

**Citizens Advisory Committee & Bicycle Advisory Committee  
Joint Workshop  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF APRIL 17, 2019**

CAC Chair Shaw called the meeting to order at 5:51 p.m.

**WORKSHOP PARTICIPANTS**

Board Members Present: C. Brinkman, J. Bruins, G. Gillett

CAC Members Present: A. Brandt, K. Burke, P. Escobar, L. Fernandez, L. Klein, B. Shaw, C. Tucker, R. Valenciana

BAC Members Present: J. Alba, C. Bargar, J. Brazil, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia

BAC Members Absent: M. Velasco

Staff: M. Bouchard, C. David, P. Givens, C. Fromson, L. Low, R. McCauley, J. Navarro, D. Provence

**PUBLIC COMMENT**

James Rozzelle thanked Caltrain for increasing capacity and making it more reliable over the past 20 years. He noted that if wasn't able to bring his bike onboard it would impede his ability to use Caltrain. Mr. Rozelle encouraged creative thinking and accommodating as many cyclists as possible.

Cara Dodge, a Caltrain rider and a mom, thanked Caltrain for running one of the most reliable transit systems in the Bay Area and noted her excitement regarding electrification. She shared the experience of being bumped, because of which she was not able to pick up her child, and urged that capacity be considered.

Scott Yarbrough said special event trains can be crowded and with the Warriors coming the crowding may be year-round. He noted that people tend to stand and congregate in the bike cars, and encouraged that the space in those cars be considered multi-use space that can accommodate special event passengers, strollers, and other uses.

**UPDATE ON TIRCP PROJECT: EMU CONFIGURATION & BIKE IMPROVEMENTS AT STATIONS**

Director Brinkman thanked everyone for coming, including JPB Chair Gillett and Director Bruins, and said they are excited for this opportunity to improve bike access and bikes as a first and last mile solution. She noted there are constraints and that the reconfiguration does not have funding identified, but was optimistic that solutions could be found working with the bike community. Director Brinkman noted feedback, along with feasibility and financial impacts, would factor into the eventual Board decision.

Michelle Bouchard, Chief Operating Officer, Rail, provided a presentation and update on the Transit and Intercity Rail Capital Program, electric train configuration, and the bicycle and micromobility program at stations. Ms. Bouchard discussed current and future capacity, financial implications and its relation to the Caltrain Business Plan and projected growth in the corridor and security of bikes.

Ms. Bouchard introduced Dan Provence, Principal Planner, Station Access, who continued the presentation with the focus on the station bicycle and micromobility improvements he's working on.

Mr. Provence introduced Casey Fromson, Director of Government and Community Affairs, who presented the overall outreach process and details of the workshop.

Ms. Fromson led a station bike and micromobility improvement activity to get feedback on what station improvements are most important.

Ms. Fromson then led an interactive car reconfiguration exercise that provided the opportunity for participants to weigh in on bike security solutions that work for all riders. Working in small groups, participants received a set of train parts to arrange on train car layouts and were encouraged to create two different reconfiguration options which were shared with the larger group.

Miguel Guevara thanked staff for the opportunity for the workshop. He said he felt some of the checklist questions were biased and wanted more clarity on who were "all riders" and who are the critical users who take Caltrain everyday.

Kevin Burke said it's important to get a sense for who's the most affected, noting if a space was added for bikes, he would like to better understand how that impacts standing room, and found that information difficult to parse out.

CAC Chair Shaw thanked staff for putting together the workshop and the Board members for their input and observations.

JPB Chair Gillett thanked everyone for coming and staff for putting the workshop together. She encouraged the public to continue to offer feedback and noted that it's important to bring the public into the discussion as they contemplate increasing the ridership three or four-fold with the Business Plan.

#### Public Comment

Yoichi Shiga said as a daily commuter on Caltrain, he appreciates the workshop and that Caltrain has been a leader with bikes onboard. He noted that it's worth taking the time to be thoughtful, and worth investing in something that will keep Caltrain as a prominent leader in this area.

Janice Li of the San Francisco Bike Coalition thanked Chair Gillett, the CAC and BAC members, and staff. She noted the importance of working towards visionary goals, such as 20% of riders accessing Caltrain by bike. Ms. Li encouraged looking to 30% or even 50 plus percent of riders accessing transit by bike, noting that when envisioning

this not all bikes can be brought onboard, and that the workshop should think about the needs of today and the future. Ms. Li urged maximizing space for bikes on the electric trains and noted their desire for a third bike car.

Emma Shlaes, Director of Policy and Advocacy at the Silicon Valley Bike Coalition (SVBC), who rides the system everyday—previously with a bike onboard and now with bike share—thanked everyone for participating. She said the exercise helped bring the decision-making to the public and urged staff to continue to bring the community and public into the process as it moves forward. She noted that SVBC would like more biking, more trains, and more capacity and encouraged everyone to continue to work together towards those shared goals.

Scott Yarbrough thanked everyone for their participation and discussed subsidies, noting those who drive to Caltrain and park have the biggest subsidy; therefore, those who access Caltrain by bike save the system money. He also said that the dip in bike boardings was a financial loss to Caltrain. He noted that it was not due to weather, but rather the lack of reliability, which causes people to then choose to drive.

Jeff Carter, a Caltrain rider since 1977, thanked everyone for a productive workshop. He said he uses a bike on both ends of his commute and can't do bikeshare or lock a bike at 22<sup>nd</sup> Street Station. He noted the importance of convenience to riders and applauds the expansion of wayside bike capacity and facilities.

Vincent De Martel noted the display boards some public members exhibited in the entryway. He said since only the electric train car shells are being built, the trains are not yet complete, and so there isn't a cost because it would only be a redesign. He noted that 4-car and 7-car reconfiguration options have been suggested and he would like a cost estimate done on those.

Curt Relick said the workshop was well run and that the public table outcome was good, noting that the staff member who handled the public table was impressive in her facilitation. He stated capacity is the most important issue in the short-term, and being bumped is upsetting. Mr. Relick also requested that Caltrain consider being more flexible, stating he understood why there were size limitations on the bikes, but when the cars are empty, longer bikes like a recumbent should be allowed onboard. He asked that the conductors be trained to be more empathetic.

Kyle Barlow said if the ratio doesn't make sense, a business or operational explanation should be able to stand on its own merit, rather than using the argument that it costs money to reconfigure something that doesn't exist yet. He noted that Copenhagen has a train system that has seen increases in ridership and revenue since increasing its onboard bike capacity. Mr. Barlow stated he would rather see quantitative rather than anecdotal evidence regarding losing riders due to crowding.

Theo Martinez said currently Caltrain enjoys a leadership position regarding bikes on board and he urged the position be enhanced, not retreated from. He suggested extending the trainsets to eight-cars during commute and smaller trains during the

midday for more flexibility. Mr. Martinez said he appreciates being able to take his bike on the train and it's worth pursuing another funding source.

Tian Harter said he's been bumped before and understands why bumps occur, but noted that on Saturdays there's often room in the bike car. He asked that he be allowed to bring a tandem bike onboard at that time, and that conductors learn to see that the bike car is empty rather than just think in terms of peak load.

Shirley Johnson thanked staff for the opportunity for public input and encouraged committee members to view the poster Mr. De Martel referred to and the handout they brought in. She said it includes a reconfiguration option with bikes in more cars and half as many seats in view of bikes. Ms. Johnson discussed the 8:1 ratio approved by the Board in 2015, and said she can appreciate the need for flexibility when brainstorming, but would have liked to have flexibility in the number of cars looked at as well. She said that the cost per seat is misleading and urged that retrofit costs be considered.

A workshop reflection questionnaire was distributed for the collection of additional feedback.

Meeting adjourned at 8:29 p.m.