

**Bicycle Advisory Committee**

**CORRESPONDENCE**

**Part 2**

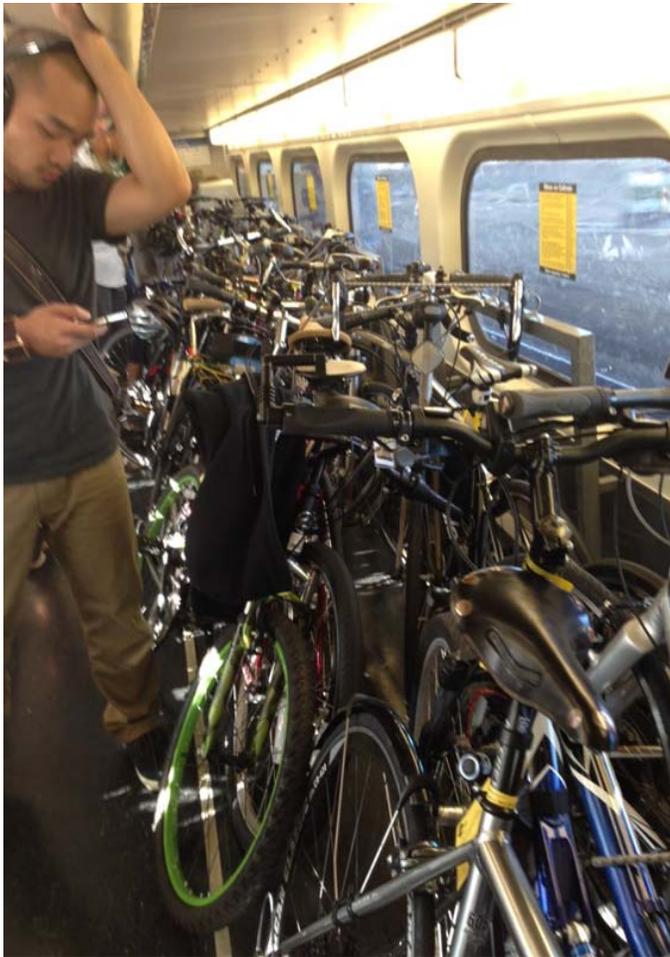
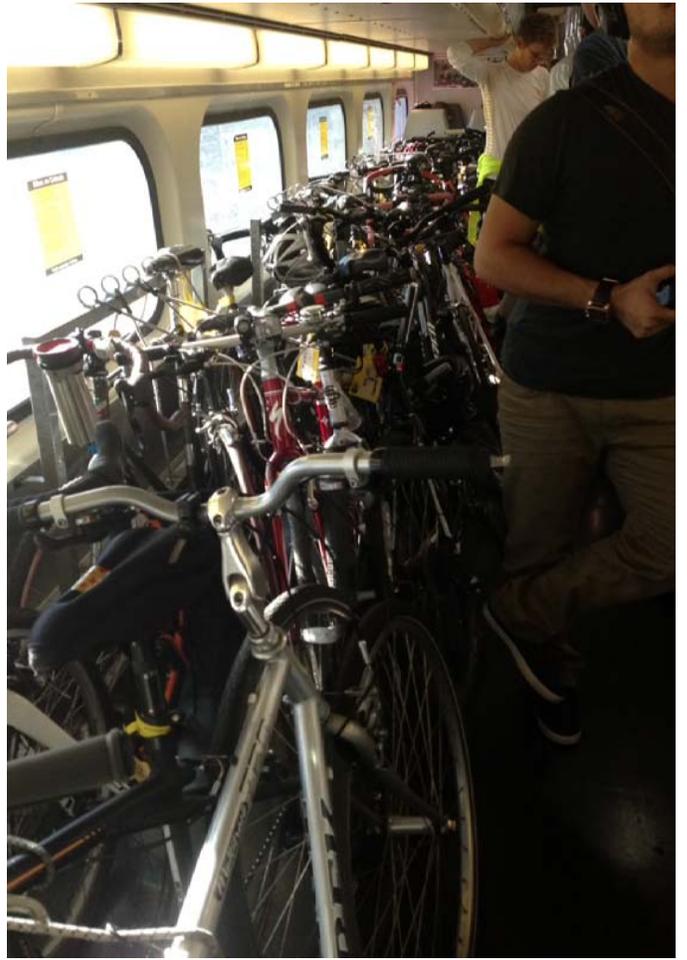
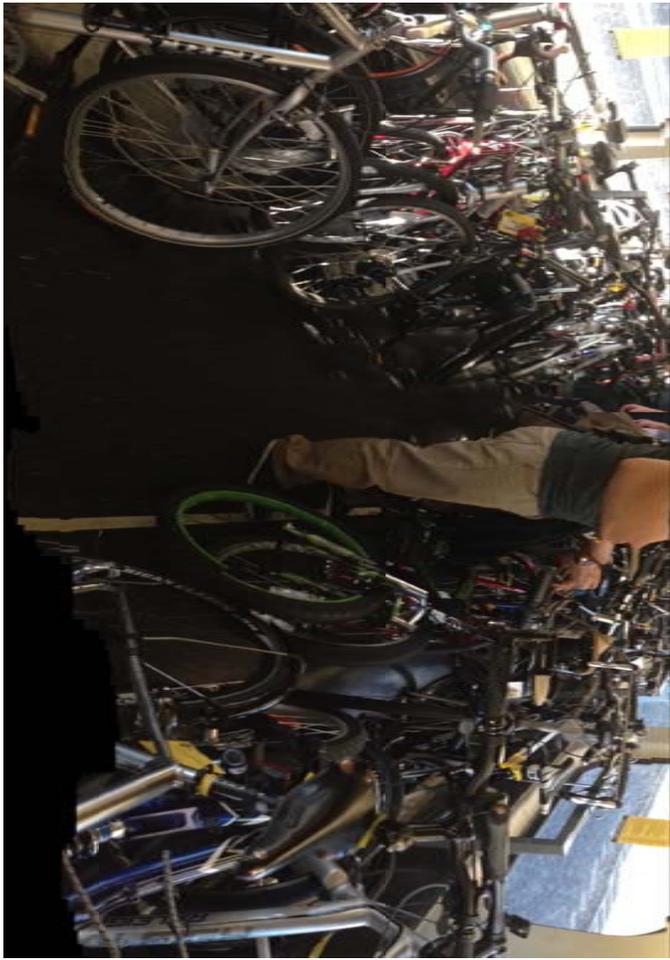
**Sept. 12, 2014 – Sept. 18, 2014**

## Caltrain, Bac (@caltrain.com)

---

**From:** Fred Lam <fclam@gmail.com>  
**Sent:** Wednesday, September 17, 2014 5:26 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; janice@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Bikes on Caltrain Comment  
**Attachments:** image.jpeg; image.jpeg; image.jpeg; ATT00001.txt

This is crazy. You have conductors who turns people away, and you have conductors just let people pile'em on. Where's the consistency with the regulation? Either do it right or don't do it at all.



## Caltrain, Bac (@caltrain.com)

---

**From:** Fred Lam <fclam@gmail.com>  
**Sent:** Wednesday, September 17, 2014 5:13 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; janice@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Bump from the 370. Who know how many other people got bump. They were turning people away 10 minutes before the train is to board.

Sent from my iPhone

## Caltrain, Bac (@caltrain.com)

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**From:** Kayla Kielar <kaylakielar@gmail.com>  
**Sent:** Wednesday, September 17, 2014 4:09 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

Hi,

I am so excited to hear that Caltrain has purchased more trains! I ride the Caltrain every day to get to work and am so thankful to have this service in our community. Caltrain is a safer, greener, healthier form of transportation and I am proud to be a commuter.

I live a bit far from the train station, so I ride my bike. I work in a cancer center and am responsible for calculating radiation doses for personalized cancer treatment plans. I also consult with patients regarding their stereotactic radiosurgery and brachytherapy, and have to be at work on time for these appointments.

Many of my employees have inquired about taking the train, and I have converted a few into new Caltrain riders by discussing the benefits (no traffic!). There are quite a few times that I have been passed up by a train that is no longer accepting bikes (full), and it has really caused issues with the cancer patient appointments having to be delayed or rescheduled. When I come in late and it is due to the Caltrain, staff and patients become annoyed and displeased with Caltrain. Adding a third bike car to all trains would greatly improve the service that is offered and increase ridership and revenue.

Thank you again to Caltrain for adding more trains. I hope Caltrain will consider adding a third bike car to all trains so we can better the service provided to the community.

Kayla

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Kayla N. Kielar, PhD, DABR, MSM

Chief Radiation Oncology Physicist

Dorothy E. Schneider Cancer Center

Mills Peninsula Health Services

100 S. San Mateo Drive

San Mateo, CA 94401

office: (650) 696-4533

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Wednesday, September 17, 2014 3:49 PM  
**To:** 'Lee, Elaine'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Dear Ms. Lee,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

*Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.*

*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs  
San Mateo County Transit District (*SamTrans, Caltrain, TA*)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

---

**From:** Lee, Elaine [<mailto:elee@gopro.com>]  
**Sent:** Wednesday, September 17, 2014 11:58 AM  
**To:** Board (@caltrain.com)  
**Cc:** [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); [janice@sfbike.org](mailto:janice@sfbike.org)  
**Subject:** Please retrofit the new cars into bike cars!

As a daily bicycle commuter to work, this is very important to me. More bike cars, will mitigate the risk of me being denied boarding and being late to work.

Sincerely,  
Elaine Lee

## Caltrain, Bac (@caltrain.com)

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**From:** Lee, Elaine <elee@gopro.com>  
**Sent:** Wednesday, September 17, 2014 11:58 AM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
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## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Wednesday, September 17, 2014 10:30 AM  
**To:** 'David Groves'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

Dear Mr. Groves,

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

From: David Groves [<mailto:grovesd@icloud.com>]  
Sent: Wednesday, September 17, 2014 12:34 AM  
To: Board (@caltrain.com)  
Cc: [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); [janice@sfbike.org](mailto:janice@sfbike.org)  
Subject: Please retrofit the new cars into bike cars!

September 17, 2014

I am a disabled veteran relying on Caltrain to get to Aquatic Therapy Program and group workout, with a personal trainer in gym activities I enjoy bringing my bike on board because "after my workout", I have flexibility, I can catch Samtrans/Caltrain to get to Redwood City, or I can bike from Menlo Park VA to the town of Palo Alto to do my business, I rely on CalTrains to return back to my residence in San Mateo from the University Avenue CalTrains Station.

On Tuesdays, Thursdays and Saturdays I rely on CalTrains to take my bicycle on board because the Marguerite Shuttle has been rerouted and doesn't stop within walking distance of the California Avenue Station and I must use the bicycle, "which I enjoy because of the added benefit of exercise to travel up the Bol Park Pedestrian Bicycle Path, to go Swim Laps at the Palo Alto VA Hospital, Aquatic Therapy".

To get to my 0730A Gym Training I depart from San Mateo to Menlo Park on SB #206, it meets the bus departing for Menlo VA for me to arrive thirty minutes before the group starts.

I was with a group of other bicyclist bumped from the #206 Bombardier Bike Car which was full and had to wait with the other bumped bicyclist to catch the #282 Gallery Bike Car, to Palo Alto instead, and then I would still be able to bicycle from University CalTrains to the Menlo Park VA in time for the 07:30A Gym Group Class.

I would hope that the two new cars are Bike Cars, but if they use the current Bombardier Setup then please use three Bike cars.

"CalTrains needs to preserve its capacity of the old stock, because it works."

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Wednesday, September 17, 2014 10:29 AM  
**To:** 'Anne Arquit Niederberger'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

Dear Ms. Niederberger,

Thank you for your interest in expanding Caltrain's on board bicycle capacity.

In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.

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Tasha Bartholomew, Community Relations Officer Office of Public Affairs San Mateo County Transit District (SamTrans, Caltrain, TA)  
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-----Original Message-----

From: Anne Arquit Niederberger [<mailto:mandarinanni@me.com>]

Sent: Tuesday, September 16, 2014 7:54 PM

To: Board (@caltrain.com)

Cc: [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); [janice@sfbike.org](mailto:janice@sfbike.org)

Subject: Please retrofit the new cars into bike cars!

Dear Caltrans

Congratulations on your purchase of 16 used railcars! I urge you to dedicate this capacity to the transport of bicycles.

Bike + train is one of the best regional commuter options for a clean, healthy, livable, and safe California - as long as cyclists can rely on Caltrans to transport their bikes on the trains they wish to board.

Unfortunately, capacity on trains is already insufficient to meet demand, and this situation can only be expected to get worse: With all of the bicycle improvements in cities like San Francisco, where I live, more and more people are discovering that cycling is a viable commuting option.

I hope we can count on you to take advantage of the opportunity that this purchase of additional rail cars presents to get ahead of the trend in increasing bike commuting and provide the necessary capacity for a forward-looking and sustainable regional transport strategy. You owe it to future generations.

Anne Arquit Niederberger, Ph.D.  
Policy Solutions  
San Francisco CA 94117

## Caltrain, Bac (@caltrain.com)

---

**From:** David Groves <grovesd@icloud.com>  
**Sent:** Wednesday, September 17, 2014 12:34 AM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!  
**Attachments:** image.jpeg; ATT00001.txt

September 17, 2014

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"CalTrains needs to preserve its capacity of the old stock, because it works."

## Caltrain, Bac (@caltrain.com)

---

**From:** Alpesh Patel <alpesh.patel@gmail.com>  
**Sent:** Wednesday, September 17, 2014 12:10 AM  
**To:** Bartholomew, Tasha  
**Cc:** Board (@caltrain.com); bikesonboard@sfbike.org; Nabong, Sarah; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com)  
**Subject:** Re: Why 6-car Bombardiers need to include "3" bike cars

Thank you, Tasha, for the reply. Your timing is impeccable.

I agree and appreciate that bicycle capacity has gone up a lot. That increase has reduced the degree to which I have to plan my day based on speculation of Caltrain capacity. It is clear from my experience yesterday, however, that capacity is still an issue.

I planned to catch the 5:17 at Hillsdale to go home -- the very train for which I mentioned getting bumped on multiple recent attempts.

The good news: I did not get bumped.

The bad news: The train was a gallery, not the usual Bombardier. I counted **34** bikes on just the one bike car that I boarded. I obviously could not go to the other bike car to count its bikes, but it is highly likely that we exceeded 50 bikes, and that I avoided getting bumped only because of the use of a different train. It was another reminder that capacity for 48 bikes (on the Bombardiers) is not enough at peak hours.

Of course, another "bike car" adds capacity for non-cyclists too, because there are more seats than bike spots. This is good. I want non-cyclists to get more capacity too.

Given that adding bike cars helps everyone, what data would discourage you from adding a bike car to every Bombardier?

Cheers,  
Alpesh

On Tue, Sep 16, 2014 at 5:48 PM, Bartholomew, Tasha <[bartholomewt@samtrans.com](mailto:bartholomewt@samtrans.com)> wrote:

*Dear Mr. Patel,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

**Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs

San Mateo County Transit District (*SamTrans, Caltrain, TA*)

1250 San Carlos Ave., San Carlos CA 94070

[650.508.7927](tel:650.508.7927) (direct line)

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Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

**From:** Alpesh Patel [mailto:[alpesh.patel@gmail.com](mailto:alpesh.patel@gmail.com)]

**Sent:** Wednesday, September 10, 2014 9:47 AM

**To:** Board ([@caltrain.com](mailto:@caltrain.com))

**Cc:** [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; Caltrain, Bac ([@caltrain.com](mailto:@caltrain.com)); cacsecretary ([@caltrain.com](mailto:@caltrain.com))

**Subject:** Why 6-car Bombardiers need to include "3" bike cars

Dear Caltrain Board,

I heard from SFBC that Caltrain is looking to make Bombardier trains 6 cars long. Congratulations! That could be a win for public transit in general and Giants fans in particular. Unfortunately, and inexplicably, the current proposal is NOT a win for cyclists. You can change that, and have a plan where EVERYONE wins, by ensuring the EVERY 6-car train includes 3 bike cars. Below is background on my experience as a rider and reasons 3 bike cars per train are essential.

### My Caltrain Use

I moved to SF 9 years ago (2 miles from Caltrain) and have worked in the Peninsula that whole time (~3 miles from Caltrain). The bike and train commute is efficient; I'm either exercising, or on the train getting things done. Without my bike on both ends, I would not take Caltrain.

A year ago my office moved from Foster City to Redwood Shores. With my bike, I can use any of FOUR stops near the office (Hillsdale, Belmont, San Carlos, Redwood City). Because most trains make only limited stops (which I support) being able to catch trains at different stops means I have more trains to choose from, and I need that flexibility to avoid driving.

The fastest way home is to catch a Bombardier train at Hillsdale, but this is one where I am at greatest risk of getting bumped. It is only in the last few months that I realized that Hillsdale station gives me the fastest commute home (despite not being the closest station). Sadly, I have been bumped on 2 out of 6-8 attempts to catch a train there.

Reasons 6-car Bombardiers need to include 3 bike cars:

1) **Cyclists (including me) still get bumped.** There is clear demand for more than 48 bikes per train at commute hours. When gallery trains often have more than 80 bikes, it is clear that we do not yet know how much demand there is for bike space. Bumps are an underestimate of demand. The fear of bumps still keeps some away.

2) **The bike/train commute is here to stay.** The factors driving the bike and train commute are becoming stronger, not weaker, with time. Driving is getting worse. Land is getting more expensive, meaning that

companies cannot afford to consolidate workplaces along any one corridor such as the 101. Cities are wisely getting more bike friendly.

3) **Faster boarding.** 3 bike cars makes for faster boarding and exiting. Boarding and exiting bikes is generally a bit slow but smooth, except when at or above capacity. With 3 bike cars, either boarding will be faster due to less frequent overcrowding, or it will be no worse than today but with a LOT more people who would have otherwise not caught the train. Either is a win.

4) **Don't make the problem worse!** If one gallery train is replaced with a Bombardier, that train will lose **THIRTY-TWO** bike spots. At least going with 3 bike cars will limit that reduction to eight. That is still sad, but tolerable if the net capacity for bikes is going up a lot.

Even on gallery trains, a big reason bumps happen less is that smart conductors allow more than 40 bikes when necessary to get everyone on board. Over 80 bikes on a train is a **REGULAR** occurrence. 72 on the Bombardiers makes sense.

I'm excited about 6-car trains. I'm happy that those who walk, bus or drive will have more seats. Please include cyclists in the win!

Alpesh Patel,

San Francisco

## Caltrain, Bac (@caltrain.com)

---

**From:** Thomas Young <tfyoung@gmail.com>  
**Sent:** Tuesday, September 16, 2014 9:14 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Janice Li; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Hi,

I along with at least 6 others (that I counted at the front, more at the back) were bumped from the south bound #332 from 22nd at 9:02am on Friday the 12th of September. The next train was too slow to be useful so instead I was forced to work from home.

For the last 2 months I've taken the #332 4-5 times a week because it is a baby bullet and has been exceptionally reliable for not getting bumped. My main reason for taking Caltrain is because I find it reliable and relaxing not having to drive and contend with traffic. Having to worry about whether I can actually get my bicycle on the train or not really takes away from that. Yesterday (Monday 15th) the same train was at capacity leaving 22nd st, but I was lucky enough to get on. Today I took the #230 and it was also at capacity.

It would be really helpful if there was reliable data about which trains were viable candidates for a daily commute. Turning up to play roulette really takes away from the reliable and relaxing element of choosing caltrain in the first place.

I realise increasing capacity is no easy feat, but it seems like something that should be being perused more vigorously - I'm surprised it's contentious whether the additional cars being added should have bicycle space.

I do hope that the new schedule and addition of trains to 22nd will help, but without having data as to which train can be considered reliable I'll be seriously considering other commuting options if the volatility continues.

Thanks,  
Tom Young

## Caltrain, Bac (@caltrain.com)

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**From:** Anne Arquit Niederberger <mandarinanni@me.com>  
**Sent:** Tuesday, September 16, 2014 7:54 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
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Unfortunately, capacity on trains is already insufficient to meet demand, and this situation can only be expected to get worse: With all of the bicycle improvements in cities like San Francisco, where I live, more and more people are discovering that cycling is a viable commuting option.

I hope we can count on you to take advantage of the opportunity that this purchase of additional rail cars presents to get ahead of the trend in increasing bike commuting and provide the necessary capacity for a forward-looking and sustainable regional transport strategy. You owe it to future generations.

Anne Arquit Niederberger, Ph.D.  
Policy Solutions  
San Francisco CA 94117

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 5:02 PM  
**To:** 'Dave Maltz'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: More bike cars please!

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Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

**From:** Dave Maltz [mailto:dave@akdm.net]

**Sent:** Tuesday, September 09, 2014 5:18 PM

**To:** Board (@caltrain.com)

**Cc:**

bikesonboard@sfbike.org,nabongs@samtrans.com,bartholomewt@samtrans.com,cacsecretary@caltrain.com, bac@caltrain.com

**Subject:** More bike cars please!

Dear Caltrain Board,

It is wonderful that you are buying new trains to extend the length to 6 cars. Please let that extra car be a bike

car.

I am a regular bike commuter (I am on 267 now) and have been for 10 years. I have seen an uptick in cyclists and witnessed many getting bumped in the early morning on yesterday's 206. Demand continues to increase and space should expand to accommodate.

Thanks for your consideration,

Dave Maltz  
San Francisco <> San Carlos

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sent from my phone

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:58 PM  
**To:** 'salvavidas425'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

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**From:** salvavidas425 [mailto:salvavidas425@gmail.com]

**Sent:** Tuesday, September 16, 2014 1:51 PM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org

**Subject:** Please retrofit the new cars into bike cars!

Dear Caltrain,

I love riding the rails to San Jose with my bike, but often i find there is not enough room for the growing

number of bike riders...please consider adding a third bike car to your trains to alleviate this problem...keep up the great service....sincerely, Marcos Tapia

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:57 PM  
**To:** 'Brian Fisher'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

*Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.*

*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs  
San Mateo County Transit District (SamTrans, Caltrain, TA)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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Follow us on [@SamTrans News](https://www.facebook.com/SamTransNews) and [@Caltrain News](https://www.facebook.com/CaltrainNews)

**From:** Brian Fisher [mailto:sfoatct@gmail.com]  
**Sent:** Tuesday, September 16, 2014 1:30 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

Please add more bike cars and enforce the bike car seating for bikers.

Thank you,

--

Brian Fisher  
199 New Montgomery St.  
Unit 1307

San Francisco, CA 94105

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:56 PM  
**To:** 'sfbike.org@richardlee.name'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars! And add more rush hour trains!

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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

From: Richard Lee [mailto:spam@richardlee.name]  
Sent: Tuesday, September 16, 2014 12:45 PM  
To: Board (@caltrain.com)  
Cc: bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
Subject: Please retrofit the new cars into bike cars! And add more rush hour trains!

Hi there-

I am not a regular bike user on caltrain (I leave my bike at the 4th/king valet) but I do ride the train as a passenger every day. I very frequently see bikers being denied boarding due to insufficient space in the train. It seems to me that, as ridership has grown, the space for both people and bikes needs to grow as well.

Please include more bike cars, and please increase the number of trains overall servicing the peak rush hour commute.

Richard

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:56 PM  
**To:** Board (@caltrain.com)  
**Subject:** FW: Please retrofit the new cars into bike cars!

**Tasha Bartholomew, Community Relations Officer**  
Office of Public Affairs  
San Mateo County Transit District (*SamTrans, Caltrain, TA*)  
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---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:56 PM  
**To:** 'Fred Lam'  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Dear Mr. Lam,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

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**From:** Fred Lam [<mailto:fcblam@gmail.com>]

**Sent:** Tuesday, September 16, 2014 12:35 PM

**To:** Board (@caltrain.com)

**Cc:** [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Janice Li

**Subject:** Please retrofit the new cars into bike cars!

To the Caltrain Board,

First, I want to thank you for taking the time to review my comments. I've been a dedicated Caltrain rider for 9+ working years; with my very first train ride out of SJ Diridon when Bullet trains were running their 3 schedules per commute hours. Since I've relocated to Burlingame/Millbrae 5 years ago, I transitioned to cycling to the train station/work as my effort to continue to reduce my carbon output.

My overall experience with Caltrain have been excellent in my early years, and continued through the years as rider ship begin to increase, and transition to a cycling commuter. However, over the course of the last 2 years, my perception have changed dramatically - and negatively - as cycling commuters continues to grow. With the need to pickup children from day care by 6:00pm, there's a pressing need to get on the right train at the right time. Here are some growing observations:

Commute to the city:

I typically board the 323 train out of Millbrae, and as of 2 years ago, I had very little trouble on boarding with my bike. This gets me to work at an idea time of ~9:00am.

Over the last couple of years, I've been continually bumped from the 323 train due to full capacity. Typically, there are at least a handful of bikers that gets left behind as well. Most of us have grown accustom to wasting 20+ minutes of our day waiting for 329; while other are switching to BART. The 329 typically runs 5-10 minutes late on a regular basis. With the delay, the train arrives in SF anywhere between 9:00-9:15am.

Commute to Millbrae:

I typically board the 370 train - bullet - to Millbrae. There's been a lot of inconsistency in how the conductors are boarding cyclist. There are days where the bike carts are beyond overloaded with cyclist, while other days they it seems the conductors over enforces.

On days that I get bump from the 370, I board the 272 (the next train out). There's a growing trend that cyclists are starting to get bump from the 272. Just yesterday, upwards of 10 cyclist did not make the train while they were allow to get on the boarding platform and try to board. However, due to over capacity, there were left stranded standing on the boarding platform all while bikes are pack out of the gallery carts, into the door area. The 272 gets me to San Bruno, which then I ride from SB back to Millbrae. I've elected this alternative route due to a simple fact that I get back to Millbrae before the 376 arrives at Millbrae, giving me some breathing room for my pickups.

As you can see, there is a growing trend that people are leveraging bikes as a mean of transportation for various reasons. Most people chooses Caltrain due to their bike friendly cyclist approach. However, there's growing and dire need to expand today bike program to support the future. Some suggestions are:

- Increase notification - I started seeing/hearing notification and announcements on platforms related to bike capacity, which is useful to some degree. Where this system fails is when it is NOT reported. Case in point the 323 in the morning.

- Consistent enforcement of boarding - this is a hot topic for me, especially since this seems to change depending on conductors, day of the week. Your staff needs to either step up enforcement, or be more accommodating.

- Use of Gallery train at peak hours - This seems to be a simple solution as we are all aware that Gallery trains hold a higher bike capacity. It makes logical sense to leverage them for bullet services and peak commuter hours.

- Increasing Bombardier to 3 bike carts - with the introduction of Bombardier fleet, the newly added cart should be converted to a bike cart to increase overall bike capacity to 72.

I appreciate and applaud the boards efforts in making overall improvements to the rail system. I believe your staff are making some difficult choices on a daily basis to meet all riders needs. However, I would greatly appreciate for your team to reassess the growing needs to support the cycling commuter community, which accounts for 13%+ and growing of the overall riders daily.

-- -- --

Fred Lam  
Burlingame

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:55 PM  
**To:** 'Richerson, Brian'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs

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---

**From:** Richerson, Brian [mailto:[bricherson@calegariandmorris.com](mailto:bricherson@calegariandmorris.com)]

**Sent:** Tuesday, September 16, 2014 12:20 PM

**To:** Board (@caltrain.com)

**Cc:** [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; [@caltrain.com](mailto:cacsecretary); Caltrain, Bac (@caltrain.com); [janice@sfbike.org](mailto:janice@sfbike.org)

**Subject:** Please retrofit the new cars into bike cars!

I've been commuting with Caltrain and my bike for over 10 years now, and this year I purchased a new folding bike, for fear that I'd get kicked off again, because a train is full. I'd like to ride my regular bike while commuting, but being bumped is more of a reality than many realize. I'm in the middle, getting on at Hillsdale, where any train in the morning

has the potential to be filled so much that they tell up to 5 bikes that they just cannot board, and thus must be even later to their jobs in SF and the Peninsula.

As it is we've already got %25 of non-bike riders taking up space on the limited bike cars that are in use now. We drastically need to increase the amount of bike space, as well as rider and Caltrain employee awareness. If conductors would handle the flow of bikers and non-bikers, in the already cramped ½ of the "bike" car, there may be enough room for those that make it onboard to ride somewhere close to their bikes. However, ignorance of flow of traffic seems to have pedestrian riders straining the small amount of space "reserved" ("Please allow these seats to be used by bike riders" signs are almost completely ignored) for bike riders.

Brian Richerson



Email [bricherson@calegariandmorris.com](mailto:bricherson@calegariandmorris.com)

Calegari & Morris 123 Mission Street 18th Floor San Francisco, CA 94105

Direct Dial: (415) 955-0362 Office: (415) 981-8766 Fax: (415) 655-7162

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CERTIFIED PUBLIC ACCOUNTANTS

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:55 PM  
**To:** 'Clare Brown'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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*Thank you for your patience.*

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**From:** Clare Brown [mailto:cbrown@medallia.com]

**Sent:** Tuesday, September 16, 2014 11:52 AM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Janice Li

**Subject:** Please retrofit the new cars into bike cars!

Dear Caltrain,

I heard you were purchasing new cars for your trains and it would be awesome if you could retrofit them to be bike cars.

I use CalTrain daily to get to my office near the California Ave either from San Mateo or 4th & King. I rarely get bumped from 4th & King, but I pretty regularly get bumped in San Mateo (at 6:36am... not the best way to start your work day).

I accept getting bumped once in a while happens, but I know **many of my co-workers continue to drive and sit in traffic because it is “more reliable than biking with Caltrain.”**

Medallia (my company) is rapidly growing, we have added 250 employees so far this year to our Palo Alto office (our office is now ~500 people), and I know **more of my co-workers would love to have the convenience of taking the train to work, especially since Medallia offers to pay for the full price of our Caltrain tickets.**

Thank you so much for purchasing new cars. I hope that you can allocate them towards bikes as I really do prefer taking CalTrain to driving.

Sincerely,  
Clare

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:55 PM  
**To:** 'Lynne Howe'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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---

**From:** Lynne Howe [mailto:ishowe68@gmail.com]

**Sent:** Tuesday, September 16, 2014 11:52 AM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org

**Subject:** Please retrofit the new cars into bike cars!

Dear Caltrain Board of Directors:

I am a San Francisco resident who occasionally takes Caltrain to points south for business and personal reasons, and always bring my bike when I do so. Because I have been able to select off-peak travel times, I have been lucky enough never to have been turned away for lack of room. But I know that other riders not able to be as selective about travel times have not been so lucky, and in some cases have decided to regularly use other means of commuting as a result - including putting one more car on the road every day.

Thank you for undertaking to purchase new cars for Caltrain. I hope that as you evaluate these purchases, you will include cars fitted for bikes. I also hope that you will consider adding a third bicycle car to trains running during peak times to recapture some of those would be riders who turned to other means of commuting in order to have reliability. Reliability breeds loyalty in ridership and in turn revenue.

Sincerely,  
Lynne S. Howe

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:55 PM  
**To:** 'Adam Bovill'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

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Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

**From:** Adam Bovill [mailto:greenkiwi@gmail.com]

**Sent:** Tuesday, September 16, 2014 11:22 AM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org

**Subject:** Please retrofit the new cars into bike cars!

I live in Noe and bike to caltrain, at 22nd street. I get bumped from the train there a non-trivial number of times, this caused me to be late to work, as I have to wait for the next train. Please make some or all of these new cars bike cars. Even if they have fewer bikes than the normal bike cars... anything is better than noting.

Thanks,  
Adam

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:54 PM  
**To:** 'Melendez, Antonio (Engineering Operation)'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Caltrain More Bike Cars Needed Now

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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---

**From:** Melendez, Antonio (Engineering Operation) [mailto:antonio.melendez@hp.com]

**Sent:** Monday, September 15, 2014 1:16 PM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Caltrain More Bike Cars Needed Now

I'm a residence of Burlingame CA working in Sunnyvale, I want to thanks Caltrain for buying new Bombardier cars to alleviate commute-period crowding. On addition I want to inquire Caltrain to deeply consider the new Bombardier cars to be bike cars. Add a third bike car to all Bombardier trains, so they will hold 72 bikes instead of only 48.

Bombardier trains hold only 48 but gallery trains hold 80 bikes. Bikers are experiencing bicycle bumps because the limit of bike space.

Environmental benefits of increased onboard bike capacity:

- Increased bike capacity would increase ridership.
- Increased bike capacity would encourage current Caltrain riders to shift from driving to biking.
- More Caltrain riders with bikes onboard would reduce air pollution.
- Projections show that over 20% of passengers would bring a bike onboard by 2019. Caltrain should evaluate the impact of increased onboard bike capacity.

When I joined working at HP Cupertino in September 2002, I drove 70 miles on 280 every day, three years ago our entire office moved to Sunnyvale near to 101, So I began taking my bicycle to Caltrain. There is a whole community of people I've gotten to know on the bike cars on the Caltrain. It's a warm, supportive community I found. A real mix of Tech and non-Tech commuters. When I arrive at the Mountain View train station, I bike down Steven Creek trail into the office, I feel better than ever. I'm exercising while I ride to work and back to the train station. It's faster and more fun. A great stress release. It's been a great journey and I wish I had started doing this earlier...

Thanks,

**Antonio Melendez,**

ASG QA Attach Partner Applications | Hewlett-Packard Company,  
e: [antonio.melendez@hp.com](mailto:antonio.melendez@hp.com) | w: 650-258-8002 | m: 408-540-8042

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## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:54 PM  
**To:** 'giuliano carlini'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: New train cars should be bike cars

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

Tasha Bartholomew, Community Relations Officer  
Office of Public Affairs  
San Mateo County Transit District (SamTrans, Caltrain, TA)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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

From: giuliano carlini [mailto:[giuliano@carlini.com](mailto:giuliano@carlini.com)]  
Sent: Monday, September 15, 2014 12:38 AM  
To: Board (@caltrain.com)  
Cc: [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; [@caltrain.com](mailto:cacsecretary); Caltrain, Bac (@caltrain.com); Emma Shlaes; [corinne@bikesiliconvalley.org](mailto:corinne@bikesiliconvalley.org); Colin Heyne  
Subject: New train cars should be bike cars

Dear board members,

I commute daily from Belmont to San Jose, riding my bike typically between Belmont and Palo Alto station, and taking the train between Palo Alto and San Jose. Over the past few years I've seen Caltrain ridership increase substantially, and with a proportionate increase in bike riders. Bike cars are often full to capacity. I'm often onboard when conductors must turn away additional cyclists due to the bike cars being full to bursting.

Bike cars are particularly necessary as they permit those whose destination is not within a mile of a Caltrain Station to take Caltrain. If we are to make trains a core part of public transportation that requires supporting the large numbers of folks who either do not live or work within a mile of a Caltrain Station. Bicycles make it possible for these folks to use Caltrain.

The new Caltrain cars need to be bike cars both to support current riders, and to increase Caltrain's ridership even further, beyond just pedestrians.

Thanks,

giuliano carlini

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:53 PM  
**To:** 'Maurizio Franzini'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: About the new Bombardier cars

*Dear Mr. Franzini,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

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*Thank you for your patience.*

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**From:** Maurizio Franzini [mailto:mauriziof@alumni.stanford.edu]

**Sent:** Saturday, September 13, 2014 11:11 PM

**To:** Board (@caltrain.com)

**Cc:** Bikes on Board; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** About the new Bombardier cars

Dear Caltrain Board,

I'm a regular commuter who rides Caltrain from San Francisco to Hillsdale and back almost every day of the week. I take my bicycle on the train because that is the only acceptable option to get to the 4th&King station and to reach my workplace from the destination station. News is that you are about to add more cars in order to accommodate more passengers and meet demand. That is great and will certainly ease on overcrowding while keep the rail as an attractive transportation option. I also hope you will consider increasing bike storage capacity. Please consider that for most (if not all) passengers who board with their bicycle it's not a matter of choice but the only way to keep the commuting time reasonable, hence to out-compete driving. If I had to take the notoriously erratic Muni plus a shuttle to reach my workplace, I would have to add at least 20 if not 30 minutes each way to my transit commute - at which point I would simply drive, despite my not liking it, since it takes about 40 minutes overall door to door. So, help us all put in action our strong environmental inclination and commitment to not adding more cars on already congested roads. We all want to improve quality of life in the Bay Area, after all!

Thanks for your attention,

Maurizio Franzini, PhD  
San Francisco

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:53 PM  
**To:** 'Pepper, Robert'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Caltrain Rider and bike user

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

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**From:** Pepper, Robert [mailto:Robert.Pepper@ssa.gov]  
**Sent:** Friday, September 12, 2014 2:57 PM  
**To:** Board (@caltrain.com)  
**Cc:** Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** RE: Caltrain Rider and bike user

I am writing concerning the new cars (Bombardier) that are being purchased to alleviate commute-period crowding. I would like to make sure that bike users will have enough space to avoid bumping. I am able to use CalTrain with a bike in the non-commute hours but I have not had a lot of success during the commute hours due to bumping. I had to purchase a foldup bike to allow me to board without fear of being bumped. I am concerned for other bike riders and I did want you to know

that I think those on board with bikes are improving the problem of traffic congestion by riding bikes and are assisting to avoid further pollution by riding bikes. They should not be inconvenienced due to not enough bike cars during commute hours.

By the way, the bike cars often have people seated in the cars that do not have bikes. The bike riders have to stay with their bike to avoid theft so they have to stand. This is not fair and the conductors should check on the bike cars to make sure only bike riders are seated in those (bike) cars. I noted this and had to complain to a conductor for letting so many people sit in the bike cars without bikes after a Giants afternoon game and there were hundreds of seats available in other cars.

Rob Pepper/Belmont-Hillsdale to San Francisco CalTrain Rider.

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:53 PM  
**To:** 'Reyn Johnson'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: RE <http://www.caltrain.com/Page3474.aspx>

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

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**From:** Reyn Johnson [mailto:[reynjohnson@gmail.com](mailto:reynjohnson@gmail.com)]  
**Sent:** Friday, September 12, 2014 10:17 AM  
**To:** Board (@caltrain.com)  
**Cc:** [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; [@caltrain.com](mailto:cacsecretary); Caltrain, Bac (@caltrain.com)  
**Subject:** RE <http://www.caltrain.com/Page3474.aspx>

Dear Caltrain Board,

I am a regular bike commuter. I commute between Palo Alto and Belmont/Hillsdale. Recently, I read about the recent purchase of Bombardier cars from southern California. Thank you for purchasing this new (to Caltrain) rolling stock to alleviate commute-period crowding.

Most day for the afternoon run, I'm faced with full bike cars, where conductors are involved with directing bike traffic and enforcing good behaviour of the cycling passengers. It is quite crowded, and occasionally, I am not able to get on a train due to congestion. This occurred yesterday afternoon.

I urge you to consider using these new Bombardier cars as bike cars, please, to alleviate bumping, increase ridership and revenue. This would also reduce parking in the lots and reduce pollution.

Specifically, I ask you to consider adding a third bike car to all Bombardier trains, so they will hold 72 bikes instead of only 48. New capacity should match current ridership, and currently 13% of Caltrain passengers bring a bike onboard (Reference: Caltrain Draft Environmental Impact Report for Electrification). Sixteen new cars will add approximately 2,100 seats to the fleet. If Caltrain replaces 13% of the seats with bike space, then 13 of the 16 new Bombardier cars should be bike cars, which would enable all six-car Bombardier trains to have three bike cars.

--

Best regards,

Reyn Johnson  
708 Mendocino Way  
Redwood City, CA 94065-1797  
(650) 888-0743

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:52 PM  
**To:** 'Matt Colyer'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: New Bombardier Bike Cars

*Dear Mr. Colyer,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

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*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs

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**From:** Matt Colyer [mailto:matt@colyer.name]  
**Sent:** Thursday, September 11, 2014 7:29 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** New Bombardier Bike Cars

Hello,

My name is Matt Colyer and I'm a daily bike commuter on the Caltrain for the past five years. I ride from Redwood City to San Francisco. I used to ride the 8:30am train into the city however due to crowding over the last two years I've had to rearrange my schedule to the 9:20 train, the last limited stop train from Redwood City. However in the recent weeks even the 9:20 train has become to full and I now have to ride the 6:45am train in order to reliably get a seat and avoid getting bumped.

I appreciate that you've decided to move forward with the new cars, they are sorely needed. However it is my firm opinion that theses cars should be bike cars. The Bombardier trains already hold fewer bikes than the older style trains and there is frequent bumping today. In order to continue to attract future riders it is paramount that the bike capacity is increased, many frustrated bikers already turned away today. Bikes solve the last mile problem as many cities on the peninsula aren't dense enough such that all commuters can live within walking distance of a train stop. We should encourage that, not bump them.

Thank you for your time and consideration,

-Matt Colyer

Redwood City, CA

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:52 PM  
**To:** 'Jonathan Cesena'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please retrofit the new cars into bike cars!

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

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

From: Jonathan Cesena [mailto:jrcesena56@yahoo.com]

Sent: Thursday, September 11, 2014 5:01 PM

To: Board (@caltrain.com)

Cc: bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org

Subject: Please retrofit the new cars into bike cars!

Please provide more bike cars. Everyday the cars fill up and people are left standing on the platforms.

Thank you

Sent from my iPhone

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:51 PM  
**To:** 'Zoe Hoster'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: New bombardier cars must be bike cars

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

**From:** Zoe Hoster [mailto:zoe.hoster@gmail.com]  
**Sent:** Thursday, September 11, 2014 10:42 AM  
**To:** Board (@caltrain.com); Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org  
**Subject:** New bombardier cars must be bike cars

Hello,

I commute on Caltrain daily from San Francisco to San Mateo, and often also ride south to Palo Alto on the train to visit friends.

Thank you very much for purchasing additional cars to alleviate commute-hour crowding.

Please outfit the new cars as bike cars, so that the trains have capacity for 72 bikes. I often bring my bike on board, as I love the flexibility of being able to travel to destinations that are farther than walking distance from the train station. The bike cars also enable me to commute by bike some mornings, and take the train back in the evening.

However bringing my bike means always taking a risk that I will be bumped from the train. If I cannot rely on bringing my bike on Caltrain, I would have to resort to driving.

Best regards,  
Zoe Hoster

San Francisco, CA

--  
Zoë Hoster  
+1 415 269 7621

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:51 PM  
**To:** 'Florez, Jon'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Bombardier cars means bike cars 091114

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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*Thank you for your patience.*

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**From:** Florez, Jon [mailto:jflorez@stanford.edu]  
**Sent:** Thursday, September 11, 2014 9:39 AM  
**To:** Board (@caltrain.com); bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bombardier cars means bike cars 091114

Good day,

Thank you for adding new cars and new lines in the coming years. As a daily commuter via Caltrain by bike, please consider converting some of the new cars to bike cars. There have been numerous times as a bike commuter that the current capacity of two Caltrain bike cars are full to capacity.

On a side note, but one that should be strongly considered by all, affected by this decision to add bike cars is to request that passengers non-bike riders and ones with luggage not use the bike cars. Many times the cars have luggage or strollers hitched up to the rails where a bike should be. Additionally, foot traffic immediately uses the bike car seats leaving no seat for the bike commuter. It is understood that the cars are public access, however, the small sticker at the entrance may be better placed at each window seat asking the commuter to consider alternate seating and leave this area for bike commuters.

Finally, there have been numerous times when non riders are eying the bikes in ways that seems more than just in admiration.

Thank You

~STANFORD UNIVERSITY~

**Jon Florez**

T 1.650.736.8377

 / [jflorez@stanford.edu](mailto:jflorez@stanford.edu) / [jonf@bonair.stanford.edu](mailto:jonf@bonair.stanford.edu)

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:51 PM  
**To:** 'Elliot Schwartz'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Make new cars bike cars

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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**From:** Elliot Schwartz [mailto:elliott.schwartz@gmail.com]

**Sent:** Wednesday, September 10, 2014 10:41 PM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Make new cars bike cars

Hello,

My name is Elliot Schwartz. I live in San Francisco and take Caltrain to Millbrae weekly, and then bike the rest of the way to work. In my previous job, I took Caltrain daily, also with my bike on board.

Thank you for buying additional train cars to help with passenger demand. While those passengers who walk, drive, or take transit to and from Caltrain are just now beginning to see the effects of crowding on peak trains by having to stand, those of us who bring our bike on board have experienced years of crowding by being denied boarding.

To keep pace with the growth in riders, avoid denying more passengers boarding, and reclaim some of the riders scared away by being bumped -- the new cars need to be bike cars. Please add a third bike car to such that all trains hold at least 72 bikes. Bringing a bike on board is the only way that those of us who do not live or work on a frequent transit route that directly connects to Caltrain can reliably get to and from the station.

Thank you for your consideration,

Elliot Schwartz

San Francisco, CA

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:50 PM  
**To:** 'Michael Isard'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Caltrain bike car capacity

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

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**From:** Michael Isard [mailto:misard@michaelisard.com]

**Sent:** Wednesday, September 10, 2014 7:01 PM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Caltrain bike car capacity

I have been commuting daily on Caltrain from San Francisco since 1999, first to Palo Alto and since 2002 to Mountain View. I need to cycle to reach my destination at both ends, so I take my bike on the train. It is great that you are expanding the rush hour train capacity by getting new Bombardier trains. However I am very concerned by the idea that you will not expand bike capacity at the same time, and may even reduce it on some trains. As you know, the bike cars

are already overcrowded on all rush hour trains, and I have modified my commute already to avoid ever using a Bombardier train. My commute is only feasible in the first place because I travel between 4<sup>th</sup> and King and Mountain View: if I needed to get on at 22<sup>nd</sup> St or Palo Alto (or anywhere north) I would never be able to count on loading my bike, and would end up driving a significant fraction of the time. Reducing bike capacity to the point where I couldn't even reliably get on at SF or MV would be very bad for my Caltrain commute.

I hope you will consider expanding bike capacity on Bombardier trains to 72 by adding a third bike car to all of those trains when you increase capacity.

Thanks,  
Michael Isard (San Francisco)

PS I realize that dwell time is a problem with the gallery car trains. You could reliably reduce dwell time by 20-30 seconds at Mountain View northbound every train in peak hours by asking the conductors to direct foot passengers to the second car. As it is, each day no bikes are loaded until a large group of foot passengers have got on, and the train is delayed while the bikes eventually get to load. If the foot passengers were directed to another car they would have plenty of time to walk to that car while the bikes are loading. Of course loading bikes quicker is also important, but I have finally noticed in the last few months a reduction in bikers who hold up the line by trying to stash their bikes near the door.

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:50 PM  
**To:** 'Lerond Mallard'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: New Bombardier Cars

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

*Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.*

*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs  
San Mateo County Transit District (SamTrans, Caltrain, TA)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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**From:** Lerond Mallard [mailto:lmallard913@gmail.com]  
**Sent:** Wednesday, September 10, 2014 2:36 PM  
**To:** Board (@caltrain.com)  
**Cc:** Nabong, Sarah; cacsecretary (@caltrain.com); Bartholomew, Tasha; Caltrain, Bac (@caltrain.com); bikesonboard@sfbike.org  
**Subject:** New Bombardier Cars

I am a multi-modal commuter (bus-bike-train) from the East Bay to Stanford University, for the past seven years. I depend on public transport to get to work, make a living and do my civic duty to reduce greenhouse gas.

Please do not REDUCE the bike capacity. Do dedicate some cars for bicyclist, some of the most loyal Caltrain riders. The bay area is a progressive region and leader/model for the rest of the country. Do not erode or regress on that status and abandon loyal riders. the commitment to two bike cars has been successful but as of late I have seen too many bikers left on the platforms with tickets in hand. I encourage you all to think of adding another bike car.

Sincerely,  
Lerond Mallard  
Albany, CA  
650-521-3460

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:50 PM  
**To:** 'Irvin Dawid'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Used Bombardier cars from MetroLink

*Dear Mr. Dawid,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

*Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.*

*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

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**From:** Irvin Dawid [mailto:irvindawid@gmail.com]  
**Sent:** Wednesday, September 10, 2014 1:41 PM  
**To:** Board (@caltrain.com)  
**Cc:** Shirley Johnson; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Used Bombardier cars from MetroLink

Thanks for these additional cars - they are desperately needed!

Suggestion: Make the lower level accommodate bikes - that leaves top level, and the two sides, to accommodate passengers without bikes, but it still would not bring the Bombardier consist equal to gallery car consist bike capacity.

Thanks!

Irvin Dawid  
615 Ansel Rd., Burlingame, 94010  
650-283-6534  
Monthly pass customer, zone 2-1.

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:49 PM  
**To:** Board (@caltrain.com)  
**Subject:** FW: Caltrain new bike Bombardier cars

### Tasha Bartholomew, Community Relations Officer

Office of Public Affairs  
San Mateo County Transit District (*SamTrans, Caltrain, TA*)  
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Follow us on [@SamTrans\\_News](https://twitter.com/SamTrans_News) and [@Caltrain\\_News](https://twitter.com/Caltrain_News)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:48 PM  
**To:** 'Hung Le'  
**Subject:** RE: Caltrain new bike Bombardier cars

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

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**From:** Hung Le [<mailto:lehung55@gmail.com>]

**Sent:** Wednesday, September 10, 2014 9:55 AM

**To:** Board (@caltrain.com)

**Cc:** [bikesonboard@sfbike.org](mailto:bikesonboard@sfbike.org); Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Caltrain new bike Bombardier cars

Dear Caltrain Board Members,

I am a bike commuter, using Caltrain daily between Diridon/Tamien and the upper Peninsula. I read with interest the latest news from Caltrain. First of all, I am very glad that Caltrain consider six-car trains soon – this is a long awaited added capacity that we have been looking for. I, along with many commuters, thank you for this addition.

However I need to voice my deep concern regarding Caltrain decision for the new cars. More specifically the plan (or rather, lack of plan) for accommodation of bikes on board. In the past year I have noticed an increase in bike commuters on the train, very consistent with increase in overall ridership reported by Caltrain. I have kept moving up my commute time earlier and earlier to avoid the possibility of being bike-bumped, but even the earliest trains at the crack of dawn (and the after-8pm late return trains) get filled up with bikers. This shows that more and more people are interested in bike-commute, and to take bikes on train. Yet even with this evidence, what I read is that Caltrain plans to acquire new Bombardier cars without any plan to retrofit for bikes.

I think it is very short-sighted not to consider bike space for these newly acquired cars. I would like offer my thoughts about the Bombardier cars. There is no doubt that the Bombardier is quieter, and has a low profile making it easier for people to embark/disembark. But as a biker I am far from being a fan of this type of car for one simple reason: it accommodates 40% fewer bikes than a gallery car!! Thus I read with great disappointment that Caltrain even considers replacing gallery trains with Bombardier. Having said that, I believe if you do have to replace the gallery trains, then it is imperative that the new Bombardier cars retrofitted for bikes; and have 3 bike cars for the Bombardier trains to bring them to the equivalent bike capacity as gallery trains.

Furthermore, I would like to question Caltrain general attitude regarding bicycles. A majority of bike commuters I talked to feel that there seems to be a general "anti-bike" attitude at Caltrain: instead of considering different ways to promote bikes on board, Caltrain has consistently treated bikers as an after-thought, and we have to fight tooth and nail just to have Caltrain to take a second look!

Cities everywhere are reconfiguring roads to have bike lanes, bike sharing, etc. and encourage commuters to get back to the greener and healthier way of transportation; even BART is now fully embracing bikers. Yet from every piece of news I read, Caltrain appears to plan for the opposite directions: (a) resists retrofitting train for bike space, (b) slow to consider bike cars for the electrification plan, (c) responding to increase in non-biker ridership only. This is far from promoting a low carbon footprint bay area!

I don't know how many, if any, of Caltrain Board members or staff commute on bikes, but I hope you show your understanding for the needs of a growing segment of commuters who try to spread the back-to-basic transportation. Therefore I urge that the new Bombardier cars must be retrofitted for bikes.

Sincerely,

Hung Le  
One less car on the road  
San Jose

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:49 PM  
**To:** 'Barry Marchessault'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Increase Bike Capacity

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs

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---

**From:** Barry Marchessault [mailto:barry3dat@yahoo.com]  
**Sent:** Wednesday, September 10, 2014 1:18 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Increase Bike Capacity

Folks,

I am a daily rider, a monthly pass holder and I am also a bicyclist. I was happy to learn of plans to add Bombardier cars to increase commute capacity but also concerned that these cars will not increase bike capacity? Considering the uptick in bicycle ridership I witness daily, I wish to recommend that bike capacity be bolstered on all trains.

Increasing bike capacity will result in increased ridership and revenue and reduce “bumping”.

Money spent on bicycle infrastructure is the most far reaching and efficient as cyclists don’t require additional parking, bus, and shuttle infrastructure

I urge you to be forward thinking in your capacity planning and ensure a third bike car is added to all Bombardier trains, to increase capacity to 72 from the current limit of 48.

Yours,

Barry Marchessault  
San Bruno

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:48 PM  
**To:** 'Andrea Minarcek'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: New Bombardier cars must be bike cars

*Dear Ms. Minarcek,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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**From:** Andrea Minarcek [mailto:aminarce@gmail.com]

**Sent:** Wednesday, September 10, 2014 9:17 AM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** New Bombardier cars must be bike cars

Dear members of the Caltrain Board:

Hello. My name is Andrea Minarcek, and I'm writing to ask that you please make the new Bombardier cars bike cars.

I live in San Francisco and work in Menlo Park. Every day of the week, I commute by bike and Caltrain to work. I can't afford a car right now, and I live far enough from San Francisco's Caltrain stations that I need to cycle there (to the 4th and King stop), so commuting with my bike is a must.

I'm glad to hear that you're buying new cars to help alleviate crowds during the commuting hours. Thank you. May I suggest—and strongly urge—you to make the new cars bike cars? It would help more passengers be able to fit on the trains. As it is, with only two bike cars per train, my fellow cyclists and I are often bumped. In fact, I was bumped not once but twice last evening at the Menlo Park station and was late to a client dinner in San Francisco because of it. I'm bumped at least once a week, though I often try to change up which train I catch to avoid it.

Making the new cars into bike cars would also help the environment, by encouraging more passengers to cycle, rather than drive, to their station stops. That would reduce traffic congestion and pollution—and by extension, garner a good reputation for Caltrain and for the Bay Area in general.

Please make the new Bombardier cars bike cars.

Thank you for your consideration.

Best,  
Andrea Minarcek  
- San Francisco resident

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:47 PM  
**To:** 'Lotti Dunbar'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: bombardier cars

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

Tasha Bartholomew, Community Relations Officer  
Office of Public Affairs  
San Mateo County Transit District (SamTrans, Caltrain, TA)  
1250 San Carlos Ave., San Carlos CA 94070  
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-----Original Message-----

From: Lotti Dunbar [mailto:lottid@mac.com]  
Sent: Tuesday, September 09, 2014 10:13 PM  
To: Board (@caltrain.com)  
Cc: bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
Subject: bombardier cars

Hi

I have been enjoying taking Caltrain to work with my bike. It is getting dark and colder and it is very nice to ride to work in a heated train. After work, I ride home on my bike. I get my exercise that way, unwind, look at the beautiful bay trail, save some pollution and congestions and get home about 10 min later than when I would take 101 and my car. My commute is 8 to 10 miles depending which route I take and I love it. I catch the 313 train at Hillsdale at 7:16AM and ride to Millbrae on the express train. The train is crowded and often maxed out with bikes. I have gotten bumped.

Having new cars that only hold 48 bikes instead 80, would probably mean that I would not get a spot in a bike car and would probably have to drive to work in the already crowded 101 corridor.

Pleas consider adding extra cars to accommodate bikes. It's one of the best ways to help with traffic grid lock.

sincerely

Lotti Dunbar  
lottid@mac.com

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:46 PM  
**To:** 'Dave Maltz'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: More bike cars please!

*Dear Mr. Maltz,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

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Office of Public Affairs

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**From:** Dave Maltz [mailto:dave@akdm.net]

**Sent:** Tuesday, September 09, 2014 5:18 PM

**To:** Board (@caltrain.com)

**Cc:**

bikesonboard@sfbike.org,nabongs@samtrans.com,bartholomewt@samtrans.com,cacsecretary@caltrain.com, bac@caltrain.com

**Subject:** More bike cars please!

Dear Caltrain Board,

It is wonderful that you are buying new trains to extend the length to 6 cars. Please let that extra car be a bike car.

I am a regular bike commuter (I am on 267 now) and have been for 10 years. I have seen an uptick in cyclists and witnessed many getting bumped in the early morning on yesterday's 206. Demand continues to increase and space should expand to accommodate.

Thanks for your consideration,

Dave Maltz  
San Francisco <> San Carlos

--

sent from my phone

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:46 PM  
**To:** Board (@caltrain.com)  
**Subject:** FW: Bike capacity in new Bombardier cars

Tasha Bartholomew, Community Relations Officer Office of Public Affairs San Mateo County Transit District (SamTrans, Caltrain, TA)  
1250 San Carlos Ave., San Carlos CA 94070  
650.508.7927 (direct line)

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

From: Bartholomew, Tasha  
Sent: Tuesday, September 16, 2014 4:45 PM  
To: 'Jonathan Ragan-Kelley'  
Subject: RE: Bike capacity in new Bombardier cars

Dear Mr. Ragan-Kelley,

Thank you for your interest in expanding Caltrain's on board bicycle capacity.

In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.

During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.

Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.

The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.

Thank you for your patience.

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

From: Jonathan Ragan-Kelley [mailto:katokop1@gmail.com] On Behalf Of Jonathan Ragan-Kelley

Sent: Tuesday, September 09, 2014 4:34 PM

To: Board (@caltrain.com)

Cc: bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

Subject: Bike capacity in new Bombardier cars

I have been dependent on the combination of Caltrain and my bike for commutes to and from all parts of the Peninsula over the past six years. Currently, I commute daily from 4th & King to Palo Alto. I am excited that Caltrain is buying new Bombardier cars to increase peak time capacity. However, Bombardier trains already have far too little bike capacity at peak hours, and bike commute rates are only increasing (rapidly).

Limited bike capacity is an enormous problem, especially on commute-time trains. Many of us who build our entire livelihood around a Caltrain-based commute simply cannot make this work without taking bikes on board to connect at both ends of the train ride. As it becomes more and more difficult to guarantee space for bikes, Caltrain becomes less and less feasible as a mode of transportation, especially for regular commuting to and from work.

The obvious solution is for Bombardier trains to switch to three bike cars from two, increasing their bike capacity by 50%. Increased bike capacity would encourage current Caltrain riders to shift from driving to biking. But more significantly, increased bike capacity would increase total ridership. Many of us would simply have to give up Caltrain as a commute option without the ability to use a bike on either end to connect to home and work.

Investing in \*decreasing\* the ratio of bike spaces to total train capacity on these already most-constrained trains, as is currently planned, could be catastrophic.

The possibility of being bumped due to insufficient bike capacity is already a major problem at peak hours. Reducing reliability for bike commuters risks making Caltrain untenable as a commute option; if we can't trust the system to get us to and from work on a schedule, we can't use it. Without it, for most of us, the only other tenable option is driving. This has an enormous potential impact on ridership, fare revenue, traffic congestion and pollution.

Thank you,  
Jonathan Ragan-Kelley  
2652 Harrison St.  
San Francisco, CA

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:44 PM  
**To:** 'Martin MacKerel'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please outfit new Bombardier cars with bike racks

*Dear Mr. MacKerel,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs

San Mateo County Transit District (*SamTrans, Caltrain, TA*)

1250 San Carlos Ave., San Carlos CA 94070

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**From:** Martin MacKerel [mailto:martin.mackerel@gmail.com]  
**Sent:** Tuesday, September 09, 2014 4:28 PM  
**To:** Board (@caltrain.com)  
**Cc:** BIKES ONboard; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Please outfit new Bombardier cars with bike racks

I'm a programmer; I live in San Francisco and I have worked at jobs in SF and up and down the Peninsula for the last 15 years. While I currently work in SF, it is likely that I will work in the South Bay

again in the next couple of years. Whenever I work in the South Bay, I commute by biking to Caltrain from home, bringing the bike on board, and then biking to my workplace.

I'm happy that you're buying more of the new Bombardier cars and electrifying the service. I respectfully request that these new cars include bike racks, and that a third bike car be added to all-Bombardier trains to increase bike capacity on those trains to 72.

Only with consistent capacity that eliminates bumping can Caltrain be reliable and trusted; only with that reliability will more people use Caltrain and leave their cars behind. In my experience, there is no substitute to the combination of Caltrain and bicycling to allow me to engage in a long commute in a dependable, flexible, and healthy way.

Yours,

Martin MacKerel

San Francisco

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:44 PM  
**To:** 'Rob Kahn'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Input on new Bombardier trains

*Dear Mr. Kahn,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

*Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.*

*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

Office of Public Affairs

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**From:** Rob Kahn [mailto:RKahn@fenwick.com]

**Sent:** Tuesday, September 09, 2014 3:19 PM

**To:** Board (@caltrain.com)

**Cc:** 'bikesonboard@sfbike.org'; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Input on new Bombardier trains

Hi Caltrain:

I read recently about the intent to purchase 16 surplus Bombardier trains to deal with the increased ridership. Welcome news indeed. I've been a dedicated Caltrain rider for over a decade now, commuting from San Francisco to Mountain View four days a week. The service is a tremendous asset and I'm constantly promoting it to co-workers and neighbors who are also dealing with the commute between SF and Silicon Valley.

I'm also an avid supporter of bicycle transportation, and am encouraging CalTrain to convert as many Bombardier cars as possible to bike cars. I was told recently that about 13% of CalTrain commuters are bicycle commuters, and hopefully that number continues to rise, so it would be important to ensure enough capacity for all CalTrain riders, including those who have to use a bicycle as part of their total commute trip. Sixteen new cars will add approximately 2100 seats to the fleet. If Caltrain replaces 13% of the seats with bike space, then 13 of the 16 new Bombardier cars should be bike cars, which would enable all six-car Bombardier trains to have three bike cars. This would also hopefully alleviate some of the current bicycle capacity issues, where commuters in Menlo, Palo Alto and other mid-peninsula stops are still experiencing inability to get on board during peak hours. It's a logistical nightmare when you have to miss a train because they've run out of bike room, and seems completely avoidable by making sure the additional cars include the necessary bike capacity.

I look forward to riding on CalTrain with the expanded capacity.

Warm regards,

Rob Kahn

22<sup>nd</sup> Street SF to Mountain View daily commuter.

---

Rob Kahn, Chief Marketing Officer  
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(650) 335-7616  
[fenwick.com/robkahn](http://fenwick.com/robkahn)  
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## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:43 PM  
**To:** 'Ratti, Joe (00410)'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: NEW BOMBARDIER CARS MUST BE BIKE CARS

*Dear Mr. Ratti,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*Thank you for your patience.*

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**From:** Ratti, Joe (00410) [mailto:joe.ratti@rhmr.com]

**Sent:** Tuesday, September 09, 2014 2:29 PM

**To:** Board (@caltrain.com)

**Cc:** 'bikesonboard@sfbike.org'; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** NEW BOMBARDIER CARS MUST BE BIKE CARS

To whom it may concern,

I have to say I was very happy to hear 6 new cars were being ordered to add capacity. Back in the day, Caltrain used to run trains with various configurations (not just the standard 5-car train we see today) and ran more trains/day. I have been riding Caltrain since 1999. I have lived through many capacity changes on Caltrain. And I have been kicked off of more than my fair share of trains for various reasons. I used to commute to Sunnyvale and, when Pacbell Park opened, Caltrain was not prepared for the traffic increase. I was often kicked off my commute home train to allow over-capacity trains to express to SF.

Today, I regularly get denied access to the 6:14 train (#380) out of SF due to bike capacity. Sometimes, I am not allowed to get on the 6:20 (#282) as well, which means I have to wait for the 6:56 train (#288). On the way in to SF, I board at the Hillsdale station. My start time is 8am. The 7:16 train (#313) is the perfect arrival time for my commute. The earlier train gets me to work ½ hour early and the later train does not arrive in time. All too often, these days, I am denied access to the morning train due to bike capacity issues. The only time I can reliably catch that train is when it uses gallery equipment (not bombardier).

While the baby bullets are a great add, the new bike cars are decidedly unfriendly, reducing capacity by almost 50%. Over the past year, I have switched to a bike/train commute. I need my bike on both ends of my commute. It is not an option for me.

It has been said that seating is a priority because Caltrain cars are not configured for standing passengers. There is nothing to hold onto. I have to ask, why? From a cost perspective, would it not be less expensive to install hand rails and such for passengers to hold and take the new cars and add back the bike capacity stolen for the sake of seat capacity? In the bike car, I almost always have to stand because non-bike passengers are sitting in our seats.

Stop discriminating against bike passengers.

Joe Ratti  
415-513-3920

PS: Today, 9/9, I was bumped from the 7:16 train (#313) due to bike capacity. This happens at least once a week now, sometimes twice. Evening commute bumps happen regularly (at least 4 times a week I am denied access to at least one train due to capacity).

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:43 PM  
**To:** 'phil.king@gmail.com'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: increase bike capacity on Caltrain

*Dear Mr. King,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

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*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

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**From:** Phil King [mailto:phil.king@gmail.com]  
**Sent:** Tuesday, September 09, 2014 1:29 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; Caltrain, Bac (@caltrain.com); cac@caltrain.com; cacsecretary (@caltrain.com)  
**Subject:** increase bike capacity on Caltrain

Hi -

I'm writing to state my support for increasing capacity for riders with bikes on all Caltrain runs during commute hours. I read recently that Caltrain is in the process of purchasing more cars to start running six-car trains next year. This is great news that will help alleviate over crowding.

I bring my bike on Caltrain from San Mateo to San Francisco 5 days a week and have done so for the past 6 years. I've been bumped from trains many times, especially on my northbound trip from Hillsdale to SF. The frequency of "bumps" has been increasing as ridership has grown; I was bumped from my usual northbound train 3 times in the past month. On one occasion 8 other cyclists were bumped along with me. Having to wait 30 minutes for another train, or having to take a local train instead of an express, is a very poor option on the occasions when I've been bumped. I end up missing meetings and generally having a bad experience that also impacts my team at work.

I believe strongly that adding a third bike car to commute hour trains would both be a good fit for ridership trends and would also encourage continued ridership growth. I very much hope that Caltrain will add bike capacity as part of the move to six-car trains.

Thank you  
Phil King  
San Mateo, CA  
650-575-7746

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[www.linkedin.com/in/pking/](http://www.linkedin.com/in/pking/)

## Board (@caltrain.com)

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**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:42 PM  
**To:** 'Ryan Garrett'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please make Bombardier cars bike cars

*Dear Mr. Garrett,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

*Since there is an increasingly urgent need to address this issue, Caltrain is evaluating options for expanding bike and non-bike capacity through the addition of rail cars on the system's most popular trains.*

*The process for adding more cars is lengthy and it will take approximately one year before this equipment is ready to be deployed. We are working hard to evaluate options for the configuration of the equipment and will be engaging members of the bike community, Caltrain passengers and other stakeholders when more information is available.*

*Thank you for your patience.*

### **Tasha Bartholomew, Community Relations Officer**

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**From:** Ryan Garrett [mailto:ryanreporter@gmail.com]  
**Sent:** Tuesday, September 09, 2014 1:08 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Please make Bombardier cars bike cars

Hi Caltrain Board,

I take Caltrain from San Francisco to Zones 2 and 3 and back about 3-5 times a week for work in the Peninsula. My bicycle is by far the simplest way to get from my apartment to Caltrain and Caltrain to my office (and it's healthy, reduces stress, etc.)

As a regular Caltrain commuter for more than six years, I've certainly noticed how crowded the trains are now. I read that you are buying new Bombardier cars and appreciate this effort to cut down on overcrowding. As a loyal customer, I would appreciate it if these cars are bike cars. Bikers are some of your most dependable customers, but we are already routinely stranded during peak commute hours. Also, bike cars reduce our communities' dependencies on parking lots and shuttles and further reduce traffic congestion and pollution.

With that in mind, please add a third bike car to all Bombardier trains to increase their capacity to 72 bikes. Anyone who has ridden the Caltrain in peak hours knows that 48 bike spaces simply doesn't cut it for your customers.

Thank you,

Ryan Garrett, San Francisco

## Board (@caltrain.com)

---

**From:** Bartholomew, Tasha  
**Sent:** Tuesday, September 16, 2014 4:42 PM  
**To:** 'Neil Wolff'  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please make the new train cars bike cars

*Dear Mr. Wolff,*

*Thank you for your interest in expanding Caltrain's on board bicycle capacity.*

*In recent years, Caltrain has worked to accommodate the system's growing number of cyclist commuters by expanding on-board capacity by more than 50 percent since 2008.*

*During this time, Caltrain has continued to experience record ridership growth and today, the system is over-capacity for both cyclists and non-bike passengers during peak commute hours.*

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---

**From:** Neil Wolff [mailto:NWolff@vpcp.com]

**Sent:** Tuesday, September 09, 2014 12:42 PM

**To:** Board (@caltrain.com)

**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)

**Subject:** Please make the new train cars bike cars

I live in Los Altos and work in San Bruno. I regularly take Caltrain to and from work, always with my bike. My teenage daughter attends school in San Mateo and takes Caltrain daily, sometimes with her bike.

Caltrain's bike capacity during commute hours is insufficient. I have been bumped a couple of times. It is always very stressful when the conductors are shouting at the cyclists to board and disembark to keep the train on time but we can't move because there are just too many bikes on each car.

You'll increase your ridership overall if you make the new cars bike cars and provide three bike cars on each train.

Neil Wolff  
Los Altos, CA

**Caltrain, Bac (@caltrain.com)**

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**From:** salvavidas425 <salvavidas425@gmail.com>  
**Sent:** Tuesday, September 16, 2014 1:51 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

Dear Caltrain,

I love riding the rails to San Jose with my bike, but often i find there is not enough room for the growing number of bike riders...please consider adding a third bike car to your trains to alleviate this problem...keep up the great service....sincerely, Marcos Tapia

## Caltrain, Bac (@caltrain.com)

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**From:** Brian Fisher <sfoatct@gmail.com>  
**Sent:** Tuesday, September 16, 2014 1:30 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

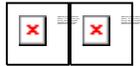
Please add more bike cars and enforce the bike car seating for bikers.

Thank you,

--

Brian Fisher  
199 New Montgomery St.  
Unit 1307

San Francisco, CA 94105



## Caltrain, Bac (@caltrain.com)

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**From:** austlee@gmail.com on behalf of itsmekirby <itsmekirby@gmail.com>  
**Sent:** Tuesday, September 16, 2014 1:17 PM  
**To:** Janice Li; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Nabong, Sarah; bikesonboard@sfbike.org  
**Subject:** Re: 10 bikes bumped Caltrain #233 at MV 9/16/14

Correction: it was a gallery train. Always get them confused.

On Tue, Sep 16, 2014 at 9:19 AM, itsmekirby <[itsmekirby@gmail.com](mailto:itsmekirby@gmail.com)> wrote:  
I counted 9 bikes plus myself denied boarding train 233 today at MV on a Bombardier train.

## Caltrain, Bac (@caltrain.com)

---

**From:** Richard Lee <spam@richardlee.name>  
**Sent:** Tuesday, September 16, 2014 12:45 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars! And add more rush hour trains!

Hi there-

I am not a regular bike user on caltrain (I leave my bike at the 4th/king valet) but I do ride the train as a passenger every day. I very frequently see bikers being denied boarding due to insufficient space in the train. It seems to me that, as ridership has grown, the space for both people and bikes needs to grow as well.

Please include more bike cars, and please increase the number of trains overall servicing the peak rush hour commute.

Richard

## Caltrain, Bac (@caltrain.com)

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**From:** Fred Lam <fclam@gmail.com>  
**Sent:** Tuesday, September 16, 2014 12:35 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Janice Li  
**Subject:** Please retrofit the new cars into bike cars!

To the Caltrain Board,

First, I want to thank you for taking the time to review my comments. I've been a dedicated Caltrain rider for 9+ working years; with my very first train ride out of SJ Diridon when Bullet trains were running their 3 schedules per commute hours. Since I've relocated to Burlingame/Millbrae 5 years ago, I transitioned to cycling to the train station/work as my effort to continue to reduce my carbon output.

My overall experience with Caltrain have been excellent in my early years, and continued through the years as rider ship begin to increase, and transition to a cycling commuter. However, over the course of the last 2 years, my perception have changed dramatically - and negatively - as cycling commuters continues to grow. With the need to pickup children from day care by 6:00pm, there's a pressing need to get on the right train at the right time. Here are some growing observations:

Commute to the city:

I typically board the 323 train out of Millbrae, and as of 2 years ago, I had very little trouble on boarding with my bike. This gets me to work at an idea time of ~9:00am.

Over the last couple of years, I've been continually bumped from the 323 train due to full capacity. Typically, there are at least a handful of bikers that gets left behind as well. Most of us have grown accustom to wasting 20+ minutes of our day waiting for 329; while other are switching to BART. The 329 typically runs 5-10 minutes late on a regular basis. With the delay, the train arrives in SF anywhere between 9:00-9:15am.

Commute to Millbrae:

I typically board the 370 train - bullet - to Millbrae. There's been a lot of inconsistency in how the conductors are boarding cyclist. There are days where the bike carts are beyond overloaded with cyclist, while other days they it seems the conductors over enforces.

On days that I get bump from the 370, I board the 272 (the next train out). There's a growing trend that cyclists are starting to get bump from the 272. Just yesterday, upwards of 10 cyclist did not make the train while they were allow to get on the boarding platform and try to board. However, due to over capacity, there were left stranded standing on the boarding platform all while bikes are pack out of the gallery carts, into the door area. The 272 gets me to San Bruno, which then I ride from SB back to Millbrae. I've elected this alternative route due to a simple fact that I get back to Millbrae before the 376 arrives at Millbrae, giving me some breathing room for my pickups.

As you can see, there is a growing trend that people are leveraging bikes as a mean of transportation for various reasons. Most people chooses Caltrain due to their bike friendly cyclist approach. However, there's growing and dire need to expand today bike program to support the future. Some suggestions are:

- Increase notification - I started seeing/hearing notification and announcements on platforms related to bike capacity, which is useful to some degree. Where this system fails is when it is NOT reported. Case in point the 323 in the morning.

- Consistent enforcement of boarding - this is a hot topic for me, especially since this seems to change depending on conductors, day of the week. Your staff needs to either step up enforcement, or be more accommodating.

- Use of Gallery train at peak hours - This seems to be a simple solution as we are all aware that Gallery trains hold a higher bike capacity. It makes logical sense to leverage them for bullet services and peak commuter hours.

- Increasing Bombardier to 3 bike carts - with the introduction of Bombardier fleet, the newly added cart should be converted to a bike cart to increase overall bike capacity to 72.

I appreciate and applaud the boards efforts in making overall improvements to the rail system. I believe your staff are making some difficult choices on a daily basis to meet all riders needs. However, I would greatly appreciate for your team to reassess the growing needs to support the cycling commuter community, which accounts for 13%+ and growing of the overall riders daily.

-- -- --

Fred Lam  
Burlingame

## Caltrain, Bac (@caltrain.com)

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**From:** Richerson, Brian <bricherson@calegariandmorris.com>  
**Sent:** Tuesday, September 16, 2014 12:20 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

I've been commuting with Caltrain and my bike for over 10 years now, and this year I purchased a new folding bike, for fear that I'd get kicked off again, because a train is full. I'd like to ride my regular bike while commuting, but being bumped is more of a reality than many realize. I'm in the middle, getting on at Hillsdale, where any train in the morning has the potential to be filled so much that they tell up to 5 bikes that they just cannot board, and thus must be even later to their jobs in SF and the Peninsula.

As it is we've already got %25 of non-bike riders taking up space on the limited bike cars that are in use now. We drastically need to increase the amount of bike space, as well as rider and Caltrain employee awareness. If conductors would handle the flow of bikers and non-bikers, in the already cramped ½ of the "bike" car, there may be enough room for those that make it onboard to ride somewhere close to their bikes. However, ignorance of flow of traffic seems to have pedestrian riders straining the small amount of space "reserved" ("Please allow these seats to be used by bike riders" signs are almost completely ignored) for bike riders.

Brian Richerson



Email [bricherson@calegariandmorris.com](mailto:bricherson@calegariandmorris.com)

Calegari & Morris 123 Mission Street 18th Floor San Francisco, CA 94105

Direct Dial: (415) 955-0362 Office: (415) 981-8766 Fax: (415) 655-7162

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**Calegari & Morris**  
CERTIFIED PUBLIC ACCOUNTANTS

## Caltrain, Bac (@caltrain.com)

---

**From:** Clare Brown <cbrown@medallia.com>  
**Sent:** Tuesday, September 16, 2014 11:52 AM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Janice Li  
**Subject:** Please retrofit the new cars into bike cars!

Dear Caltrain,

I heard you were purchasing new cars for your trains and it would be awesome if you could retrofit them to be bike cars.

I use CalTrain daily to get to my office near the California Ave either from San Mateo or 4th & King. I rarely get bumped from 4th & King, but I pretty regularly get bumped in San Mateo (at 6:36am... not the best way to start your work day).

I accept getting bumped once in a while happens, but I know **many of my co-workers continue to drive and sit in traffic because it is "more reliable than biking with Caltrain."**

Medallia (my company) is rapidly growing, we have added 250 employees so far this year to our Palo Alto office (our office is now ~500 people), and I know **more of my co-workers would love to have the convenience of taking the train to work, especially since Medallia offers to pay for the full price of our Caltrain tickets.**

Thank you so much for purchasing new cars. I hope that you can allocate them towards bikes as I really do prefer taking CalTrain to driving.

Sincerely,  
Clare

## Caltrain, Bac (@caltrain.com)

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**From:** Lynne Howe <lshowe68@gmail.com>  
**Sent:** Tuesday, September 16, 2014 11:52 AM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

Dear Caltrain Board of Directors:

I am a San Francisco resident who occasionally takes Caltrain to points south for business and personal reasons, and always bring my bike when I do so. Because I have been able to select off-peak travel times, I have been lucky enough never to have been turned away for lack of room. But I know that other riders not able to be as selective about travel times have not been so lucky, and in some cases have decided to regularly use other means of commuting as a result - including putting one more car on the road every day.

Thank you for undertaking to purchase new cars for Caltrain. I hope that as you evaluate these purchases, you will include cars fitted for bikes. I also hope that you will consider adding a third bicycle car to trains running during peak times to recapture some of those would be riders who turned to other means of commuting in order to have reliability. Reliability breeds loyalty in ridership and in turn revenue.

Sincerely,  
Lynne S. Howe

## Caltrain, Bac (@caltrain.com)

---

**From:** Adam Bovill <greenkiwi@gmail.com>  
**Sent:** Tuesday, September 16, 2014 11:22 AM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); janice@sfbike.org  
**Subject:** Please retrofit the new cars into bike cars!

I live in Noe and bike to caltrain, at 22nd street. I get bumped from the train there a non-trivial number of times, this caused me to be late to work, as I have to wait for the next train. Please make some or all of these new cars bike cars. Even if they have fewer bikes than the normal bike cars... anything is better than noting.

Thanks,  
Adam

## Caltrain, Bac (@caltrain.com)

---

**From:** Bryn Dole <bryn.dole@gmail.com>  
**Sent:** Tuesday, September 16, 2014 9:39 AM  
**To:** Bikes on Board; Nabong, Sarah; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Bicycle Bumps

That should be #135. Still on the same train.

On Tuesday, September 16, 2014, Bryn Dole <[bryn.dole@gmail.com](mailto:bryn.dole@gmail.com)> wrote:  
#134  
4 more bumped at San Antonio station

On Tuesday, September 16, 2014, Bryn Dole <[bryn.dole@gmail.com](mailto:bryn.dole@gmail.com)> wrote:  
Different day same story.  
Sep 16,2014  
#135 northbound  
3+ bikes bumped ( could not see them all from train)  
Mountain view station  
Bombardier

One woman reported having been bumped from previous train.

On Thursday, September 11, 2014, Bryn Dole <bryn.dole@gmail.com> wrote:  
3 bikes bumped (or more, only saw those trying to get on the 2nd bike car)  
Sept 11, 2014  
San Antonio Station  
Train #135 (northbound)  
Bombardier

## Caltrain, Bac (@caltrain.com)

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**From:** Bryn Dole <bryn.dole@gmail.com>  
**Sent:** Tuesday, September 16, 2014 9:38 AM  
**To:** Bikes on Board; Nabong, Sarah; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Bicycle Bumps

#134

4 more bumped at San Antonio station

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Sept 11, 2014

San Antonio Station

Train #135 (northbound)

Bombardier

## Caltrain, Bac (@caltrain.com)

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**From:** Bryn Dole <bryn.dole@gmail.com>  
**Sent:** Tuesday, September 16, 2014 9:36 AM  
**To:** Bikes on Board; Nabong, Sarah; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Re: Bicycle Bumps

Different day same story.

Sep 16,2014

#135 northbound

3+ bikes bumped ( could not see them all from train)

Mountain view station

Bombardier

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Sept 11, 2014

San Antonio Station

Train #135 (northbound)

Bombardier

## Caltrain, Bac (@caltrain.com)

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**From:** austlee@gmail.com on behalf of itsmekirby <itsmekirby@gmail.com>  
**Sent:** Tuesday, September 16, 2014 9:20 AM  
**To:** janice@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Nabong, Sarah; bikesonboard@sfbike.org  
**Subject:** 10 bikes bumped Caltrain #233 at MV 9/16/14

I counted 9 bikes plus myself denied boarding train 233 today at MV on a Bombardier train.

## Caltrain, Bac (@caltrain.com)

---

**From:** Tom Corboline <tomcorboline@gmail.com>  
**Sent:** Tuesday, September 16, 2014 7:40 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; janice@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Good morning,  
4 bicyclist were bumped from the southbound train #314 This was a bombardier style train

I would like to encourage Caltrain to add more capacity to the morning commute for bicyclist and or use the gallery-style trains.

Getting bumped from a train in the morning does not make for a good start of the day!

Regards  
Tom Corboline

## Caltrain, Bac (@caltrain.com)

---

**From:** AJ Schrauth <aj.schrauth@gmail.com>  
**Sent:** Tuesday, September 16, 2014 7:23 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cac@caltrain.com; Caltrain, Bac (@caltrain.com)  
**Subject:** Bumped

Hi,

I was one of two cyclist allowed onto Caltrain 312 at 22nd street this morning. The other 10 cyclists at the rear car and probably at least that many at the front car were not so lucky. Not only that, there was no reason that I should have been let on and not the others who were there. We all got to the station on time and I recognize most of them as everyday riders, so how is it fair that I get to work on time and everyone else is late? There is no excuse for running the low-capacity cars during morning rush trains, none. It is simply and indicator of poor management. I sure hope the next train can accommodate everyone, but I doubt it. I know you are planning to buy more cars, so be sure those new cars have plenty of space for bikes. While you're at it, it would be trivially easy expand the bike capacity of the existing bombardier cars by removing the six seats in the the bike section and removing the dividers between the arbitrarily long bike racks. By doing that you could add 16 more bikes per car and we all would have gotten on the train we paid for and counted on. Also, buying new cars is an excellent opportunity to think about better rack designs that could accommodate more bikes in the same space and make it easier to remove bikes individually without worrying about destination tags. I bet there are a ton of interested designers who would jump at the chance to help if you proposed some sort of design competition.

Waiting for signs of improvement,  
~AJ Schrauth

## Caltrain, Bac (@caltrain.com)

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**From:** Scott Yarbrough <yarbrough.scott@gmail.com>  
**Sent:** Tuesday, September 16, 2014 7:12 AM  
**To:** Bikes on Board; Caltrain, Bac (@caltrain.com); Bartholomew, Tasha; Nabong, Sarah; Board (@caltrain.com); cacsecretary (@caltrain.com)  
**Subject:** Re: More bike bumps

This morning the southbound 22nd St station included over 12 bumped cyclists during the 7:02 a.m. boarding, ensuring that a lot of people will be late to work. Conductor on the 312 was great, though, as he accommodated as many as he could on the insufficient bombardier designed cars.

Tough month for bike bumping. I guess I should have stayed in the car this week.....

Scott  
SF/RWC

On Sep 11, 2014 5:43 PM, "Scott Yarbrough" <[yarbrough.scott@gmail.com](mailto:yarbrough.scott@gmail.com)> wrote:

So tonight I was permitted on the 269 northbound baby bullet, boarding at Redwood City, but the conductor failed to permit 6 cyclists in Redwood City from boarding, and an additional 5 cyclists in San Carlos from boarding. There were at least four additional bike spaces in the northern-most car that could have been used by the cyclists left on the platform, but the conductor refused to permit any more cyclists to board than the number who disembarked at each stop.

It is imperative that Caltrain develop a more reliable system that increases bike capacity as it moves toward electrification. The city of San Francisco is moving toward a goal of dramatically increasing sustainable, non-automobile travel by the end of the current decade. The change will increase the use of bicycles as a commute vehicle, and will result in an increased need for bike capacity on Caltrain. The current capacity, while appreciated by commuters like myself, continues to be insufficient. Please increase your capacity for bikes on board trains.

I think I'll take my car tomorrow, though, since I was bumped 3 of the 4 days of this work week.

Scott Yarbrough  
RWC/SF

On Sep 9, 2014 5:36 PM, "Scott Yarbrough" <[yarbrough.scott@gmail.com](mailto:yarbrough.scott@gmail.com)> wrote:

10 paid cyclists tonight in RWC, all bumped from the Northbound RWC bullet train that departed for SF at 5:25.

You really need additional bike capacity on your trains! I am missing a child care pick up tonight due to your unreliable system.

Scott Yarbrough  
SF/RWC

## Caltrain, Bac (@caltrain.com)

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**From:** Jessica Psy DeLacy <aeyoqen@gmail.com>  
**Sent:** Monday, September 15, 2014 7:26 PM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; janice@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

Myself and four other cyclists got bumped from train 289, on Monday September 15th. This frequently happens with this train. There is a conductor that doesn't allow bikes past four per rack, despite the fact there was still plenty of rack room and standing room.

This has been consistently getting worse :(

## Caltrain, Bac (@caltrain.com)

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**From:** Melendez, Antonio (Engineering Operation) <antonio.melendez@hp.com>  
**Sent:** Monday, September 15, 2014 1:16 PM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Caltrain More Bike Cars Needed Now

I'm a residence of Burlingame CA working in Sunnyvale, I want to thanks Caltrain for buying new Bombardier cars to alleviate commute-period crowding. On addition I want to inquire Caltrain to deeply consider the new Bombardier cars to be bike cars. Add a third bike car to all Bombardier trains, so they will hold 72 bikes instead of only 48.

Bombardier trains hold only 48 but gallery trains hold 80 bikes. Bikers are experiencing bicycle bumps because the limit of bike space.

Environmental benefits of increased onboard bike capacity:

- Increased bike capacity would increase ridership.
- Increased bike capacity would encourage current Caltrain riders to shift from driving to biking.
- More Caltrain riders with bikes onboard would reduce air pollution.
- Projections show that over 20% of passengers would bring a bike onboard by 2019. Caltrain should evaluate the impact of increased onboard bike capacity.

When I joined working at HP Cupertino in September 2002, I drove 70 miles on 280 every day, three years ago our entire office moved to Sunnyvale near to 101, So I began taking my bicycle to Caltrain. There is a whole community of people I've gotten to know on the bike cars on the Caltrain. It's a warm, supportive community I found. A real mix of Tech and non-Tech commuters. When I arrive at the Mountain View train station, I bike down Steven Creek trail into the office, I feel better than ever. I'm exercising while I ride to work and back to the train station. It's faster and more fun. A great stress release. It's been a great journey and I wish I had started doing this earlier...

Thanks,

**Antonio Melendez,**

ASG QA Attach Partner Applications | Hewlett-Packard Company,  
e: [antonio.melendez@hp.com](mailto:antonio.melendez@hp.com) | w: 650-258-8002 | m: 408-540-8042

 hp = Everybody On

Follow us on:    

Please print thoughtfully

## Caltrain, Bac (@caltrain.com)

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**From:** Conny Barton <conny.barton@gmail.com>  
**Sent:** Monday, September 15, 2014 8:02 AM  
**To:** Nabong, Sarah  
**Cc:** bikesonboard@sfbike.org; janice@sfbike.org; Board (@caltrain.com); Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** Bikes on Caltrain Comment

At least 7 bikes were bumped on the northernmost car alone from northbound train 323 at the Mountain View station at 7:57 am on Monday September 15.

Regards.  
Conny Barton

Sent from my iPhone

## Caltrain, Bac (@caltrain.com)

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**From:** giuliano carlini <giuliano@carlini.com>  
**Sent:** Monday, September 15, 2014 12:38 AM  
**To:** Board (@caltrain.com)  
**Cc:** bikesonboard@sfbike.org; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); Emma Shlaes; corinne@bikesiliconvalley.org; Colin Heyne  
**Subject:** New train cars should be bike cars

Dear board members,

I commute daily from Belmont to San Jose, riding my bike typically between Belmont and Palo Alto station, and taking the train between Palo Alto and San Jose. Over the past few years I've seen Caltrain ridership increase substantially, and with a proportionate increase in bike riders. Bike cars are often full to capacity. I'm often onboard when conductors must turn away additional cyclists due to the bike cars being full to bursting.

Bike cars are particular necessary as they permit those whose destination is not within a mile of a Caltrain Station to take Caltrain. If we are to make trains a core part of public transportation that requires supporting the large numbers of folks who either do not live or work within a mile of a Caltrain Station. Bicycles make it possible for these folks to use Caltrain.

The new Caltrain cars need to be bike cars both to support current riders, and to increase Caltrains ridership even further, beyond just pedestrians.

Thanks,

giuliano carlini

## Caltrain, Bac (@caltrain.com)

---

**From:** Maurizio Franzini <mauriziof@alumni.stanford.edu>  
**Sent:** Saturday, September 13, 2014 11:11 PM  
**To:** Board (@caltrain.com)  
**Cc:** Bikes on Board; Nabong, Sarah; Bartholomew, Tasha; cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com)  
**Subject:** About the new Bombardier cars

Dear Caltrain Board,

I'm a regular commuter who rides Caltrain from San Francisco to Hillsdale and back almost every day of the week. I take my bicycle on the train because that is the only acceptable option to get to the 4th&King station and to reach my workplace from the destination station. News is that you are about to add more cars in order to accommodate more passengers and meet demand. That is great and will certainly ease on overcrowding while keep the rail as an attractive transportation option. I also hope you will consider increasing bike storage capacity. Please consider that for most (if not all) passengers who board with their bicycle it's not a matter of choice but the only way to keep the commuting time reasonable, hence to out-compete driving. If I had to take the notoriously erratic Muni plus a shuttle to reach my workplace, I would have to add at least 20 if not 30 minutes each way to my transit commute - at which point I would simply drive, despite my not liking it, since it takes about 40 minutes overall door to door. So, help us all put in action our strong environmental inclination and commitment to not adding more cars on already congested roads. We all want to improve quality of life in the Bay Area, after all!

Thanks for your attention,

Maurizio Franzini, PhD  
San Francisco

**Caltrain, Bac (@caltrain.com)**

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**From:** pat giorni <hogorni@yahoo.com>  
**Sent:** Saturday, September 13, 2014 3:01 PM  
**To:** Caltrain, Bac (@caltrain.com); Averill, Joshua; cacsecretary (@caltrain.com)  
**Cc:** Bikes On Board  
**Subject:** Partial September, 2014 Anecdotal Bump Count  
**Attachments:** PARTIAL Sept.doc

Please find attached for easy reproduction the Partial September, 2014 Anecdotal Bump Count for inclusion in the Correspondence packet before your monthly meeting.

Regards,

Pat Giorni

PARTIAL Sept, 2014 Bump Report

**BikesOnBoard Sept 2014**

Sept. 2		2	MV-#323	David Cooke
Sept. 3		12	MV-#323	Conny Barton
		2	RWC-#206	Bruce Lundquist
Sept. 4	2+		San Carlos-# 269	Ryan Schmidt
		3	SM_#269	Zoe Hoster
Sept. 8		5	Hillsdale-#206	Jennifer Gile <
		1	RWC-#206	Bruce Lundquist
		4	22nd-#220	Daniel Hall
	10(repeat)		22nd-#322	Daniel Hall
	20+		22nd-#322	Adam Widner
	1(repeat)		22nd-#322	Ari Benderly
		15	22nd-#324	Billy D
		8	Hillsdale-#227	Phil King
Sept. 9		8	Hillsdale-#313	karen okasaki
		4	22nd-#220	Daniel Hall
	2+		PA-#385	Jonathan Ragan-Kelley
	1(repeat)		Hillsdale-#313	Ratti, Joe (00410)
		10	RWC-#269	Scott Yarbrough
		1	Millbrae-#332	Viraj
Sept. 11		3	SA-#135	Bryn Dole
	14+		PA-#371	Jonathan Ragan-Kelley
	10+		PA-#269	Jonathan Ragan-Kelley
	3+(Repeat)		PA-#371	Hilary Douglas
		6	RWC-#269	Scott Yarbrough
		5	SanCarlos-#269	Scott Yarbrough
		1	Millbrae-#332	Viraj
Sept. 12		1	Millbrae-#332	Viraj
<b>Partial Tot Sept, 2014</b>	<b>139+</b>			