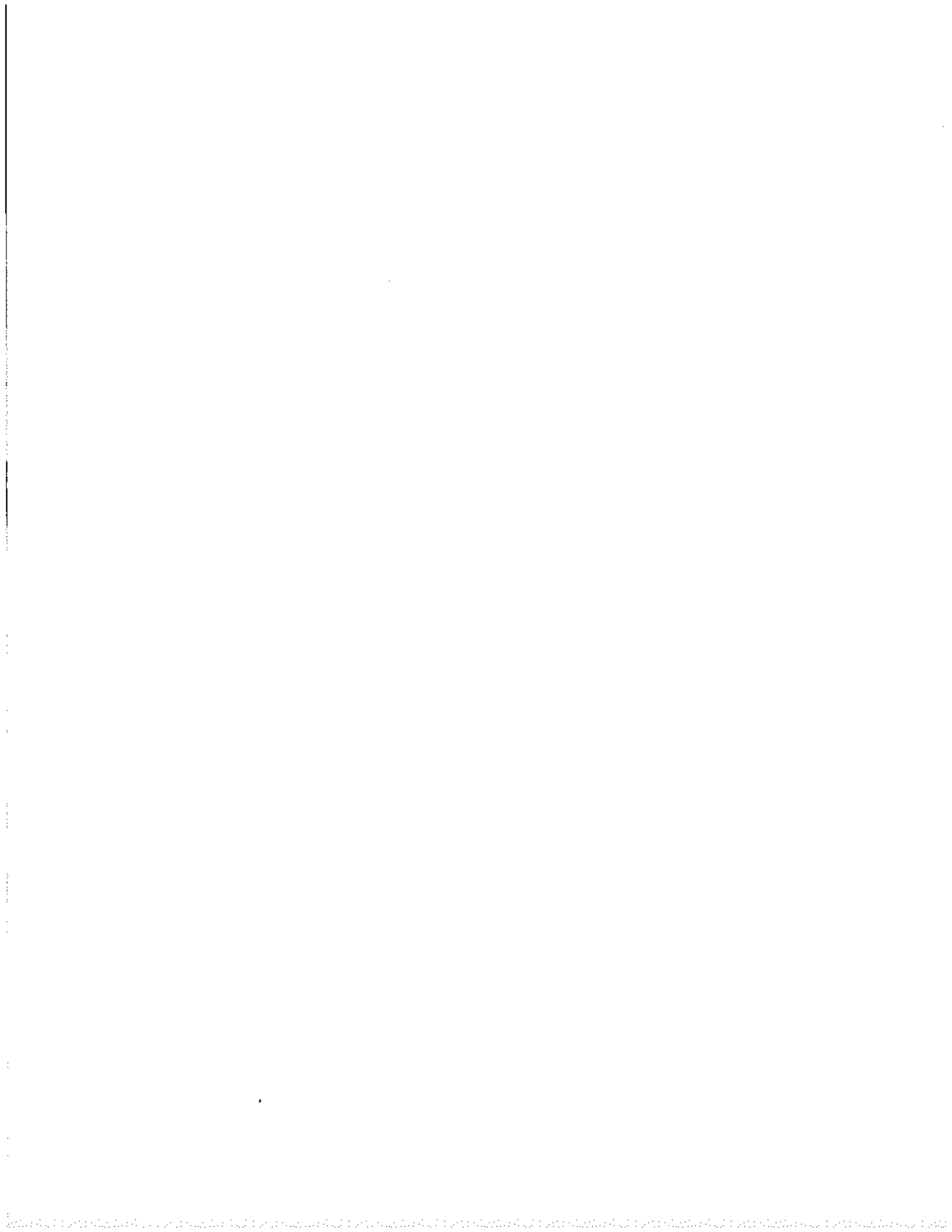
It would also allow shorter dwell times: at major stations like Mountain View, the lines for boarding with bicycles onto trains which concentrate the bike racks into one location are actually the limiting factor on the dwell time. Distributing bicycle racks across cars would address this issue as well. As for the board member who commented about cyclists running from car to car to find an empty spot--this is something technology *can* solve. The passenger counters on the cars are also able to count bicycles, so Caltrain could easily create an app and electric signage that indicates where there are empty racks on the next arriving train.

Lastly, as someone who is required to systematically address every public comment sent to my committee, I am disappointed in the way that the board handles public comment. The comments are collected and printed, yes, but they are not discussed, and they are not addressed.

If Caltrain followed W3C procedures, every comment would be indexed, and either incorporated into the plan or responded to with an precise and specific explanation of why it cannot be addressed. Most of the letters in the packet received no response from Caltrain, and for all of those that requested more space for bikes on the new trainsets (which seemed to be the majority), there was no explanation of why it could not be provided.

In light of these considerations, I am asking you to seriously reconsider your decisions about the number and distribution of bike racks on the new train cars. And if you cannot address the numerous comments which are requesting more racks and intermixing of seats and bicycle racks, I am asking you to post, publicly, on your website, a detailed and irrefutable explanation of why you cannot.

~Elika



Low, Lori

From: Elika J Etemad <elika.politics@inkedblade.net>
Sent: Thursday, March 01, 2018 10:25 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Disposition of Comments
Attachments: caltrain-feb1-correspondence.html; caltrain-feb1-correspondence.pdf

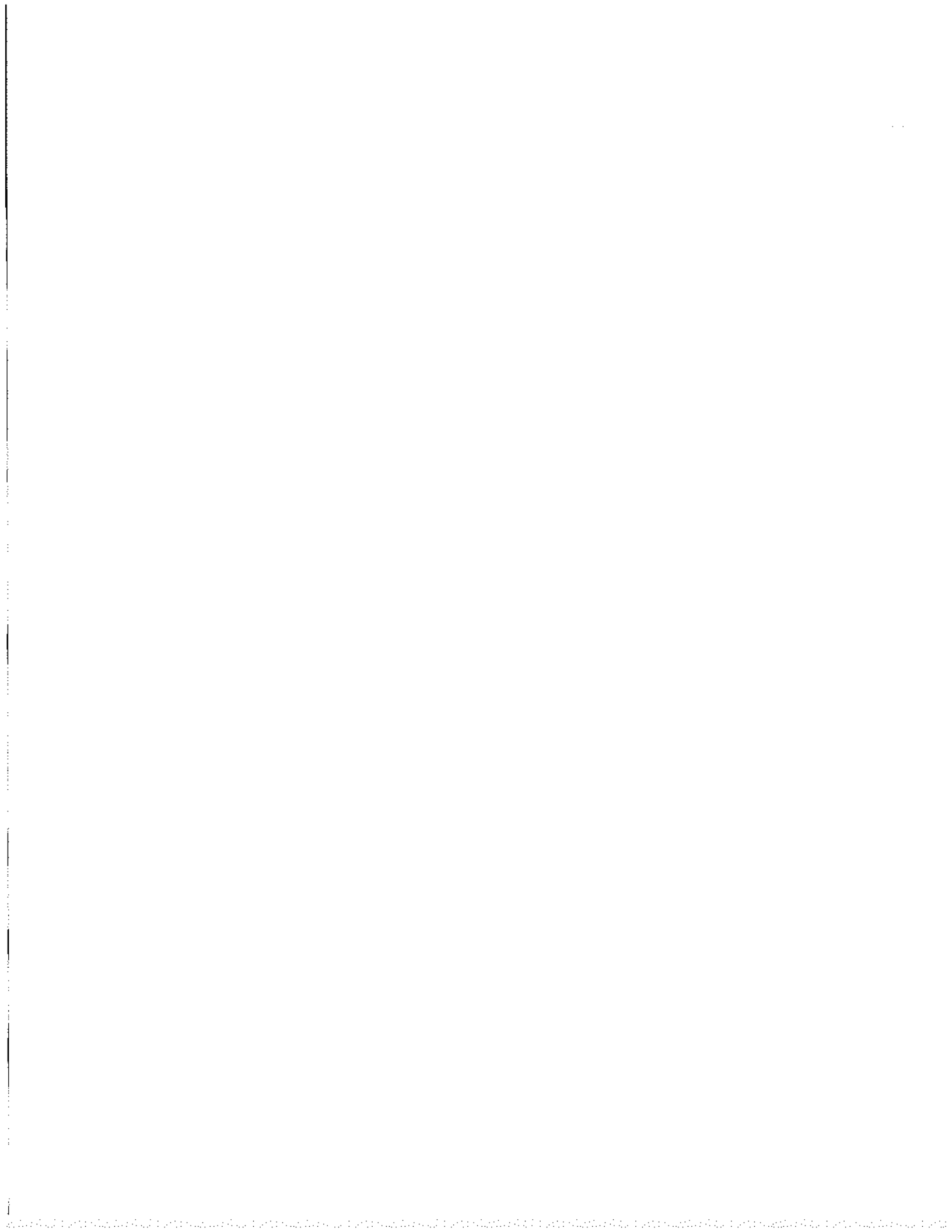
On 03/01/2018 02:51 AM, Elika J Etemad wrote:

>
> Lastly, as someone who is required to systematically address every
> public comment sent to my committee, I am disappointed in the way that
> the board handles public comment. The comments are collected and
> printed, yes, but they are not discussed, and they are not addressed.
> If Caltrain followed W3C procedures, every comment would be indexed,
> and either incorporated into the plan or responded to with an precise
> and specific explanation of why it cannot be addressed. Most of the
> letters in the packet received no response from Caltrain, and for all
> of those that requested more space for bikes on the new trainsets
> (which seemed to be the majority), there was no explanation of why it
> could not be provided.

Here is, for your reference, a compilation of the comments received for the 1 February 2018 meeting. (Attached in HTML and PDF)

It should be your responsibility to read, consider, and respond to each comment. Otherwise what's the point of public comment? Recording things in order to ignore them is rarely a useful exercise.

~Elika



Caltrain Correspondance 1 February 2018

This is a summary of all comments posted for the meeting in the “JPB Correspondence February 1, 2018” packet: each issue has a brief title, a summary of key points, and references to the messages reporting on that topic.

It appears almost none of the comments have been adequately addressed. Several were replied to with automated replies that did not address the commenter's actual concerns, which is both condescending and inadequate; such responses have been left out of this report.

Ideally, the board should either accept each comment, or, if not possible, reject it with a precise and detailed explanation of why. The schedule of comments and responses should then be posted for public review.

Increase bike capacity for planned electric cars

Summary of points:

- Many bikes are still being bumped from trains; expect demand to increase in the next decade.
- Bike+Caltrain saves money on roads, improves health, and benefits the environment; should therefore be encouraged by providing sufficient capacity.
- Bikes are crucial for connecting to transportation: without cycling, many end-to-end trips would favor cars over Caltrain.
- Bikes aren't just last-mile transport that can be solved with walking or bike sharing: many riders ride multiple miles to/from Caltrain and need to bring their own bicycle.
- Lack of bike spaces forces a rider to take the next train; lack of seats merely means s/he can't sit, but can still board and be on time.
- Every increase in bike capacity on Caltrain has been filled by increased cyclists. Currently cyclists rate around 10% of passengers; goal should be to increase, not decrease, this rate.
- Increase in train sets / hour is not a substitute for per-train capacity. As

- ridership increases, Caltrain needs to consider cycling rates per passenger, not per hour.
- Bicycle ridership is going up, not down (as the board seems to like to pretend).
 - Should plan for 96 bikes *per train*, certainly at least 84.
 - Welcome cyclists by not bumping bikes.

Shirley Johnson, 7 January 2018

Scott Yarbrough, 30 January 2018

Anne Zimmerman, 24 December 2017

Alan Williams, 6 September 2017

Ellen Koivisto & Gene Thompson, 29 January 2018

Elizabeth Watson-Semmons, 22 January 2018

Elika Etemad, 24 January 2018

John Schlag, 29 January 2018

Peter Colijin, 29 January 2018

Giuliano Carlini, 22 January 2018

Ted Lechterman, 21 January 2018

Lotti Dunbar, 29 January 2018

Martin Mackerel, 29 January 2018

Scott Jung, 23 January 2018

Rick Hyman, 29 January 2018

Jon Spangler, 5 December 2017

Please endorse housing bills SB827 and SB828

More housing near Caltrain means more Caltrain riders, which would support more frequent (and therefore better) service for everyone riding

Caltrain.

Kevin Burke, 4 January 2018

Add fourth bike car to make up for lost capacity in 7-car mixed fleet

Shirley Jonson, 7 January 2018

Jon Spangler, 5 December 2017

Concern about bikes blocking emergency exit windows; request to put seats there instead.

Bikes blocking windows cause a safety hazard: while bikes are removable, on a full train the only place to move them to would be the aisles, which would block both access to the exit windows and the exit doors.

Shirley Johnson, 7 January 2018

Ellen Koivisto & Gene Thompson, 29 January 2018

Peter Collijn, 29 January 2018

Keep seats within view of bikes to guard against theft

Summary of points:

- Minimum acceptable: half as many seats as bike spaces, as in current Bombardier trains.
- Video does nothing to stop theft, merely documents the process, and hardly ever aids in recovery.
- Security alternative of locking bikes to racks or having cyclists crowd around racks would create a disaster of the current extremely efficient system.
- Many of us have personal experience with bicycle thefts on Caltrain; this really needs to be addressed.

Shirley Johnson, 7 January 2018 (Bikes ONboard)

Alan Williams, 6 September 2017

Alan Williams, 7 September 2017

Ellen Koivisto & Gene Thompson, 29 January 2018

Elizabeth Watson-Semmons, 22 January 2018

Elika Etemad, 24 January 2018

Charles Gotlieb, 29 January 2018

John Schlag, 29 January 2018

Peter Colijin, 29 January 2018

Giuliano Carlini, 22 January 2018

Drew Skau, 25 January 2018

Ted Lechterman, 21 January 2018

Lotti Dunbar, 29 January 2018

Martin MacKerel, 29 January 2018

Scott Jung, 23 January 2018

Rick Hyman, 29 January 2018

Jon Spangler, 5 December 2017

Increase cars per train

Increasing cars per train would increase Caltrain's capacity. Could be phased in starting with Baby Bullet stations.

Alan Williams, 6 September 2018

Violation of 72-hour rule

Agendas must be posted at least 72 hours before a regular meeting. Ad-hoc committees were established by JPB, therefore subject to this rule.

Roland Lebrun, 22 January 2018

Roland Lebrun, 30 January 2018

Request Central SOMA Plan to include a higher ratio of housing to offices to reduce impact on Caltrain riders

Concern that adding 50,000 jobs and 7,500 housing units will increase pressure on morning northbound; resulting increases in rent will impact affordability of Caltrain fares.

Kevin Burke, 28 January 2018

Uniform car layout

Make all cars interchangeable, to simplify swapping out cars and assembling different train lengths.

Giuliano Carlini, 22 January 2018

Use conductors to improve bicyclist coordination

Request to follow example of hard-working conductors who:

- Direct bikes on first.
RESPONSE: Caltrain plans to pilot this program at three stations.
- Advise non-cyclists to board non-bike areas of the train.
- Tell bikes to way [sic] into the car so people aren't waiting outside.
- Confirm while checking tickets that people in bike car have a bike, and on full trains informing passengers that seats here are for cyclists.

Paint symbols on platforms to illustrate entry/exit points for people and bikes.

Paint enter/exit arrows on platforms, supplemented with bicycle symbols where appropriate.

RESPONSE: Differing train configurations prevent using this solution.

Provide information about bicycle security efforts.

Caltrain's template reply to Jon Spangler's comments mentioned that Caltrain is exploring options for improving security, but provided no details, leaving open questions like

- What are those other security options?
- Which security methods are being evaluated?
- Who is evaluating them, and by what criteria?
- Are the criteria and evaluation process public?
- Are the Caltrain or SF Bicycle Advisory Committees an integral part of this evaluation? If not, why not?

Capital Corridor Vision Plan could be a useful template

<https://www.capitalcorridor.org/vision-plan/>

Roland Lebrun, 31 January 2018

Why do consultants cost so much?

Question of why do consultant services on the business plan cost more than twice as much as the Capital Corridor administration budget.

Roland Lebrun, 31 January 2018

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 4:45 PM
To: 'Elika J Etemad'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Capacity per Train

Dear Elika,

Thank you for your feedback. Although there was an 5.5% decrease in average weekday bike ridership (see the 2017 Annual Passenger Count information, page 9, slide 17: <http://www.caltrain.com/Assets/Public+Affairs/Government+Affairs/pdf/7.20.17.Annual+Passenger+Count+Presentati on.pdf>), Caltrain supports bikes as a last mile solution. The new electric trains meet the 1:8 bike to seat ratio in each trainset. In addition, when the corridor is electrified in 2022, there will be one more train per hour per direction, and onboard bike capacity will increase by 17% (for more information, visit www.caltrain.com/EMUcapacity). In January, Caltrain also submitted a grant application for additional electric train cars.

I'm also excited to tell you that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. More information can be found here: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

Thank you again for your input.

Best,
Lori Low

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

From: Elika J Etemad [<mailto:elika.politics@inkedblade.net>]
Sent: Wednesday, February 28, 2018 11:51 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Capacity per Train

Dear Caltrain Board,

I attended the board meeting on February 1st, and I have to say I was disappointed that the board did not seriously engage the topic of bicycle capacity per train set or the very many comments that were sent on it.

Board members expressed an expectation that bicycle usage would decline over time, and therefore more capacity is not warranted.

However, unless Caltrain has actually *seen* a decrease in bicycle usage (which I believe it has not), this seems like a foolish assumption. Yes, there are increasing numbers of last-mile solutions.

But that is expanding the overall "market" of people using Caltrain:

it does not necessarily mean that bikes on board will decrease.

Caltrain should use actual facts about the per-passenger rates of bicycle use to inform train design, not wishful thinking.

I also was disappointed that the board dismissed the concerns about bicycle security. There was much wringing of hands, a wish that some magical technology of the future would solve the problem, and no attempt to address the multiple requests by real riders to do the one thing we know works: to allow bicyclists to sit near their bikes. Redistributing the bicycle racks across more train cars so that we can mix seats and racks would actually address this problem.

It would also allow shorter dwell times: at major stations like Mountain View, the lines for boarding with bicycles onto trains which concentrate the bike racks into one location are actually the limiting factor on the dwell time. Distributing bicycle racks across cars would address this issue as well. As for the board member who commented about cyclists running from car to car to find an empty spot--this is something technology *can* solve. The passenger counters on the cars are also able to count bicycles, so Caltrain could easily create an app and electric signage that indicates where there are empty racks on the next arriving train.

Lastly, as someone who is required to systematically address every public comment sent to my committee, I am disappointed in the way that the board handles public comment. The comments are collected and printed, yes, but they are not discussed, and they are not addressed.

If Caltrain followed W3C procedures, every comment would be indexed, and either incorporated into the plan or responded to with an precise and specific explanation of why it cannot be addressed. Most of the letters in the packet received no response from Caltrain, and for all of those that requested more space for bikes on the new trainsets (which seemed to be the majority), there was no explanation of why it could not be provided.

In light of these considerations, I am asking you to seriously reconsider your decisions about the number and distribution of bike racks on the new train cars. And if you cannot address the numerous comments which are requesting more racks and intermixing of seats and bicycle racks, I am asking you to post, publicly, on your website, a detailed and irrefutable explanation of why you cannot.

~Elika

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 4:55 PM
To: 'John Phillips'; Caltrain, Bac (@caltrain.com)
Subject: RE: Updated Webpages

Dear John,

Thank you for the feedback! We're currently looking into funding, which is needed in order to use Project529 on our system. If secured and implemented, we would definitely want to let our riders know about it through our website. Thank you again for sharing information on it with us.

Best,
Lori Low

From: John Phillips [mailto:john.phillips.31416@gmail.com]
Sent: Wednesday, February 28, 2018 1:44 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: Updated Webpages

Dear BAC,

Is there any way to add a link from <http://www.caltrain.com/riderinfo/Bicycles.html> to <https://project529.com/garage> along with a recommendation that people register their bikes? Having bikes registered in a national bike registry is a great way to identify them if they do go missing.

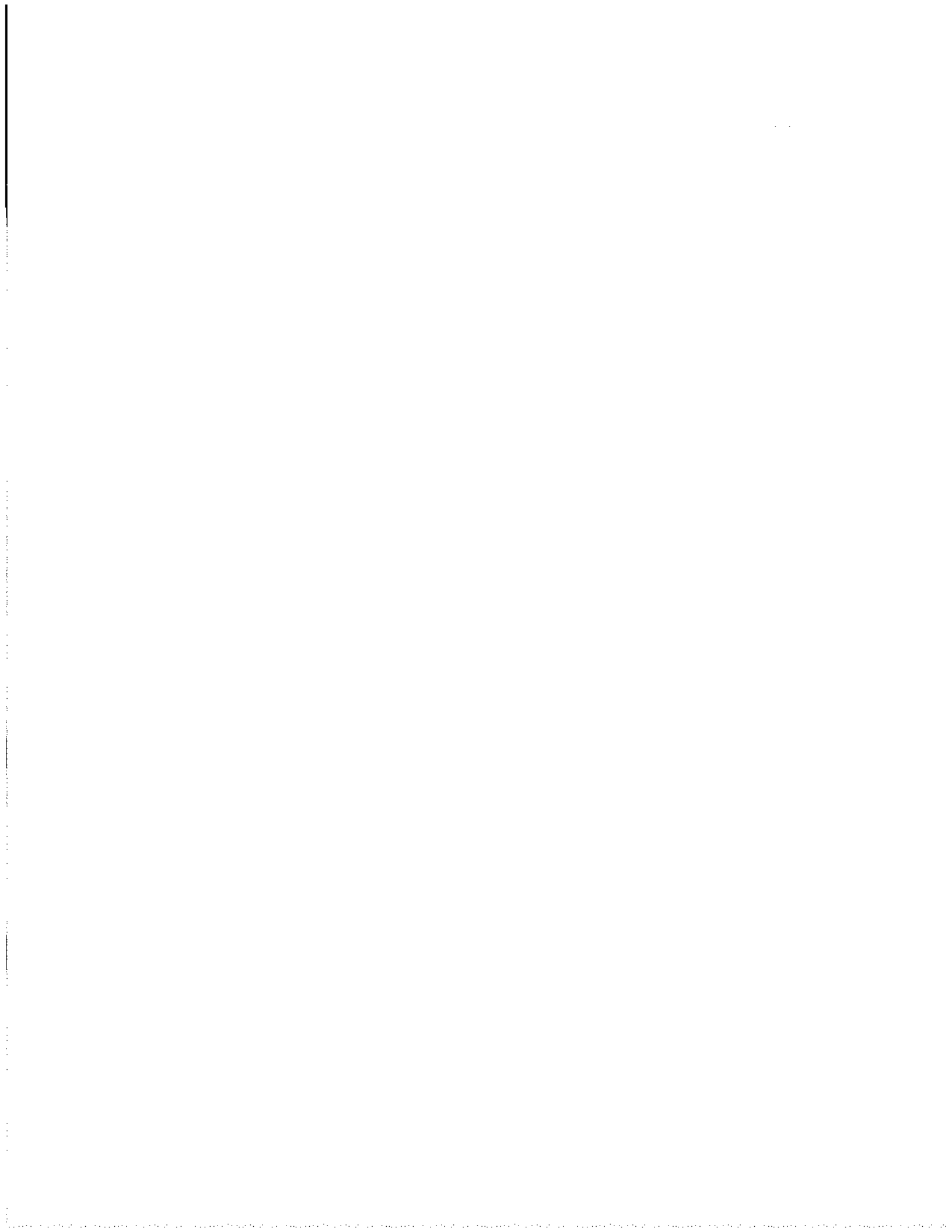
Thanks,
John

On Fri, Jan 12, 2018 at 12:05 PM, BAC@caltrain.com <BAC@caltrain.com> wrote:
The following pages have been updated:

[Bicycle Advisory Committee Meeting Calendar - Friday, January 12, 2018 10:53 AM](#)

You are subscribed to receive updates to the Bicycle Advisory Committee (BAC) Web page. The following documents have been posted for the January 18, 2018 BAC Meeting: - Agenda - Minutes - 2018 Work Plan - Correspondence Packet as of January 10, 2018 - Bike Bump Report 2017 - Full Year

To stop receiving email notifications, please unsubscribe [here](#).



Low, Lori

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, February 28, 2018 2:52 AM
To: Board (@caltrain.com)
Cc: MTC Commission; board@sfcta.org; VTA Board Secretary; SFCTA CAC; cacsecretary
{@caltrain.com}; Caltrain, Bac (@caltrain.com); MTABoard@sfmta.com
Subject: Caltrain TIRCP application
Attachments: Caltrain TIRCP application.pdf

Dear Chair Bruins,

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

Stadler Awarded Contract for 16 Double-Decker Trains

STADLER

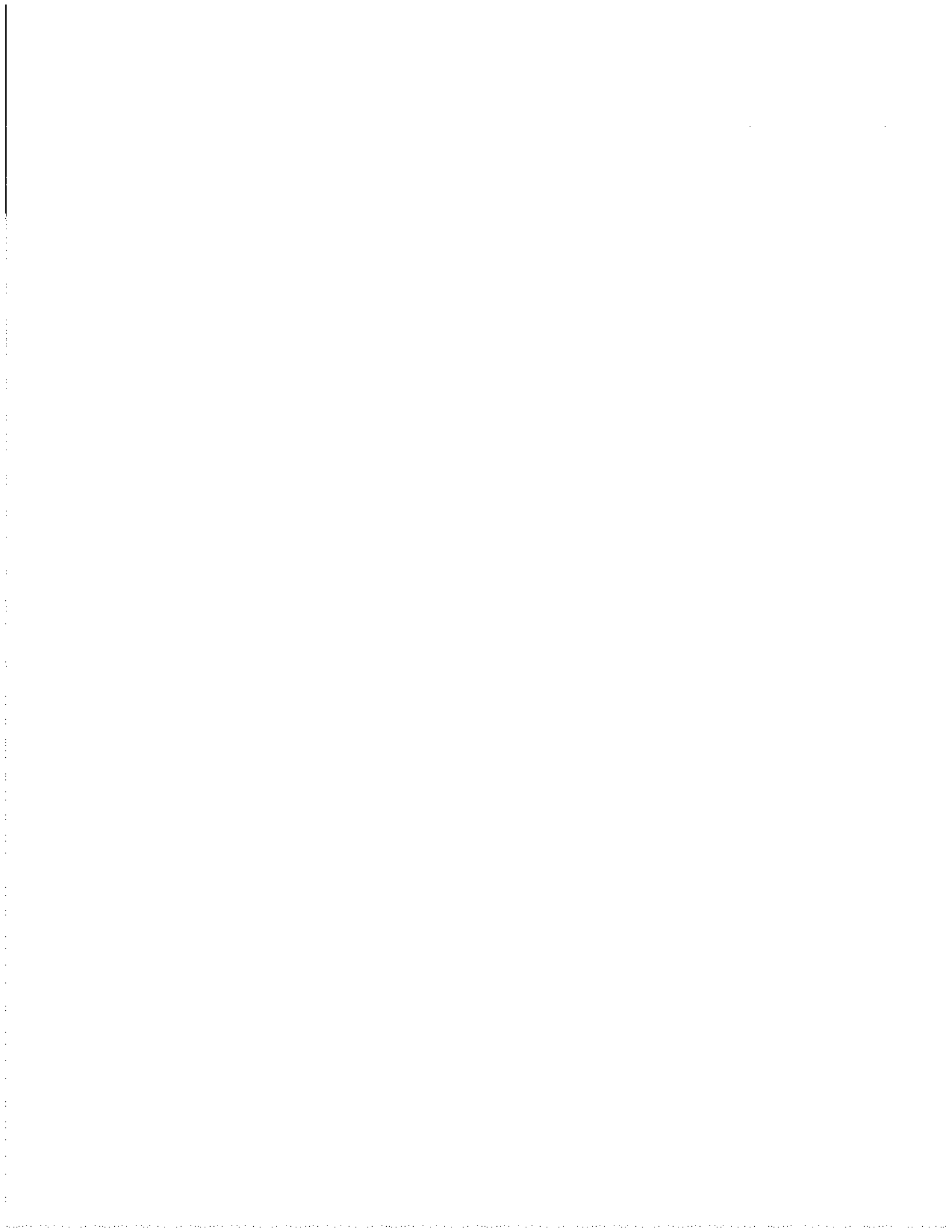
www.stadlerrail.com

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

Thank you in advance for you attention to this matter.

Roland Lebrun.

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



Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, February 25, 2018 5:35 PM
To: cacsecretary [@caltrain.com]
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); Board (@caltrain.com); Bikes On Board
Subject: Misleading capacity presentation at CAC meeting on February 21, 2018

Dear Caltrain Citizen's Advisory Committee,

Thank you for volunteering to serve on the CAC. As a Caltrain passenger, I appreciate the time and attention you devote to help make Caltrain a better transportation option for all passengers.

I saw [a video](#) of a presentation staff made at the February 21 CAC meeting titled "Caltrain Capacity Analysis". It struck me that the data were presented with a strong negative bias against bikes on board.

Invalid Comparison

Comparing bike occupancy with passenger occupancy is invalid due to insufficient bike capacity. Bike ridership is capped by limited bike capacity, whereas passenger ridership can readily exceed 100% with standees. A valid comparison would be if all bike riders were allowed to board and stand instead of being denied service. Leaving bicyclists behind on the platform is a huge deterrent to riding Caltrain. Many bike riders simply choose to drive instead of risk getting bumped. It is misleading to suggest that bike occupancy and passenger occupancy are representative of demand.

Missing Information

There is fundamental information that is not part of the slide deck:

1. What is the data source? Caltrain annual passenger counts conducted in February?
2. Which year were these counts conducted?
3. How many bikes were bumped at each station stop?
4. How many trains are included in the counts?

This information is important to assess the relevance of the data.

Questionable Analysis

If the data were collected in February 2017, then any supposed conclusions are not representative because the winter of 2017 was the second wettest year in 122 years of record-keeping. Many bike riders opt to drive instead of bike when it is raining.

Furthermore, bike boardings in February are not representative of occupancy in warmer months due to seasonal variation in boardings. In 2004* (when there was ample bike capacity), bike boardings in October were over 42% higher than in February, while total passenger boardings increased only 11%. Analysis during warmer months would provide a very different view of bike vs passenger occupancy than analysis in February.

The number of trains is important to assess statistical relevance of the data and margin of error.

Bike Bumps Reduce Ridership

One CAC member commented that the number of bikes bumped is very small compared with bikes boarding. While true, this neglects the fact that service denials drive passengers away from Caltrain and back into their cars. It is difficult to assess exactly how many cyclists have stopped riding Caltrain due to bike bumps, but the report titled "[Caltrain Loses Ridership and Ticket Revenue by Denying Service to Cyclists](#)" shows evidence of the strong negative impact bike bumps have on Caltrain ridership.

Unsubstantiated Claims

I am disappointed the Mr. Navarro would suggest that public and BAC member comments present inaccurate data. I encourage you to challenge him to provide specific examples.

EMU Bike Capacity Approved by the JPB

Based on comments from some CAC members, I would like to clarify background information about bikes on electrified Caltrain.

In 2015, the JPB unanimously approved more bike capacity at a ratio of 8:1 seats-to-bikes on electrified trains, overriding staff's recommendation for the same bike capacity as today. However, staff's current plan for six-car EMU trains *reduces* bike capacity compared with today. Staff will tell you their proposal meets the 8:1 ratio (which is technically correct), but they achieve this by significantly reducing seat capacity. Six-car EMU trains have over 25% fewer seats than today's six-car trains.

Staff informed the JPB in 2015 that an 8:1 ratio would probably result in the same number of seats as today. To achieve comparable seat capacity, Caltrain needs to run eight-car EMU trains. And to meet the 8:1 ratio, these eight-car EMU trains must have 96 bike spaces per train. If the SIRTTP grant application to buy more rail cars is successful, then all passenger needs can be met as prescribed by the JPB.

Benefits of Bikes on Board

Bikes on board solve the first- and last-mile problem in a green, healthy way. Bringing a bike on board reduces traffic congestion, reduces pollution, frees up seats on heavily subsidized feeder buses and shuttles, and doesn't occupy expensive parking spaces all day long. Caltrain is to be commended for its bikes-on-board program and we respectfully request your support for its continued success. Thank you.

Sincerely,
Shirley Johnson
BIKES ONboard

*2004 is the only year Caltrain conducted passenger counts twice, once in February and once in October.

References for hardcopy:

Video of staff presentation at February 21 CAC meeting:
<https://www.facebook.com/groups/42679145898/permalink/10155050069560899/>

San Jose Mercury News, "California storms: This rainy season now ranks 2nd all time in 122 years of records" April 7, 2017: <https://www.mercurynews.com/2017/04/06/california-storms-this-water-year-now-ranks-2nd-all-time-in-122-years-of-records/>

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

"Caltrain Loses Ridership and Ticket Revenue by Denying Service to Cyclists" by San Francisco Bicycle Coalition, September 21, 2010: <https://preview.tinyurl.com/deny-service>

July 2, 2015 JPB Meeting Minutes:
http://www.caltrain.com/Assets/___Agendas+and+Minutes/JPB/Board+of+Directors/Minutes/2015/2015-07-02+JPB+BOD+Minutes.pdf

Low, Lori

From: Ellen Koivisto & Gene Thompson <offstage@earthlink.net>
Sent: Wednesday, February 21, 2018 9:57 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: Bikes on Caltrain

Thanks for the response, Lori, but I want to make it clear that my issue has nothing to do with bike parking at stations. I take my bike on the train because I have to ride to the station and from the station at both ends of the line. My issue has to do with having enough slots for bikes on the trains, for those slots to be safe (so that my bike and other bikes aren't ripped off), and with the trains being electric (cleaner energy — nothing like sucking in diesel smoke when you're pumping the pedals.)

Ellen

> On Feb 19, 2018, at 12:02 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

>

> Dear Ellen,

>

> Thank you for your continued engagement. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

>

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

>

> Thank you again for your feedback.

>

> Best,

> Lori

>

> -----Original Message-----

> From: Ellen Koivisto & Gene Thompson [mailto:offstage@earthlink.net]

> Sent: Monday, January 29, 2018 5:36 PM

> To: Board (@caltrain.com)

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

> Subject: Bikes on Caltrain

>

> As a bicyclist (no car) the ability to take my bike on Caltrain is vital. As someone who lives and teaches in SF but whose father lives in SJ, it is necessary that I take Caltrain regularly, especially as my father is both getting older and has Parkinson's.

>

> So thank you for applying for eight-car, instead of six-car, electric trains. But the layout in the electrified cars is really a problem. You don't have the ability to lock or otherwise prevent bike theft but you have no seats within view of the bikes! This is nuts. Cameras won't stop bike theft, as all bicyclists know from experience. Many more people take their bikes and want to take their bikes than there is room for already. Caltrain needs to be increasing the number of spaces for bikes, not decreasing them. And you can't, can't, can't block emergency exit windows with stacked bikes.

>

> That is why we need the eight-car electrified trains to hold 96 bikes per train with seats near the bikes and seats next to emergency exit windows. The 7-car diesel trains need to have four bike cars (96 bikes) per train. This benefits the communities the train travels through! More use of transit is good for everybody.

>

> Thank you,

> Ellen Koivisto

> San Francisco

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 3:32 PM
To: 'Paul Schreiber'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: More bike capacity on Caltrain

Dear Paul,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17% (for more information on this visit www.caltrain.com/EMUcapacity).

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

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

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

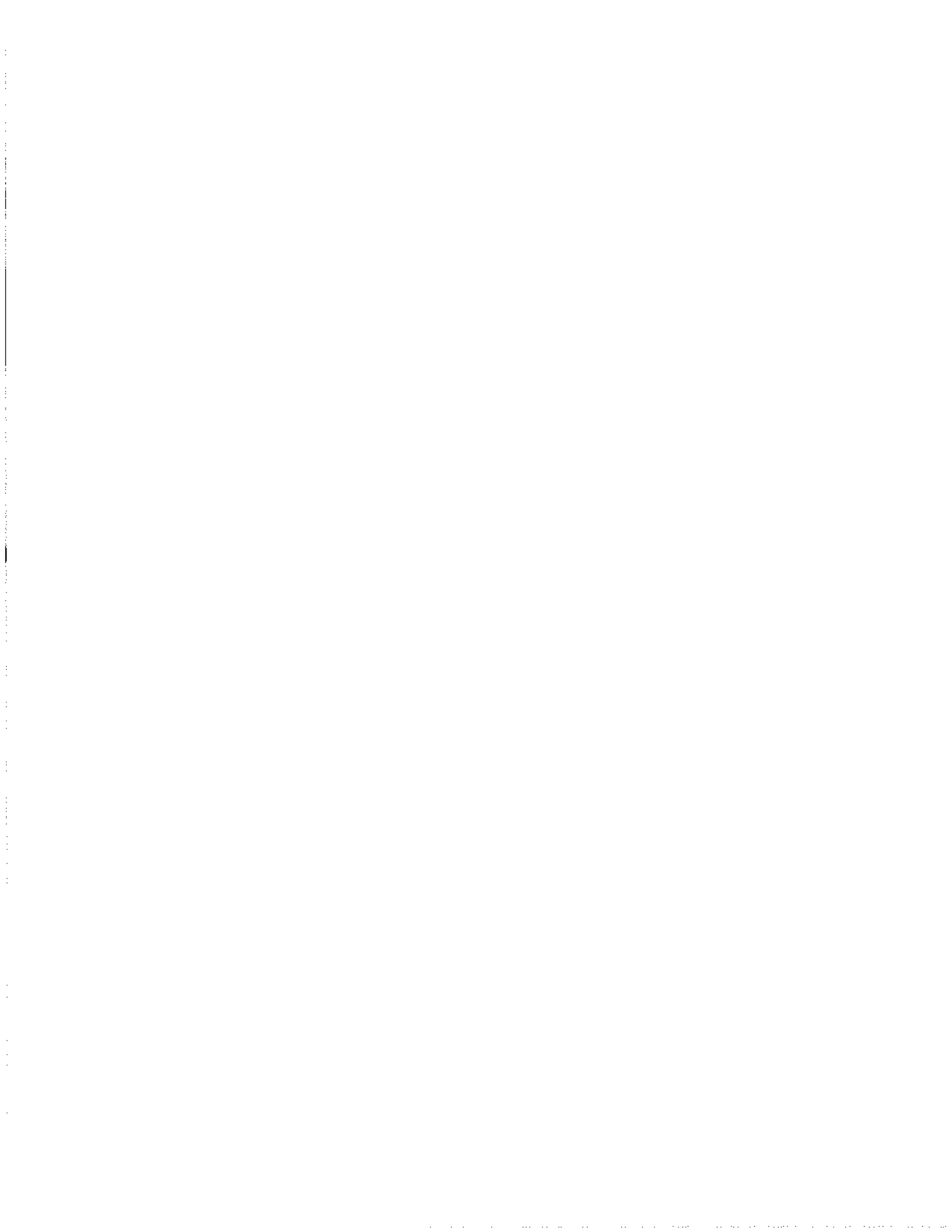
From: Paul Schreiber [<mailto:paulschreiber@gmail.com>]
Sent: Monday, February 26, 2018 6:25 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More bike capacity on Caltrain

Hi Board —

Please include eight-car trains — with 96 bike spaces per train — on the new electrified trains.

As someone who commuted for many years via Caltrain + Bike, I understand the importance of having enough capacity (and the frustration of waiting for the next train at 22nd Street!).

Paul



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 3:37 PM
To: 'sean f. reardon'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: we need more bike cars!

Dear Sean,

Thank you for your continued feedback. When the corridor is electrified in 2022, there will be one more train per hour per direction, and onboard bike capacity will increase by 17%. We continue to work to increase capacity, and in January submitted a grant application for additional electric train cars. Thanks again!

Best,
Lori

From: sean f. reardon [<mailto:sreardon@stanford.edu>]
Sent: Monday, February 26, 2018 9:03 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: we need more bike cars!

hi caltrain –

i've been taking my bike on caltrain for 13 years from SF to palo alto. it's a great way to get to work, and i recommend caltrain to all my friends and colleagues.

but we need more bike cars! the cars have been getting more and more full, and it's no longer certain that there will be space on the train when i get to 22nd street in the morning or palo alto in the afternoon.

so please – as you plan to buy more cars – make sure to provide more bike space.

thanks!
sean reardon
san francisco

sean f. reardon
professor of poverty and inequality in education
and professor (by courtesy) of sociology
stanford university
CERAS building, 520 galvez mall, #526
stanford, ca 94305-3084
650.736.8517 (office phone)
650.723.9931 (office fax)
sean.reardon@stanford.edu
<http://cepa.stanford.edu/sean-reardon>

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 3:42 PM
To: 'Sergey Stavisky'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please buy more rail cars to keep eight-car trains with 96 bike spaces

Dear Sergey,

Thank you for your continued feedback. The new electric trains meet the 1:8 bike to seat ratio in each electric trainset. In addition, when the corridor is electrified in 2022, there will be one more train per hour per direction, and onboard bike capacity will increase by 17%. I'm also excited to tell you that in January, we submitted a grant application for additional electric train cars. Thank you again for your input!

Best,
Lori

From: Sergey Stavisky [<mailto:sergey.stavisky@stanford.edu>]
Sent: Monday, February 26, 2018 9:36 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please buy more rail cars to keep eight-car trains with 96 bike spaces

Dear Caltrain Board,

I'm a San Francisco resident who works at and commutes to Stanford School of Medicine. I'm writing with regards to your upcoming Thursday Board meeting, and specifically about agenda item 7 regarding whether to still have 96 bike spaces.

As a bicycle commuter, I strongly encourage the Board to maximize available bike capacity in the new electric trains. I've been bumped numerous times, which throws off my commute (I have to wait for the next train), which inconveniences my colleagues (cancelled meetings, etc) and makes the commute miserable.

While I'm really excited to have more trains per hour, there's still the need to stickl to the 8:1 seats-to-bike that was the Board's mandate in 2015. The area's population is growing rapidly, and not supporting more bikes on board will just mean ore cars and Ubers creating traffic at either end of people's commutes.

I would also urge you to distribute bike spaces amongst cars so that boarding is quicker and easier (fewer delays!) and so that cyclists can sit near their bikes, discouraging theft. The Bay area is notorious both for its productivity (the thriving economy that supports Caltrain) and its long commutes. Being able to work on board Caltrain (rather than guarding one's bike) is key to making the commute and local knowledge economy workable.

More bike capacity means less traffic and a healthier population.

Best,
Dr. Sergey Stavisky

San Francisco Resident (94110)

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 3:44 PM
To: 'david@mischels.net'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: I support bikes on trains

Dear David,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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

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

Best,
Lori Low

From: David Mischel [<mailto:dmischel@gmail.com>]
Sent: Monday, February 26, 2018 9:55 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: I support bikes on trains

Hello, CalTrain Board.

I fully support bikes on board the new trains and in particular urge you to fully maintain previous stated commitment to bikes on trains. To wit

- Maintain at least an 8:1 ratio of seats to bikes
- Bike space on all trains
- Bike spaces distributed in all cars to deter theft (riders need to sit by their bikes) and to allow smoother board/unloading
- Bikes on all cars also means much easier assembly of trains of any number of cars

As you know, many CalTrain stations are not close to riders' ultimate origin or destination. Full support for bikes on trains ensures that CalTrain is functional for the greatest number of riders since most don't live or work within walking distance of a station.

I urge you to maintain a vigorous support of bikes on trains.

Thank you,

< david
David Mischel
San Francisco

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 3:49 PM
To: 'Eric M. Trautmann'; CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Board (@caltrain.com)
Subject: RE: Importance of Bikes on Caltrain

Dear Eric,

Thank you for your feedback. The new electric trains meet the 1:8 bike to seat ratio in each trainset. In addition, when the corridor is electrified in 2022, there will be one more train per hour per direction, and onboard bike capacity will increase by 17%. I'm also excited to tell you that in January, we submitted a grant application for additional electric train cars.

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

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 input!

Best,
Lori Low

From: Eric M. Trautmann [<mailto:etrautmann@gmail.com>]
Sent: Monday, February 26, 2018 2:33 PM
To: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Board (@caltrain.com)
Subject: Importance of Bikes on Caltrain

Dear Caltrain Board,

I'm a San Francisco resident who uses Caltrain daily to commute to the south bay. I want to voice my support for retaining the current number of bike spaces on the new electric trains. It is crucial to have bike space to solve the last mile problem that many commuters face.

While it's great to have more trains per hour, we still need to have the 8:1 seats to bike ratio to serve the needs of commuters as population and demand on the system grows.

Thank you very much,

Eric Trautmann
San Francisco resident (94110)

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, February 28, 2018 3:20 PM
To: 'Shirley Johnson'; Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary
[@caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board; 'Janice Li'; Fromson, Casey
Subject: RE: Bicycle bumps show more bike capacity is needed on electrified Caltrain

Dear Shirley,

Thank you for your continued feedback. As you know, there will be one more train per hour per direction running when the corridor is electrified in 2022. We are working to further increase that capacity and in January submitted a grant application for additional electric train cars.

We're also excited that in November 2017, the Board adopted the Bike Parking Management Plan, which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

At the upcoming Bicycle Advisory Committee there will be a presentation on the 2017 Bike Bump Report and we hope to discuss how to make the form as effective as possible.

Thank you again for your input.

Best,
Lori Low

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Wednesday, February 21, 2018 10:32 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [mailto:cacsecretary@caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board
Subject: Bicycle bumps show more bike capacity is needed on electrified Caltrain

Dear Chair Bruins and Members of the Joint Powers Board,

Bicycle bumps are a serious problem today and are expected to get worse as bike ridership continues to increase. It is common for bike riders, with paid tickets in hand, to be denied boarding simply because they have a bike. No other passenger segment is denied boarding. When trains are full, walk-on passengers are allowed to board and stand while being transported to their destinations while bikes-on-board passengers are left behind on the platform going nowhere.

In March 2015, Caltrain launched a bicycle bump report form (<http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>). Please see the attached spreadsheets of bicycle bumps voluntarily reported by passengers in 2015, 2016 and 2017 using Caltrain's form. As you can see, **hundreds of bikes-on-board passengers are denied boarding every year**. Because all bicycle bumps are not reported, there are likely hundreds more not included in these counts.

The attached bump reports emphasize how critical it is to meet the JPB's 2015 directive for 8:1 seats-to-bikes by increasing bike capacity on electrified trains. Staff currently claim to meet this 8:1 ratio by decreasing bike capacity (-7%) and significantly decreasing seat capacity (-25%) on six-car electrified trains. Staff plan to prop up inadequate seat capacity with seven-car diesel trains, which will help reduce standees but does nothing to reduce bicycle bumps.

Staff plan one more train per hour in 2022, but that extra train is already needed today. Furthermore, the JPB's 2015 directive was for train capacity (bikes per train), not line capacity (bikes per hour). Fewer bike spaces per train will reduce bicycle mode share, which is going in the wrong direction both economically and environmentally – parking lots are expensive and engine exhaust is toxic.

The bicycle bump problem can be mitigated by:

- Including a fourth bike car in the seven-car diesel trains to provide 96 bike spaces per train
- Running eight-car electrified trains with 96 bike spaces per train to properly meet the 8:1 ratio of seats-to-bikes mandated by the JPB in 2015

Please ensure that electrified trains meet the *letter* and the *spirit* of the 8:1 ratio by increasing bike capacity per train to help reduce bicycle bumps. Your loyal bike riding passengers are counting on you. Thank you.

Sincerely,
Shirley Johnson
BIKES ONboard

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:53 PM
To: 'Cor van de Water'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on board Caltrain

Dear Cor,

Thank you for your continued engagement. As you know, during this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. The final design will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

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

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: Cor van de Water [mailto:cor_van_de_water@hotmail.com]
Sent: Friday, February 16, 2018 3:05 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on board Caltrain

Hi,
I am following the electrification project of Caltrain, because I will need to start commuting from Sunnyvale to San Francisco regularly in future and the most convenient way is by rail. I can ride my bike to Caltrain and take my bike with me, provided that there is enough bike capacity and the risk of having my bike stolen while onboard is low, so having seats near the bikes is a requirement to monitor the unlocked bikes and increasing bike carry capacity from the existing trains where bumps occur already too frequently, is another requirement. My alternatives are driving to SF which I want to avoid during commute hours or drive to BART in Fremont and take the route up East Bay. I would prefer to see sufficient and safe bike carrying capacity on Caltrain, I understand that the plans to have 8 car electric trains will fulfill the vision to have 1 to 8 bikes to seats capacity, so I think that is a good goal to strive for implementing, though I have concern about bikes being stolen when too few seats within sight line of the bikes can tempt thieves to remove unlocked bikes from the cars. I am sure you do not want to invite people to start locking their bikes on board, delaying the deboarding process of other commuters.

Regards,
Cor van de Water
Sunnyvale.

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:51 PM
To: 'Virginia Smedberg'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bikes on board Caltrain

Dear Virginia,

Thank you for your continued engagement. As previously mentioned, in 2015 the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

We look forward to working with the bike community on the bike security outreach effort and are excited to move forward with the implementation of the Bike Parking Management Plan. Thank you again for your input!

Best,
Lori

From: Virginia Smedberg [<mailto:virgviolin@hotmail.com>]
Sent: Thursday, February 15, 2018 2:03 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bikes on board Caltrain

Dear Caltrain people:

I'm writing once again about bikes on board Caltrain.

Firstly I want to thank you for planning a bike security review to find ways to prevent bike theft. The more data we have the better we can come up with a best-workable answer.

However I am concerned that Caltrain staff's current proposal for six-car electrified trains has 25% fewer seats and 7% less bike capacity than today's trains. We need MORE not less - more and more people are getting fed up with sitting in traffic, and so many local people do bike whenever it's feasible. So Caltrain needs to make it eminently feasible.

I am excited to hear that staff have applied for funding to launch electrified service with eight-car trains to increase capacity for both seats and bikes in 2022. Such eight-car electrified trains with 96 bike spaces per train will fully satisfy the Caltrain Board's 2015 directive for 8:1 ratio of seats-to-bikes. That directive made sense when it was made; it still makes sense; I really hope staff will continue to move in that direction, AS DIRECTED. That's their job, right? to carry out the Board's directives? And since it IS possible, I trust they will do so.

Sincerely,

Virginia Smedberg
Palo Alto

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:43 PM
To: 'Elaine'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: Caltrain Bike Capacity

Dear Elaine,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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

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

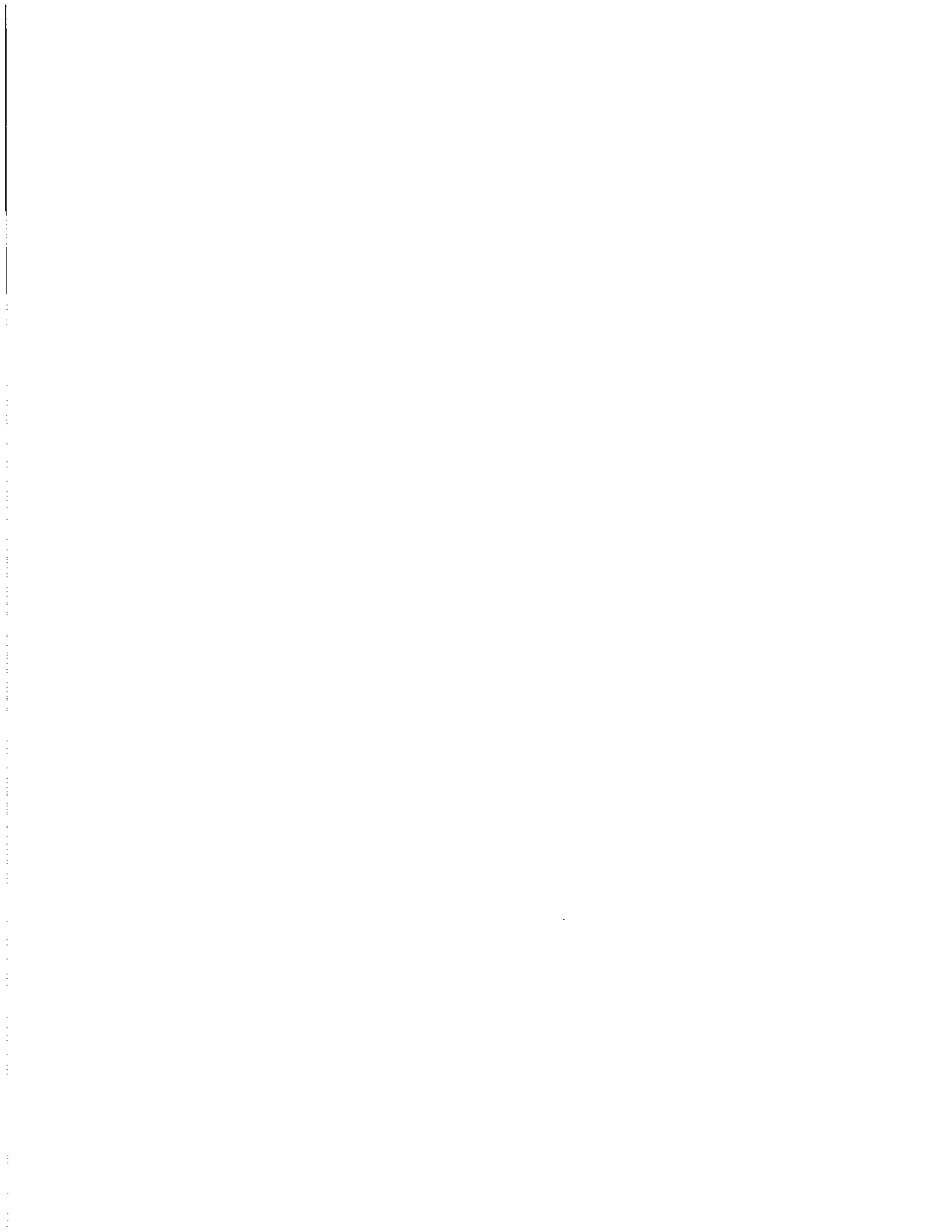
Best,
Lori Low

From: Elaine [<mailto:pinkeangst@gmail.com>]
Sent: Wednesday, February 14, 2018 1:58 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Caltrain Bike Capacity

Caltrain Leadership,

I'm happy that staff have applied for funding to launch electrified service with eight-car trains to increase capacity for both seats and bikes in 2022. I am concerned that Caltrain staff's current proposal for six-car electrified trains has 25% fewer seats and 7% less bike capacity than today's trains. I want to emphasize that eight-car electrified trains with 96 bike spaces per train will fully satisfy the Caltrain Board's 2015 directive for 8:1 ratio of seats-to-bikes. More bike capacity is needed because I've been denied boarding trains with my bike during peak commute hours, which is negatively impacting my job. Thank you for planning a bike security review to find ways to prevent bike theft.

Elaine Lee - Burlingame, CA



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:41 PM
To: 'John Cinatl'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Please Continue/Expand Bike Facilities On Your Trains

Dear John,

Thank you for using our services (I believe you meant "Northern California"?). Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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

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

Best,
Lori Low

From: John Cinatl [<mailto:j.f.cinatl@sbcglobal.net>]
Sent: Tuesday, February 13, 2018 11:47 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please Continue/Expand Bike Facilities On Your Trains

Greetings All

I frequently use Caltrain to travel around So. Calif and most of the time I do so with my bike in tow.

Please continue offering bike facilities on you cars and expand the service if at all possible.

Thank you

John Cinatl
Oxnard/Port Hueneme, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:39 PM
To: 'Terry Barton'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Increase bike capacity on Caltrain to 96+ bikes per 8 car train

Dear Terry,

Thank you for your continued engagement. As you know, during this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. The final design will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

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

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: Terry Barton [<mailto:terry.barton@fb.com>]
Sent: Tuesday, February 13, 2018 4:59 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Increase bike capacity on Caltrain to 96+ bikes per 8 car train

Dear CalTrain Board Members,

I am a frequent Caltrain rider who boards with a bike.

Ridership on Caltrain has been increasing as driving time and parking costs are increasing. This makes it worthwhile for people living farther away from stations to take the train and still save time. Many of these people are riding a bike to the station like me. I live 1.6 miles from the Mountain View station. Using a bike after taking CalTrain, I can get to work in Menlo Park 2.1 miles from a station, go to the school I volunteer at in San Jose which is 1.2 miles from the station, then come home. I ride 4.9 miles on my bike and ride Caltrain for 34 miles.

Electrified trains will be more pleasant, less polluting and faster. This is a huge improvement, and will attract more riders.

Reducing the number of seats and the number of bikes on electrified trains makes no sense. The peninsula needs capacity to get people to jobs, schools, events and home.

Security for bikes on Caltrain is a huge concern. Most bike riders have had a bike stolen or know people who have. Having people feel their bikes are secure is an absolute requirement.

Sincerely,

Terry Barton
Mountain View, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:36 PM
To: 'Alex Herzick'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Caltrain Bike Capacity

Dear Alex,

Thank you for your continued engagement. As you know, during this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. The final design will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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

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: Alex Herzick [<mailto:alex.herzick@gmail.com>]
Sent: Monday, February 12, 2018 8:28 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Caltrain Bike Capacity

Hello Caltrain Board-

I am concerned that Caltrain staff's current proposal for six-car electrified trains has 25% fewer seats and 7% less bike capacity than today's trains. I am happy to hear that staff have applied for funding to launch electrified service with eight-car trains to increase capacity for both seats and bikes in 2022. I would like to emphasize that eight-car electrified trains with 96 bike spaces per train will fully satisfy the Caltrain Board's 2015 directive for 8:1 ratio of seats-to-bikes. More bike capacity is needed as bike ridership continues to grow every year and biking is a great green and healthy mode of transport and bike capacity allows people who don't live/work extremely close to Caltrain to utilize the great service when they would otherwise likely have to drive. Thank you for planning a bike security review to find ways to prevent bike theft; this is a very important issue.

Best Regards,
Alex Herzick
Menlo Park

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:35 PM
To: 'Brad Freitag'; Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: RE: Bike cars

Dear Brad,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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

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

Best,
Lori Low

From: Brad Freitag [mailto:bradfreitag@gmail.com]
Sent: Monday, February 12, 2018 8:12 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Bike cars

To Whom It May Concern,
I write to share my concern for Caltrain staff's current proposal for six-car electrified trains has 25% fewer seats and 7% less bike capacity than today's trains.

I am excited that staff have applied for funding to launch electrified service with eight-car trains to increase capacity for both seats and bikes in 2022. The eight-car electrified trains with 96 bike spaces per train will fully satisfy the Caltrain Board's 2015 directive for 8:1 ratio of seats-to-bikes.

Given increased 101 and 280 congestion, plus the projected growth in tech, we need to get ahead of the problem.

Thanks for your efforts to increase the transit options safely and securely.

Brad Freitag
Hillsborough, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:33 PM
To: 'Barry Marchessault'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); casecretary@caltrain.com; bikesonboard@sonic.net
Subject: RE: Bicycle Capacity

Dear Barry,

Thank you for your continued engagement. As you know, during this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. The final design will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

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

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: Barry Marchessault [mailto:barry3dat@yahoo.com]
Sent: Monday, February 12, 2018 5:52 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); casecretary@caltrain.com; bikesonboard@sonic.net
Subject: Bicycle Capacity

Good People,

I am a monthly pass holder residing in San Bruno and concerned that Caltrain's current proposal for six-car electrified trains has approximately 10% less bike capacity than trains currently in use.

Although I am advocate of high speed rail as well as the electrification project I am concerned that the next generation of train cars will have decreased capacity for both passengers and bicycles?

My understanding is that if you changed to 8 car trains you would be able to meet the rider and bicycle capacity goals the agency set for itself?

I wish to commend you for your bike security review in the effort to decrease bike theft and hope that you will reconsider your bike capacity directives to ensure both ample and safe capacity for cyclists.

Yours,

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:29 PM
To: 'Don Harvey'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain

Dear Don and Patty,

Thank you for your input, and we hope you will come and ride the new electric trains when revenue service begins!

Best,
Lori Low

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

From: Don Harvey [mailto:harveydonw@juno.com]
Sent: Monday, February 12, 2018 5:31 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike capacity on Caltrain

Dear Board--We support a bicycle security review in response to bike riders' concerns that no seats within view of bikes will encourage bike theft; we rely on Caltrain's promise of increased bike capacity on electrified trains; and we support provision of 96 bike spaces per eight-car train--Don & Patty Harvey, Newport Beach, CA.

How To Remove Eye Bags & Lip Lines Fast (Watch) Fit Mom Daily
<http://thirdpartyoffers.juno.com/TGL3131/5a823ffdda7e23ffd5e66st03duc>

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:26 PM
To: 'Alex Jacobs'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bicycle capacity on electrified trains

Dear Alex,

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

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

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

Best,
Lori Low

From: Alex Jacobs [mailto:lex.jacobs@gmail.com]
Sent: Monday, February 12, 2018 5:07 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bicycle capacity on electrified trains

- I'm concerned that Caltrain staff's current proposal for six-car electrified trains has 25% fewer seats and 7% less bike capacity than today's trains
- I'm excited that staff have applied for funding to launch electrified service with eight-car trains to increase capacity for both seats and bikes in 2022
- Only eight-car electrified trains with 96 bike spaces per train will fully satisfy the Caltrain Board's 2015 directive for 8:1 ratio of seats-to-bikes
- More bike capacity is needed as this is an increasingly popular way of commuting that is totally environmentally friendly.
- Also, thank you for planning a bike security review to find ways to prevent bike theft
- Alex Jacobs, Berkeley, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:24 PM
To: 'Christopher !'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: New bike friendly Caltrain cars, PLEASE

Dear Christopher,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

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

Best,
Lori Low

From: Christopher ! [<mailto:christophers.dispatch@gmail.com>]
Sent: Friday, February 02, 2018 11:17 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: New bike friendly Caltrain cars, PLEASE

I want to thank Caltrain for applying for funding to run eight-car (instead of six-car) electrified trains in a mixed electric/diesel fleet in 2022.

However, I also wanted express my concern about the electrified car layout because (1) not having seats within view of bikes encourages bike theft, and (2) it's unsafe to block emergency exit windows with stacked bikes. Cameras alone on these no-seat-within-view-of-bikes cars will not stop bike theft; bike thieves are extremely sophisticated.

I have have been bumped off Caltrain cars with my bike because the current cars can't handle the demand; it's an extremely disruptive and problematic situation when that happens. Please include eight-car electrified trains that hold 96 bikes per train with seats near bikes and seats next to emergency exit windows. Also, seven-car diesel trains should have four bike cars or 96 bikes per train. 96 bikes per train will benefit the community. More people are

biking than ever and that trend is expected to increase. Caltrain would be wise to plan for that. Bike friendly Caltrain cars that can actually handle the bike demand will help reduce pollution & traffic congestion.

I strongly urge you to work with the leading bike advocacy groups here in the Bay Area like the San Francisco Bike Coalition when designing and planning new Caltrain cars. Thank you for your time and consideration of these matters.

Create yourselves a great day,
Christopher Cronin
San Francisco, CA

If you are neutral in situations of injustice, you have chosen the side of the oppressor.

-Archbishop Desmond Tutu

Low, Lori

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, January 31, 2018 2:38 AM
To: Board (@caltrain.com)
Cc: VTA Board Secretary; SFCTA Board Secretary; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: Item #13. Approve Caltrain Business Plan Final Business Strategy and Scope

Dear Chair Bruins and Members of the Caltrain Board of Directors,

The intent of this email is to elaborate on the comments I made at the January Board meeting with regards to the staggering costs of consultants required to develop Caltrain's Business Plan Vision.

"Staff estimates that the total cost for consultant services on the Business Plan (including technical work, outreach, independent review, project management and contingency) will be approximately \$5,000,000. The estimated cost to complete the first half of the Business Plan (including Tasks 1 and 2) is \$2,175,000."

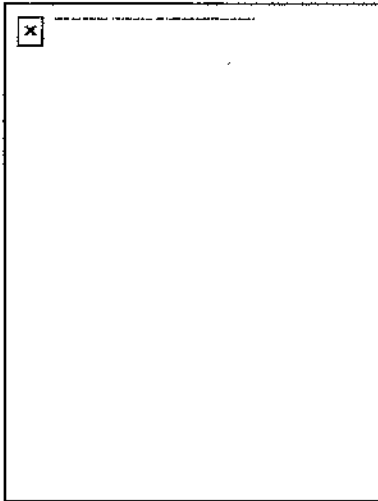
<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/2018/2018-02-01+-+JPB+revised+agenda.pdf>
(page 183).

This begs the question of how these consultants could possibly cost twice as much as the entire Capital Corridor administration budget.

"For the first time in nearly 10 years, the CCJPA is seeking an increase in its projected FY 2018-19 Administrative expenses. The FY 2018-19 expenses to support the CCJPA's administrative and management activities are planned to increase by \$500,000 to \$2,634,000 in order to provide additional management staff"

https://www.capitolcorridor.org/wp-content/uploads/2018/01/CCJPABizPlanFY1819_publicdraft_01-19-2018.pdf (page 24)

Last but not least, the Capitol Corridor Vision Plan could provide a useful template for Caltrain's equivalent exercise: <https://www.capitolcorridor.org/vision-plan/>

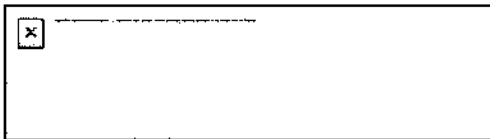


CCJPA Vision Plan, What the Capitol Corridor Can Become

www.capitolcorridor.org

The Vision Plan envisions a faster, more accessible, and more sustainable rail transport system for the Bay Area and Northern California..

<https://www.capitolcorridor.org/business-plan/>



CCJPA Annual Business Plan for Capitol Corridor Rail Service

www.capitolcorridor.org

The CCJPA's annual business plans for the Capitol Corridor, submitted to the State of California Department of Business, Transportation and Housing.

Sincerely,

Roland Lebrun

cc:

VTA Board

SFCTA Board

Caltraín CAC

SFCTA CAC

Caltrain BPAC

Low, Lori

From: Roland Lebrun <ccss@msn.com>
Sent: Tuesday, January 30, 2018 9:12 PM
To: Board (@caltrain.com); MTC Commission
Cc: VTA Board Secretary; SFCTA Board Secretary; Board (@samtrans.com); CHSRA Board; SFCTA CAC; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: Re: Caltrain Ad Hoc Committee violations of the Brown Act

Dear Chair Bruins,

Please refer to http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2018/2018-02-01+-+JPB+revised+agenda.pdf (page 182) and note this paragraph:

"Board Involvement: The JPB has established an Ad Hoc Committee to guide the development of the Business Plan. This Committee will meet on an approximately monthly basis for the duration of the Business Plan process and will review all major project materials and deliverables before their release to the public or introduction to the full Board."

It would therefore appear that, contrary to Caltrain Counsel's email dated August 9th these ad hoc committees were indeed established by the JPB, not former Chair Gee and are thus subject to Government Code Section 54954.2.

Please be further advised that there have been multiple violations of the 72-hour rule since I first notified the Board of this issue via email on Monday August 7th 2017.

Thank you in advance for your prompt attention to this matter.

Sincerely,

Roland Lebrun

CC:
MTC Commissioners
VTA Board of Directors
SFCTA Board of Directors
SamTrans Board of Directors
High Speed Rail Authority Board of Directors
VTA CAC
SFCTA CAC
Caltrain CAC
Caltrain BAC
SamTrans CAC

From: Martinez, Martha <martinezm@samtrans.com>
Sent: Wednesday, August 9, 2017 5:04 PM
To: Roland Lebrun

Cc: Jeff Gee; Cassman, Joan (jcassman@hansonbridgett.com); Hartnett, Jim; MTC Commission; VTA Board Secretary; SFCTA Board Secretary; Board (@samtrans.com); CHSRA Board; SFCTA CAC; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

Subject: RE: Ad Hoc Committee compliance with the Brown Act

Please see message below from Joan Cassman, Legal Counsel, in response to your email below.
Martha Martinez
Executive Officer,
District Secretary/Executive Administration

Dear Mr. Lebrun,

We have received your correspondence regarding the Peninsula Corridor Joint Powers Board's (JPB) compliance with the Brown Act (Cal. Gov. Code section 54950, et seq.), specifically related to the application of the Brown Act requirements to two new ad hoc advisory committees announced by the JPB Board Chair at the JPB Board meeting of August 3, 2017. I write in response to your contentions, which are in error.

Government Code section 54952 defines those local agency "legislative bodies" that are subject to the Brown Act. Under the law, the JPB Board of Directors is subject to the Brown Act, as is any "commission, committee, board, or other body of [the JPB], whether permanent or temporary, decisionmaking or advisory, *created by charter, ordinance, resolution, or formal action of a legislative body.*" (emphasis added).

First and foremost, the two new subcommittees were appointed by the JPB Board Chair and announced at the JPB Board meeting on August 3. There was no action of the Caltrain Board to create these subcommittees.

Second, the Brown Act is clear as to its applicability to standing committees that meet certain criteria and its non-applicability to ad hoc committees that meet other criteria. More specifically, the Brown Act applies to committees with:

- "continuing subject matter jurisdiction, or
- "a meeting schedule fixed by charter, ordinance, resolution, or formal action of a legislative body."

The Brown Act does *not* apply to committees that are:

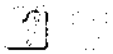
- "advisory committees,
- "composed solely of the members of the legislative body that are less than a quorum of the legislative body."

In this case, the JPB Board Chair – not the Board itself – has appointed two "advisory committees" that are "composed solely of the members of the [JPB Board]," and that are comprised of "less than a quorum of the [Board]." The two ad hoc advisory committees were not "created by charter, ordinance, resolution, or formal action of a legislative body," and do *not* have "continuing subject matter jurisdiction" or "a meeting schedule fixed by charter, ordinance, resolution, or formal action of a legislative body."

Based on the letter and spirit of the law, and consistent with current and past practice of all other local governments with which I have been engaged, the two ad hoc advisory committees created by Chair Gee are not "legislative bodies" for purposes of the Brown Act.

Joan Cassman

Joan L. Cassman
Partner
Hanson Bridgett LLP
(415) 995-5021 Direct



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The foregoing applies even if this notice is embedded in a message that is forwarded or attached.

From: Roland Lebrun [mailto:ccss@msn.com]
Sent: Monday, August 7, 2017 3:50 AM
To: Board (@caltrain.com)
Cc: MTC Commission; VTA Board Secretary; SFCTA Board Secretary; Board (@samtrans.com); CHSRA Board; SFCTA CAC; cacsecretary (@caltrain.com); McKenna, Nancy; Caltrain, Bac (@caltrain.com)
Subject: Ad Hoc Committee compliance with the Brown Act

Dear Chair Gee and Members of the Caltrain Board of Directors,

Kindly be advised that, according to the League of California cities, ad hoc committees created by formal action of a legislative body such as the action taken by the Caltrain Board at the August 3rd 2017 Board Meeting during item 6 (Chairpersons report) are legislative bodies for the purpose of the Brown Act <https://www.cacities.org/Member-Engagement/Professional-Departments/City-Attorneys-Department/Publications/Open-Public-IV -A-Guide-to-the-Ralph-M-Brown-Act-%28.aspx> (page 10).

Please be further advised that the Caltrain Business Plan and CBOSS PTC ad hoc committees must abide by the 72-hour rule in compliance with Government Code Section 54954.2 https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54954.2

Please respond to this email by confirming your intention to comply or otherwise.

Thank you in advance for your prompt attention to this matter.

Sincerely,

Roland Lebrun

CC:
MTC Commissioners
VTA Board of Directors
SFCTA Board of Directors
SamTrans Board of Directors
High Speed Rail Authority Board of Directors
VTA CAC
SFCTA CAC
Caltrain CAC
Caltrain BAC
SamTrans CAC

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:16 PM
To: 'Scott Yarbrough'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: RE: 6+ bikes bumped on today's 269

Hi Scott,

Thank you for the information. We encourage riders to fill out the Bike Bump Form, which can be accessed here: <http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>

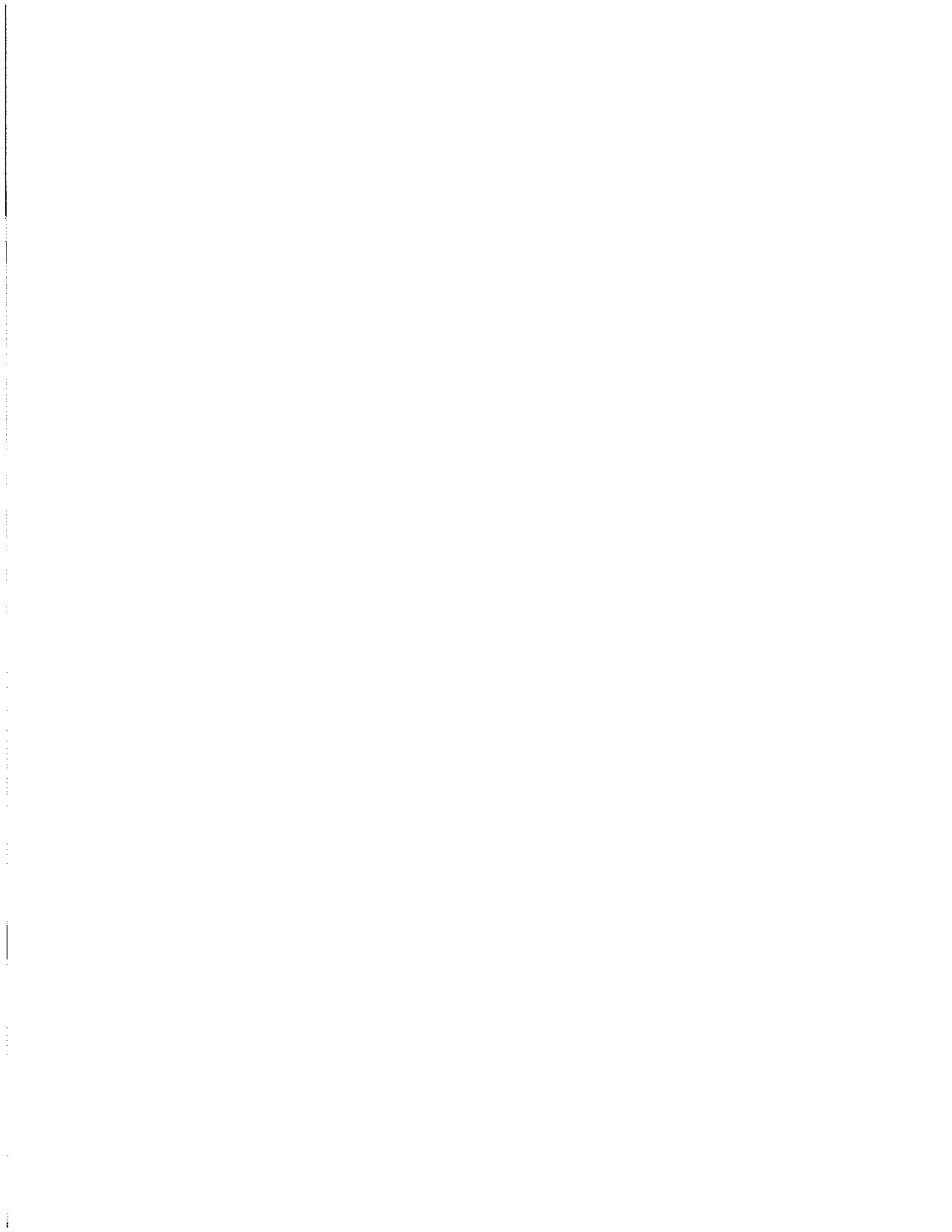
We're excited that the new electric trains will increase bike capacity at the peak time by 17%. And as you know, in November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

Best,
Lori

From: Scott Yarbrough [<mailto:yarbrough.scott@gmail.com>]
Sent: Tuesday, January 30, 2018 5:22 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: 6+ bikes bumped on today's 269

in palo alto, and this was only the ones I could count out of the window in the rear car. Looked to be 10-12 total on the platform.

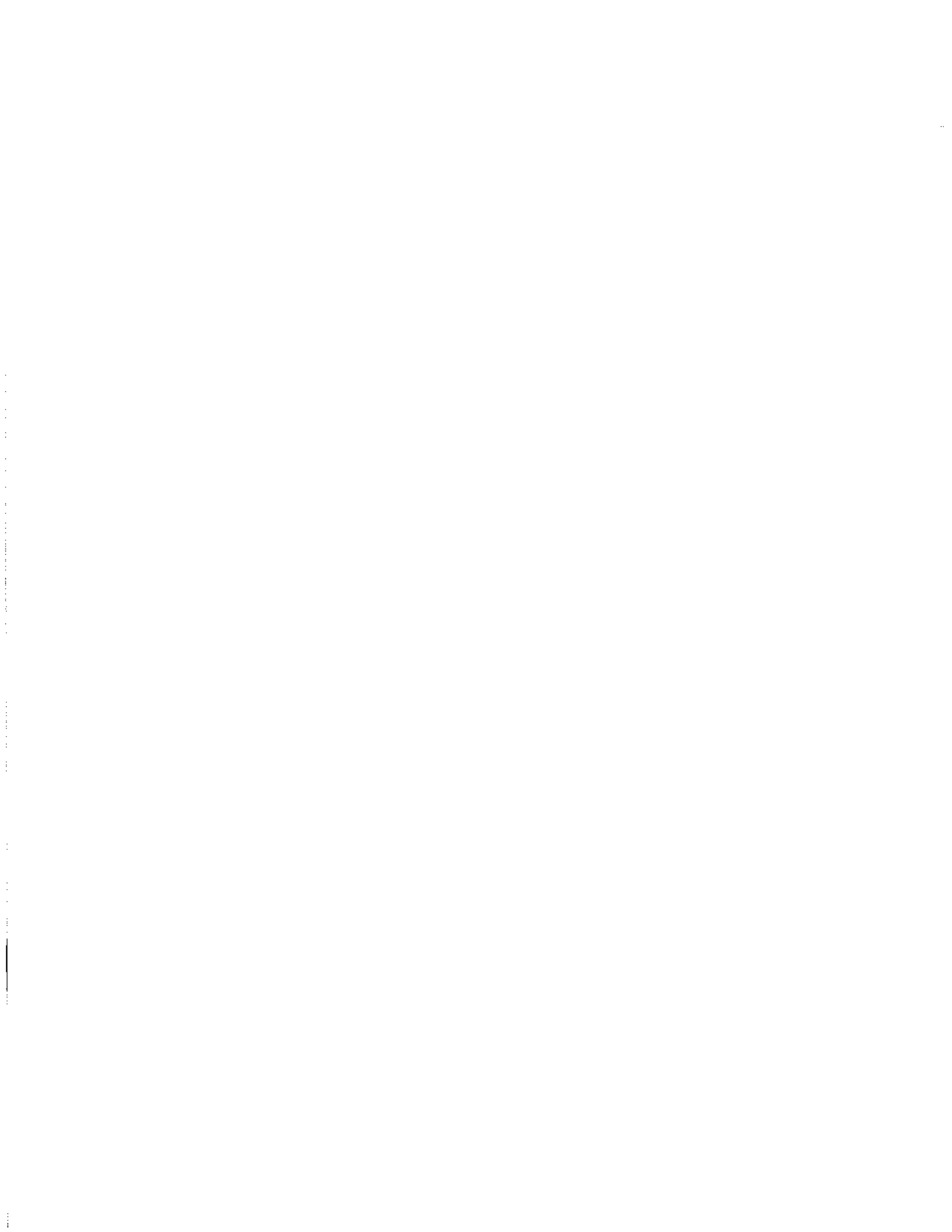
Please increase capacity for the planned electric cars. Demand will only increase in the 2020 decade!



Low, Lori

From: Scott Yarbrough <yarbrough.scott@gmail.com>
Sent: Tuesday, January 30, 2018 5:23 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: 3 more bikes bumped in menlo park on the 269

see earlier email



Low, Lori

From: Scott Yarbrough <yarbrough.scott@gmail.com>
Sent: Tuesday, January 30, 2018 5:34 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net
Subject: 269 with an additional 5 bumped bikes in RWC

.....train at capacity for bikes

Low, Lori

From: Scott Yarbrough <yarbrough.scott@gmail.com>
Sent: Tuesday, January 30, 2018 5:36 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: 2 bikes bumped in san carlos train 269

tuesday 1/30



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:12 PM
To: 'bikerick'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: Caltrain board Feb 1 2018 meeting item #8b Electrification report

Dear Rick,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day and we're excited that the new electric trains will increase bike capacity at the peak time by 17% (for more information visit www.caltrain.com/EMUcapacity). Regarding security, Caltrain is currently exploring different options to address your concern.

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

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

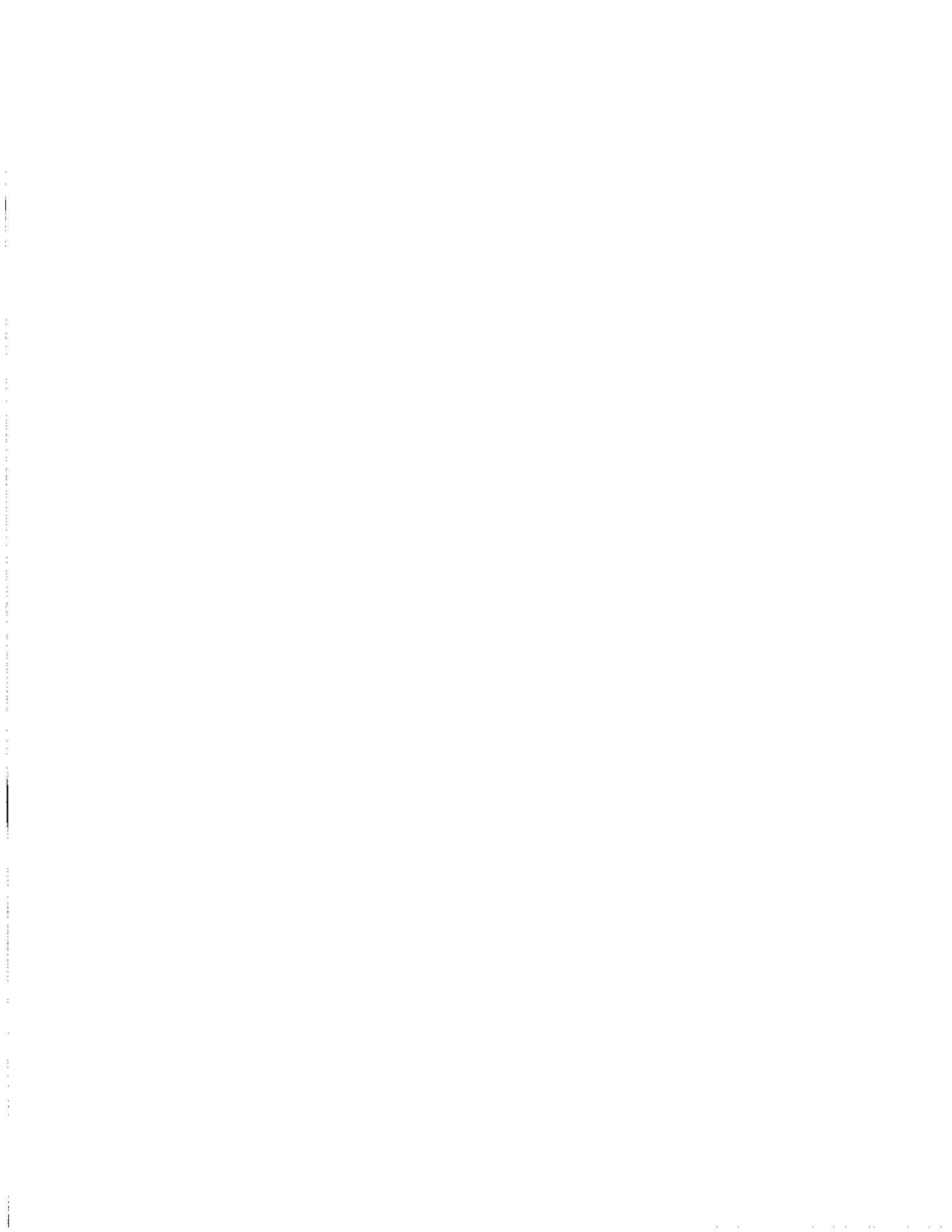
Best,
Lori Low

From: bikerick [mailto:bikerick@att.net]
Sent: Monday, January 29, 2018 10:32 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Caltrain board Feb 1 2018 meeting item #8b Electrification report

Dear Board Members: Please ensure that there are adequate spaces for bikes on your new electric rail cars. Also, please ensure that bikes are visible from passenger seats. I live in Santa Cruz. By taking the Highway 17 Express bus (with bike racks) those of us in the Santa Cruz area can then easily hop aboard a Caltrain car with our bikes for convenient carfree access to the Peninsula and San Francisco. Given all the stops, I for one would be concerned someone could get off the train with my bike before my destination, so I would want to keep an eye on it.

Thank you for procuring electric rail cars. Now please make sure there are enough spaces for bikes.

Thanks,
Rick Hyman



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:06 PM
To: 'Lotti Dunbar'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: more bike space in future trains

Dear Lotti,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17% (for more information visit www.caltrain.com/EMUcapacity). Regarding security, Caltrain is currently exploring different options to address your concern.

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

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

Best,
Lori Low

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

From: Lotti Dunbar [<mailto:lottid@mac.com>]
Sent: Monday, January 29, 2018 9:22 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: more bike space in future trains

Hi,

I take the bullet train with my bike to work from Hillsdale to Millbrae most days. The train is packed with people and bikes and it's very difficult to fit on the train. There is a lot of new development near the Hillsdale station which means that more people will use the train. We need to INCREASE the number of bikes on future trains (electric) and make it convenient and save. Commuters need to be able to sit and watch their bike to prevent bike theft. People that take the train to commute alleviate traffic congestion and reduce the carbon foot print.

Lotti from San Mateo
lottid@mac.com



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 12:00 PM
To: 'John Schlag'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Comments for Caltrain Thurs Feb 1 meeting, agenda item 8

Dear John,

Thank you for your continued input. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

Thank you again for your feedback.

Best,
Lori

From: John Schlag [<mailto:jschlag.me@gmail.com>]
Sent: Monday, January 29, 2018 5:13 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Comments for Caltrain Thurs Feb 1 meeting, agenda item 8

Greetings, Caltrain Board and Staff -

We need as much bike space as possible on the new electric trains to address the Last Mile Problem. And it needs to be safe and secure. I wouldn't walk off to another car and leave my bike behind. There needs to be seating in view of the bikes.

Best Regards,

-John Schlag
Sausalito, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 11:59 AM
To: 'Peter Colijn'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified car design

Dear Peter,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. The new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

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

Best,
Lori Low

From: Peter Colijn [<mailto:caffeine@colijn.ca>]
Sent: Monday, January 29, 2018 3:25 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified car design

To whom it may concern:

My name is Peter Colijn, and I frequently ride Caltrain between San Francisco (where I live) and Mountain View (where I work).

I almost always need to bring my bicycle with me on the train. There are several reasons for this:

- my place of work is several miles away from the Caltrain station in Mountain View
- my home is several miles away from the 22nd street Caltrain station in San Francisco
- there is no bike share in Mountain View, and no bike share station near my home in San Francisco

As such, I need my bicycle on both ends of the commute. I know many other commuters face similar problems, which is why bringing bicycles onboard Caltrain is very popular. I would like to express my thanks to the Caltrain board for making it possible to bring bicycles on board thus far and for applying for funding to run 8-car electric trains in 2022.

I am writing you because of my concerns with the new electrified car layout. In particular:

- the layout does not provide seating within view of bicycles; this encourages theft (I personally know several people who have had bicycles stolen from Caltrain)
- cameras do not prevent theft; they only make it very slightly more likely to recover a bicycle after theft has already occurred
- blocking emergency exit windows with stacked bicycles poses safety challenges in case of an emergency

I would urge the board to consider the following changes:

- provide seating within view of bicycles and near emergency exits
- provide space for 96 bikes on 8-car electric trains and 7-car diesel trains, to maintain the spirit of the previously agreed-upon seat:bike ratio, not just the letter (i.e. please do not decrease overall Caltrain capacity)

Sincerely,

Peter Colijn

Low, Lori

From: Peter Colijn <caffeine@colijn.ca>
Sent: Wednesday, February 14, 2018 4:09 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Comment for March 1 Caltrain board meeting

To whom it may concern:

I am concerned that the current Caltrain proposal for six-car electrified trains has 25% fewer seats and 7% less bike capacity than today's trains. At a time when ridership is high and cyclists are already getting bumped, reducing capacity does not seem like a good idea.

I am glad that Caltrain staff have applied for funding to launch electrified service with eight-car trains, as this would permit an increase in capacity for both seats and bikes in 2022. Eight-car trains with 96 bike spaces would satisfy Caltrain board's 2015 directive for a ratio of 8:1 seats-to-bikes both in letter and in spirit (by not decreasing overall capacity).

I would also like to explain why bicycle capacity is important to me and many other Caltrain customers. Caltrain is a great transportation system, but it suffers from a "last mile" problem. Most commuters, myself included, will need to travel a significant distance on both ends of their Caltrain commute. A bicycle is extremely convenient for this. As an example: it is possible for me to take local transit on both ends, but that would more than double my total commute time compared to using my bicycle, due to the wait times involved. Since bicycle commuters are already getting bumped from Caltrain, there is clearly a need for more bicycle capacity.

Finally, I would like to thank Caltrain for planning a security review to find ways to prevent bike theft.

Sincerely,
Peter Colijn
San Francisco



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 11:55 AM
To: 'Mimi Torres'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified Trains/Bike Layout

Dear Mimi,

Thank you for your comments. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

The new electric trains will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Mimi Torres [mailto:mimi.e.torres@gmail.com]
Sent: Monday, January 29, 2018 12:12 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified Trains/Bike Layout

Dear Caltrain Board,

I am concerned about the cameras on the new electric trains to come on board as part of the 2022 fleet. As drawn there are cameras on the front and back of the train. I understand that cameras will be in the bike racks. Please consider a design that will allow for 96 bike racks. Caltrain is very well known for it's bike capacity. Please keep it up!

Thank You,

Mimi Torres
Berkeley, CA

BAC
Correspondence
for March
2018

Mimi Torres
(928) 225-1071
mimi.e.torres@gmail.com

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 11:53 AM
To: 'Martin MacKerel'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: we should have dedicated seats near bikes

Dear Martin,

Thank you for your continued input. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

Thank you again for your feedback.

Best,
Lori

From: Martin MacKerel [<mailto:martin.mackerel@gmail.com>]
Sent: Monday, January 29, 2018 11:36 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: we should have dedicated seats near bikes

I live and work in San Francisco these days, but used to commute daily to the South Bay using bicycle plus Caltrain. And from time to time I have meetings in the South Bay that I get to by bicycle and Caltrain.

Therefore it is important to me that there be sufficient bike space on every train so that I am not bumped, which would make me late for my meetings.

I wanted to thank you for seeking funding for the electrification of Caltrain (this is well overdue, I remember when electrification was planned for 2014).

However, the new cars need to be well-designed for bikes. As an actual bicyclist, I can tell you that it is important to have seats near the bikes, for convenience, but also to discourage theft. I do not want surveillance cameras on the trains as a "solution" to theft, and in any case they are not likely to stop theft as well as having the bicycle owners nearby.

Thank you,
Martin

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 11:50 AM
To: 'Charles Gottlieb'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: New Rail Car Design

Dear Charles,

Thank you for contacting us. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

Thank you again for your feedback.

Best,
Lori Low

From: Charles Gottlieb [mailto:may5guy@gmail.com]
Sent: Monday, January 29, 2018 11:14 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: New Rail Car Design

Not allowing people to sit with their bikes is just going to generate an expensive redesign in the future when bike after bike is being stolen. The homeless will laugh at the cameras.

Additionally, people will start locking bikes together, which will mean more time boarding and deboarding.

I urge the board to not waste the money on a rail car that requires the owners to sit away from their bikes, as the pressure to redesign them will be too great, and it will turn into an expensive fiasco.



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, February 19, 2018 11:48 AM
To: 'Annie Shattuck'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on CalTrain -

Dear Annie,

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

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

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

Best,
Lori Low

From: Annie Shattuck [<mailto:annieshattuck@gmail.com>]
Sent: Monday, January 29, 2018 10:56 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on CalTrain -

Dear Cal Train Board,

Two years ago, I got a dream job at Stanford. It paid well, but I work in a field that can't compete with the tech industry. I had affordable long term housing in Oakland, California, and after looking at housing on the peninsula, I decided I could not afford to move just yet. I spent a year commuting - mainly using CalTrain at first.

I had a classic 'last mile' problem - I lived about a mile from BART, and my workplace was two miles from the Palo Alto Caltrain station, which was unfortunately about 25-30 minutes of shuttle time and walking to the shuttle stop if I got lucky and timed it just right, which in the evenings was almost never the case. Plus a 20 minute walk on the Bart end, put my total commute at 2:15 minutes each way if everything went perfectly, sometimes up to 2:45 if it didn't. The bike shaved a crucial half hour off that commute, and made it so I never missed a train because the Stanford shuttle was late or I missed it by minutes. There was only one problem.

Getting a bike on CalTrain at Milbrae in the morning was damned near impossible. I got stuck more times than I can count, waiting in line for bike space. So I started having to get off Bart at Embarcadero, ride down to King Street, and load up there. It added another 10-15 minutes, but at least I got a seat. But then, trying to get my bike back on CalTrain in the evenings got hard. If I wasn't on the train by 3:30, they would start to be full. I could not always leave that early even though I would start my journey to work by 5:30 every morning. The lack of reliable bike space took what could have been a long but doable commute - a commute where I could work on the train, enjoy the company of other riders, read, and get a little exercise on either end - and made it impossible to do on public transit. I ended up driving most days, spending 2.5 hours a day on the freeways instead of taking the train, which I enjoyed, saved me considerable cash through Stanford's employee incentives (pre-tax BART passes and free CalTrain) and saved me the stress of traffic and accidents on the shit show that is Bay Area freeways. I ended up leaving that job after a year - and the unworkability of the commute was a big part of my reasoning. I could not stand the drive, and I could not stomach an extra 2 grand a month to live in San Jose away from my community, and still end up in traffic for hours.

Bikes on CalTrain may sound like a small thing - how many spots there are, where the bikes come on and off, what the layout is. It matters. It is an enormous quality of life issue. It is a huge environmental issue. Every one of those bike spaces takes someone like me off the road, who would otherwise be driving say 80 miles a day in soul-crushing traffic. We need reliable bike spaces. We need to be able to see our bikes. I will rarely let mine out of my sight - too many friends have learned the hard way that cameras don't stop theft.

Please - the new trains should hold 96 bikes per train with seats near bikes.

I have kept up with Bikes on Board even though I am no longer a daily commuter. This had an impact on my career, my life and my sanity. For the sake of all the present Bay Area commuters, we need a super bike-friendly Caltrain.

Many thanks,
Annie Shattuck
Oakland, California

--

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:43 AM
To: 'Elizabeth Watson-Semmons'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: bikes on cal train

Dear Elizabeth,

Thank you for your input. Currently, Caltrain carries almost 6,000 bikes a day. When the electric trains begin service, there will be a 17% bike capacity increase at the peak time. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. This spring, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

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

Best,
Lori Low

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

From: Elizabeth Watson-Semmons [<mailto:ewatson.semmons@gmail.com>]
Sent: Monday, January 22, 2018 10:15 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: bikes on cal train

bikes and cal train go together, I remember the days when there were no bikes allowed and I remember the slow progress of more and more bikes being accommodated. With each increase of bikes there is an increase of riders. Thank you for that, and thank you for the planned change to longer electric trains.

cyclists want to keep an eye on their bikes, a locked bike with or without cameras is at risk if it's person can't see it, and isn't seen by a possible thief.

96 bike spaces per train, in cars that have seats where cyclists can see their bike, is a good plan for the new trains. more bike spaces mean more people on trains, that has been what has been happening and what should continue to happen Thank you for your attention Elizabeth Watson-Semmons Menlo Park



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:42 AM
To: 'giuliano carlini'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified Car layout and bikes

Dear Giuliano,

Thank you again for the feedback. This spring/summer, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

Best,
Lori

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

From: giuliano carlini [<mailto:giuliano@carlini.com>]
Sent: Monday, January 22, 2018 11:19 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified Car layout and bikes

Board,

Just wanted to thank you all again for all you done to make commuter rail in the bay area better. You've lead the way in the past and continue to do so. Just heard from the bikes on board folks that you are getting more cars and so Caltrain can handle more folks. That's fantastic. We need more commuter rail, and fewer cars on the streets and freeways.

I fear that as you plan for the future, you're missing a real opportunity. Bicycling is an integral part of every real solution to transit. Cycling expands the footprint of commuter trains a good deal. Realistically, folks can perhaps walk a mile on either side of a train commute. You can easily cycle 5 to 10 miles. To do so, many of us need to bring our bikes onto the train. And to do that, our bikes need to be safe. I need to be able to keep my eyes on my bike. In the half dozen or so years (maybe more) I've been cycling and taking the train, I've seen far too many folks have their bikes stolen. Last October I became directly involved when another rider and I stopped a bike thief. This is with the current layout, which while not great is vastly better than that planned for the new cars. Who ever came up with this plan could not have been a daily cycling commuter. Please listen to us. We do know what we need, and what the risks are.

Please consider a simple solution that will be better for cyclists, better for other commuters, and indeed better for Caltrain. A single uniform car layout. Spots for bikes. Accessible for the disabled, elderly, families with young kids. Some spots for luggage. With all cars the same, folks can go to any car. With all cars the same, Caltrain can put any car, on any train, in any position. If a car breaks down, any other car can replace it. With the current plans for longer trains, a uniform fleet makes that simpler. If in the future you want to run shorter trains more frequently, a uniform fleet supports that. Simplicity.

Please, we need more support for more bikes on trains. Frequently, all three bike cars are jammed. Bikes reduce car traffic, reduce the need for buses, reduce traffic overall, reduce pollution, make folks healthier, are more fun, and just

make life better. And, they increase train ridership. Please make it easy and safe for us to bring our bikes on board the train.

Thanks again,

giuliano carlini
Belmont

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:39 AM
To: 'Jung, Scott'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: no seats in bike cars

Dear Scott,

Thank you again for your input and for the positive conductor feedback. Regarding the painted graphics, that is something Caltrain has considered but it is difficult to implement due to the different train types and configurations of the current fleet. But please continue to share these ideas and types of feedback.

I also wanted to let you know of two efforts that will be occurring this spring and summer:

- A Bikes Board First pilot program will be conducted at three stations to see if it can help improve the onboarding/off-boarding of customers.
- A bike security outreach effort will be launched to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

Thank you again.

Best,
Lori Low

From: Jung, Scott [mailto:scott@informatica.com]
Sent: Tuesday, January 23, 2018 6:24 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: no seats in bike cars

Hello Caltrain team,

I am writing you because I cannot attend a 10am Thursday meeting to discuss directly with you regarding no bike seats in bike cars. It is important to know that bikes are regularly stolen off of Caltrain and it is not a good solution to not have seats in the bike car for people to view their bikes. I have witnessed my friend's bike being stolen and also a conductor kicking off a person who was trying to steal a bike. I believe the goal is to increase Caltrain ridership and I would guess these items are key:

1. Improving on-boarding and off-boarding of passengers (faster and safer)
 1. If people cant view their bikes they may be inclined to lock them up this will slow people in removing them.
 2. People will stand in the bike car to not lose a > \$500 bike this makes it hard to get on and off.
2. Having more people ride Caltrain, including bikes.
 1. Bikes fix the last mile issue both to the train and from the train
 2. Bike use is up and I would guess it will continue and with the culture changing more persons will find it acceptable to bike to and from Caltrain

Please consider seats in view of bikes. Even if there are not enough seats for every biker, more is better because if there are persons who bike persons who steal are less likely to go in the bike car if they know people are watching.

The above was my main concern, but below are my suggestions on very inexpensive things to make the Caltrain experience better for everyone.

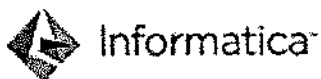
Also us large signs and conductors to direct persons who do not have bikes to sit elsewhere. There are a few hard working conductors who

1. Do direct bikes on first - Basically Free
2. Advise non bike riders to go to the south of the car for non bikes - Basically Free
3. Tell bikes to way into the car when there is a long line of bikes so people aren't waiting outside. - Basically Free
4. Confirm when they check tickets that people in the bike car have a bike and letting them know this is for bikes (on appropriately full trains). - Basically Fee
5. On conductor locks the back of the bike car door so that persons who enter the northbound car will not walk into the bike car, this is to prevent a traffic jam of bikes and people. (wise person) - Basically Free
6. I might also suggest that on ground (on the yellow strip) at the train entry points you should paint info graphics #1 (arrow out) #2 (arrow in). You might further this by having #2 with bike symbol #3 with a pedestrian symbol. - This could be costly but I would suggest a cardboard cut out and some spray paint just to test it out at one or two stations, and then if you find it helps do a "real paint job"

I do really appreciate Caltrain and ride it 4 times per week from RWC to SF and 1-3 times from SF to RWC with my bike.

Thank you,

Scott Jung
Director Americas, Real Estate & Workplace



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:28 AM
To: 'Elika J Etemad'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on new Caltrain cars

Dear Elika,

Thank you for your input and for the compliments regarding our system. Currently, Caltrain carries almost 6,000 bikes a day. When the electric trains begin service, there will be a 17% bike capacity increase at the peak time. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. This spring, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

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

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

Best,
Lori Low

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

From: Elika J Etemad [<mailto:elika.politics@inkedblade.net>]
Sent: Wednesday, January 24, 2018 8:12 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on new Caltrain cars

Hello Caltrain,

I'm writing to request that you aim for 96 bikes per train, not less, in the new designs for electrified trains, and to mix bike racks with seating so that cyclists can sit near their bikes to protect them from theft.

I travel internationally a lot, and nearly always take public transit. Based on my experience, I'd say Caltrain's bike rack system is one of (if not *the*) best in the world at transporting cyclists. Caltrain can fit more bikes in less space with less hassle to everyone than any other system I've seen.

Combining bike + Caltrain is efficient, healthy, and good for the environment. We should do everything we can to promote cycling as the last-mile transit connection, which in turn promotes Caltrain as the best mode of transport. And the most important thing to do for this is to keep the bicycle carrying capacity high.

~Elika



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:24 AM
To: 'Drew Skau'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified Train Cars and Bikes

Dear Drew,

Thank you again for your feedback. This spring, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

Best,
Lori Low

From: Drew Skau [<mailto:dwskau@gmail.com>]
Sent: Thursday, January 25, 2018 8:12 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified Train Cars and Bikes

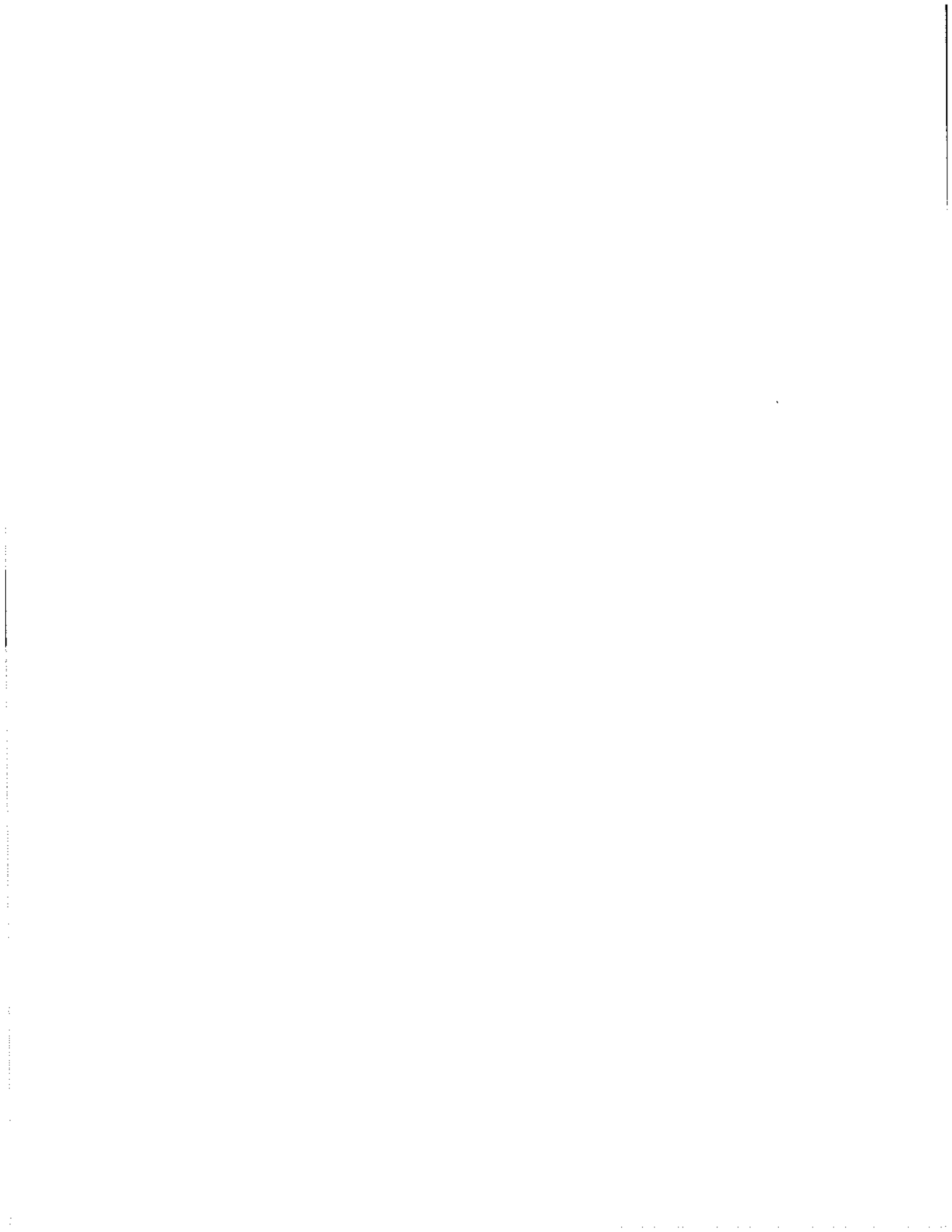
Hi All,

First, I'd like to thank you for pursuing funding for longer trains. More cars per train mean less crowding, less bumps, and a better experience for all.

While I think longer trains are a good step for cyclists, I am concerned about the seating configuration. As someone who has had a bike stolen, I can't express enough the horrible feeling of helplessness and betrayal to find your bike isn't where you left it. I understand the current seating configuration plan doesn't allow for enough seating within view of the bicycles, and I would like to point out that cameras don't prevent theft, and they are only of mild assistance after a theft has occurred.

Please reconsider the seating arrangements to allow for better distribution of the seating within view of the bicycles.

Thanks,
Drew



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:22 AM
To: 'Virginia Smedberg'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Virginia,

Thank you again for your feedback. This spring, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

All best,
Lori

From: Virginia Smedberg [<mailto:virgviolin@hotmail.com>]
Sent: Sunday, January 21, 2018 10:53 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

- Firstly I want to thank you all who make decisions about Caltrain for seeking funding to run longer electrified trains in a mixed electric/diesel fleet in 2022.
- However I want to express my concern about the planned electrified car layout because (1) the plan currently has no seats within view of bikes, which encourages bike theft, and (2) it's unsafe to block emergency exit windows with stacked bikes (just picture yourself clambering over bikes to get to an exit window, when there's a fire or some such and you are therefore in a real hurry).
- Cameras will not stop bike theft - it does no good to see who took it when you get to your destination and it's not there for you to ride!
- I strongly request that eight-car electrified trains hold 96 bikes per train with seats near bikes and seats (not bikes) next to emergency exit windows.
- I also strongly request that seven-car diesel trains have four bike cars or 96 bikes per train.
- Those requests are both for 96 bikes per train - the people who came up with this number obviously consider it possible, so if you doubt it, ask them to prove it to you. And know that this will benefit the community - more people biking, less pollution, less traffic congestion, etc.
- I would ALWAYS prefer sitting on a train reading a good book, to sitting behind the car wheel "reading" the traffic. Having my bike with me permits me to get to and from the train efficiently.
- Virginia Smedberg, Palo Alto



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:21 AM
To: 'Ted Lechterman'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified train plan

Dear Ted,

Thank you again for your feedback and I'm very sorry to hear about what happened to your bike last year. I hope that you were able to report what happened (information on how to do so is listed here): [http://www.caltrain.com/riderinfo/Bicycles/Tips for Keeping Your Bike Safe.html](http://www.caltrain.com/riderinfo/Bicycles/Tips%20for%20Keeping%20Your%20Bike%20Safe.html)

This spring, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

Best,
Lori

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

From: Ted Lechterman [<mailto:tlechterman@gmail.com>] On Behalf Of Ted Lechterman
Sent: Sunday, January 21, 2018 8:17 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified train plan

Dear Members of the Board:

As a San Francisco resident who commutes to Palo Alto via bike on Caltrain, I want to thank you for attempting to increase the number of cars per train on the 2022 fleet. Securing funding for longer electrified trains will increase capacity for commuting pedestrians and cyclists alike.

However, I want to reiterate my concern, expressed previously in my email of Nov. 27, 2017, that the electrified car layout does not offer seats in view of bikes. I was the victim of a bike theft on Caltrain last year precisely because I could not obtain a seat that would have allowed me to monitor my bicycle. Having seats in view of bikes — and enough of these seats — is essential for allowing us to protect our property. While surveillance cameras may act as a mild deterrent and forensic tool, they are no substitute for human guards.

I also want to encourage you to ensure that all future car layouts hold 96 bikes per train. Any number less than this is insufficient to keep up with future demand, especially as cultural and environmental changes make biking a more attractive option for the Bay Area's rapidly growing population.

Thank you for your consideration.

Best,
Ted Lechterman

Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Monday, January 22, 2018 8:10 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re: RE: Updating the BAC charter to remove Brown Act requirement

Dear Lori,

I understand the purpose of the Brown Act. It is legally required for legislative bodies or groups formed by legislative bodies. The Caltrain BAC is neither of these. The BAC was formed by staff. Applying the Brown Act to the BAC is an unnecessary burden and waste of taxpayer money.

Regarding open meetings, we agree that is important, but applying the Brown Act is not the only way to achieve that. In fact, the BAC charter already specifically covers those items you mention, please see Article VIII from the charter appended below.

There is no need to pile on communication restrictions of the Brown Act to a group of volunteer citizens who serve in an advisory capacity to staff, have no budget, no authority to enter into financial contracts, and no authority to create policy.

Best regards,
Shirley

ARTICLE VIII: MEETINGS

Section 1. The Committee shall call at least six bi-monthly, regularly scheduled meetings per year in addition to any special meetings convened by the Chair.

Section 2. The Committee Secretary shall give written or electronic notice of each regular meeting of the Committee to each Committee member at least one week prior to the meeting date. The Committee Secretary will endeavor to send the agenda to the Chair for approval 24 hours prior to the final agenda being posted. The Committee Secretary will endeavor to provide the complete agenda packet, including a complete correspondence file compiled up to the date of distribution, to each Committee member and post the same to the Caltrain website at least one week prior to the meeting date. In the event that a special meeting is called, the Committee Secretary shall give written or electronic notice to all Committee members at least 72 hours in advance of said meeting and shall post such notice on the Caltrain website at the same time.

Section 3. A meeting summary shall be posted on the Caltrain website within 2 weeks after a meeting. Official draft minutes will be distributed with the next meeting's agenda.

Section 4. Staff will endeavor to post all documents that are public records and are to be distributed during a Committee meeting to the Caltrain website 48 hours in advance of the meeting if prepared by Caltrain staff or a member of the Committee, or within one week after a meeting if prepared by some other person.

Section 5. Each member of the public speaking before the Committee shall be limited to three minutes, unless the chairperson, at his or her discretion, permits additional time. Any person addressing the Committee may submit written statements, petitions, or other documents to complement his or her presentation. In case of time constraints in any particular case, the chairperson may limit comments to two minutes per speaker.

On Monday, January 22, 2018, 3:51:36 PM PST, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Shirley,

Thank you for your feedback. The Ralph M. Brown Act, known as California's "open meetings" law, is meant not to impede the efficiency of government, but rather to ensure that the public has access and opportunity to engage with its government. By requiring that local agencies (1) hold their meetings in a publicly accessible forum, (2) ensure that the public is made aware of the business before the agency, and (3) guarantee members of the public the opportunity to comment on matters before the agency, people are able to be engaged with the instruments of government.

Best,

Lori

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Friday, January 19, 2018 10:47 AM
To: Caltrain, Bac (@caltrain.com)
Subject: Updating the BAC charter to remove Brown Act requirement

Dear Bicycle Advisory Committee,

Thank you for your service on the committee. I would like to follow up on my comment at last night's meeting about how to improve efficiency of the committee, that is, to remove the Brown Act requirement. For reference, your sister organization, the BART Bicycle Advisory Task Force, is not under the Brown Act.

Removing the Brown Act requirement can easily be accomplished with a charter amendment by deleting the following line:

Although the Committee is not, and was not created by a legislative body, it has been created as a venue that is open to the public and shall follow the Ralph M. Brown Act to ensure transparency and consistency with the Joint Powers Board and other Caltrain committees.

Note that the remainder of the charter covers important transparency issues including posting the agenda in advance, allowing public comment, posting meeting minutes, etc. It is wasteful and inappropriate to apply Brown Act communication restrictions to a group of citizens like yourselves who report only to staff, not to a legislative body.

According to Article XII of the charter:

This charter may be amended at any meeting of the Committee with a two-thirds majority vote (6 votes) of the full Committee, provided that the amendment has been submitted in writing at the previous meeting.

I'd encourage you to update your charter and bring it into alignment with advisory committees formed by staff to avoid wasting taxpayer money on such things as lawyers presenting Brown Act training.

Best regards,

Shirley



Low, Lori

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, January 22, 2018 11:57 AM
To: CalMod@caltrain.com; CalMod@caltrain.com; Tripousis, Ben@HSR
Cc: Board (@caltrain.com); cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com); CHSRA Board; VTA Board Secretary; SFCTA Board Secretary
Subject: Calmod 1/25 meeting agenda

Dear Calmod & Mr. Tripousis,

Further to mail email of 11/29 (below), kindly be reminded of Government Code Section 54954.2 and comply at your earliest convenience:

54954.2.

(a) (1) **At least 72 hours before a regular meeting**, the legislative body of the local agency, or its designee, shall post an agenda containing a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. A brief general description of an item generally need not exceed 20 words. The agenda shall specify the time and location of the regular meeting and **shall be posted in a location that is freely accessible to members of the public and on the local agency's Internet Web site**, if the local agency has one.

[https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54954.2.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54954.2)

CC:
Caltrain Board of Directors
VTA Board of Directors
SFCTA Board of Directors
CHSRA Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BAC

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, November 29, 2017 9:57 PM
To: calmod@caltrain.com; Caltrain Modernization
Cc: Tripousis, Ben@HSR
Subject: Re: Calmod 11/30 meeting

Dear Calmod,

Kindly be advised of Government Code Section 54954.2 and comply at your earliest convenience:

54954.2.

(a) (1) **At least 72 hours before a regular meeting**, the legislative body of the local agency, or its designee, shall post an agenda containing a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed

session. A brief general description of an item generally need not exceed 20 words. The agenda shall specify the time and location of the regular meeting and **shall be posted in a location that is freely accessible to members of the public and on the local agency's Internet Web site**, if the local agency has one.

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54954.2.

Law section - leginfo.legislature.ca.gov

leginfo.legislature.ca.gov

54954.2. (a) (1) At least 72 hours before a regular meeting, the legislative body of the local agency, or its designee, shall post an agenda containing a brief ...

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, November 29, 2017 5:39 AM
To: calmod@caltrain.com; Caltrain Modernization
Subject: Calmod 11/30 meeting

Dear Calmod,

Please post tomorrow's agenda at your earliest convenience.

Thank you.

Roland Lebrun.

Low, Lori

From: Bikes on Board <bikesonboard@sonic.net>
Sent: Wednesday, January 17, 2018 10:33 PM
To: Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: SF BAC resolution for more capacity and better car layout on electrified trains, with endorsements
Attachments: Resolution_for_electrified_Caltrain_with_endorsements.pdf

The chair of the SF Bicycle Advisory Committee presented the attached resolution with endorsements to the Joint Powers Board at its December 7 meeting.



SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

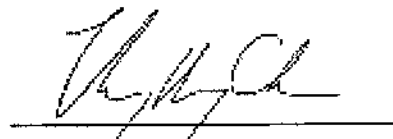
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

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

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

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

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



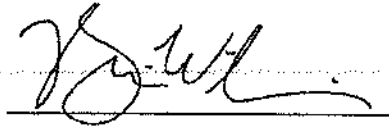
Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

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

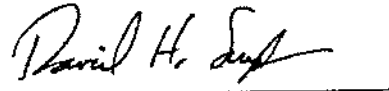
ABSENT: Brandt, Hill, Mendoza

We, the undersigned, endorse the resolution calling for increased capacity and better car layout on electrified Caltrain, approved by the San Francisco Bicycle Advisory Committee on October 23, 2017.



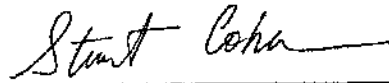
Brian Wiedenmeier
Executive Director

San Francisco Bicycle Coalition



Dave Snyder
Executive Director

California Bicycle Coalition



Stuart Cohen
Executive Director

TransForm



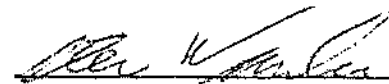
Tom Radulovich
Executive Director

Livable City



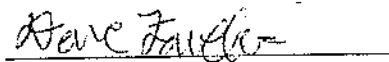
Cassandra Woo
Chairperson

South San Francisco Pedestrian and Bicycle Advisory Committee



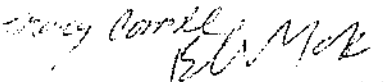
Steve Vanderlip
Chairman

Bike San Mateo County



Dave Favello
Chair

BART Bicycle Advisory Task Force



Tracy Corral, Bob Mack
Publishers

Cycle California! Magazine



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, January 29, 2018 8:13 AM
To: 'Jon_Spangler'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Adina Levin; Bert Hill
Subject: RE: Support SF Bicycle Advisory Task Force Position: Keep Bikes Safe and Cyclists from Being Bumped

Dear Jon,

Thank you again for voicing your concerns. This spring, Caltrain will launch a bike security outreach effort to help identify where we can improve, and possible solutions for today and the future. We will be working with the bike coalitions and the BAC on this effort, and hope that you will participate and be engaged in it as well.

Best,
Lori

From: Jon_Spangler [mailto:jonswriter@att.net]
Sent: Tuesday, December 19, 2017 3:23 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Adina Levin; Bert Hill
Subject: Re: Support SF Bicycle Advisory Task Force Position: Keep Bikes Safe and Cyclists from Being Bumped

Dear Ms. Low,

Thank you for your response to my comments. I have already read the information on your website about electrification. (I have been advocating for better accommodation of bikes onboard Peninsula commute trains since the 1980s.)

You mentioned that, *"Regarding security, Caltrain is currently exploring different options to address your concern."*

What are those other security options? Which security methods you are evaluating? Who is evaluating them, and by what criteria? Are the criteria and the evaluation process public?
Are the Caltrain or San Francisco Bicycle Advisory Committees an integral part of helping you evaluate these "different options"? (If they are not taking the lead in this process, why not?)

I fear that if Caltrain staff and its consultants are the only ones evaluating these "different options" without the San Francisco and Caltrain BACs, Caltrain will only continue to waste money while simultaneously losing the struggle against bike theft and further alienating the fastest-growing segment of its ridership. (Is Caltrain ready for the public relations cost of the bad press that most assuredly will result when bikes start getting stolen from trains? I doubt it...)

I look forward to your response while trying to not be cynical, knowing how Caltrain staff have ignored the input of Peninsula and San Francisco cyclists who commute by train for decades...

Respectfully yours,

Jon Spangler
2060 Encinal Avenue, Apt B
Alameda, CA 94501-4250

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On Dec 12, 2017, at 9:32 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Jon,

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

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

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

Best,
Lori Low

From: Jon_Spangler [<mailto:jonswriter@att.net>]
Sent: Tuesday, December 05, 2017 9:42 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [@caltrain.com](mailto:cacsecretary)]; bikesonboard@sonic.net; Adina Levin; Bert Hill
Subject: Support SF Bicycle Advisory Task Force Position: Keep Bikes Safe and Cyclists from Being Bumped

Dear Members of the Caltrain Joint Powers Authority Board and Staff,

I was born and raised in Redwood City and have taken Caltrain many times – with and without my bike – since long before Caltrain existed.

Although I now live in Alameda, I visit family and friends in Redwood City every week: my wife, who normally rides the Capitol Corridor trains between Oakland/Jack London Square and Santa Clara university, often takes Caltrain to meet me in Redwood City after work. I have often noted the increase in the number of bikes on Caltrain since the 1980s when we were trying to get permission to bring them on board. I have also suffered the theft of 6 bicycles since 1971: bike theft is painful emotionally and financially, costing the North American economy an estimated \$500,000,000 annually, according to Project 529.

The electrification of Caltrain is a wonderful opportunity. But once again, Caltrain is shortchanging itself and its bike-riding passengers with short-sighted and deeply flawed proposals for the electrified trains. It would be nice if – for a change – the Caltrain JPA Board and Caltrain staff would listen to and heed the cyclists who are trying to make Caltrain more popular and successful.

Based on my five decades of experience using buses, BART, and trains – with and without my bike – as well as my 6 years' experience on the BART Bicycle Advisory Task Force (2011 – present), I recommend the following:

1. Keep seats for cyclists in the same cars and areas as their bikes: there is no better theft deterrent than the human eye, especially if it belongs to a cyclist whose bike is at risk. If Caltrain depends solely on video cameras to “protect” bikes from theft, it will accumulate many videos of bikes being stolen. If seats for cyclists are not provided in the new cars, cyclists like me will stand guard over their bikes, perhaps creating safety hazards and loading/unloading conflicts.
2. Ensure that every electrified train has the capacity to carry at least 84 bikes, per the 2015 Caltrain JPA Board policy – with no exceptions.
3. Add a fourth bike car in each seven-car diesel train in the proposed mixed fleet to make up for the reduced bike capacity on electrified trains, just as these long diesel trains will help make up for the reduced seating capacity of the new electrified trains. (The electrified trains will have 5 fewer bike spaces and 200 fewer seats than today's trains.)
4. While I cannot attend the December 7 public hearing and JPA Board meeting, I support the written and verbal comments of my friends and colleagues Bert Hill, Adina Levin, and Shirley Johnson, who will be speaking on this issue in person at Thursday's public hearing.

Bicyclists make up a growing percentage of transit riders on BART, Caltrain, Capitol Corridor, and Ace trains. Welcoming them on trains with adequate bike capacity to avoid “bumping” them should be a primary goal. As Caltrain and other rail transit lines try to modernize and make their service more sustainable, it is simply common sense to promote bicycling – perhaps the most sustainable train access mode available – as Caltrain's “first mile” and a “last mile” solution.

Thank you for your consideration.

Respectfully submitted,

Jon Spangler
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"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony

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