

Bicycle Advisory Committee

CORRESPONDENCE

Part 2

March 21, 2013

Averill, Joshua

From: Go Sasaki <sasaki47@gmail.com>
Sent: Wednesday, March 20, 2013 8:31 AM
To: lindella@samtrans.com
Cc: bikesonboard@sfbike.org; Martinez, Martha; Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)
Subject: Re: Bikes on Caltrain Comment, and another comment.

Dear Caltrain,

I hope you are well. I am writing to report some bike bumps on Monday, 3/18. I was riding north on #381, which only had one bike car. At least 12 bikes were bumped at Palo Alto.

-Go Sasaki

Averill, Joshua

From: Electrification
Sent: Monday, March 18, 2013 10:34 AM
To: Shirley Johnson
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sfbike.org
Subject: RE: Peninsula Corridor Electrification Project

Thank you for your email. We are currently in the public scoping period (January 31 - March 18, 2013) for the Peninsula Corridor Electrification Environmental Impact Report (EIR). Your input will be considered for the scope and content of the EIR.

Thank you,
Stacy Cocke

Senior Planner, Caltrain Modernization Program _____

From: Shirley Johnson [dr_shirley_johnson@yahoo.com]

Sent: Sunday, March 17, 2013 10:05 PM

To: Electrification

Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sfbike.org

Subject: Peninsula Corridor Electrification Project

Dear Caltrain Planners,

Thank you for accepting input on the EIR scope.

Please evaluate bikes onboard in the EIR. Bikes onboard have the following environmental benefits:

1. Bikes onboard increase ridership. Most passengers who currently bring a bike onboard would not ride Caltrain and drive alone instead, if they couldn't bring their bikes onboard.
2. Bikes onboard allow passengers to reach the station and their final destination without using motorized transportation on either end of their commutes.
3. Short automobile trips cause excessive pollution, because pollution control devices do not reach optimal operating temperature. These short trips are avoided when passengers bike to the station.
4. Bikes onboard reduce traffic congestion, which shortens driving time for commuters who drive, thereby reducing pollution.
5. Bikes onboard reduce the need for parking spaces at stations, so drivers will be able to find a parking space more easily and spend less time circling in search of a parking space.
6. Bikes onboard reduce demand for new parking lots or parking structures. Impermeable surfaces of parking lots damage the environment by sealing the soil surface, preventing rain water infiltration and depriving tree roots of aeration.

The EIR can be used as justification to increase bike capacity to meet demand. Projections show that over 20% of Caltrain passengers would bring a bike onboard in 2019, if there will be adequate onboard bike capacity. (see section 4.3 of SFBC Plan for Bicycle Carriage on Caltrain, <http://tinyurl.com/SFBC-Plan>). Furthermore, economic analysis shows that Caltrain's bikes onboard program saves the transit system money, because passengers who bring a bike onboard do not use heavily subsidized shuttles, buses, or parking lots (see section 5.2 of SFBC Plan for Bicycle Carriage on Caltrain, <http://tinyurl.com/SFBC-Plan>).

Please include bikes onboard in the EIR for electrification; it would be a glaring omission not to.

Thank you.

Sincerely,
Shirley Johnson, PhD
San Francisco

Averill, Joshua

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, March 17, 2013 10:05 PM
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Sincerely,
Shirley Johnson, PhD
San Francisco

Averill, Joshua

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Tuesday, March 12, 2013 9:15 PM
To: Bartholomew, Tasha
Subject: bump memo for BAC agenda packet - March meeting
Attachments: Memo_Bump_Report_130321.doc

Hello Tasha,

Please find attached a memo for the BAC agenda packet for the March 21 meeting. The memo is from me as outgoing vice-chair, but if you prefer to have the memo come from an existing BAC member, please replace my name with Mike Sonn, the new SFBC rep. He is copied on this email.

I also sent you yesterday a resolution for bikes onboard BART for the March 21 agenda. Did you receive it?

Thanks for your help!

Best regards,
Shirley

AGENDA ITEM XX
MARCH 21, 2013

TO: Caltrain Bicycle Advisory Committee
 FROM: Shirley Johnson, Outgoing Vice-chair
 SUBJECT: **BUMP REPORT**

Cyclists voluntarily report bumps (cyclists denied boarding due to insufficient bike capacity) to the Joint Powers Board (JPB), and these bump reports appear in the JPB correspondence packet. The BIKES ONboard team of the San Francisco Bicycle Coalition tallies the bump reports and posts a graph on its web site at www.sfbike.org/bob. The graph represents a lower bound, because not all bumps are reported.



The table below shows the monthly change in reported bumps since the last BAC meeting.

Month	% Change Compared with Same Month in Previous Year
November 2012	-32%
December 2012	94%
January 2013	-52%
February 2013	111%

Gallery trains carry 80 bikes, but Bombardier trains carry only 48 bikes. Nearly all bumps are from Bombardier trains. Bombardier trains need a third bike car to bring bike capacity up to 72

bikes, which would provide more consistent service, simplify operations, and help avoid leaving paid passengers behind on the platform.