JPB BOARD MEETING
January 10, 2019

Correspondence Packet as of January 3, 2019
Thanks for your quick response. I completely agree with your comment about how great Caltrain is with incorporating bike commuters - it really helps extend the last mile at both ends. However, maybe I missed it, but I don't see anything in the email or in the bike security task force presentation about improving security for bikes on the electric trains. Removing all seats next to bikes is a bad idea. Using cameras to spot bikes being stolen does nothing to stop the theft of bikes. It is much better to have riders sit near bikes.

After watching some near thefts (prevented by observant bike riders) and being on the train when a bike was stolen, I will either lock my bike onto the rack or sit on the floor with the bikes if there are no seats with the bikes.

I like the idea of improving bike safety at Caltrain stations - there are times I could leave my bike at Diridon, but will never leave my bike locked on an open rack all day. Please get the bikelink lockers at every station and rip out all the 'reserved' white bike lockers. That way people needing to store a bike can store it safely. The SF and PA bike shops/storage is interesting, but not useful when I'm staying late for dinner at those locations. Since there are no bikelink locker options at PA, I end up driving on those days I meet friends at PA for dinner.

The common thread between on-board bikes and station parking is the safety of the bikes (not stolen).

I talk proudly with friends and co-workers about my relationship as a biker on Caltrain for 20+ years. Please make sure bikers can continue to use Caltrain (wo having their bikes stolen) on the new trains.

Thank you,

Alan Williams

On Thu, Dec 13, 2018 at 1:30 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Alan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.
Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time. Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts and for your continued engagement. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
I've written quite a while back about the issues with the electric car designs with no seats next to bikes.

This is a no-brainer. Having people sitting near bikes will not prevent all bike theft, but I can guarantee you that bike thefts will GREATLY increase if there are no seats next to the bikes.

Additional things that will will happen if you don't put seats near bikes:
- people will lock their bikes to racks and slow down the boarding/off loading of bikes
- people will just sit on the floor blocking easy boarding/off loading of bikes (reminds me of the baseball trains)

Bike thieves will walk in one car door, walk along the bikes and when they get near the other open door, they will grab an unlocked bike and get off before anyone can stop them. Sure - you'll have a nice picture of someone with a hoodie on - but the bike is gone, and there are no useful pictures.

Please stop with the debate, you have a design today that works. With all the publicity this has generated, there are people that would blame Caltrain for future bike thefts since Caltrain knew better, but proceeded to do the wrong thing.

With more trains/hour and adding in HSR, staying on time is a critical
must-have requirement for Caltrain. Please properly plan for this.

Caltrain has a great reputation with bike commuters on the volume of bikes it moves. Please don't make the wrong decision here which will negatively impact bikers and your ability to keep trains on time.

I love Caltrain - it provides a great service. I've been riding bikes on Caltrain for 20 years now. Please continue increasing #bikes/train set and keeping our bikes safe.

Regards,
Alan Williams

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Alan Williams
Dear Katie,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Katie Dlesk [mailto:]
Sent: Wednesday, November 28, 2018 7:37 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Thank You and a Suggestion for New Electric Cars!

Dear Board of Caltrain -

First of all, thank you for your work and service. The Caltrain saves me daily from a commuting nightmare, and I am so grateful that this alternative to driving exists. I am also excited by the prospect of more rail cars to run longer electric trains in the future!

I take my bike on my commute whenever I ride the train. On both ends, my home and work are just far enough from the stations that biking is a necessity. I really appreciate the current bike cars, because they allow me to keep an eye on my bike. I would also strongly urge you to consider adding more bike space - basically every evening on the popular trains, there are cyclists who are bumped to the next train, and with expanded service, it will just continue to happen.

I love the Caltrain (really, I do), and want to see it improve for bikers and for everyone! Thanks for listening!

- Katie Dlesk, SF Resident,
Dear Jeff,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Jeff Mahe [mailto:]
Sent: Tuesday, November 27, 2018 3:48 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Jeff Mahe
Subject: Support biker riders on Caltrain!!!

Attention: Caltrain Board Members

I've been using Caltrain every day to get to work for the past 6 years. I work in San Jose and catch the train at Tamien station and ride to Redwood City. I take my bike along with me to get from home to the train and from the train to work.

I understand Caltrain is purchasing more electric train rail cars. It would be ideal for bike riders that the new cars include a bike layout to include seats for bike riders. Other then locking up bikes on the train or having a conductor monitor bikes, only other bike riders riding in the cars would deter bike thieves from stealing bikes. The analogy of leaving your bike unlocked and unsupervised would be to park your car without locking the doors. Car thieves normally do not steal cars where people congregate and the same goes with bikes on the train. Having multiple video cameras in the bike cars and exits and showing them in the nearby rail cars on monitors may deter thieves. We have a system that works right now where bike riders can sit and monitor their bikes. I understand we need to add more passengers on the train, but I believe you will create a bigger problem where frustrated bike riders will decide to drive their cars and therefore cause more congestion to the overall traffic, which defeats the purpose of trying to use public transportation to reduce traffic congestion.

Please consider this request and understand the impact to the overall bike riders using Caltrain.

Regards,
Jeff Mahe
Dear Bryan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Bryan Parry [mailto:]
Sent: Tuesday, December 04, 2018 7:26 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Seats on bike cars

Hi Caltrain,

I very much appreciate your proposed plan to buy more electric rail cars for the trains, but ask that you do the design so that there are fixed seats in the bike cars. This does a lot to deter bike theft and is essential for commuters like me. I live far enough from the Caltrain station so that I need to bike everyday and then again at the other end it is necessary.

Thank you so much!
Bryan
Dear Ted,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: Ted [mailto:]
Sent: Tuesday, November 27, 2018 6:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Seats and CalTrain electrification

Hello:

Thank you for embracing electric trains for the Peninsula. Cycling will remain/increase as a paired option for Commuters in the future, and for those of us without cars, bike security is a priority.

Please consider designs for new train cars that provide some fixed seating near bikes.

Thank you for your attention to this matter.

Regards, Dr. Ted K. Raab
Dear Caleb,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Caleb Stewart [mailto:]
Sent: Tuesday, November 27, 2018 7:59 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Safe bikes and room on electrified Caltrain

Hello,

I'm writing as a bicyclist on the Caltrain, and have recently learned that the proposed electrified rail cars do not have planned seats within view of the bicyclists. As a normal paranoid-of-bike-theft person who has had 4 locked bikes stolen (fortunately none on caltrain), I never leave my bike out of sight, nor do most of the other bikers who I commute daily from San Mateo to SF with. This typically leaves all the bikers jostling with non-bikers for the overhead seats on the old cars, or standing room only. Occasionally I'm lucky enough to grab a top seat and look down on my bike. Occasionally the bike car is full and I am bumped (I have emailed Caltrain before about this issue). With all this in mind, I urge you to reconsider the bike car layout and install plenty of seats within bicycle view, and provide plenty of room for bikes.

Sincerely,

A bicyclist currently standing near his bike on Caltrain, Caleb Stewart
Dear Alex,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Alex Herzick [mailto:]
Sent: Tuesday, November 27, 2018 9:50 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Railcar Design and Capacity for Bikes (and Scooters)

Dear Caltrain Board-

Thank you for planning to buy more rail cars to run longer electric trains. The new rail cars provide an opportunity to redesign bike-car layout to put seats within view of bikes. I understand Caltrain's current plan is no fixed seats within view of bikes- this is not good as it slows exit flow at each stop and as importantly makes bikes ripe for theft. What is the advantage to not having fixed seats within view of the bikes? I would have to drive if I could not bring my bike on Caltrain from Menlo Park to Union Square in SF. Traffic, gas and parking costs, would be untenable. Bike cars are maxed out today. Also it is important to note how many scooters are now getting on the trains. Both electric and foot powered scooters are getting on the bike cars taking capacity where folding bikes go and also in the normal bike racks. We need at least 96 bike spaces per train plus capacity for 20 scooters to meet demand in 2022. Please take these issues into account during planning. Thank you.

Best Regards,
Alex Herzick
Hi Lori,

I appreciate all Caltrain has done to enable bikes on board, so I don't want to sound like I am ungrateful. I do think however that the achievements highlighted in your response are indicative of a team that isn't aiming high enough.

The Bay Area is a key economy driver around the world, with some of the most forward thinking, intelligent minds on the planet. The weather here is some of the best in the world for cycling, with so many days of moderate temperatures and clear skies. As such, comparing the accomplishments of Caltrain to those of the nation is just not holding yourself to the standards you are capable of. I believe you should be able to be proud when comparing yourselves on the international stage. This region can produce an agency that can be leaders helping the rest of the world find the path toward sustainable, human friendly transit. The United States has an abysmal record in this area, and using the rest of the nation as your watermark is selling yourself short.

I sincerely hope your organization strives to be world class, because I personally believe you have all the ingredients to make it happen.

Aim high,
Drew

On Fri, Nov 30, 2018 at 7:06 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Drew,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Best,
Lori Low

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Sent: Tuesday, November 27, 2018 7:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Rail Car Purchase
Hello Caltrainers,

I really appreciate being able to bring my bicycle on Caltrain. Without that, I would have to drive over 60 miles each way every day, increasing congestion and carbon emissions. Bicycles and other personal transit vehicles on Caltrain are a critical part of helping people to reduce their carbon footprint and take care of the planet we all share.

Thank you for planning to extend the length and capacity of trains with the electrification project. I believe these new cars provide an opportunity for a redesign of car layouts to enable cyclists and other active commuters to monitor their vehicles and deter theft. More cars with vehicle space will also reduce delays by reducing choke points at which cyclists and active commuters have to board.

This is also an opportunity to plan for the future. As more people begin to commute responsibly, there will be an increased number of riders bringing bicycles, scooters, and skateboards on Caltrain. Current estimates suggest each train will need 96 bike spaces to meet demand in 2022 when electrified service begins, but I would like to see Caltrain reaching well beyond that number to prepare for the future. Let's stop building infrastructure for the past and start building a future we can all be proud of and excited for!

Peace,

Drew
Dear Martin,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time. Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain’s Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori Low

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From: Martin MacKerel [mailto:]
Sent: Wednesday, December 05, 2018 2:18 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: please put seats by bikes

Hello. I live in San Francisco and occasionally ride Caltrain to go to meetings in the South Bay. Being able to bring my bike on Caltrain is essential for increasing the area that I can easily access. On-time service is important for to get to meetings on time. This means not just that the train gets to its destination on time, but also that I and my bike are able to get on the right train.

Thank you for electrifying Caltrain, for adding new rail cars, and for increasing the number of bike spaces per train.

However, these new rail cars should have seats in view of the bikes. This is the simplest and easiest way to deter bicycle theft, and to reduce congestion in the bike cars.

Thanks,

Martin
Please see forwarded message ...

----- Forwarded Message -----
From: "Jeff Aboud" <jaboud@in-focusmarketing.com>
To: "BAC@caltrain.com" <BAC@caltrain.com>
Cc: "Jeff Aboud" <jaboud@in-focusmarketing.com>
Sent: Mon, Dec 3, 2018 at 17:44
Subject: RE: Please Keep Seats in Bike Cars!

You don't seem to understand. I have a ride on EACH end, so bike lockers won't do me any good - I have to have my bike with me to reap the value. And I'm sorry, but having a publicly-accessible car with only bikes and no owners around, bikes WILL be stolen EVERY DAY. So if I can't sit with my bike, I'll stop riding Caltrain. I can't risk my bike being stolen just to have a better commute!

Think of it this way. If I could dramatically improve YOUR commute, but you had to leave your computer unattended in a separate place to do it, would you? I sincerely doubt it. Nobody would!

I understand that bicyclists have requested that bike capacity be increased, but not at the expense of being able to sit with them! Every single bicyclist I've spoken with on the train regarding this matter wholeheartedly agrees; so just using this unscientific pole, I know you will lose riders if you proceed with this plan.

Please, PLEASE reconsider!

Jeff

On Mon, Dec 3, 2018 at 13:52, Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Jeff,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Jeff Aboud [mailto:jaboud@in-focusmarketing.com]
Sent: Saturday, December 01, 2018 6:17 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please Keep Seats in Bike Cars!

Dear Caltrain Board,

Like most daily riders, I’m excited about the new electric cars that are coming. However, I’ve heard that the new design doesn’t currently include seating in bike cars. I ask that you please reconsider this plan – to account for the needs of your passengers with bikes, and not remove all seats in bike cars on electric trains. I ride from San Jose (Diridon) to San Francisco (4th & King) just about every weekday, and I rely on the ability to have my bike on the train due to a two-mile commute on each end.

If I can’t put my bike on the train, I won’t be able to take the train, plain and simple. And if I can’t sit near my bike to ensure its security, I won’t take my bike on the train. If bicyclists can’t sit with their bikes, it’s an open invitation for thieves to take whatever
bikes they want, whenever they want – and I simply can’t afford to lose mine.

If you remove the seating from bike cars, nearly all bicyclists, like me, will stop riding Caltrain. This will adversely affect traffic on our roads and our community in general, as well as Caltrain’s revenue. So I ask you again to please reconsider; so many of your riders depend on it!

Sincerely,

Jeff Aboud
Dear Donna,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Donna Weber [mailto:]
Sent: Tuesday, November 27, 2018 5:18 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please ensure there are 96 bike spaces per train

I’ve been bike commuting on Caltrain for nearly 11 years. It’s key to my work success. I can’t express you how much ridership and the use of bike cars has grown in the last 11 years. What used to be a small intimate group of riders is now uncomfortably packed bike cars where riders are unable to get in and out at their stops.

I’d like to thank Caltrain for planning to buy more rail cars to run longer electric train because these new real cars provide an opportunity to redesign the bike-car layout to put seats within view of bikes (Caltrain's current plan is no fixed seats within view of bikes).

Seats within within view of bikes deter bicycle theft and help keep trains on time by reducing congestion in bike cars.

I don’t know how I would commute if I didn’t ride Caltrain with your bike. It’s an integral part of my life.

Since bike cars are maxed out today, we need to ensure there are 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

Thank you,

Donna

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Donna Weber  |  donna.weber@gmail.com
Dear Lydia,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Lydia W. Lee [mailto:]
Sent: Monday, December 03, 2018 9:39 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please design bike cars with bikes in view of seats

Dear Caltrain board,

I'm really looking forward to electrification and an expansion of the train service.

Please consider the particular issues of bicycle commuters, who rely on their bikes as a primary form of transportation, by making sure they can see their bikes from their seats. The easiest and most cost-effective way to deter bike thieves is to have "eyes on the ground."

Yes, in the future, there may be a high-tech solution of tracking bicycles that will prevent bicycle thefts without physical locks so that boarding and leaving can happen quickly. But without such technology, it is imperative that the most basic form of theft deterrence is in place.

Thanks for your consideration,

Lydia Lee
Menlo Park
Dear Alli,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Alli Rico [mailto:]
Sent: Monday, December 03, 2018 3:52 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: New Bike Cars on Electrified Caltrain

Hello Caltrain and Calmod!

I'm very excited for the electrification of the Caltrain system and for the new cars coming to the system. Thank you so much for all of your hard work making these critical system modifications happen!

The new cars provide an excellent opportunity to redesign the bike car layouts to have seats within view of the bikes. As a cyclist who commutes between San Jose and Palo Alto, I appreciate the current cars giving me the opportunity to keep an eye on my bike while also providing a place to sit.

As I understand it, the current plans for the new cars have no fixed seats within view of the bikes. I don't think this is safe! Providing seats within view of the bikes helps deter bike theft from Caltrain, and will keep trains running on time by reducing the amount of congestion we currently see on a daily basis in the bike cars.

This congestion is also caused by the sheer amount of bikes on the trains every day during commute hours - we are maxed out! The opportunity to redesign the bike car layouts should also mean we increase spaces to 96 per car, so Caltrain can meet demand in 2022 when electrified service begins.

If I didn't ride Caltrain with my bike, I would still be riding Caltrain, but I would be driving to San Jose Diridon - only 1.5 miles, which adds to the congestion of downtown San Jose, and increases pollutants in the air. I would then need to take a shuttle from the Palo Alto train station to my office. It isn't an idea scenario for me as the shuttle adds about 20 minutes to my commute time!

Thank you again for all the work you've done to push for updates to the Caltrain system - I can't wait to ride the electrified rails in 2022!
Cheers,

Alli Rico
Dear Steve,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Thank you for planning to buy more rail cars to run longer electric trains. Please include seats within view of bikes to help deter bicycle theft and help keep trains on time.

I'm also asking Caltrain to consider the design flaw of current bike cars, in which the bike car has a smaller egress space (between the vertical bar at the exit) next to the bicycle section. This puts the wide open egress space immediately next to the seating section, which means individuals without bikes have to wait until those with bikes pass through. This creates a small traffic jam and slows down the whole car's boarding and exiting process.

Bike cars are often maxed out, and we need 96 bike spaces per train to meet demand in the years to come.

Thanks,
Steve Hoeschele
Dear Suzie,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Dear Caltrain,

Thank you sooooo much for increasing the number of cars on the new trains to enhance pedestrian and bike capacity! I am committed to using Caltrain because it’s green, relieves traffic on 101, allows me to work en route and provides daily exercise by biking there. I rely on bike space on Caltrain to get to work every day due to a 1-2 mile ride at each end (will be 1.5-2 miles each end when Hillsdale station moves North) and the utility of my bike to hasten travel between buildings at work. While it is sometimes possible to wait for another train when I get bumped, often I have to resort to driving to make my first meeting on time, obviating all the benefits described above. We therefore definitely need the proposed increased bike capacity (96 slots per train), especially with more apartments being built in the vicinity.

I heard that the new bike cars would not all have seats for cyclists to keep an eye on their bikes to ensure they are not nicked. I use my bike saddle to prop up my laptop when there are no seats, so have not had the misfortune of having my bike stolen, but do know people who have. It is therefore essential that sufficient seats and standing space be available in each bike car. Personally I think it would be better to keep dedicated bike cars like we have now, enforcing bikes boarding first to minimize delays and discourage pedestrians from taking up cyclists’ valuable seats. Scattering bike racks along the length of the train would a) make it harder to know where to board, leading to unnecessary bumps; and b) increase the chances of having to rearrange the stack, since with fewer stacks per car it is less likely we’d find one going to/past our destination. Also better signage or stronger enforcement of preventing non-cyclists from taking up cyclists’ seats at peak times would be helpful, as would having disabled people in a dedicated compartment since the wheelchair lift is too narrow to board a bike easily.

Thank you very much again for increasing bike capacity and I do hope you will consider consolidating bikes and cyclist-only seats into dedicated carriages to maximize train use and decrease cars on the roads and Caltrain parking lots.

Sincerely
Suzie Scales, San Mateo
Dear Alistair,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Alistair Barr [mailto:]
Sent: Tuesday, November 27, 2018 7:05 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More bikes on electric trains

Thank you for buying more rail cars to run longer electric trains. It will be a great investment with strong returns in ridership and health for the community.

It's crucial that there are enough bike cars to support the number of current -- but most importantly FUTURE -- bike riders. Bike cars are maxed out today and we need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

Bike owners are some of the most loyal Caltrain customers. They put up with cattle-style conditions during rush hours and still keep paying and riding. These people likely cannot or won't drive to work, so they won't dump Caltrain when unavoidable delays happen.

Keeping these customers happy is wise, but what is Caltrain missing out on by not accommodating more bikes? There are many many more bike owners who would ride Caltrain if bike capacity was increased and the experience improved.

Making it easier to bring your bike on Caltrain expands the service's area of potential customers because people can get to stations from further away on a bike - without stressing local traffic and parking.

I have been riding Caltrain for a decade with a bike. If I didn't ride Caltrain this way, it would take me more than two hours to get to work, not 1.

These new rail cars also provide an opportunity to redesign bike-car layout to put seats within view of bikes. This will deter bicycle theft and help keep trains on time by reducing congestion in bike cars. At the moment, riders have to funnel into the bike car while other bike owners are trying to exit. This slows the process considerably.

Best wishes,

Alistair Barr

Read my book Travel Bug: https://www.amazon.com/gp/aw/d/B01IYNNRNG?pc_redir=T1
Dear Andy,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time. Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Andy Michelle Meislin [mailto:ameislin@stanford.edu]
Sent: Tuesday, November 27, 2018 12:48 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More Bike Storage

Hi,

I commute to Stanford every day with my bike on Caltrain, and there are already times during commute time that there isn't enough bike storage on the trains. I would be very grateful if the new Caltrain cars increase bike storage, and allow for bikers to sit near their bikes. I've had friends that have had their bikes stolen off the train, and even with the amount of seating in the current cars sometimes I can't get a seat with my bike in-view. Extra bike storage space is necessary to allow people to commute to and from the train station, since many riders live too far away to walk to the station (myself included). We need to be making it easier for people to get around without their cars, not harder!

I hope you consider expanding the bike storage on Caltrain and allow for all of us bikers to sit within view of our bikes!

Thank you,
Andy Meislin
Dear Michael,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time. Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain’s Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Michael Leung [mailto:] On Behalf Of Michael Leung
Sent: Tuesday, November 27, 2018 10:36 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More bike space on new Caltrain cars

To whom it may concern,

I'm writing to express my dissatisfaction in the new electric bike car layout.

I'm a Stanford graduate student, and as a daily commuter, I depend on Caltrain and my bike as an integral portion of my commute from San Francisco (22nd) to Palo Alto. I and hundreds of others depend on our bicycles for the "last-mile" commute rapidly, reliably, and inexpensively.

With the new bike car layout, where the bikes are not in my view, I would not feel comfortable taking my bike on Caltrain and would revert to driving to commute to work. Traffic is already bad as it is; we need more people to turn to public transit, not less.

Our trains are already at bike capacity today. Morning SB trains (#330 and #232) are usually at or over capacity, with cyclists denied boarding occasionally.

I urge you to reconsider the electric train car design, and do add more space for bikes. I love riding on the Caltrain, but with the proposed changes, I would not be able to continue riding with Caltrain.

Thanks,

Michael
---
Michael C. Leung | 650-898-9163 | mcleung@stanford.edu
Dear Neil,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Neil Shah [mailto:]
Sent: Monday, December 03, 2018 9:33 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More bike cars needed

- Thank Caltrain for planning to buy more rail cars to run longer electric trains.
- I live in San Carlos and commute to the city everyday with my bike.
- The new rail cars provides an opportunity to redesign bike-car layout to put seats within view of bikes.
- seats within view of bikes will deter bicycle theft and help keep trains on time by reducing congestion in bike cars.
- If no bikes on Caltrain I wouldn't be able to live in Bay area
- bike cars are maxed out today, we need 96 bike spaces per train to meet demand in 2022.

Thank you

Neil Shah
SAN CARLOS resident
From: Low, Lori
To: "Janice Li"; Board (@caltrain.com)
Cc: Gillett, Gillian [gillett@graffio.net]; Brinkman, Cheryl [cheryl.brinkman@gmail.com]; Fromson, Casey
Subject: RE: Letter to Caltrain Board re: TIRCP
Date: Wednesday, December 05, 2018 5:22:56 PM

Dear Janice,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Janice Li [mailto:janice@sfbike.org]
Sent: Wednesday, December 05, 2018 3:29 PM
To: Board (@caltrain.com)
Cc: Gillett, Gillian [gillett@graffio.net]; Brinkman, Cheryl [cheryl.brinkman@gmail.com]; Low, Lori; Fromson, Casey
Subject: Letter to Caltrain Board re: TIRCP

To Chair Bruins,

Please see the attached PDF of a letter address to the Caltrain Board from the San Francisco Bicycle Coalition regarding the TIRCP grant.

Please do not hesitate to reach out if you'd like to discuss further.

Best,
Janice

cc:
Director Cheryl Brinkman
Director Gillian Gillett

--

Janice Li
(415) 431-2453 x302
Advocacy Director
Pronouns: she, her

San Francisco Bicycle Coalition
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102
Please see letter attached. Thank you.

--
Emma Shlaes
Director of Policy and Advocacy
Silicon Valley Bicycle Coalition
96 N. Third Street, Suite 375
San Jose, CA 95112
Office: 408-287-7259 Ext. 228
Cell: 650-703-1191
http://bikesiliconvalley.org
November 30, 2018

Peninsula Corridor Joint Powers Board of Directors

Dear Honorable Chair Bruins and the Board of Directors:

On behalf of Silicon Valley Bicycle Coalition (SVBC), a nonprofit creating a healthy community, environment, and economy through bicycling, I am writing to urge Caltrain to address the ongoing concern of on-board bike security and make determinations about the design of the additional cars purchased through TIRCP.

SVBC thanks Caltrain Board and staff for being a consistent partner towards sustainable transportation and we hope to continue this collaborative relationship. Caltrain allows people biking to extend their reach and bikes allow people to get to and from stations where they’d otherwise have no alternative options. We have worked together over the years, along with San Francisco Bicycle Coalition, to expand on-board bike capacity, research more secure bike parking options, support additional funding for Caltrain electrification, and publicize surveys and service notices. In 2015, we collectively set an 8:1 ratio of seats to bikes on the electrified train cars. We also worked together in 2017 to land on a bike rack design for the new cars. Because of decisions made earlier in the process however, the current electric multiple units (EMUs) bike car design has almost no seats in view of bikes, increasing the opportunity for people to steal bikes when the bikes’ owners are out of sight.

Bike security, on and off board, is the number one concern of SVBC and our members, as this will determine the comfort and convenience of being able to bike to and from Caltrain. Since the EMU car design was finalized, there has been a concern throughout the bike community about bike security. There are already a number of bikes stolen on and off board per year. We and our members fear that the lack of seats near bikes will encourage more theft. We appreciate that Caltrain staff has taken on an internal effort to streamline the reporting process and we feel more needs to be done to prevent bikes being stolen in the first place.

SVBC is thrilled that California voters soundly defeated Proposition 6 in the November election and supported the need for massive transportation investments across the state. In particular, we are happy that the Transit and Intercity Rail Capital Program (TIRCP) funds of $164.5 million that were awarded to Caltrain Electrification will remain in place. We recognize and support that funding will go toward additional EMUs for longer trains, wifi capability on board, and improved bike parking at stations.

With thousands of people who bring their bikes onboard every day, Caltrain could use the opportunity provided by the purchase of additional EMU cars to reconfigure train layout to address bike theft. Additionally, longer train sets mean more capacity and Caltrain must stick to the Board’s commitment of an 8:1 ratio of seats to bikes. We think this new funding could be a perfect opportunity to redesign the bike cars to address the security concerns of your passengers while maintaining the ratio of on-board bike capacity.

We urge the Peninsula Corridor Joint Powers Board to acknowledge this issue by directing staff to develop a design that addresses the security issue directly
and ensure that EMU cars provide fixed seats in view of bikes or an equally secure solution. We share this perspective with San Francisco Bicycle Coalition and the Caltrain Bicycle Advisory Committee, which have each submitted letters on these topics. We urge the Board to develop a transparent process for determining the best and safest EMU car design as the TIRCP funds are secured. We look forward to continuing to be involved in this process. If you have questions, please contact Emma Shlaes, Director of Policy and Advocacy at emma@bikesiliconvalley.org.

Thank you,

Shiloh Ballard
President & Executive Director
Dear Shiloh,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and
Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Emma Shlaes <emma@bikesiliconvalley.org>
Date: November 30, 2018 at 1:18:11 PM PST
Subject: Letter regarding bike security
To: board@caltrain.com
Cc: Shiloh Ballard <shiloh@bikesiliconvalley.org>, Casey Fromson <fromsonc@samtrans.com>, Lori Low <LowL@samtrans.com>

Please see letter attached. Thank you.

--
Emma Shlaes
Director of Policy and Advocacy
Silicon Valley Bicycle Coalition
96 N. Third Street, Suite 375
San Jose, CA 95112
Office: 408-287-7259 Ext. 228
Cell: 650-703-1191
http://bikesiliconvalley.org
PENINSULA CORRIDOR JOINT POWERS BOARD

PROJECT 16R19

SCHEDULE OF EXPENSES OF
TRANSPORTATION FUND
FOR CLEAN AIR PROGRAM
REGIONAL FUND PROJECT
WITH INDEPENDENT AUDITOR’S REPORTS

JUNE 30, 2017
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Independent Auditor's Report

Board of Directors
Peninsula Corridor Joint Powers Board
San Carlos, California

Board of Directors
Bay Area Air Quality Management District
San Francisco, California

We have audited the accompanying Schedule of Expenses of Project (Schedule) of the Peninsula Corridor Joint Powers Board's (JPB) Transportation Fund for Clean Air (TFCA) Program Regional Fund Project for the project period ended June 30, 2017, and the related notes to the Schedule, as listed in the table of contents.

Management's Responsibility for the Schedule

Management is responsible for the preparation and fair presentation of the Schedule in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of Schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on the Schedule based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Schedule is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Schedule. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Schedule, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to JPB's preparation and fair presentation of the Schedule in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of JPB's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the Schedule.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.
Opinion

In our opinion, the Schedule referred to above present fairly, in all material respects, the respective financial position of JPB's TFCA Program Regional Fund Project for the project period ended June 30, 2017 in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 2, the Schedule presents the financial activity and balances of JPB's TFCA funding, and do not purport to, and do not, present fairly the financial position of JPB's as of June 30, 2017 in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Los Angeles, California
November 16, 2018
## PENINSULA CORRIDOR JOINT POWER BOARD
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM REGIONAL FUND

Schedule of Expenses of Project
For the Project Period Ended June 30, 2017

<table>
<thead>
<tr>
<th>Project Description</th>
<th>TFCA Project Number</th>
<th>TFCA Project Allocation</th>
<th>Final Project Expenses through 6/30/2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrain Shuttle Program</td>
<td>16R19</td>
<td>$ 753,700</td>
<td>$ 188,425</td>
</tr>
</tbody>
</table>

See accompanying notes to schedule of expenses of project.
NOTE 1 – TRANSPORTATION FUND FOR CLEAN AIR ACT PROGRAM BACKGROUND

Health and Safety Code Section 44223 and 44225 authorize a surcharge on the motor vehicle registration fee (surcharge) to be used by the Bay Area Air Quality Management District (Air District) and local governments specifically for programs to reduce air pollution from motor vehicles. The Department of Motor Vehicles collects the surcharge and allocates the amounts to the Air District. The Air District administers these funds through the Transportation Fund for Clean Air (TFCA) Program. Under the TFCA Program, money is allocated to two funds: (1) 60% is placed in the Regional Fund and allocated to agencies on a competitive basis by the Air District and (2) 40% is placed in the Program Manager Fund and allocated to designated agencies. Allowable projects under Health and Safety Code Section 44241 include the following:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and “smart streets.”
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
- Implementation of a smoking vehicles program.
- Implementation of an automobile buy-back scrappage program operated by a governmental agency.
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

NOTE 2 – BASIS OF PRESENTATION

The accompanying Schedule of Expenses of Project (Schedule) has been prepared in conformity with U.S. generally accepted accounting principles. The Schedule was prepared using the economic resources measurement focus and accrual basis of accounting. Expenses are recorded when the liability is incurred, regardless of the timing of related cash flows. Expenses as noted in the Schedule represent only the amount funded by the Air District. Expenses of matching and other funding sources are not reported on the Schedule.

Financial Reporting Entity: The audited Schedule represents only the TFCA Program Regional Funds allocated to the Peninsula Corridor Joint Powers Board (JPB) for certain project and is not intended to present fairly the financial position and results of operations of JPB as a whole.
NOTE 2 – BASIS OF PRESENTATION (continued)

Project: The project included in the accompanying Schedule are funded through the Regional Fund and were completed between July 1, 2016 and June 30, 2017. For the purpose of this audit, the Air District considers a project to be completed when the Air District accepts and approves the project sponsor’s final invoice, which documents the project sponsor’s expense of all eligible project funds and the completion of all initial project milestones (e.g. having procured and/or placed all project-related vehicles, equipment, and infrastructure into service). Project may have started several years earlier and may continue to operate after audit.

Project Allocation: The Air District entered into a Funding Agreement with JPB which established the maximum allocation of funding to the project, along with JPB’s matching requirement to receive the maximum allocation.

Final Project Expenses: The amounts included within the accompanying Schedule represent actual expenses paid by JPB for the year ended June 30, 2017.
INDEPENDENT AUDITOR'S REPORT
Report on Compliance and Internal Control Over Compliance in accordance with the Requirements of Section 44241 of the California Health and Safety Code

Board of Directors
Peninsula Corridor Joint Powers Board
San Carlos, California

Board of Directors
Bay Area Air Quality Management District
San Francisco, California

Report on Compliance with Section 44241 of the California Health and Safety Code

We have audited the Peninsula Corridor Joint Powers Board’s (JPB) compliance with the requirements of Section 44241 of the California Health and Safety Code (HSC) for the year ended June 30, 2017.

Management’s Responsibility

Management is responsible for compliance with the requirements of Section 44241 of the HSC that are applicable to JPB’s Transportation Fund for Clean Air (TFCA) Program Regional Fund project reported in the Schedule of Expenditures of Project (Schedule).

Auditor’s Responsibility

Our responsibility is to express an opinion on compliance for JPB’s compliance with the requirements of Section 44241 of the HSC based on our audits.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and Section 44241 of the HSC. Those standards and Section 44241 of the HSC require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the project reported in the Schedule occurred. An audit includes examining, on a test basis, evidence about JPB’s compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance with those requirements. However, our audits do not provide a legal determination on JPB’s compliance with those requirements.
Opinion

In our opinion, JPB complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its project reported on the Schedule for the year ended June 30, 2017.

Report on Internal Control over Compliance

Management of JPB is responsible for establishing and maintaining effective internal control over compliance with requirements referred to above. In planning and performing our audit of compliance, we considered JPB’s internal control over compliance with requirements that could have a direct and material effect on the project(s) reported on the Schedule to determine the auditing procedures that are appropriate in circumstances for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with Section 44241 of the HSC, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of JPB’s internal control over compliance.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity’s Schedule will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control and internal control over compliance was for the limited purpose described in the first paragraphs of this section and was not designed to identify all deficiencies in internal control and internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control or internal control over compliance that we consider to be material weaknesses. However, a material weakness may exist that has not been identified.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control over compliance, compliance and the results of that testing based on the requirements of Section 44241 of the HSC. Accordingly, this communication is not suitable for any other purpose.

Los Angeles, California
November 16, 2018
Dear Lori,

Thank you for your response. To be clear, we are asking for a rearrangement of seats and bike racks in EMU trains, not seat removal.

Sincerely,
BIKES ONboard Team

On 2018-11-30 17:15, Caltrain, Bac (@caltrain.com) wrote:

Dear BIKES ONboard,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time. Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve
In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

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**From:** Bikes on Board [mailto:bikesonboard@sonic.net]
**Sent:** Thursday, November 29, 2018 10:32 PM
**To:** Board (@caltrain.com)
**Cc:** CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net
**Subject:** In support of purchasing more rail cars only if seats are within view of bikes

Dear Chair Bruins and Members of the Joint Powers Board,

A thousand people have signed a petition for more capacity on electrified Caltrain and seats within view of bikes to deter bicycle theft (see attached file).

We strongly support the purchase of more rail cars enabled by the TIRCP grant, but only on the condition that the purchase is coupled with redesigned car layout to put seats within view of bikes.

We recommend at least half as many seats as bike spaces, the same as in bike cars today. There is already a problem with bike theft from Caltrain and we certainly don't want to make it worse with fewer seats within view of bikes compared with today.

Thank you for your attention toward keeping passengers' property secure.

Respectfully,
BIKES ONboard team

P.S. Please confirm receipt of this email. In the past, emails with attachments to Caltrain have disappeared with no failure notice to the sender.

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Petition Text:

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

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

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain’s Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Ed Ruder [mailto:ed@ruders.org]
Sent: Tuesday, November 27, 2018 10:50 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: I’m a bicycle commuter on Caltrain

TWIMC:

- I commute between San Jose Diridon and San Francisco 4th and Townsend stations 4 out of 5 weekdays, and have been for almost 7 years.
- I ride my bike between my home and Diridon station (~ 2 miles), and between 4th and Townsend and my office on Market & 11th (~ 2 miles), taking my bike on a bike car.
- My work life is scheduled around the express trains.
- I have been looking forward to the new electrified Caltrain line for many years.
- I appreciate the work that Caltrain has been doing to lengthen the electric trains to accommodate more daily riders--I think it's a great commute option that is bound to get more popular with better trains.
- I think using the bike car is also an excellent option that will become more popular if the accommodations for cyclists are good.
- Unfortunately, the bike car designs that Caltrain has considered to date all have the same flaw--an almost complete lack of seats near the bikes. This is a fatal flaw, as it leaves bikes exposed to easy theft, which will be rampant unless the design is changed.
- There simply are not reasonable alternatives for my daily commute to bringing my bike on Caltrain.
  - As it is, my commute is 90 minutes, each way.
  - Any combination of bike parking/bike rentals/scooter rentals/etc. would increase the cost and/or the time of my commute, such that I wouldn’t be able to use Caltrain at all.
  - I would probably need to commute by car, adding to the congestion on our deadlocked freeways.
  - Likely, this would not be feasible for me, long term, and I will need to look for a different job.

Please reconsider other designs for the Caltrain bike cars that provide fixed seating near the bikes. This will greatly reduce theft, decrease congestion on bike cars, and increase the utility of Caltrain as a commute option.

Sincerely,

Ed Ruder
I support seats in view of bikes on the new Caltrain bike cars
Dear Warren,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----
From: Warren Chan [mailto:]
Sent: Monday, November 26, 2018 8:57 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

To the Board of Caltrain:

I am so excited that Prop 6 has failed and Caltrain now has the opportunity and funds to move to enhance service through electrification and new cars.

I urge the Caltrain Board to address the issue of bike thief on trains by including fixed seating in view of bicycles as it exists now in the older cars. Bike thief is a known problem and it would be negligent to ignore this problem when designing and ordering new equipment.

Sincerely,
Warren Chan
Dear Steven,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Steven Kasapi [mailto:] On Behalf Of Steven Kasapi Sent: Monday, November 26, 2018 9:17 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

Hi,

I’m a regular commuter on Caltrain and think bicycle cars which don’t enable bike owners to keep an eye on their bikes is a mistake. Please ensure that the new electrified trains allow riders to keep an eye on their bikes.

All the best,

  • Steven
Dear Sandee,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: sandee hall [mailto:]
Sent: Tuesday, November 27, 2018 7:17 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

Dear Sir or Madam,

PLEASE revisit the new train car designs to accommodate seating within view of our bicycles, so our bicycles can arrive safely at our destinations alongside us. With these new train enhancements, we should have the ability to adequately protect our property and have peace of mind while commuting.

A smart bicycle infrastructure is incredibly important to our future as this becomes a more popular and green way of living!

Thank you,
Sandee Hall

Typos courtesy of my iPhone.
As a frequent Caltrain ride who makes use of the bike car for commuting with my bike, the inclusion of seats within view of my bike is essential for my continued use of Caltrain for my commute. Please consider adding seats within view of the bikes stored in the car.

Thank you, and best,
Luke

Sent from my iPhone
Hi,

Adding my voice regarding the need to allow us caltrain bike commuters to keep an eye on our bikes.

Bike theft is a huge problem in the bay area, ranging from people jacking lights and other accessories to stealing the whole bike.

The thieves are very smart and determined and will surely find ways to outsmart camera security.

Don't over complicate the situation. Just let us riders watch our own bikes, and then if something happens to them, we have only ourselves to blame.

Thanks!
Andrew Lieberman
South San Francisco
Commuters with bicycles are more and more numerous each year on caltrain as people realize the enormous value of commuting via train and commuting from home/work to/from caltrain via bicycle. This has compounding effects on our communities by reducing pollution and traffic congestion.

Please give cyclists due consideration during planning of the new train cars.
As a CalTrain rider and bike commuter, I hope you decide to adopt bike cars with seating that allows riders to watch their bikes. I would feel completely uncomfortable riding in a car without visibility. I would resort to locking my bike to itself, which would clog traffic and ease of use within the car, or decide to find alternate modes of traveling from the south bay to north bay.

Thank you for your time,

Liz Bloomfield
It is unconscionable that a bike car would be designed without security for the very bikes it will carry. I would not put my bike onto a car if I cannot keep an eye on it. There is too much temptation for an unsecured bike to be stolen in the Bay Area. This has been proven time and time again.

Please add seating within view of the bike area to the new bike cars.

Regards,
Craig Mautner
Dear Elizabeth,

Thank you for your email. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be **a 17% increase in onboard bike capacity**.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. **Future ridership growth projections** show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a **Business Plan**.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Elizabeth Amherdt [mailto:]
Sent: Wednesday, December 05, 2018 9:57 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars
Dear Craig,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Craig Mautner [mailto:craig.mautner@alumni.ucsd.edu]
Sent: Wednesday, December 05, 2018 7:20 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

It is unconscionable that a bike car would be designed without security for the very bikes it will carry. I would not put my bike onto a car if I cannot keep an eye on it. There is too much temptation for an unsecured bike to be stolen in the Bay Area. This has been proven time and time again.

Please add seating within view of the bike area to the new bike cars.

Regards,
Craig Mautner
Dear Liz,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: Liz Bloomfield [mailto:]
Sent: Tuesday, December 04, 2018 10:37 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars
As a CalTrain rider and bike commuter, I hope you decide to adopt bike cars with seating that allows riders to watch their bikes. I would feel completely uncomfortable riding in a car without visibility. I would resort to locking my bike to itself, which would clog traffic and ease of use within the car, or decide to find alternate modes of traveling from the south bay to north bay.

Thank you for your time,

Liz Bloomfield
Dear Reed,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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From: Reed Sandberg [mailto:]
Sent: Tuesday, December 04, 2018 8:41 PM
To: Board [@caltrain.com]
Cc: Caltrain, Bac [@caltrain.com]; janice@sfbike.org
Subject: I support seats in view of bikes on the new caltrain bike cars

Commuters with bicycles are more and more numerous each year on caltrain as people realize the enormous value of commuting via train and commuting from home/work to/from caltrain via bicycle. This has compounding effects on our communities by reducing pollution and traffic congestion.

Please give cyclists due consideration during planning of the new train cars.
Dear Andrew,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a **17% increase in onboard bike capacity**.

Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time. Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain’s Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Andrew Lieberman [mailto:alieberman@scu.edu]
Sent: Tuesday, December 04, 2018 6:19 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

Hi,
Adding my voice regarding the need to allow us caltrain bike commuters to keep an eye on our bikes.

Bike theft is a huge problem in the bay area, ranging from people jacking lights and other accessories to stealing the whole bike.

The thieves are very smart and determined and will surely find ways to outsmart camera security.

Don't over complicate the situation. Just let us riders watch our own bikes, and then if something happens to them, we have only ourselves to blame.

Thanks!
Andrew Lieberman
South San Francisco
Dear Elizabeth,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a **17% increase in onboard bike capacity**.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Elizabeth Chur [mailto:]
Sent: Tuesday, December 04, 2018 6:07 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

To Whom It May Concern:

I live in San Francisco, and recently started consulting at Stanford University. Whenever I can, I ride my bike to CalTrain and take my bike aboard instead of driving. I choose to do this even though sometimes it takes twice as long as driving, because I want to minimize my carbon footprint and also because I can work or relax on my train ride.

It is essential to make sure that the new electrified train cars have enough seats with a view of the parked bikes in order to prevent theft. This was one of my biggest concerns with riding CalTrain. Because we are specifically prohibited from locking our bikes to the racks, it is even more important to be able to keep an eye on my bike. In addition, sometimes people who aren’t bike riders choose to sit in the bike car. For this reason, the number of seats should be at least equal to the bike rack capacity, if not more.

I feel good about riding CalTrain, and helping to protect the environment while also letting someone else do the driving. However, it is very important that we have sufficient seats in view of the bikes on the new Caltrain bike cars. Can you imagine how expensive a commute this would become if my bike were stolen even once a year off the train? Having seats with views of the bikes serves as a deterrent for would-be thieves, since they know that the owners are likely watching over their property. Please ensure that this continues to be the case.

Thank you for your consideration.

With best wishes,

Elizabeth Chur
Dear Luke,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: Luke Bornheimer [mailto:luke.bornheimer@gmail.com]
Sent: Tuesday, December 04, 2018 5:35 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

As a frequent Caltrain ride who makes use of the bike car for commuting with my bike, the inclusion of seats within view of my bike is essential for my continued use of Caltrain for my commute. Please consider adding seats within view of the bikes stored in the car.

Thank you, and best,
Luke

Sent from my iPhone
Dear Brad,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Brad Zuchero [mailto:brad.zuchero@gmail.com]
Sent: Tuesday, December 04, 2018 5:33 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

Dear Caltrain Board,

I have been commuting by Caltrain and bicycle every weekday since 2010, traveling between San Mateo and Palo Alto, bringing my bike on the train. I’ve even seen a bike being stolen from a galley train on one occasion and managed to chase down the thief and return the bike to its owner. So I know first hand that thefts happen even now, and I can tell you that I would not feel comfortable bringing my bike onto a car where I couldn’t see my bike. I support the SF Bike Coalition’s recommendation to re-design the new electric cars to allow bicyclists to sit in view of their bikes. I trust there is a solution that would not reduce the number of bikes allowed per train, as bikes on Caltrain keep increasing.

Thanks for your attention.

Brad

Brad Zuchero, PhD
Assistant Professor of Neurosurgery
Stanford University School of Medicine
zucherolab.stanford.edu
Dear Sara,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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**From:** Sara Jeevanjee [mailto:]
**Sent:** Wednesday, December 05, 2018 3:53 PM
**To:** Board (@caltrain.com)
**Cc:** Janice Li; Caltrain, Bac (@caltrain.com)
**Subject:** I support seats in view of bikes in new CalTrain cars

Hi

I am a loyal and regular Caltrain and bicycle commuter and rely on sitting in the bike cars (whenever possible) so that I can ensure that one of my most treasured possessions- my bicycle- is not stolen during my train ride. So, I was alarmed to learn that the design of the new electric cars does not include the feature of seats in the bicycle cars. Despite having seats in our current bike cars, cyclists on Caltrain still experience theft of their beloved bicycles. What will happen when there are no eyes in the bike car? I can only imagine that theft will worsen.

I appreciate the efforts Caltrain has taken to make bike commuting safe and comfortable. This enables me to use Caltrain for my commute from San Francisco to San Jose, which would not be doable without the bicycle infrastructure of Caltrain. Please ensure that the security of our bicycles on Caltrain is ensured by incorporating seats in view of bikes to the electric car design so that I can continue my commute without worries about the safety of my trusty steed!

Thank you,
Sara Jeevanjee
Dear Preston,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a **17% increase in onboard bike capacity**.

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. **Future ridership growth projections** show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain’s Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Preston Rhea [mailto:]
Sent: Tuesday, November 27, 2018 11:41 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Help Prevent Bike Theft on Electric Caltrain!

Hello all,

As a biker and a rider on Caltrain, thank you for planning to buy more rail cars to run longer electric trains. We need more clean, fast, and reliable transit in the Bay Area!

The new rail cars provide an opportunity to redesign the bike-car layout to put seats within view of bikes. Caltrain's current plan is no fixed seats within view of bikes.

Seats within view of bikes will deter bicycle theft and help keep trains on time by reducing congestion in bike lanes.

If I didn't ride Caltrain with my bike, I would have to pay lots of money to take TNC or taxi rides, or experience longer waits on local transit - the bike is crucial, and I can't afford to have it stolen!

We need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

So please - design the new electric Caltrain cars to accommodate plenty of bikes and seating for riders to protect their bikes!

Thank you for all you do,

Preston Rhea
Dear John,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: John Schlag [mailto:jschlag.me@gmail.com]
Sent: Tuesday, November 27, 2018 10:28 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Format of new electric train cars

Briefly put: more bike space, and more seating within view of it, please!

-john schlag
Dear Andrew,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: andrew [mailto:andrew@aehrlich.com]
Sent: Monday, December 03, 2018 10:58 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: For Caltrain, for bikes

Hello,

I am a big caltrain user and a big cycler. When I ride caltrain, I always take a seat where I can see my bike. As you know, theft is a huge problem in all bay area cities. When you plan the future of the train, please make sure that I can feel safe and secure using your system, whether this means a way to lock (without a cable) or a seat where I can keep an eye on things.

Andrew Ehrlich
andrew@aehrlich.com
Dear Mark,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Mark Sheinbaum [mailto:]
Sent: Tuesday, November 27, 2018 10:15 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrification and bikes

- Thanks Caltrain for planning to buy more rail cars to run longer electric trains.
- New rail cars provide an opportunity to redesign bike-car layout to put seats within view of bikes.
- Seats within view of bikes will deter bicycle theft or damage, and help keep trains on time by reducing congestion in bike cars.
- If Caltrain was unavailable, I would have to drive to work.
- Bike cars are maxed out today and we need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

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Sent from my Gmail account,
Dear Sir / Madam,

As a daily biker and Caltrain commuter, I am excited about the electrification of Caltrain and the opportunities it provides for improving bikers experience. In particular, the current trains, especially in the peak hours, are maxed out in terms of available bike spots, piling up bikes creates hazards and inconvenience for the passengers, so having more bike spaces in the new electric cars would be great. Second, given how prominent bike theft is in Bay Area, it is crucial that there are seats in close proximity and direct sight over the bikes to minimize the chances of bike theft.

I appreciate your work and am looking forward to the future upcoming changes!

Best,
Gleb
Dear Demetrius,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Demetrius Marcoulides [mailto:]
Sent: Thursday, November 29, 2018 5:48 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Electric cars

Hi board -

Buy cars with seats in view of the bikes. Please review specify points below.

Thanks
Demetrius

Thank Caltrain for planning to buy more rail cars to run longer electric trains.

Explain that new rail cars provide an opportunity to redesign bike-car layout to put seats within view of bikes (Caltrain's current plan is no fixed seats within view of bikes).

Tell Caltrain that seats within view of bikes will deter bicycle theft and help keep trains on time by reducing congestion in bike cars.

Tell Caltrain that bike cars are maxed out today and we need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

--
Demetrius Marcoulides, AGNP-C
Adult Gerontological Primary Care Nurse Practitioner with Post-Master HIV & HCV Primary Care Certifications

Johns Hopkins School of Nursing
dmarcou2@jhu.edu - nursing.jhu.edu
Dear David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: David Hsu [mailto:]
Sent: Tuesday, November 27, 2018 9:02 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electric Caltrain Bike Car Seats

Hi,

Thank you for taking the step to electrify Caltrain. I believe that biking is a vital component of Caltrain's future, and that comes from ensuring that bike thefts are minimized in the new electric cars. Please ensure that there are seats in the new bike cars or another way to minimize theft, and ensure there are enough bike spaces in the new cars (96+).

Thanks,
David Hsu
Bikes on Caltrain

Alternative designs for seats within view of bikes

December 2018
We’re asking for a re-design of EMU bike cars to allow seats within view of bikes
Today’s bike cars

| Gallery bike cars | 40 | 28 to 32 |
| Bombardier bike cars | 24 | 12 to 15 |
Current bike car design for EMU trains

Space for 4 bikes, shared with wheelchair

No fixed seats within view of bikes
<table>
<thead>
<tr>
<th>Current EMU design</th>
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</thead>
<tbody>
<tr>
<td>Seats within view of bikes (deters bike theft)</td>
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<tr>
<td>Emergency exits accessible</td>
</tr>
<tr>
<td>Ease of operations (similar layout for all cars)</td>
</tr>
</tbody>
</table>
Possible alternative car designs

Current 6-car setup

Options for 7-car and 8-car EMU trains

**Option 1**: Swap seats and bikes in powered (E) and unpowered (D/F) cars

**Option 2**: Swap seats and bikes to distribute bikes to all cars (12 bikes per car)
Alternative design – Option 1

Swap seats and bikes in powered and unpowered cars
BIKES ONboard Project

Current bike car design (85 ft. long, unpowered) – “D” car, same as “F” car

Proposed unpowered bike car design: 24 bikes in view of 16 fixed seats
Current trailer car design (82 ft. long, powered) – “E” car

Proposed powered bike car design: 20 bikes in view of 12 fixed seats
## Option 1: Car re-design summary

<table>
<thead>
<tr>
<th>Feature</th>
<th>Current EMU design</th>
<th>Distributed bike design</th>
</tr>
</thead>
<tbody>
<tr>
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<td>✗</td>
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</tbody>
</table>
Alternative design – Option 2

Swap seats and bikes to distribute bikes to all cars
BIKES ONboard Project

"B" car – same as "A" car (90 ft long)
BIKES ONboard Project

"D" car – same as “F” car (85 ft long)
BIKES ONboard Project

"E" car (82 ft long)
BIKES ONboard Project

"C" car (82 ft long)
Option 2: Car re-design summary

<table>
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Our recommendations:

• Eight-car EMU trains with 756 seats and 96 bike spaces, meeting the 8:1 board-approved ratio

• Full transparency with public on train design blueprints

Act now, while there’s still time
Caltrain is key to the region

- Bay Area congestion on the rise, now of Americas most congested cities
- Caltrain ridership +70% since 2009
- No space to grow freeways 101 & 280: Caltrain capacity is vital for the Peninsula corridor
1 bike less = 1 car more

- Bikes on board is an economical, environmentally friendly way to resolve the first/last-mile problem
- Bike commuters’ alternative is driving

Caltrain is part of a transportation ecosystem
EMU: Harder for bikes

- Bikes grouped in two bike cars with bike riders unable to see their bikes
  - Increased thefts (cameras are not a deterrent)
  - Congestion for cyclists leading to train delays
  - How to access windows in case of emergency?
How Caltrain can win

- Find funding to launch with eight-car EMU trains
- Distribute bikes along the train
- Save money now instead of a costly train retrofit in the future
- Work collaboratively with users of the system and bike organizations to find a solution
Dear Kieran,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Kieran Culligan [mailto:]
Sent: Wednesday, November 28, 2018 12:21 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Cycling + Caltrain = decent commute options for the Bay Area

Hello,

I am very pleased to hear that Caltrain is buying more rail cars. I would encourage you to study alternative layouts that increase bike capacity while also keep seats within view of the bikes. This will reduce thefts. Right now all of us in the bike car are keeping an eye on suspicious activity. It's not just me keeping an eye on my own bike, I am doing the same for my fellow riders. It would be worrying if this is lost in the new layouts.

For me, the bike + train combo is my only option for staying sane on my commute. My alternatives are to:

1) Take a bus from Mill Valley. This requires a car or bike to get to the transit depot and typically includes car-sickness from being on the bus for hours.
2) Drive. Way too far and painful from Sausalito to Mountain View every day.

Just two days ago I witnessed a whole bunch of bikes getting bumped at Cal Ave and Palo Alto on a rainy evening - I hope we can avoid these situations in the future because it creates a huge impediment to environmentally-friendly commuting.

I appreciate your continued focus on this matter and identifying solutions for an important Caltrain ridership group: cyclists. We are using creative solutions to reduce the number of cars on the road, and we could use your help to accelerate progress!

Best,

Kieran

Kieran Culligan
Dear Connor,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Connor Kelley [mailto:]
Sent: Monday, December 03, 2018 9:36 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Concerns about Electrified Train Bike Cars

Good morning Caltrain!

My name is Connor Kelley and I'm a daily rider of Caltrain. I wanted to start off by saying thank you for the recent move to purchase more train cars to enable running longer trains, once the modernization project is done. I think this is a great decision and will help all of the daily riders by increasing comfort and accessibility. I really do appreciate it!

One thing I am concerned about is the current design layout of the electrified bike cars. Because there are no fixed seats in view of bike storage, I'm afraid that this will lead to an increase in theft - a major concern for bike + Caltrain folks. Without fixed seats in view of bike storage, I'm much less keen on bringing my bike aboard Caltrain, which would mean increased transportation costs for me or an unreasonably long walk.

Bike cars are already incredibly crowded - ideally we would have 96 bike spaces per train to meet demand. I encourage your team to redesign the new electrified bike car trains to help satisfy this need. Thank you for your time!

Best,
Connor
Dear Virginia,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Virginia Smedberg [mailto:]
Sent: Tuesday, November 27, 2018 7:31 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Caltrains new cars

Dear Board and friends:

I am very happy Caltrain plans to buy more rail cars, to run longer electric trains. What is important now is to design those cars for best space use, especially for bike riders.

We love being able to combine our two MOST energy-efficient modes of transport - bikes and trains. However it is VERY important to us to sit within view of our bikes - and we've calculated that that will also make the loading faster and smoother. It is also very important that we know there will be enough bike spaces, because if the danger of being bumped can make me potentially late to a performance (I'm a violinist), I can't afford to risk it. Which would mean driving. Yuck.

We bikers have calculated that we need 96 bike spaces per train to meet the 2022 demand - when the electric service is planned to begin - and that that number is do-able with the right design. Right now our bike spaces are filled to the brim during commutes. So we really want you to plan ahead.

cheers - virginia smedberg
Palo Alto
Dear Sarah,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Best,
Lori Low

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From: Sarah E [mailto:]
Sent: Tuesday, November 27, 2018 6:34 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Caltrain Electric Trains

Hi Caltrain,

I heard about the new electrification of Caltrain and am excited to see my daily commute become more energy efficient and speedy. I am a daily commuter with a bike and love the bike cars. I have heard that the new electric cars won't have seats in the bike cars. That's really disappointing to me because I've seen bike theft and bike gadget theft (such as lights or cameras being pulled off bikes). The thieves were only stopped because there were cyclists in the bike car, keeping watch on the bikes. Without seats, bike thieves will run rampant (not might, but will. If there's an opportunity you can bet some sorry soul will take it).

I ALWAYS watch my bike and I'm not the only one. If there are no seats in the bike car I'm apt to just stand in the aisle (which would be in the way of everyone and if multiple of us stand in the way so we can keep an eye on our bikes then there will be some serious congestion and slow down loading and unloading the bikes).

In addition, cyclists are always getting bumped off the trains. The bike cars are maxed out constantly. Please, I request that we need at least 96 bike spaces per train to meet future rider demand as well as seats in the bike cars to prevent theft and congestion.

If Caltrain becomes too congested or unsafe for cyclists to use, I won't be buying my daily ticket to ride (and I'm not alone, many of my cycling peers feel the same).

Thank you for your consideration,

Sarah
Dear Jaci,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Best,
Lori Low

From: Jaci Sanchez [mailto:]
Sent: Tuesday, November 27, 2018 4:56 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Caltrain Bike Cars

Good Afternoon Caltrain Board,

I recently learned that you are planning to buy more rail cars to run longer electric trains. I wanted to say first as a commuter- Thank You! This is improve my daily commute and I greatly appreciate it. I also wanted to mention that I am a bicyclist and I really enjoy being able to use the bike cars. Lately they have been very full, though, and often I have not been able to sit near my bike. I think it is very important to support the people who are biking to work and contributing to a cleaner environment by allowing them to feel comfortable riding the train without the risk of someone stealing their bikes. It would also deter congestion in the bike cars, which causes delays and potentially accidents. If I was not able to ride the Caltrain with my bike, I would be forced to drive my car which would cause more congestion and contribute to substantial environmental issues.

I want to stress that bike cars are maxed out today, and we really do need at least 96 bike spaces per train to meet demand in 2022, when electrified service will begin. Please consider the benefit this is for the community, the environment and Caltrain commuters!

Thank you,
Jaci Sanchez
Dear Charles,

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than $3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain’s Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Charles Sowers [mailto:]
Sent: Wednesday, November 28, 2018 11:37 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Trains

Thank you for planning on purchasing more rail cars to run longer electric trains. I hope you take the opportunity afforded by this purchase to redesign the car layout relative to bicycles so that cyclists can sit within view of their bicycles. Providing seating within view of bicycles will deter theft and reduce congestion by facilitating rapid loading and unloading without cyclists being forced to lock and unlock bikes on the train.

Bike cars are maxed out today and we need 96 bike spaces per train to meet demand in 2022 when electrified service is slated to begin.

Thank you,
--
Charles Sowers
Dear Noam,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Noam Zomerfeld [mailto:]
Sent: Monday, December 03, 2018 9:27 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on new rail cars!

Hi Caltrain!

As a previous and future bike-to-caltrain passenger, it's very important to me that bikes are safe while on the train. While I love that you are investing the future and buying more rail cars, it's CRUCIAL to have fixed seats by those bikes in order to deter bicycle thefts. If that's not the case, and our property is not safe while on your train, using caltrain to get to and from work won't be possible. All those passengers will have to use cars, and cars make all of us sad. :(

Thank you,

- Noam Zomerfeld
From: Caltrain, Bac (@caltrain.com)
To: "Madeline Sides"; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on New Electric Cars
Date: Friday, December 07, 2018 9:49:33 AM

Dear Madeline,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Madeline Sides [mailto:]
Sent: Tuesday, December 04, 2018 9:35 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on New Electric Cars

Dear Caltrain Board,

Thank you for your work to improve transportation in the Bay Area. I know you are planning to buy more rail cars to run longer electric trains in the future, thank you!

As a daily bike-car user, I am writing to urge you to consider purchasing cars that have an improved bike-car layout to help bikers like me prevent bike theft and feel secure on board. For me, it is critical to be able to see my bike while I ride Caltrain. In fact, if I knew that I could not see my bike while riding Caltrain, I would not ride Caltrain with my bike.

If I didn't ride Caltrain with my bike, I would have to drive to the station or drive all the way to work, in Mountain View. I love riding my bike to Caltrain and hope that you'll consider this opportunity to improve bike car layout in your newest cars.

Many thanks,

Madeline Sides
San Francisco Resident
Dear Vicki,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Vicki Pelton [mailto:vcp@vertical-edge.com]
Sent: Tuesday, November 27, 2018 8:30 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Bikes on electric trains

Thank you for buying more cars for the electric trains. Please ensure there are seats available in the bike cars so that owners can see their bikes.

--Vicki Pelton  vpelton@vertical-edge.com
Sent from my handheld super computer
Dear Daniel,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Daniel Trevino [mailto:]
Sent: Tuesday, November 27, 2018 11:30 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Bikes on CT

To Caltrain,

Thanks for planning to buy more rail cars to run longer electric trains. I know that the new rail cars provide an opportunity to redesign bike-car layout to put seats within view of bikes (We need seats within view of bikes will deter bicycle theft and help keep trains on time by reducing congestion in bike cars.

Ive been riding for 8 years, I really need this.

Please avoid bike bumps (not being able to board) and think about bike riders.

Thanks!

Daniel Trevino
Dear Caltrain leadership,

I’m writing in support of additional bike cars with seating where cyclists can see their bikes. I’m very excited for the new electric trains and the opportunity it provides to improve train car layout. My commute is a 2.7 mile bike ride to the Redwood City station, then a mile in a San Francisco to get to UCSF Mission Bay where I’m working on my PhD in genetics. I would get on at Atherton if the station were active, but that’s another issue. The bike car makes my commute possible. Without it I would likely have to move, which would mean a worse living situation for myself and my dog. I have had to stop someone who tried to steal my bike on the train. If I hadn’t been able to sit near my bike, he would have gotten away with it, which would have been a real hardship for me as a graduate student. So, just want to lend my support to what you’re doing and encourage more and more pro-bike design where possible.

Thank you,

Kathleen Keough
Dear Kevin,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Kevin Jude [mailto:]
Sent: Tuesday, November 27, 2018 8:57 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

Dear board members,
I'm very excited about the prospect of Caltrain electrification - faster service with fewer emissions will be a huge win. But as a supercommuter (East Bay to Palo Alto), I need my bike for connections and first and last mile to make a transit commute bearable. I hear that the new bike cars won't have space for cyclists to sit near their bikes, which is disturbing from a security perspective.

Secure capacity for bikes is very important for multimodal commuters. I can't count on space for my bike at Millbrae, so I have to bike from Embarcadero BART to 4th St in the mornings. I'm hopeful that the electrification project will result in the secure bike capacity that Caltrain riders need for the future. Thank you for all that you do.

Best wishes
Kevin Jude
Berkeley
Dear Daniel,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Daniel Llinas [mailto:]
Sent: Tuesday, November 27, 2018 9:41 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Bikes on Caltrain

Thanks for considering adding more cars to the electric trains! I'm excited because this provides an opportunity to redesign the bike-car layout. I think it's really important for you guys to have bike cars where owners can keep an eye on their bikes. This will help deter thieves, and should also help reduce congestion on the bike cars. Bike cars are already pretty maxed out, so to meet demand in 2022, there should be about 100 spaces per train for bikes.

I ride caltrain every day with my bike to and from work. Please keep bike riders in mind as you plan!

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"I know of no more encouraging fact than the unquestioned ability of a man to elevate his life by conscious endeavor."

--Henry David Thoreau
Dear Michael,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Michael Escobar [mailto:]
Sent: Tuesday, November 27, 2018 2:27 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

Thank you for deciding to buy more railcars in order to run longer trains.

This purchase is an opportunity to optimize the design of the railcars. We need at least 96 bike spaces per train in order to meet demand in 2022.

The cars are already at capacity, as I know from experience. I have been a regular commuter on Caltrain since November 2016, boarding with my bike at SF 4th & King or Millbrae, and exiting at Mountain View.

Thank you,

Michael
Dear Cor,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Cor van de Water [mailto:]
Sent: Wednesday, November 28, 2018 11:46 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

As you are aware, there is a strong relation between ridership and bike transportation capacity onboard trains. Can you do the right thing and increase the current limited capacity? I see regularly that cars are filled to or over capacity with bikes already, which means that there is demand for more capacity already, because being bumped due to lack of capacity is already an issue - let's not turn more riders away due to insufficient capacity and negative experiences.

Thanks,
Cor van de Water,
Sunnyvale CA.
Dear Kathleen,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Kathleen Keough [mailto:]
Sent: Thursday, November 29, 2018 9:11 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Bikes on Caltrain

Dear Caltrain leadership,

I’m writing in support of additional bike cars with seating where cyclists can see their bikes. I’m very excited for the new electric trains and the opportunity it provides to improve train car layout. My commute is a 2.7 mile bike ride to the Redwood City station, then a mile in a San Francisco to get to UCSF Mission Bay where I’m working on my PhD in genetics. I would get on at Atherton if the station were active, but that’s another issue. The bike car makes my commute possible. Without it I would likely have to move, which would mean a worse living situation for myself and my dog. I have had to stop someone who tried to steal my bike on the train. If I hadn’t been able to sit near my bike, he would have gotten away with it, which would have been a real hardship for me as a graduate student. So, just want to lend my support to what you’re doing and encourage more and more pro-bike design where possible.

Thank you,

Kathleen Keough
Lori:

Thank you for your response to my email, and I would like to respond to your email:

My original comment was a request to provide seats in the bike car that provide a view of the bikes. In your fifth paragraph you mention that CalTrain used to be able to remove seats to provide space for bikes, but with increased ridership, that is no longer possible. I am not asking to remove seats, but to redesign the bike car to put fixed seats within view of the bikes. This change will actually increase the total number of seats on a train, which seems to be a desired outcome.

Thank you for your consideration in this matter,

Rick Goldman

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On Mon, Dec 3, 2018 at 1:56 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Rick,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

Recently, Caltrain was awarded State Transit and Intercity Rail Capital Program (TIRCP) funds, however the grant award was approximately a 1/3 of the money requested. Caltrain cannot purchase as many additional electric train vehicles as originally planned at this time.
Nevertheless, this additional funding will help bring more relief to an already overburdened system. There will be future discussions about how to best utilize space in the additional vehicles that will be purchased with the TIRCP money.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Goldman, Rick [mailto:rick.goldman@navis.com]
Sent: Monday, December 03, 2018 9:51 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain
Caltrain Board:

Thank you for buying more rail cars to run longer electric trains. This is a great opportunity to redesign the layout of the bike cars to put seats within view of the bikes. Putting seats within view of bikes will deter bicycle thefts and help keep trains on time by reducing congestion in the bike cars.

Thank you for your consideration,

Rick Goldman
Dear Stephen,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Stephen P. Lambe [mailto:]
Sent: Tuesday, December 04, 2018 12:14 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Bikes on Caltrain

Dear Caltrain board members,

I am a San Francisco resident and daily Caltrain commuter to Mountain View. I am also a bike commuter, riding on both ends of my commute.

I very much appreciate your plans to buy more cars and thus increase capacity in the system. However, this also presents an opportunity to improve the bike cars to better accommodate those of us who take bikes on board.

Specifically, it’s very important for cyclists to be able to sit within view of their bikes for theft prevention. Today, there aren’t nearly enough seats for this (not even counting when non cyclists sit in these cars). The bike cars are overcrowded and sometimes unpleasant for commuters between SF and Palo Alto where the ridership is highest. Just last night, the bike car was essentially full and 8 people were forced to stand in the middle of the aisle next to their bikes.

While I can only speak for myself, if the situation becomes more crowded and I can’t watch my bike on most every commute, I will likely drive. The connections on both ends are not convenient enough to rely on other forms of transit (SF is decent, but Mountain view is either hard or pricey).

We need 96 bike spaces per train to meet 2022 demand.

Thank you for your consideration and support of end to end non motorized transportation.

Sincerely,
Stephen Lambe
--
Stephen P. Lambe
Dear Jennifer,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: Jennifer Smith [mailto:jennifersmith38@hotmail.com]
Sent: Monday, December 03, 2018 8:41 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain
Hello,

I’m writing to thank you for planning to buy more rail cars to run longer electric trains and to ask that you please ensure that all bike cars on Caltrain have seats within view of the bikes. It’s important to minimize bike theft and congestion on bike cars by having seats within view of the bikes. If I couldn’t watch my bike, I’d have to forgo commuting with my bike on Caltrain and instead I would drive to BART or drive all the way to SF. Bike cars are currently maxed out and we need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

Thanks for your attention to this important matter!

Jennifer Smith
Dear Steven,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Steven Gowin [mailto:steven.gowin@oracle.com]
Sent: Monday, December 03, 2018 2:26 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

This is basically boilerplate from the SF Bike Coalition, but I agree and urge you to pay attention.

- Thank you for planning to buy more rail cars to run longer electric trains.
- The new rail cars provide an opportunity to redesign bike-car layout to put seats within view of bikes. (Your current plan is no fixed seats within view of bikes.)
- Seats within view of bikes deter bicycle theft and help keep trains on time by reducing congestion in bike cars.
- I don’t use CalTrain everyday but when I don’t, I am, unfortunately on 101 for 20 miles between San Francisco and Redwood City.
- Today bike cars are maxed out. We need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.

Bike commuting is more and more popular and as congestion worsens will continue to grow. Please don’t miss the opportunity to help smooth transit by addressing the concerns outlined above.

Steven Gowin
Dear Sarah,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Sarah Edwards [mailto:]
Sent: Tuesday, November 27, 2018 8:21 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Bike-friendly rail cars

Hi,

I ride Caltrain with my bike every day and I’ve heard the new electrified rail cars have reduced bike capacity and also do not have seating within view of bikes.

I think it’s awesome Caltrain is electrifying and buying more cars to increase planned capacity, but I hope you consider improving the rail car design beforehand to improve the bike seating.

I never sit out of view of my bike when on Caltrain because it is so easy to steal a bike from the train. Many of my fellow commuters feel the same and so the result of the current rail car design will be congestion within the train from people standing by their bikes, which I believe they are entitled to do. Either that or people will start locking their bikes which will slow everything down when it comes to getting on and off. I would be one of those people standing near my bike.

At peak times, bike cars are already maxed out so we need a minimum of 96 bike spaces per train to meet 2022 demand. The current two-tier bike rail car design is awesome (with the single seating and luggage rack on the top deck), It’d be cool if we can see something like that.

I hope my opinion reaches you, I can’t wait to ride electric!

~Sarah Edwards
Dear Viet,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a **17% increase in onboard bike capacity**.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan additional public meetings regarding bike security in the future.
Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Viet Nguyen MD [mailto:vietnguyen@stanford.edu]
Sent: Tuesday, November 27, 2018 10:50 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bike-car redesign on new rail cars

Dear Caltrain Board,

Due to a recent grant award for more rail cars, I understand there is a pending board vote 12/6.

I am writing to state that as a daily bike+train commuter, I strongly advocate for the redesign of the new bike-cars to allow for seating within view of the bikes.

Caltrain's current plan is no fixed seats within view of bikes, and I believe that is a poor design. Both the current "Gallery" and "Bombardier" cars allow for this, and it works well for (1) loading/unloading, (2) rearranging stacks when necessary, and (3) preventing bike thefts -- bikers look out for each other. The Gallery car's main advantages are higher bike capacity, and shunting of bikers to the upper floor, where they can both watch over their bike and not stand in the way of loading/unloading. The Bombardier car's main advantages are two doors for loading/unloading and increased overall seating. I have some ideas/schematics that combine the best of those two designs, if you are interested.

As I'm sure your data show, bike capacity is already maximized during peak commute hours, exactly when it's most important to give people viable non-driving options. Thank you for your ongoing commitment to modernization and increasing capacity via electrification!

Viet Nguyen, MD
Clinical Associate Professor
Neurology, Neurophysiology & Intraoperative Monitoring
Stanford University Medical Center
Dear Zoe,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification Project there will be a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: Zoe de Bretagne [mailto:]
Sent: Tuesday, December 11, 2018 9:40 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike-Car

Hello,
Thank you for planning to buy more rail cars to run longer electric trains. The new rail cars provide an opportunity to redesign bike-car layout to put seats within the view of bikes, which will deter bicycle theft and help keep trains on time by reducing congestion in bike cars.
Bike cars are maxed out today, and we need 96 bike spaces per train to meet demand in 2022, when electrified service will begin.
Thank you,
Zoé de Bretagne
Dear Carol,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, under the current Electrification project there will be a **17% increase in onboard bike capacity**.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: Carol Fan [mailto:]
Sent: Tuesday, November 27, 2018 1:21 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike train planning

Hello,

I’m writing to thank you for making the Bay Area a great place to commute by bike

I’m hoping you will make it even better with the new electric trains. we hardly have enough bike trains as it is. I hope that you will add more bike train cars especially ones that will enable more bikes to ride and also allow bikers to see their bikes considering the high level of bike theft that occurs.

I love commuting my bike and would hate to add traffic to our roads due to lack of bike trains.

Thank you again!!

Carol Fan. Riding bikes for 4 years!
Dear Susannah,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: s barsom [mailto:]
Sent: Tuesday, December 04, 2018 9:23 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Cars

Dear Caltrain Officials,

I appreciate your plans to expand Caltrain ridership in the electrification process.

It is my understanding that the rail cars that you are proposing to buy will have no fixed seats within view of bicycles. This is problematic, as most cyclists prefer to stay within view of their bicycle, which may be their only mode of transportation. Owners remain within view of bicycles to prevent theft.

Another problem will be congestion, since bicyclists staying in view of their bicycles will be in the way of other cyclists trying to on- or off-load bicycles. This is already a problem; many people without bicycles occupy seats in the bicycle car, forcing cyclists to stand in the aisles.

Currently, bicycle cars are often at/beyond maximum capacity. I urge you to be sure that there is enough bicycle space for the projected need when the new trains come online.

Thank you,
Susannah Barsom
San Jose
Dear Nancy,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

-----Original Message-----
From: Nancy [mailto:nmiceli@astound.net]
Sent: Tuesday, November 27, 2018 7:34 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike car capacity
Make sure there’s room on all bike cars for riders. It’s important that riders can sit near their bikes to prevent theft and to help move the bikes around when necessary.

Sent from my iPhone
Dear Meaghan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Best,
Lori Low

-----Original Message-----
From: Meaghan Brosnan [mailto:m.h.brosnan@gmail.com]
Sent: Wednesday, November 28, 2018 1:35 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike car capacity
Hello Team - I’m glad to hear you plan to run higher capacity and longer rail cars with electrification. I want to express concern that my understanding is that there is currently a plan that all the new bike Karis will not allow us to sit in view of our bicycles. I have personally witnessed bicycles being stolen off of CaltrainMe cars or attempt to be stored, I’m not sure that I could possibly leave my bicycle there but standing for 45 minutes isn’t really an option either. As it is I take a 6 AM train into the city at 4:15 PM train out of the city, pre-rush-hour, and there have been times when the bike park car has been completely full. We need more bike capacity with seating!

Thank you for your consideration.

Best regards,
Meaghan
Dear G. Salim Mohammed,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Best,
Lori Low

From: Salim Mohammed [mailto:
Sent: Tuesday, November 27, 2018 11:20 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Bike boarder on Caltrain

Hi everyone-

I unfortunately cannot make it to the Dec 6 meeting. But I want to appeal to the board and make my voice heard. I have been using Caltrain five days a week, every week for the last seven years to get from Lawrence to Palo Alto. I take my bike each time, rain or shine. I personally know of two and have heard of another person who has had his bike stolen from the bike cars.

As it is, everyday, we have folks use up the seats that should go to bike owners. NO ONE reads the courtesy notice. And this is NEVER enforced. As a result, there is no place for bike owners to be with the bike.

So its with dismay that I heard that we will be separated from our bikes. Have a camera on board will not stop someone from stealing his or her bike. I would like the Board to seriously reconsider the plan to separate bike owners from their bikes. We also need more bike spots not less.

Please consider the disservice you are going to cause by your new plan. I would love to hear feedback from you on my thoughts. I am pretty certain you have a host of people who are against this idea.

Best, G. Salim Mohammed.
Dear James,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

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From: James Rozzelle [mailto:]
Sent: Wednesday, November 28, 2018 11:46 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject:

Dear Caltrain Board,

My Caltrain with bike experience over the past two years--commuting with my bike from San Francisco to San Mateo--is greatly improved versus when I did this same commute in 1999-2005. I've not been denied service nearly as often.

Over the past year I've see an increase in ridership. The 8:05, 8:35 and 8:45 are frequently at capacity, unless it's raining. The four northbound afternoon trains I catch at the Hillsdale station are usually standing room only.

I'm happy to hear that capacity will increase with longer electric trains. If you look at how the above mentioned trains are utilized by bike commuters you'll see that more bike capacity is warranted. It will lead to more bike commuters. The bikers need to be able to see their bikes to deter theft. I hope that the new train layout will have sufficient seating in the bike cars.

I look forward to riding the new electric trains.

Thank you.

-james rozzelle
San Francisco
From: Elizabeth Amherdt
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars
Date: Wednesday, December 05, 2018 9:57:43 AM