



Bicycle Advisory Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Bacciocco Auditorium, 2nd Floor

AGENDA

May 16, 2019 - Thursday 5:45 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comment
Public testimony by each individual speaker, for items not on the agenda, shall be limited to three minutes
4. Approval of Minutes of March 21, 2019 Meeting
5. Approval of Minutes of April 17, 2019 Joint Workshop Meeting
6. Caltrain Business Plan
7. Subcommittee on EMU Bike Configuration
8. EMU Reconfiguration & Bike Improvements at Stations
9. Chairperson's Report
 - a. 2019 Work Plan
10. Staff Report
 - a. Bike Bump Report YTD 2019
 - b. Bike Share Policy Update
 - c. Santa Clara Station E-Locker Update
 - d. Bike to Work Day 2019
11. Written Correspondence
12. Committee Requests
Committee members may make brief statements regarding BAC-related areas of concern, ideas for improvement, or other items that will benefit or impact Caltrain service or the BAC.
13. Date and Time of Next Meeting: July 18, 2019
14. Adjournment

All Items on this agenda are subject to action

BAC MEMBERS

County
San Francisco
San Mateo
Santa Clara

Public Agency
Manito Velasco
Kaley Lyons
John Brazil

Bike Organization
Cliff Bargar (Vice Chari)
Jessica Alba
Miguel Guevara
Page 1 of 2

General Public
Giovanna Guevara
Andrew Olson (Chair)
Nicole Rodia

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6495 or bacsecretary@caltrain.com. Meeting dates, minutes, and agendas are available on the Caltrain Web site at <http://www.caltrain.com>.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, CA, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The office is also accessible by SamTrans bus routes FLX, 295, 260, ECR, and 398. Additional transit information can be obtained by calling 1.800.660.4287 (TTY 650.508.6448) or 511.

The Bicycle Advisory Committee meets regularly on the third Thursday of the month at 5:45 p.m. at the same location. Date, time and place may change as necessary. Please note bicycles are not allowed in the building. There is a bike rack in front of the building.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Assistant District Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JBP will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to Assistant District Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to bacsecretary@caltrain.com; or by phone at 650.508.6495, or TTY 650.508.6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that public records are distributed or made available to the legislative body.

**BICYCLE ADVISORY COMMITTEE (BAC)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF MARCH 21, 2019

MEMBERS PRESENT: J. Alba, C. Bargar, J. Brazil, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia, M. Velasco

STAFF PRESENT: C. Harvey, L. Low, J. Navarrete, D. Provence,

Chair Olson called the meeting to order at 5:47 p.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Ms. Johnson said that Caltrain changed its policy and the public is no longer allowed to show overheads. Ms. Johnson then distributed a handout with Caltrain annual passenger count data, noting that bike boardings declined. She stated this was not due to weather or a recession, but rather due to bicycle bumps. Ms. Johnson asked there be 84 bike spaces per seven-car EMU train.

APPROVAL OF MINUTES OF JANUARY 17, 2019

Public Comment

Ms. John complimented the secretary on thorough meeting minutes and asked for a correction to the third paragraph on page 5, She asked that the phrase "top reason" be changed to "one of the reasons."

Ms. Alba motioned the minutes be approved as amended.

Motion/Second: J. Alba / C. Bargar

Ayes: J. Alba, C. Bargar, J. Brazil, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia,
Abstain: M. Velasco

BIKE SAFETY AND SECURITY 2018 UPDATE

Jenny Le, Management Analyst for the Transit Police, presented:

- Bike thefts by the numbers
- Reports taken by deputies and reports online
- Station bike thefts
- Improvement efforts

Mr. Guevara asked for clarification regarding bike thefts per station.

Ms. Le said station means theft that occurred at the station, and thefts onboard are categorized as on board.

Mr. Bargar asked about the onboard theft number, noting they were previously told a higher number.

Ms. Le said the numbers do change due to follow up.

Mr. Bargar asked if approximately a third of the reports for 2017 were revised.

Ms. Le said yes, based on follow up.

Mr. Bargar noted that bike thefts account for 1% of crimes on Caltrain, and asked if that included all crimes reported.

Ms. Le said yes.

Ms. Rodia asked if the table showing number and location of bike thefts was from 2018.

Ms. Le said yes.

Ms. Rodia asked if they had thoughts on why there's been a decrease in bike thefts.

Ms. Le said they have a special enforcement team that work on different projects for Caltrain. She noted if they see a spike in bike thefts in a particular location, they provide more visibility at those stations.

Ms. Rodia asked if they saw spikes that prompted more officers at stations.

Ms. Le said they look at the data monthly and do special enforcement based on the data that's given.

Ms. Rodia noticed that the number of online reports decreased and asked if they had thoughts on why that occurred.

Ms. Le said they always give the victim the option to report online, so it depends on the victim.

Ms. Rodia asked if it's publicized to report bike thefts through the online method.

Ms. Le said they don't want people to feel like there's no human contact with reporting, so they always give them both options.

Ms. Rodia asked what happens to a report if the detective is unable to reach the person.

Ms. Le said someone from the sheriff's office will contact the person, and a case cannot be closed without someone following up.

Ms. Rodia asked if 100% of reports are followed up on and if all the reports are in the data that's being shared.

Ms. Le said yes.

Mr. Bargar asked if they knew what fraction of thefts occurred from insecure bike parking versus bike lockers versus other places that bikes are stored.

Ms. Le said they have that information but it varies from case to case

Mr. Bargar said it would be interesting to see.

Ms. Le said sometimes people don't provide them with that information, but for those that do they have the data. She noted they have a breakdown based on what type of lock was used and could include that information in next year's report.

Mr. Brazil said in San Jose when working on theft prevention for bikes with their police department they've found the type of lock makes a big difference. He suggested if the data showed one type of lock really reduces theft, perhaps there could be an education campaign.

Mr. Velasco asked if it's possible to see trends by station

Ms. Le said that year over year Palo Alto and Mt. View are the stations with the most amount of bike thefts at the racks and so they've done some special operations to decrease those numbers, and that's been a priority for them.

Mr. Guevara noted that at Mt. View people are parking their bikes on poles or whatever space they can find. He asked if they had a breakdown between bikes stolen from rack as compared to those stolen from other places where they were locked.

Ms. Le said while they try to obtain that data, it depends on the information provided.

Ms. Alba noted that prior to 2018, the outreach materials guided people to report bike thefts to a phone number, but since then the online form has become more prominent. She asked if the data for the first three months show if people still primarily call.

Ms. Le said they give the option of the online form but the first point of contact is the phone number.

Ms. Le said the dispatch number is best because they can give them the proper information.

Public Comment

Mr. Drew noted that he would like more clarity on the Powerpoint, with arrows and better labeling of the data. He also asked if bike thefts might be under-reported.

BIKES BOARD FIRST

Jennifer Navarrete, Customer Experience Communications Lead, presented:

- Video
- Bikes Board First Systemwide

Chair Olson said he's seen behavior changing when the messaging and conductors are involved, he also complimented the video.

Mr. Brazil said he saw messaging but asked if conductors could make the announcement at all stops. He noticed that now that the conductors aren't making the announcement as much, people aren't paying attention.

Ms. Navarrete said they announce it a few times throughout the train ride but she'll look into it.

Mr. Brazil said if operations wants to see the benefits of the program—which are proven—then a short announcement would help.

Ms. Alba asked if the signs for the program are at the entrances of the bike cars and inside them.

Ms. Navarrete said the signs were used for the first two weeks of implementation, but they are continuing with the visual messaging signs, station announcements, and conductor announcements throughout the system, and they're relying on people to police themselves.

Ms. Alba suggested having bikes board first signs on the opposite side of the yellow bike car sign.

Ms. Navarrete said she would look into it.

Public Comment

Ms. Johnson said she appreciated the program and thanked Joe Navarro for all his work. She stated that BART has bikes distributed across ten cars and has dwell times as short as 15 seconds. She noted that BART has level-boarding, but encouraged the committee to think about distributed bike boarding throughout the train.

BIKE BUMP REPORT

Lori Low, Government and Community Affairs Officer, presented:

- Overview
- Bumps by Station 2018
- Bumps by Train: Northbound
- Bumps by Train: Southbound
- Bumps by Month

Chair Olson asked on the trains that have frequent bumps if they're typically a gallery or bombardier train.

Ms. Low said they would look into it.

Chair Olson said in the past they have tried to match the trainset to the demand.

Ms. Alba asked if the last slide showing bumps by month was only the number of actual bump reports, and not inclusive of additional bumps reported.

Ms. Low said that's correct.

Public Comment

Ms. Johnson offered some background on the bike bump form, noting only passenger count bike bump information is presented at Board meetings. Ms. Johnson said in 2018, staff changed how the annual passenger count was done and noted her concern that it is not capturing the bumps that are occurring. She voiced support for conductors counting bumps and suggested they pass out cards to those bumped to better track bumps.

Chair Olson said he would like the numbers reported to the JPB to be accurate.

Mr. Brazil asked if public comment could occur prior to committee discussion, so that it could be a more informed discussion.

Ms. Low said they follow the same format as the board, and public comment should occur prior to any action, but she will look into it.

Chair Olson said he has no objection to changing the order if it could help the discussion.

SUBCOMMITTEE ON UNDERSTANDING EMU DESIGN

Chair Olson said the Subcommittee is comprised of Vice Chair Bargar, Ms. Guevara, and himself. He noted they met on February 20, reviewed the scope and established a name; and on and March 20, where it discussed the workshop process.

Mr. Provence described the outreach process and workshop interactive electric train activity and guidelines, as well as the inclusion of a discussion about the wayside.

Mr. Bargar asked for clarification about what would occur after each group presents their possible reconfiguration options.

Ms. Low said each small group will present their two possible reconfiguration options to the larger group, and then staff would consider these options along with financial impacts and feasibility.

Ms. Lyons asked if the workshop would be subject to the Brown Act.

Ms. Low said she had assumed it would be but would double check.

Public Comment

Mr. Drew said a study session could offer flexibility regarding public interaction. He also said he attended the Board meeting and did not hear that the the reconfiguration activity would be looking at three cars and that he doubted the engineering was at such an exacting level of detail at this point, so that there may be more flexibility.

Ms. Low said she'd send Mr. Drew the Board information where the number of train cars was discussed as well as the document that was put together for the BAC Subcommittee that went into detail regarding the constraints and the different cars.

Mr. Brazil encouraged staff to provide an explanation of why the activity is focusing on three cars at the beginning of the workshop.

Ms. Johnson said, in regards to process, that the Board will have a discussion, then public comment, then more discussion. She thanked the BAC subcommittee for their work and staff for the upcoming public process and asked that multiple tables be set up for the public. Ms. Johnson said the presentation given to the Board was biased and asked that it be more objective. She noted that while staff did discuss the ratio and that the workshop would look at three cars, the Board did not have any additional discussion about it. She encouraged that the activity be opened up, and that staff consider removing tables and bike rack cages (like those in the bombardiers), as well as reducing leg room and looking at 3-2 seating.

Chair Olson thanked the public for their comments and said that he'd like to see 12 bikes in each of the seven cars be on the table; however, if that's not an option then they will do the best with the possibilities available.

Mr. Guevara said that it sounds like the trains are being built, and so an interesting data point is how many of those trains are already built, and if that information could be given at the start of the workshop it would be helpful.

Ms. Low said three trainsets are currently under production, and interior installation is already occurring in the first trainset. She noted that the longer the process the more cost impact it may have as the trains will continue to be built. She said they want the workshop to be productive and fruitful and be as realistic as possible. Ms. Low noted funding to make reconfiguration changes has not been identified and so they want to be thoughtful about what could be a productive process.

Mr. Bargar said he appreciates that there are four different types of cars and asked if the seventh car is the same as one that's already being procured.

Ms. Low said it would be a powered coach car.

Mr. Bargar asked for further clarification.

Ms. Low said it would not be a bathroom, cab, or unpowered coach car. She noted the latter is desirable because it is longer; however, a seven-car EMU requires that the additional car be a powered one.

Mr. Bargar said he can appreciate that it's too much to reconfigure each type of car, but noted he would like to have both the powered cars and the bikes cars be part of the workshop, as he felt four bike cars would be reasonable.

Ms. Low said the workshop would include what was discussed at the March board meeting when the Board approved the outreach process.

Mr. Guevara asked if a CAD file could be shared so he could come more prepared to the meeting.

Ms. Low said that outlines of the powered and unpowered coach cars were included in the previous subcommittee document, and the workshop would provide scale pieces, and part of the workshop is to have discussion and interaction.

Chair Olson asked if they could take the existing two bike cars and move bikes into the third car.

Ms. Low said it would be up to their small group at the workshop to figure out how they wanted to approach addressing the security concern within the three cars.

Chair Olson wanted to verify if that possibility would be ruled out by the parameters envisioned for the workshop.

Ms. Low said they will have three cars to work with, and noted that staff has heard that the bike community would like to have seats in view of their bikes, and so their hope is that within the small groups, participants can have discussion about how to meet those needs.

Ms. Low also noted that at BAC meetings there is often extended conversation and response to public comments.

Mr. Guevara asked about a subcommittee outline.

Chair Olson said he thought it was in reference to the earlier subcommittee with Mr. Bargar and Ms. Thoe.

Ms. Low noted the document from that subcommittee is in the archive section of the BAC website.

Ms. Lyons said she would appreciate a visual—not necessarily a CAD file—so she could understand the car design to better understand the different cars, including the new seventh car.

Ms. Low said that on the CalMod.org site there is a visual of the train and it also depicts the different car types. She also noted that the seventh car isn't yet included because it's a relatively new addition.

Chair Olson said the subcommittee will have a meeting the following week to discuss the materials under development.

Mr. Guevara said typically if he has more time to think over a problem, he'll come up with a more solid solution.

Chair Olson said he agreed that people will have an easier time if given information ahead of time than all at once, which would make for a better outcome.

Ms. Low said she would look into it. She noted that the workshop will also help participants to think beyond what one individual wants to what might work for a variety of people and different ridership communities.

Chair Olson reiterated that it would be helpful to have the pieces in advance.

Ms. Low noted that one problem that can occur is making sure the items stay to scale, which is why they're printing out the items to such a large scale at the workshop.

Mr. Provence noted they have seen a few different suggested versions but since inches matter in these instances, some of the designs don't work; so he's hopeful the big pieces will give participants an accurate representation.

Mr. Brazil said he needed to catch a certain train in case there are items that require action. He also distributed information about San Jose's Bike Plan Project.

Chair Olson suggested reordering the agenda so that the letters which require a vote could be covered while Mr. Brazil was still present.

SAFER STREETS IN SAN FRANCISCO SOUTH OF MARKET STREET LETTER

Vice Chair Bargar offered background information on a recent cyclist's death on Howard Street, noting the San Francisco Bike Coalition and other organizations have called for expedited safety improvements already underway in South of Market. He stated this neighborhood is a key connection for the 4th and King Station, and the area includes the financial district where the largest concentration of jobs are located in the state, and bikes are popular way for people to get to and from Caltrain to those job centers. He said it's important for people to feel safe riding if they're going to bike to Caltrain.

Mr. Brazil said he's not opposed to a letter, but has a question regarding precedent and what the criteria is for the Committee to consider a letter.

Mr. Guevara said he has given this some thought and noted that the Committee has a standing within the bicycle community. He said that the general criteria may be matters relevant to bikes and Caltrain.

Mr. Brazil noted the number of stations and street connections to those stations, and the potential for over 100 letters. He reiterated that he's not opposed to this.

Mr. Bargar said the other two letters are about actions occurring that may be more directly related to Caltrain, and in the case of the Sunnyvale-Lawrence area plan, that is centered on the Caltrain Station. He noted that the call for more bike lanes in SoMa occurred close the BAC meeting, so it was an appropriate time to write a letter, but perhaps criteria could be discussed at a future meeting.

Mr. Brazil said the criteria doesn't need to be discussed now, but he wanted to be thoughtful about it. He said the reasons given for the letters were good.

Mr. Velasco asked if the Committee had received responses when they had previously sent letters.

Vice Chair Bargar said not to his knowledge.

Ms. Low said the agencies that are cc'd on the letter usually do at least confirm receipt and the letters also go to the Board in the correspondence packet.

Ms. Rodia asked that a comma be added to the second line in the second paragraph.

Chair Olson moved that the letter be approved as amended.

Motion: A. Olson/J. Brazil

Ayes: J. Alba, C. Bargar, J. Brazil, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia, M. Velasco

SUNNYVALE LAWRENCE STATION AREA PLAN LETTER

Mr. Brazil moved that the letter be approved.

Ms. Rodia stated she had some suggestions.

Mr. Brazil said procedure should be a move to approve and a second and then discussion.

Mr. Guevara seconded approval of the letter.

Ms. Rodia said her suggestions are for the next letter.

Motion: Brazil / M. Guevara

Ayes: J. Alba, C. Bargar, J. Brazil, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia, M. Velasco

SAN MATEO MICROMOBILITY LETTER

Vice Chair Bargar moved to approve the letter.

Mr. Guevara seconded approval of the letter.

Public Comment

Mr. Drew said he appreciated the letter and requested some edits, including an improved connection to the new Hillsdale Station from the south, and support of a bicycle/pedestrian undercrossing that is proposed to be added to the bike master plan.

Ms. Lyons said her understanding is that the City of San Mateo is not planning to forever ban scooters, rather they want more time to think about the impacts of scooters, which is why they're extending the temporary hold on them. She said she supports the pilot program piece, but perhaps not the language regarding the ban, as she doesn't think there will be a ban. She noted that if the city accepts scooters without being prepared there could be negative impacts.

Ms. Rodia asked if this was time sensitive.

Vice Chair Bargar said it was in front of the City's Sustainability and Infrastructure Committee the previous week and they recommended a pilot program, whereas City staff had recommended a ban. He said it's currently the public comment period for the bike/ped master plan update, and his understanding is this might go before City Council soon.

Vice Chair Bargar said he would move to amend the letter from "opposes a ban" to "opposes a permanent ban" to address Ms. Lyons concerns.

Ms. Lyons agreed.

Vice Chair Bargar voiced a desire to incorporate Mr. Drew's input and several suggestions were given.

Ms. Rodia said she would prefer to remove the emphasis in the last sentence from "without relying on cars." After further discussion, Ms. Rodia agreed to leave the language in that section as is.

Chair Olson motioned to approve the letter with the following amendments:

- Paragraph 1, sentence 1, parenthesis "opposes a permanent ban"
- Paragraph 1, sentence 1, add "...particularly access to the new relocated Hillsdale Station from the south."

Motion: A. Olson/M. Guevara

Ayes: J. Alba, C. Bargar, G. Guevara, M. Guevara, K Lyons, A. Olson, N. Rodia, M. Velasco

Abstain: J. Brazil

BIKE SHARE POLICY

Dan Provence, Principal Planner of Station Access, gave a bike share policy update, noting that at the last meeting he shared a framework, but since then Lime announced they would discontinue bike share and pull all their bikes within 30 days. Mr. Provence noted that while disappointing, it may be an opportunity to find a new best path forward.

Ms. Guevara asked how many stations have bike share.

Mr. Provence said 4th and King and San Jose.

Mr. Bargar noted those stations have FordGo but JUMP is also at Bayshore and San Francisco stations.

Ms. Lyons thanked Mr. Provence for taking a leadership role and requested that he share information he collects with the county.

Mr. Provence said he would follow up with her.

Chair Olson said Clipper integration, for easy interoperability with Caltrain, would make using bike share seamless. He noted in San Mateo there's good opportunities for bike share along the corridor with so much transit-oriented development occurring.

Ms. Guevara noted that a lot of her colleagues were using Lime in Mountain View and many are now using vehicle ride share. She agreed that the Clipper option is important and mentioned that LA Metro and bike share are integrated with the tap cards.

Chair Olson said it would help an operator to succeed and it's in their best interest to integrate.

Vice Chair Bargar said he uses FordGo most days and their Clipper integration is pretty good. He noted that he has used Lime in Sunnyvale and Mountain View and is disappointed that they're pulling their bike share, and thanked Dan for looking into this.

Vice Chair Bargar said that as part of the Business Plan, Caltrain should consider what some European railways such as Deutsche Bahn in Germany do for bike share and bike rental, where they administer their own bike rental programs. He noted these programs are large, which is how they're able to have such high bicycle mode share to and from their stations. He said this would be important to consider when thinking about quadrupling ridership, and it would be complimentary with Caltrain pursuing more transit oriented development.

Chair Olson said there could be good opportunities if Stanford became involved at the Palo Alto Station.

Mr. Provence said different models are being discussed.

Public Comment

Ms. Johnson said bike share works for a dense network of short trips, but she is concerned about the low density of people on the peninsula and said that's why the companies folded. She suggested Caltrain look at subsidies. She noted that because bike share on the peninsula might be before its time, the focus still needs to be on onboard space.

CHAIRPERSON'S REPORT

- 2019 Work Plan

Chair Olson reminded the Committee of the April 17 joint workshop and reviewed items for the upcoming months.

STAFF REPORT

- a. Bike Bump Report YTD
- b. Caltrain Business Plan
- c. Bike Survey Update

Ms. Alba said in regards to the RFI, e-bikes/pedal assist seem to be getting stronger, which could be something to consider in order to extend the range and the uptake.

Mr. Provence said that seems like the direction companies are headed in. He noted that what happened with Lime wasn't necessarily a Peninsula-related reason, but rather the company wanted to get out of the bike business and only be in the scooter business.

Ms Alba asked if scooters would be included in the RFI.

Mr. Provene said they would talk about integration with all kinds of modes that aren't an individual driving their car.

Vice Chair Bargar said Bike Link lockers have been installed at 22nd Street Station and asked when they would be activated.

Mr. Provence said there are 20 at street level which will be helpful as 22nd Street Station gets a fair amount of bumps, and said the e-lockers should serve a lot of people well.

Ms. Low noted that the Dogpatch and Potrero Green Benefits District are making aesthetic improvements around the 22nd Street Station, and that scooter parking has been relocated adjacent to the entrance of the northbound platform.

Vice Chair Bargar noted these are Vespa-like scooters.

Ms. Low said that people will be asked to vacate the South San Francisco bike lockers for one day in order for the lockers to be moved. Ms. Low described the noticing that would occur.

Public Comment

Ms. Johnson said Caltrain is continuously doing surveys and she found the current one upsetting as she felt it pitted riders who bring bikes onboard against walk-on passengers. Ms. Johnson said she hopes Caltrain will take a more balanced approach moving forward.

WRITTEN CORRESPONDENCE

Several of the members noted problems with the Correspondence Packet as it stated they needed Adobe Reader.

Ms. Low said that she had tried a new process per the request that the packet be compatible with a "find" function. She said the emailed packet should have allowed them to see a clickable table of contents. She thanked them for their patience as they

worked through the new process, and asked if they preferred the digital table of contents or the index format previously used. The members indicated they prefer the index.

Vice Chair Bargar noted a broad volume of passengers expressed a desire for seats in view of bikes on the electric trains.

Chair Olson noted there were emails in support of bikes across all cars.

Public Comment

Ms. Johnson said every meeting the Committee is receiving messages about this issue and pointed out an email that included a presentation called "Denying Service to People with Bicycles Cost Caltrain Ridership and Revenue." She said she wanted to show how the TIRCP presentation was biased.

Ms. Rodia said Ms. Johnson's point may be that walk-on riders and bikes onboard are not a zero-sum game, and that the real issue is there needs to be a bigger pie. She noted this is a funding problem, but perhaps the messaging should be framed as Caltrain needs more capacity for everyone.

Ms. Low said Caltrain is trying to make sure they make bike improvements everywhere.

Chair Olson noted that bikes onboard is not the only focus for a bicycle program, and that bike parking and all the ways bikes can be part of the solution need to be put together. He noted that with the bikes board first marketing, the messaging was focused on how to make the whole system work more efficiently, and so it isn't always anti-bike, although it may feel that way. He noted appreciation for those who bring attention to the issue.

COMMITTEE REQUESTS

Vice Chair Bargar said May 9 is Bike to Work Day.

Ms. Low said there will be energizer stations at 15 of Caltrain's stations.

Vice Chair Bargar asked if mostly local jurisdictions are hosting them.

Ms. Low said they were reserved mainly under two organizations, but they could be umbrella reservations for many local groups.

Mr. Velasco said the Burlingame BPAC staffs an energizer station at Burlingame Station and he thinks Millbrae city staff hosts one at Millbrae Station. He noted that Burlingame is starting its own bike/ped master plan update that will be a year-long process starting in April and including an interactive Wiki Map.

Mr. Velasco said he was inspired by Vice Chair Bargar's letter effort, and asked if the BAC had ever been approached about writing letters in support of a bike project.

Mr. Guevara said that the letter writing effort had been a more recent development, and during this time they had not been approached with that type of a request.

Vice Chair Bargar said he would be happy to give feedback on others' letters.

Mr. Velasco asked if the public had asked the BAC if they would be willing to support a project next to a Caltrain station.

Chair Olson said it hasn't happened in his experience, but they would be willing to entertain such an initiative if it's Caltrain-related. He noted that if someone has an issue they are aware of in their geographical area of expertise, there are now templates to work off of.

Vice Chair Bargar said anyone interested in writing a letter just needs to let the chair or vice chair know so they can get it on the agenda in advance of the meeting, and Ms. Low would need the letter prior to the meeting.

Chair Olson said they usually have their agenda meeting two to three weeks prior to the BAC meeting.

Ms. Low said ideally the letter would be shared one week in advance. .

Mr. Guevara noted it's easier for him to read the packet on the weekends.

Public Comment

Ms. Johnson said the committee used to write resolutions and only in the last couple of years did they start writing letters.

Chair Olson noted the letters seem to be working.

DATE, TIME AND LOCATION OF NEXT MEETING

- Joint Workshop on April 17, 2019 at the Central Auditorium in San Carlos.
- Regular meeting on May 16, 2019 at the Central Auditorium in San Carlos.

Meeting adjourned at 8:01 p.m.

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

MINUTES OF APRIL 17, 2019

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

WORKSHOP PARTICIPANTS

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

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

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

BAC Members Absent: M. Velasco

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

PUBLIC COMMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Comment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meeting adjourned at 8:29 p.m.

Electric Train Reconfiguration and Station Bike Improvement Workshop



Name	Email	Photo Release (Initial)
Scott Vurbrough		
Karen Stevenson		
Alan Williams		
BRIAN OGDON		
James Rozzelle		
MIGUEL LOPEL SAENZ		
CURT REZICK		
Ava Lopez		
Andrew Hsu		
Kyle Barlow		
Tian Harter		
Emma Shlaer		
Jared Seking		

Electric Train Reconfiguration and Station Bike Improvement Workshop



Name	Email	Photo Release (Initial)
ZOLTAN DEWITT	[REDACTED]	[REDACTED]
Yoichi Shiga		
CLIFF BRYAN		
Catherine David		
DUNCAN KEEFE		
Teodoro Martinez		
Shannon Ficene		
SARAH EDWARDS		
Samuel Kes		

Electric Train Reconfiguration and Station Bike Improvement Workshop



Name	Email	Photo Release (Initial)
Cheryl Brinkman		
Billiau Corilztt		
Janice Li		
CARA DODGE		
JUSTIN VERDONGEN		
JOHN LUK		
VINCENT DE MARTEL		
Jeremy Frisch		
CHRIS DEMBIA		
JEFF CARTER		
Shirley Johnson		

CAC/BAC Joint Workshop: April 17, 2019

Station Bike Improvements Activity

BAC/CAC Sticky Notes	
Motivators	Barriers
<ul style="list-style-type: none"> Seamless switching between platforms. Discounts for microtransit coming from Caltrain (public-private partnerships?) Reliability of connecting transit options (buses) Micromobility availability 	<ul style="list-style-type: none"> Lack of options Secure parking Lack of information/barriers to enter Need a bike on 6th car
<ul style="list-style-type: none"> Signage and talking to people Apps/tech vs. keys for one-time use Non commercial bike share Bike valet Reliability/quick for commuters 	<ul style="list-style-type: none"> Security/theft Habits for the 85% that access the station and figure out other modes than driving Need to have bikes on both ends Financial Contractual - working with cities and vendors Space and maintenance Origin of bike first mile/owner's home too far from bike share
<ul style="list-style-type: none"> Coupons Discounts tied to monthly Clipper 	<ul style="list-style-type: none"> Parking bikes - secure, convenient Need for last mile Using bike share/micromobility - parking availability access/safe/convenient facilities at stations Bike parking options
<ul style="list-style-type: none"> Availability Security Weather proof Quick in and out Bike share - availability, discount with Caltrain pass 	<ul style="list-style-type: none"> Need bike at both destinations Lack of availability No safe parking No docks for micromobility

<ul style="list-style-type: none"> • Day use, first-come, first serve lockers....might be insufficient #s to rely on getting one • Subsidize folding bikes • Must solve problem at both ends 	<ul style="list-style-type: none"> • No bike share in my town • No secure bike parking • Some days I will ride my bike one way, train the other way
<ul style="list-style-type: none"> • Partnering with cities • E-bike pilots - participation and incentives • More options <ul style="list-style-type: none"> ○ “Try free for a month” • Secure bike stations • Lots of micromobility devices, not a broken one three blocks away • Access to stations 	<ul style="list-style-type: none"> • Not enough space for storage • Presence of micromobility options at stations (diversity/disparate offerings) • Finances • Security
<ul style="list-style-type: none"> • Automated (all bikes) non-keyed bike locker system • Bike share available at all systems • Publicized which station • Discount if Caltrain and biking (partnership) 	<ul style="list-style-type: none"> • Knowledge/awareness • Commitment and flexibility (parking lockers) • Both ends
<ul style="list-style-type: none"> • Ensure access to last-mile options at all stations • Offer incentives (fare discount/credit) 	<ul style="list-style-type: none"> • Never know if your bike will be there when you return • If you’re late maybe there won’t be any shared bikes left • Capacity
<ul style="list-style-type: none"> • Safe increased parking (shared) • Available options on both ends • Safe routes for riding • Education at stations/campaign • Spending: parking improvements/bike/micromobility share partnerships education/outreach 	<ul style="list-style-type: none"> • Security: bike, accessories, components • Weather: rain and sun • Time: adds to commute time • Cost • Requires asymmetric commute • Availability - both ends of commute • Reliability
<ul style="list-style-type: none"> • Offer discount fares for bike parking • Offer free shuttle service • No scooter, not safe 	<ul style="list-style-type: none"> • Not secure enough (type) • Not enough spaces (quantity) • Not enough options at other ends of trip for last mile • E.g.: scooter, bike share, second bike

	<ul style="list-style-type: none"> ● Not enough reliability for 1-3 <ul style="list-style-type: none"> ○ I.e. needs to be available all the time, not most of the time
<ul style="list-style-type: none"> ● Free secure parking close to platform 	<ul style="list-style-type: none"> ● Security of my bike while on Caltrain ● Not enough lockers or not convenient location ● Can't guarantee to have a bike storage ● Not bike share at start or end of commute predicament
<ul style="list-style-type: none"> ● Provide more secure, convenient and inexpensive bike parking at stations ● Provide more last mile solutions on other end of train that are reliable, inexpensive, and reach all destinations ● 	<ul style="list-style-type: none"> ● Lack of availability <ul style="list-style-type: none"> ○ Day-use lockers ○ Rich, useable bike share network (not just at station) ● Need for use of bike at both ends ● Speed, convenience, predictability, cost, security
<ul style="list-style-type: none"> ● Ban bikes on crowded trains ● More frequent bus service ● Pulse with train arrival ● Charge more for car parking 	<ul style="list-style-type: none"> ● Smaller stations have very limited spacing ● Any loss to parking spots would not be good ● Security and theft ● Availability of secure bike storage ● Need for bikes at both ends of trip ● Lack of bike share ● Last mile and end
<ul style="list-style-type: none"> ● More bike lockers or bike cages or daily storage ● Have micromobility at key stations ● Improve bike storage with bike stations/cages 	<ul style="list-style-type: none"> ● On mobility <ul style="list-style-type: none"> ○ Existing last-mile services don't have an acceptable coverage ● Bike share does not exist at many stations ● Station areas prioritize cars (Hillsdale, SSF, SC, Belmont)
<ul style="list-style-type: none"> ● A reliable and secure parking system, that is easy to use and enroll to. 	<ul style="list-style-type: none"> ● Security + theft ● Availability of secure bike storage ● Need to bike both ends of trip ● Lack of bike share ● Last mile end
<ul style="list-style-type: none"> ● Secure parking, bike share ● Awareness ● Easier access to bikes at stations ● <i>Additional comments illegible</i> 	<ul style="list-style-type: none"> ● Lack of options ● Secure parking ● Need a bike on both ends ● Lack of information ● Barrier for entry

General Public	
<ul style="list-style-type: none"> • Encourage more use of folding bikes • Run more trains • More bike storage like the one at 4th and King 	<ul style="list-style-type: none"> • Theft/security • In view of populated area
<ul style="list-style-type: none"> • Discounted rides • Incentives • Hours/times that are below capacity 	<ul style="list-style-type: none"> • Bike secure parking • I have personal bike that I cannot replace • Security and cage availability
<ul style="list-style-type: none"> • Guidance with signage in Caltrain App, etc. • Ubiquity/reliability <ul style="list-style-type: none"> ○ Also real-time status • Secure/monitor storage of personal bikes • Free no-cost options • Volunteer staff “guarding” bikes 	<ul style="list-style-type: none"> • Availability of parking (actual as well as perceived) • Availability of share/mobility options of at mile • Payment “friction”
<ul style="list-style-type: none"> • Clipper discounts for Caltrain and bike share 	<ul style="list-style-type: none"> • Road/bike infrastructure near Caltrain stations
<ul style="list-style-type: none"> • Bike parking to count towards a discount on bike share 	<ul style="list-style-type: none"> • I need to rely on a bike being there on both ends of my trip • Not enough density to support bike share
<ul style="list-style-type: none"> • Cash subsidies for bike share 	<ul style="list-style-type: none"> • Opportunity cost of not using an owned bike
<ul style="list-style-type: none"> • Attended bike parking • Reliable micromobility at destinations 	<ul style="list-style-type: none"> • Unreliable - micromobility • Companies come and go • Having my own bike is the only reliable way to commute
<ul style="list-style-type: none"> • Bike share options at other end 	<ul style="list-style-type: none"> • Vandals/thiefs • Reliability of other options
<ul style="list-style-type: none"> • Free bike lockers 	<ul style="list-style-type: none"> • First mile and last mile requires bikes at both ends • Bike share is not reliable or cost effective
<ul style="list-style-type: none"> • Work with companies like Apple and Google to integrate and improve their bike share 	<ul style="list-style-type: none"> • Cost on passengers • Security

<ul style="list-style-type: none"> • Bike reservations • BRT • Safer bike infrastructure 	
<ul style="list-style-type: none"> • Better security and protection from weather/physical damage • More last mile options bike ride/share etc. • Online/app sharing parking availability in real-time 	<ul style="list-style-type: none"> • Lack of apparent options • No signage that explains what to do or how to use lockers, where bike share is, etc. • Security for own bike
<ul style="list-style-type: none"> • Bike parking with security guard 	<ul style="list-style-type: none"> • Cost • Parking
<ul style="list-style-type: none"> • Free bike share use (included in price of ticket) 	<ul style="list-style-type: none"> • Locking/secure parking • I have a \$3000 bike that I can't replace • Security is huge and only second to availability
<ul style="list-style-type: none"> • Motivate perhaps free bike share/lockers 	<ul style="list-style-type: none"> • Cost of parking/bike share • Security • Need bike on both ends for medical reasons • Availability of bike share
	<ul style="list-style-type: none"> • Bikesharing is not financially viable for any operator along stops on the entire Peninsula • No one will want to run these businesses
	<ul style="list-style-type: none"> • For bike share, riders getting off a train all at once will create a lot of competition for a limited # of bikes to make the last miles

Electric Train Reconfiguration and Station Bike Improvement Workshop

DRAFT

Group #1



Group Member Names, Affiliations:

John Brazil
Brian Shaw
Kevin Burke

Nicole Rodia
Andrew Olson

CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 8x2=16
- Did you maximize seat capacity?
- Did you enhance security for bike riders?
- How many bikes fit in this reconfiguration? 72
- Does the solution work for all riders?
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)

- Notes about this design:

Potentially condense bike spaces to gallery size to get extra seat?

3/1

CHECKLIST - DESIGN OPTION 2

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 20x2 + 12
- Did you maximize seat capacity?
- Did you enhance security for bike riders?
- How many bikes fit in this reconfiguration? 72
- Does the solution work for all riders?
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)

- Notes about this design:

Electric Train Reconfiguration and Station Bike Improvement Workshop

DRAFT

Group #2



M: 4
F: 1

Group Member Names, Affiliations:

Larry Klein
Cliff Bargar

Adrian Brandt
Jessica Alba
Paul Escobar

CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types *car*

- How many seats are there in this reconfiguration? 107 *20 per train*
- Did you maximize seat capacity? *No, but helped*
- Did you enhance security for bike riders? *Some / Yes*
- How many bikes fit in this reconfiguration? 35 car / 70 train
- Does the solution work for all riders? *ok*
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

* Question about flip & bike sharing
* How much space/leaning space when no bikes

CHECKLIST - DESIGN OPTION 2

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 53 *1/2 train*
- Did you maximize seat capacity? *No, but helped*
- Did you enhance security for bike riders? *Yes*
- How many bikes fit in this reconfiguration? 72 *1 train*
- Does the solution work for all riders?
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

* ~~Flips~~ facing bikes
standard seats
* ~~if 3rd car~~ too tight
~~losing a flip~~ seat better than losing a rack

Electric Train Configuration and Station Bike Improvement Workshop

Group #3



4+
2M

Group Member Names, Affiliations:

Ricardo Valenciana

Cat Tucker

Miguel Guevara

Lauren Fernandez

Kaley Lyons

Giovanna Guevara

CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 12
- Did you maximize seat capacity? NO 2 std/10fup
- Did you enhance security for bike riders? yes.
- How many bikes fit in this reconfiguration? 24
- Does the solution work for all riders? only for bikes
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

- Bike security
- load bikes faster
- maximize for flexibility of space

CHECKLIST - DESIGN OPTION 2

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 34 ~~17~~ / 17
- Did you maximize seat capacity? NO
- Did you enhance security for bike riders?
- How many bikes fit in this reconfiguration? 12/10
- Does the solution work for all riders? Riders that prefer tables,
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)

Notes about this design:

- Does not maximize bike capacity.
- flexible space

* consider straps for standing riders.

Electric Train Reconfiguration and Station Bike Improvement Workshop

DRAFT

Group: Public



Group Member Names, Affiliations:

Public

Public

CHECKLIST - DESIGN OPTION 1

- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

- How many seats are there in this reconfiguration? 34
- Did you maximize seat capacity? No
- Did you enhance security for bike riders? Y/N
- How many bikes fit in this reconfiguration? 92
- Does the solution work for all riders? Y/N
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)
- Notes about this design:

Security camera, bike emergency button
flow arrows

CHECKLIST - DESIGN OPTION 2

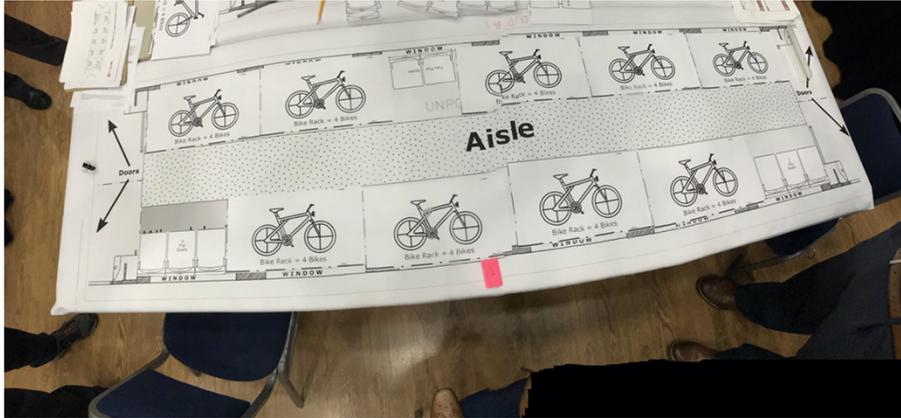
- Configuration type for this option (circle one):
No Change Two-car Three-car

Note: You must explore two different reconfiguration types

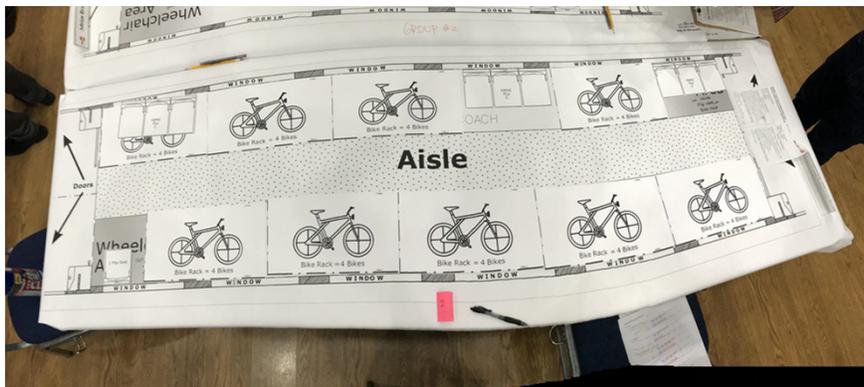
- How many seats are there in this reconfiguration? 8
- Did you maximize seat capacity? No
- Did you enhance security for bike riders? No
- How many bikes fit in this reconfiguration? 80
- Does the solution work for all riders? No
- Which cost category does this option fall into (circle one):
Neutral (no change) medium-impact (2-car) high-impact (3-car)
- Notes about this design:

bike security camera, bike emergency button
flow arrows
more design options

Group #1: Two-Car Reconfiguration



Group #2: Two-Car Reconfiguration



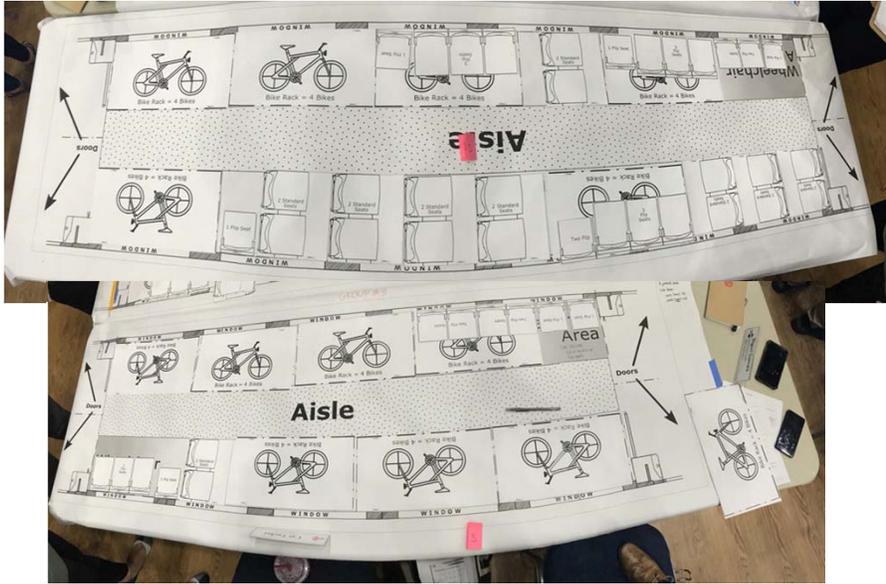
Group #1: Three-Car Reconfiguration



Group #2: Three-Car Reconfiguration



Group #3: Three-Car Reconfiguration



Public Group: Three-Car Reconfiguration



DRAFT

Electric Configuration and Station Bike Improvement Workshop				
Entry #	Do you feel many riders would be well-served by bike parking improvement and bike share micro mobility programs? Why?	Do you have a better understanding of the elements, constraints and challenges that go into electric train bike car configuration after completing this workshop?	Did this workshop give you an opportunity to share your viewpoints and concerns?	Additional Comments
1	Yes	Yes	Most of them, yes	In order to have more ecofriendly commute options, havign bikes aboard is essential, given the limited trains frequency, location, distance from destination. Rode careless for three years and connect to marin county, by bike and mass transit. To support carbon neutrality and lead, to do this sooner than 2045 more bike not fewer are needed.
2	Some will, some won't -- depends where they live	Yes -- it was helpful to walk through	Somewhat -- wish had more time for public comments during the configuration. *I really appreciate the work of the staff to promote this opp.	NA
3	Yes, but I worrk this is morea bout the cities on the Peninsula and land use decision than Caltrain	Yes	Yes	My priority would be to fit as many humans on board as possible and reduce dwell(?) time as much as possible. I wish Caltrain would take a more active role in local land use decisions along the corridor. Caltrain pays a penalty because cities aren't interested in building good bike infrastructure.
4	Some, yes. Many, no. We are a state, national, and international leader by allowing onboard bicycles. We should be advancing our leadership position, not retreating from it.	Slightly	Yes	I'm guess that this is late in the game, but I'm going to say it anyway. Have you thought about opportunities in boarding platform height and door floor height? While other agencies have had problems with hgh platforms, I still think they are worth considering. High boarding platforms and matching door floor heights serve both bicyclists and disabled riders.
5	Yes! Better station access as ridership increases.	No, felt that the problem addressed in the workshop was overly constrained.	Yes	NA
6	Yes. They might be more likely to ride on a bike to the station	Yes	Yes Thank you so much for organizing this! It was great.	NA
7	Yes. Provide more options to just bringing bike on board.	Yes. Very helpful and enlightening	Yes! Well done and thoughtful workshop	NA

DRAFT

8	YES! <u>we're #1 in carrying bikes last-mile solutions suck.</u>	Not really...wasn't really clear what the original design was vs what we're actually changing.	YEP	<p>Checklist was biased; 1. Define "user" 2. Maximize seats vs A) maximize bike storage B) maximize <u>all</u> passenger (bike riders, seated, standing, luggage, wheelchair)</p> <p>Would have loved to be able to check plans out beforehand. Current layout was available, but a few other options to ruminate over.</p> <p>Why limited to only redesign <u>one</u>? We wanted to design both as a complimentary pair: one to maximize seats, the other to bike storage.</p>
9	Yes, but only to a certain degree. (what does "many" mean" Not ">50%")	Yes	Somewhat -- public table was overloaded; let to "too many cooks" problem and an incomplete solution (that said this was a <u>terrific</u> exercise -- kudos to staff)	NA
10	With a holistic approach and strong collaboration with corridor cities to improve access to stations, yes.	Yes	Yes, see following side for longer(?) comment.	<p>Since we are looking significant budget implication if we were to change the configuration in the new cars, could staff analyze the RETROFIT cost implication of removing a few seats in all cars to reach capacity of 72 bikes by spreading them across all seven cars. This way one minimize dwell time, which should also be estimated.</p> <p>Thanks for a great workshop!</p>
11	I feel that some riders will be served by these alternatives, but that the nurses, teachers, police officers, and others who work/live too far from the station will be forced back into their cars.	Yes -- knowing that there are not any seats in cars being build makes it essential to expand options to 5, 5, 6, or 7 cards w/ bikes on board.	Yes & grateful to all of the participants for their collaborative approach. My concern that the discussion was a forced choice between 2 options that fail to meet the requirements that Caltrain "shall" ensure the 8:1 seat to bike ratio was disappointing and of questionable legality.	NA
12	Yes but need time to test. Not mature enough yet.	Only partially -- no clarity on actual costs.	Only partially. It was very good to spend an evening talking about bikes.	NA
13	Yes, of course! More people could ride trains.	I am already deep into this and had read everything before :)	First, thanks for doing this! In the future, I would like to see a more open feedback process, with less bias about what the parameters of the exercise were. It seemed like staff was trying to push a preconceived narrative.	
14	Yes -- confidence, reliability, flexible	YES!	waiting to comment...	NA
15	Bike parking improvement should be top priority. Insufficient secure parking primary reason for not taking trips on Caltrain to desirable destinations (SF). Bike share/metro mobility not robust enough.	Yes, definitely learned how we're optimizing useability for all users, including cyclists demographic	Attended to catch up on Caltrain/Bike developments. I live next to a Caltrain station, at great cost, to reduce the friction of getting around by Caltrain instead of dealing with these last mile/first mile scenarios.	NA

Caltrain Bicycle Advisory Committee 2019 Work Plan

Purpose

The purpose of the Committee is to facilitate dialogue between Caltrain and its current and future customers who use bicycles as their primary mode of access to the Caltrain rail line. This Committee will provide a formal venue for the interests and perspectives of bicyclists to be fully integrated into Caltrain decision-making processes, particularly with respect to:

- New ideas related to the needs of bicyclists on Caltrain
- Proposed investments and pilot programs
- Operating procedures
- Caltrain communications

The Committee shall be advisory in nature, and actions taken shall be brought to the Peninsula Corridor Joint Powers Board by Caltrain staff, when appropriate. Although the Committee was not created by a legislative body, it has been created as a venue that is open to the public and shall follow the Ralph M. Brown Act to ensure transparency and consistency with the Joint Powers Board and other Caltrain committees.

Function

The function of the Committee is to promote and advance overall communication between Caltrain and members of the bicycling community, and to explore the realm of needs bicycle riders have with respect to utilizing current and future Caltrain services, while taking into account the needs of all Caltrain customers.

- Helps to educate the community-at-large, as well as other bicyclists, and serve as a communication conduit to ensure broad feedback on Caltrain initiatives related to bicycles.
- Provides a connection to regional and local bicycle related planning processes between bicycle community stakeholders, the public and public agencies.

List of Agenda Topics/Presentations for 2018:

Meetings

- Jan. 17
 - Election of Officers
 - Caltrain Business Plan
 - Bike Access Survey Update
 - Bike Share Policy Framework
 - EMUs and Bikes

Caltrain Bicycle Advisory Committee
2019 Work Plan

- March 21
 - Bike Security 2018 Annual Update
 - Bike Bump Presentation for 2018
 - Bike Share Policy Update
 - Subcommittee on EMU Bike Configuration
 - Safer Streets in San Francisco South of Market Street Letter
 - Sunnyvale Lawrence Station Area Plan Letter
 - San Mateo Micromobility Letter

- May 16
 - Caltrain Business Plan
 - Subcommittee on EMU Bike Configuration
 - EMU Configuration & Bike Improvements at Stations

- July 18
 - Measure B Update (VTA)
 - Diridon Station Area Planning as Related to Bikes
 - Bike Improvements at Stations Update
 - EMUs and Bikes
 - Onboard Bike Decals

- Sept. 19
 - Hillsdale Station Closure and Bikes
 - Corridor City/County Bike Plans
 - Bike Improvements at Stations Update
 - EMUs and Bikes

- Nov. 21
 - CalMod Update / EMU Bike Configuration
 - Bike Improvements at Stations Update
 - EMUs and Bikes

Staff Suggestions:

- Grade Separation Toolkit Update as Related to Bikes
- Rail Corridor Use Plan as Related to Bikes Update
- Bike Theft Prevention App

**Caltrain Bicycle Advisory Committee
2019 Work Plan**

Committee Suggestions:

- Bike Share Outreach
- Wayside Bike Parking Outreach
- Bike Access Along Corridor
- Bikes on Board Improvements
- EMU Queuing

Bike Bump Report - YTD as of May 7, 2019

Timestamp	Date Bumped	Station Boarding	Destination	Train #	Direction	Departure Time	Add'l Bikes Bumped
2/7/2019 7:59	7-Feb	Hillsdale	So. San Francisco	217	NB	7:54:00 AM	11
2/7/2019 8:02	7-Feb	Hillsdale	San Francisco	217	NB	7:54:00 AM	11
2/7/2019 8:10	7-Feb	Hillsdale	San Francisco		NB	7:54:00 AM	6
2/7/2019 20:03	7-Feb	Palo Alto	San Jose Diridon	278	SB	7:55:00 PM	4
2/11/2019 7:58	11-Feb	Hillsdale	San Francisco	217	NB	7:57:00 AM	2
3/12/2019 17:23	12-Mar	Palo Alto	San Francisco	269	NB	5:20:00 PM	20
3/13/2019 8:49	13-Mar	Palo Alto	Burlingame	225	NB	8:21:00 AM	8
3/18/2019 17:46	18-Mar	San Francisco	San Mateo		SB	5:38:00 PM	10
4/29/2019 8:28	29-Apr	Redwood City	Mountain View	222	SB	8:25:00 AM	6
5/7/2019 7:52	7-May	22nd St	San Mateo		SB	7:51:00 AM	6
5/7/2019 7:54	7-May	22nd St	San Antonio	222	SB	7:51:00 PM	3
5/7/2019 13:56	7-May	San Mateo	Redwood City		SB	8:11:00 AM	4

Bike Bump Reports	12
Additional Bikes Reported Bumped	91
Total (Bumps + Add'l Bumps) YTD	103