

Caltrain BAC Bike Capacity Subcommittee Report
November 20 2014

Subcommittee Members: Steve Vanderlip (chair), Ed Saum, Jesse Quiron
Caltrain Staff Member: April Maguigad

Subcommittee teleconference held 11/14/2014, Attendees: Steve Vanderlip, Ed Saum, and April Maguigad

Updates from teleconference

The hazard analysis study to determine if bike rack capacity can be changed to allow as many bikes as possible while staying within the aisle width line is not yet complete. This study is on hold while various alternatives and changes are considered. These alternatives include if with the addition of a sixth bike car if this change necessary and with the retrofitting of the upcoming Metrolink cars are there other options which can make this unnecessary. Further work on this study is on hold until these alternatives are considered.

The addition of sixth car to the Bombardier trains is still being considered and the possibility of making this a bike car is still under consideration. no decision has been made yet.

The redesign of luggage racks to accommodate more folding bikes has not been worked on due to lack of strong support or requests for this. This could be pursued further, but need to determine if there is enough interest and support to justify the expense. This is something the BAC could help to determine.

Started to discuss the development of capacity recommendations for the EMU cars, but Caltrain is waiting for the results of their survey to assess the needs of all Caltrain users. This includes walk on passengers, ADA passengers, bikes on board and other issues such as the need and quantity of bathrooms. Once the requirements for all user groups are identified, work can start on providing the best balance to accommodate all users. Need to determine how the BAC and the capacity subcommittee can get involved and provide input in this process.

An informal review of bumps vs. train type (Gallery 80 bikes per train and Bombardier 48 bikes per train) was conducted. Found more Gallery trains reported bumps than Bombardier trains. In September 2014, 21 Gallery trains reported bumps and 13 Bombardier trains reported bumps. In October, 29 Gallery trains reported bumps vs. 22 Bombardier. Bumps appear to be due more to the train route and schedule (popular trains) than capacity. Note: The bumps counted were actual email reports not total numbers reported on each email. In September, Train # 269 was common train to have bumps with 322 the second highest (both are Gallery sets).

Another issue discussed is what is an adequate, but fair to all users on board bike capacity. With the significant increase in all ridership and future expected increases how will accommodation for all users be accomplished or balanced.

Action Items

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1. Follow up on status of hazard analysis study April
2. Follow up on status of sixth bike car April
3. Should better accommodation for folder bikes be pursued BAC
4. Determine how BAC can be more involved in EMU bike capacity recommendations.
April/BAC