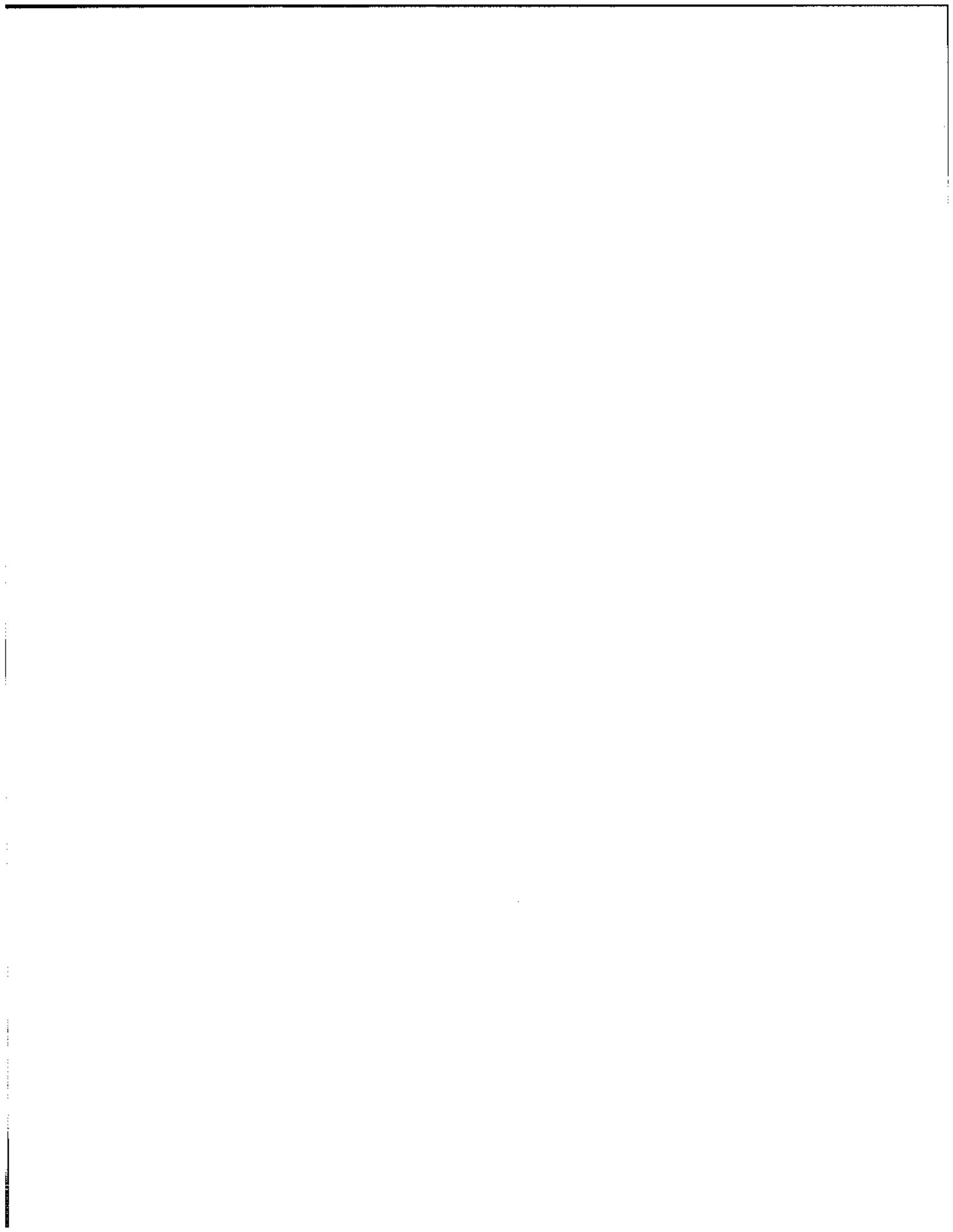

Bicycle Advisory Committee

**Correspondence as of
January 10, 2018**



Low, Lori

From: Alan Williams <alannwilliams@gmail.com>
Sent: Wednesday, January 10, 2018 12:34 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: bikes on electric Caltrain

Thanks for your feedback.

One thing I foresee is that bikers will start locking their bikes to the train if they can't sit with it. That will complicate the ability we have now to move bikes so we can have them stack correctly (a biker going to a later stop moves a bike that is properly tagged with a closer stop) so it's not blocking the bike that is getting off earlier. If Caltrain prohibits locked bikes, then you'll have bikers crowding around in the bike area and slowing down onboarding/offboarding bikes. This isn't far fetched - these are the 2 options I see for myself with the new plan.

I'd like to hear your ideas for preventing bike theft - I'm assuming you're interested in having current bike commuters involved in the discussion. I have a vested interest in making sure this works as good or better with the new cars.

I'm still not sure why the current bombardier approach wasn't rated higher (3 cars @ 24 bikes/train w/seats). But if your new bike theft protection ideas do a better job than what we have today, I'm all for it.

Alan Williams
408-489-7060
Caltrain: Diridon<->Hillsdale

On Wed, Jan 10, 2018 at 11:02 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Alan,

Thank you again for your comments. I wanted to give you an update on the electric train design. Based on all the input received the stacking option which maximizes onboard capacity was selected, which will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,

Lori

From: Alan Williams [mailto:alannwilliams@gmail.com]

Sent: Thursday, September 07, 2017 10:28 AM

To: Caltrain, Bac (@caltrain.com)

Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary@caltrain.com; bikesonboard@sonic.net

Subject: Re: bikes on electric Caltrain

Thank you for your response.

While I believe Caltrain and regional transit can benefit from increasing bike percentages even more, I'm happy Caltrain can accommodate the number of bikes it has today.

However, my big concern with the new designs is that it separates the bike riders from their bikes.

We have a bike theft problem today - and that's with people sitting near their bikes. It will get much worse if there are far fewer people able to sit in the bike area. Instead of forcing all the bikes into 2 cars, today's setup with 3 Bombardier style cars allows for some bike riders to be able to sit and help deter (obviously not completely prevent) theft.

Someone else mentioned to me that Caltrain's response to future bike theft is video surveillance. Video does nothing to stop theft - just some pretty pictures after someone's \$2000 bike disappears. Having twenty or so people sitting near the bikes provides a better deterrent.

Please reconsider the design options so bike riders can have the option to sit with eyeballs on their bikes.

Thank you

Alan Williams

Diridon-Hillsdale

408-489-7060

On Thu, Sep 7, 2017 at 10:15 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Hi Alan,

Thank you for your comments. There are currently two electric train onboard bike storage options under consideration, both of which meet the Board commitment of a 1:8 bike to seat ratio per EMU trainset. There will also be a system-wide onboard bike capacity increase from today with either option. Thank you also for your idea regarding the need for more electric cars. Unfortunately, the funding for this project is limited, but we're exploring various funding sources for the future.

Best,

Lori Low

From: Alan Williams [mailto:alannwilliams@gmail.com]

Sent: Wednesday, September 06, 2017 3:50 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [@caltrain.com](mailto:cacsecretary); bikesonboard@sonic.net

Subject: bikes on electric Caltrain

I'm excited to see us getting closer to the time we will switch to the electric Caltrain system.

However, there are some concerns I'd like to share regarding proposals for bikes on the new Caltrain. As always, I'm sure Caltrain has a number of requirements they are trying to balance as they get close to finishing the interior design of the train sets.

For background, I've been commuting twice on Caltrain, both with bikes. The first time was over fifteen years ago for five years and I've been currently commuting via bike/Caltrain for the past two years.

- Increasing bike ridership percentages
 - I've watched Caltrain increase the bike capacity on trains over the past years on the Gallery and also the Bombardier train sets. Each time, more bikers have flocked to using Caltrain and maxed out capacity. I believe the current percentage of bikers runs about 10% of all riders. Increasing the percentage of bikes on Caltrain would be a positive step since bikes extend the commuting distance around each station. Using multiple modes of transit, for example in my case where I would need to use a local bus on one side and a shuttle on the other side would add 15-30 minutes of commute each way and make driving a car a better choice.
 - Electric trains and the new control system will allow more train sets/hour so there's an overall increase in the number of bikes in any given hour. However, it's also important to watch the percentages of bikes overall.
 - I'd like to see Caltrain get to 20% bike ridership.
- Seats with bikes
 - Another bike got stolen on Caltrain 2 weeks ago - I don't get to see the statistics on this - this is just one I'm aware of. I'm not even sure if all stolen bikes are reported to Caltrain. There are bike riders who have no problem with leaving their bikes and going upstairs today in the Bombardier trains. However, most bikers would like to sit with their bikes and watch them. If people can't sit with their bikes, they would need to lock their bikes in place which will make it a disaster to try to move bikes to get bikes sorted correctly according to destinations.
 - Seats **MUST, MUST, MUST** be available like they are today for bikers. This is not an option.
- Number of bike cars
 - On one hand, I like knowing where my bike car options are - so today, I know the Northern most Gallery bike car is the least crowded and the middle bike car in the Bombardier sets gives me the best odds for getting on the train. Adding bikes to all the cars - and reducing the bike capacity in each car would make it more of a frenzy getting on a train than it is today.

- o Having 2 bike cars with large capacity will help with this - however, the current plan goes too far and eliminates the seats with bikes. Today's Bombardier offers a good mix of seats/bikes/bike cars.
- o But to accommodate the doubling of bikes in a train set, the best option would be to increase the same bike/seat mix to all the cars.

The best answer to many of these issues is to increase the number of cars in a train set. Other train systems all seem to offer longer train sets. I understand that will have a commensurate change in station platform lengths. But this can be phased in with Baby Bullets where only 4-5 stations need to be extended at first. Caltrain must be able to figure out how to operationally run mixed length trains on the tracks - every other train system seems to be able to do this.

By the way, I applaud the addition of the bike link lockers to a number of stations. It's great to see a way to securely lock bikes. This option has allowed me to use Caltrain for more trips.

Thank you for offering an opportunity to voice my concerns regarding bikes on Caltrain.

Regards,

--

Alan Williams

(Diridon-Hillsdale)

408-489-7060

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Alan Williams

408-489-7060

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Alan Williams
408-489-7060

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Wednesday, January 10, 2018 10:57 AM
To: 'Anne zimmerman'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Board

Dear Anne,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day onboard its trains. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback and congratulations on your near retirement!

Best,
Lori Low

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

From: Anne zimmerman [mailto:z12010sf@gmail.com]
Sent: Sunday, December 24, 2017 8:54 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Board

Good morning,

Please do not reduce space for Bikes on Caltrains trains., one mode of transportation that saves taxpayers money on roads, can help riders improve health, and does not pollute the environment. It can be a crucial connection between destinations and Caltrain!

Just when I'm going to retire and plan to bike and ride trains more often!

Sincerely,

Anne Zimmerman



Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Sunday, January 07, 2018 8:56 PM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Cc: Bikes On Board
Subject: Better safety and security needed on EMU trains
Attachments: Train134_bike_110126.JPG

Dear Chair Bruins and Members of the Joint Powers Board,

Following up on my public comment at December's JPB meeting, I would like to share the FRA regulations regarding emergency exit windows, appended to this email.

We are concerned that bikes blocking emergency exit windows would cause a safety hazard. All bike cars today have seats next to emergency exit windows, thanks to Chuck Harvey's focus on safety. Seats and removable fixtures are specifically allowed by FRA regulations.

Bicycles are movable, but during rush hour, the only place to put them would be in the aisle because all racks are typically full as shown in the attached photo. Bikes in the aisle block emergency egress not only to the emergency exit windows, but also to exit doors. Therefore, we strongly urge you to follow Chuck Harvey's lead, and put seats next to emergency exit windows.

We'd like to emphasize that there are now two important reasons to have seats within view of bikes:

1. To keep emergency exit windows and the aisles free and clear during an emergency
2. To allow bike riders to guard their bikes against theft

Assuming the same capacity as proposed (72 bikes and 572 seats per six-car EMU train), we suggest reconfiguring the interior of EMU cars as follows:

- Optimum: More than one seat for each bike space. Example: Bike spaces evenly distributed in all cars, i.e., 12 bikes per car.
- Minimum acceptable: Half as many seats as bike spaces within view of bikes. Example: Layout of today's Bombardier bike cars.

We also recommend including a fourth bike car on Bombardier trains in the mixed fleet to make up for lost bike capacity on EMU trains compared with trains today.

We are happy that car layout and capacity will be discussed at the February JPB meeting and we look forward to working with staff to propose alternatives that provide enhanced passenger safety and security.

Sincerely,
Shirley Johnson
BIKES ONboard

Excerpts from Federal Railroad Administration Regulations

49 CFR Ch. II, § 238.113 Emergency window exits.

- (a)
(1) *Single-level passenger cars.* Each single-level passenger car shall have a minimum of four emergency window exits. At least one emergency window exit shall be located in each side of each end (half) of the car, in a staggered configuration where practical. (*See Figure 1 to this subpart; see also Figures 1b and 1c to this subpart.*)

(2) *Multi-level passenger cars—main levels.* Each main level in a multi-level passenger car is subject to the same requirements specified for single-level passenger cars in paragraph (a)(1) of this section.

(c) *Dimensions.* Except as provided in paragraphs (c)(1) and (c)(2) of this section, each emergency window exit in a passenger car, including a sleeping car, ordered on or after September 8, 2000, or placed in service for the first time on or after September 9, 2002, shall have an unobstructed opening with minimum dimensions of 26 inches horizontally by 24 inches vertically. A seatback is not an obstruction if it can be moved away from the window opening without using a tool or other implement.

(2) Legible and understandable operating instructions, including instructions for removing the window, shall be posted at or near each such window exit. If window removal may be hindered by the presence of a seatback, headrest, luggage rack, or other fixture, the instructions shall state the method for allowing rapid and easy removal of the window, taking into account the fixture(s), and this portion of the instructions may be in written or pictorial format.

Low, Lori

From: Vincent de Martel <vincent@demartel.com>
Sent: Tuesday, January 02, 2018 4:32 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Re: Bike car design

Dear Lori,

I wanted to get back to you, first to thank you for your response and secondly because I am aware that the topic of bikes on Caltrain will be examined soon.

As you mentioned, the choice of the stacked options for bikes is a great example of a win-win strategy: we were able to get more bikes on board and it is a cheap, safe and easy option for the train operator. Smart!

For electric cars, there's still time to make the design right before launch.

Right now, the design is not satisfactory:

- 1) There are less bike spaces on each train which limits the ability of the operator to carry more bikes in the future by adding more trains.
- 2) The bikes are too far away from riders. I can guarantee you from personal experience that this means much congestion and delays at rush hours and even more bike thefts.

The work you do in collaboration with bike riders is a tremendous opportunity to show how Caltrain works with users to resolve problems. My dearest wish is that the bike car design can be addressed for the good of all. I have written to the editors of local newspapers to share my thoughts on this design. My previous letter on this topic was published showing that Caltrain issues are close to the heart and minds of local citizens.

Wishing you all the very best for 2018,

Vincent de Martel

On Dec 12, 2017, at 9:36 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Vincent,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Vincent de Martel [<mailto:vincent@demartel.com>]
Sent: Wednesday, December 06, 2017 10:40 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike car design

Dear Caltrain Board,

Thanks for your continued support of biking on the trains and for being a role model for other transportation projects around the country and beyond.

I'm writing to you to express my concern about the lack of dedicated seats within the bike car area. I am a commuter using daily Caltrain to go to work since 2008.

Here are my reasons:

- i) I've had the opportunity to witness a bike theft attempt on a packed train which was thwarted only because other bike riders were in the area and were able to shout out. Avoiding theft requires people being close to their bikes,
- ii) I've observed how riders sitting far from their bikes have a tendency to slow down the unloading process. Areas near the doors tend to be packed as the train arrives to the station. Less space near bikes means increased delays.

Spreading bicycles across the train is the best design as it enables fast loading/unloading and reduces the risk of bike thefts. Ideally each car would also be a bike car. If we can get to at least 4 that would be good progress.

We need all the space we can on Caltrain, it is the only transportation artery that still has room to grow to carry people up and down the peninsula as the region continues to add more and more businesses and homes. Every seat matters and every bike space is important, let's not lose any.

Best regards,

Vincent de Martel

Low, Lori

From: Salvavidas 425 <salvavidas425@gmail.com>
Sent: Saturday, December 30, 2017 12:15 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: No bike seats = bike thefts

Please exercise common sense....thank u



Low, Lori

From: Jon_Spangler <jonswriter@att.net>
Sent: Tuesday, December 19, 2017 3:23 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net; Adina Levin; Bert Hill
Subject: Re: Support SF Bicycle Advisory Task Force Position: Keep Bikes Safe and Cyclists from Being Bumped

Dear Ms. Low,

Thank you for your response to my comments. I have already read the information on your website about electrification. (I have been advocating for better accommodation of bikes onboard Peninsula commute trains since the 1980s.)

You mentioned that, *"Regarding security, Caltrain is currently exploring different options to address your concern."*

What are those other security options? Which security methods you are evaluating? Who is evaluating them, and by what criteria? Are the criteria and the evaluation process public? Are the Caltrain or San Francisco Bicycle Advisory Committees an integral part of helping you evaluate these "different options"? (If they are not taking the lead in this process, why not?)

I fear that if Caltrain staff and its consultants are the only ones evaluating these "different options" without the San Francisco and Caltrain BACs, Caltrain will only continue to waste money while simultaneously losing the struggle against bike theft and further alienating the fastest-growing segment of its ridership. (Is Caltrain ready for the public relations cost of the bad press that most assuredly will result when bikes start getting stolen from trains? I doubt it...)

I look forward to your response while trying to not be cynical, knowing how Caltrain staff have ignored the input of Peninsula and San Francisco cyclists who commute by train for decades...

Respectfully yours,

Jon Spangler
2060 Encinal Avenue, Apt B
Alameda, CA 94501-4250

Writer/editor
Linda Hudson Writing
League Cycling Instructor #3175
TEL 510-864-2144
CEL 510-846-5356
JonSwriter@att.net
www.LindaHudsonWriting.net
www.linkedin.com/in/jonmspangler

On Dec 12, 2017, at 9:32 AM, Caltrain, Bac (@caltrain.com) <bacaltrain@samtrans.com> wrote:

Dear Jon,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Jon Spangler [<mailto:jonswriter@att.net>]
Sent: Tuesday, December 05, 2017 9:42 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary@caltrain.com; bikesonboard@sonic.net; Adina Levin; Bert Hill
Subject: Support SF Bicycle Advisory Task Force Position: Keep Bikes Safe and Cyclists from Being Bumped

Dear Members of the Caltrain Joint Powers Authority Board and Staff,

I was born and raised in Redwood City and have taken Caltrain many times – with and without my bike – since long before Caltrain existed.

Although I now live in Alameda, I visit family and friends in Redwood City every week: my wife, who normally rides the Capitol Corridor trains between Oakland/Jack London Square and Santa Clara university, often takes Caltrain to meet me in Redwood City after work. I have often noted the increase in the number of bikes on Caltrain since the 1980s when we were trying to get permission to bring them on board. I have also suffered the theft of 6 bicycles since 1971: bike theft is painful emotionally and financially, costing the North American economy an estimated \$500,000,000 annually, according to [Project 529](#).

The electrification of Caltrain is a wonderful opportunity. But once again, Caltrain is shortchanging itself and its bike-riding passengers with short-sighted and deeply flawed proposals for the electrified trains. It would be nice if – for a change – the Caltrain JPA Board and Caltrain staff would listen to and heed the cyclists who

are trying to make Caltrain more popular and successful.

Based on my five decades of experience using buses, BART, and trains – with and without my bike – as well as my 6 years’ experience on the BART Bicycle Advisory Task Force (2011 – present), I recommend the following:

1. Keep seats for cyclists in the same cars and areas as their bikes: there is no better theft deterrent than the human eye, especially if it belongs to a cyclist whose bike is at risk. If Caltrain depends solely on video cameras to “protect” bikes from theft, it will accumulate many videos of bikes being stolen. If seats for cyclists are not provided in the new cars, cyclists like me will stand guard over their bikes, perhaps creating safety hazards and loading/unloading conflicts.
2. Ensure that every electrified train has the capacity to carry at least 84 bikes, per the 2015 Caltrain JPA Board policy – with no exceptions.
3. Add a fourth bike car in each seven-car diesel train in the proposed mixed fleet to make up for the reduced bike capacity on electrified trains, just as these long diesel trains will help make up for the reduced seating capacity of the new electrified trains. (The electrified trains will have 5 fewer bike spaces and 200 fewer seats than today’s trains.)
4. While I cannot attend the December 7 public hearing and JPA Board meeting, I support the written and verbal comments of my friends and colleagues Bert Hill, Adina Levin, and Shirley Johnson, who will be speaking on this issue in person at Thursday’s public hearing.

Bicyclists make up a growing percentage of transit riders on BART, Caltrain, Capitol Corridor, and Ace trains. Welcoming them on trains with adequate bike capacity to avoid “bumping” them should be a primary goal. As Caltrain and other rail transit lines try to modernize and make their service more sustainable, it is simply common sense to promote bicycling – perhaps the most sustainable train access mode available – as Caltrain’s “first mile” and a “last mile” solution.

Thank you for your consideration.

Respectfully submitted,

Jon Spangler
2060 Encinal Avenue, Apt B
Alameda, CA 94501-4250

Writer/editor
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League Cycling Instructor #3175
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www.LindaHudsonWriting.net

www.linkedin.com/in/jonmspangler

"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony

Jon Spangler
Writer/editor
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"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony

Low, Lori

From: samlaser@sanfranciscobicycleballet.org
Sent: Tuesday, December 12, 2017 11:55 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); jym@scorcher.org; CalMod@caltrain.com; cacsecretary
[@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Please keep seats for bike riders in same car and increase not decrease capacity

Stacking bikes is difficult for me as well. Does Caltrain understand that not everyone who rides a bike is Herculean?
Quoting "Caltrain, Bac (@caltrain.com)" <bacaltrain@samtrans.com>:

> Dear Carla,
>
> Thank you for your comments. Currently, Caltrain carries almost
> 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed
> that the electric trains would include one bike storage slot for every
> eight seats. During this past August and September, the Caltrain
> outreach team worked to receive feedback on the electric train onboard
> bicycle storage design. Based on all the input received, the stacking
> option which maximizes onboard capacity was selected for the new
> electric trains. This meets the 1:8 bike to seat ratio and will
> increase bike capacity at the peak time by 17%.
> For more information on the electric train capacity, visit
> www.caltrain.com/EMUcapacity. Regarding security, Caltrain is
> currently exploring different options to address your concern.
>
> I also wanted to let you know that Caltrain is currently working to
> improve bike parking at stations to better meet the needs of its
> riders. In November, the Board adopted the Bike Parking Management
> Plan which recommends a set of management and administrative reforms
> and implementation strategies to optimize the performance of
> Caltrain's bike parking system.
>
> We're excited that with the electric trains we will have a cleaner,
> greener, quieter system that offers better service. Thank you again
> for your feedback.
>
> Best,
> Lori Low
>
> -----Original Message-----
> From: samlaser@sanfranciscobicycleballet.org
> [<mailto:samlaser@sanfranciscobicycleballet.org>]
> Sent: Friday, December 08, 2017 6:44 AM
> To: Board (@caltrain.com); jym@scorcher.org
> Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary
> [@caltrain.com]; bikesonboard@sonic.net
> Subject: Please keep seats for bike riders in same car and increase
> not decrease capacity

>
>
> Please keep the dedicated seats in the bike area of Caltrain trains.
> I also do not want to see an additional decrease of bike capacity on
> electrified trains. I would like to see an increase.
>
> I am an avid bike rider that enjoys going all over the Bay Area on my
> bike. Caltrain is an important part of my journey.
>
> In addition, I am disabled and I require a seat to sit in when I am
> not on my bike. If I stand I self injure and am in pain within one
> minute with swelling and worse pain as the time goes on.
>
> As a bicyclist, theives are part of my every day. I do not leave my
> locked bike unattended for more than a few minutes as it inevitably
> gets messed with and parts stolen. Sadly, it doesn't matter if my bike
> is parked in a high end or low end neighborhood.
>
> Please continue to service the Bay Area bicycling community with
> awesome services and a clear message that bikes belong and that bike
> riders represent an important part of your ridership.
>
> Sincerely,
>
> Carla Laser
> Caltrain Commuter
> Founder/Choreographer of the San Francisco Bicycle Ballet SFCommons
> Public Access TV Producer BicyclesIECWCBS Independent Media Journalist

Low, Lori

From: Malin Walker <mapalipin@gmail.com>
Sent: Tuesday, December 12, 2017 2:57 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Re:

Thanks for letting me know, and thanks for taking environmentally friendly decisions.

Best,
Malin

On Tue, Dec 12, 2017 at 9:23 AM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Hi Malin,

Thank you for your feedback regarding bikes onboard Caltrain. I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,

Lori Low

From: Malin Walker [mailto:mapalipin@gmail.com]
Sent: Friday, December 08, 2017 10:42 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:cacsecretary@caltrain.com]; bikesonboard@sonic.net
Subject:

Dear Caltrain board,

I commute to Mountain View on the Caltrain with my bike. I really appreciate that there are seating close to the bikes, and I would love it if there was any chance to lock up your bike on the train.

Best,

Malin Walker

San Francisco, CA

94114

Low, Lori

From: giuliano carlini <giuliano@carlini.com>
Sent: Saturday, December 09, 2017 1:01 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Configuration for bikes on new cars

Thanks for the reply Lori. Caltrain has indeed been a leader in working with cyclists, especially with getting us on board trains. Especially as you've had to retrofit us onto cars designed without us in mind. This is a chance to design cars for cyclists from the git go. A chance for Caltrain to lead the nation in the next 30 years. Do you have any details about the options to provide security? Any option that doesn't let me sit near my bike will be a hard sell.

Getting more folks to cycle, a lot more folks to cycle, is really a critical part of the transportation solution. And health care. I don't know if you recall me from yesterdays meeting. But, I'm an old fat dude ;-> With a resting heart rate of about 55, great cardiac health, able to ride 100 miles pretty much on demand, blah, blah, brag, brag. Cycling really is the best solution to our transportation crisis. Trains are second. And they are complimentary. Caltrain was critical to getting out of my car, off buses. I need Caltrain to ride my bike to work. And I need my bike to use Caltrain. And if I'm relying on my bike, it's security is critical to me. Theft is a real issue and concern for me.

Thanks again,

giuliano

> On 05 Dec, 2017, at 14:48, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

>

> Dear Giuliano,

>

> Thank you for your thoughtful feedback. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

>

> I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

>

> We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

>

> Best,

> Lori Low

>

> -----Original Message-----

> From: giuliano carlini [mailto:giuliano@carlini.com]

> Sent: Friday, December 01, 2017 12:36 AM

> To: Board (@caltrain.com)

> Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain@caltrain.com]; bikesonboard@sonic.net

> Subject: Configuration for bikes on new cars

>

> Hi all,

>

> Firstly, I'm really excited about Caltrain's electric future. And, I'm hopeful that the new cars will be better for all users, including cyclists.

>

> I live in Belmont, about 20 miles from my workplace south of Moffett Field in Sunnyvale. I typically ride part way from home, hop on the train, and then get off at Mountain View station and ride the remaining 4 miles to work. And visa versa on the way home. I need my bike on both sides of my commute.

>

> I ride to work nearly every workday of the year, year round. My bike is semi-custom, and heavily tailored to commuting: frame geometry, generator hub, lights, racks, 40 spoke hubs, blah, blah, blah. It's a nice rig. And a bit pricey. I always sit in the car with it where I can keep an eye on it. If the seats are all occupied, I stand so I can watch it. Over 10 years, I've seen a least a half dozen times where folks have run after thieves stealing their bikes. Given I ride twice a day, and there's a whole lot more than two trains a day, and extrapolating, that's a lot of bikes stolen from trains. This is a topic particularly fresh in my mind, as I just witnessed, and helped stop, a bike theft on evening of Oct 20.

>

> I was on an evening train heading north, and got off the southbound bike car at Palo Alto station. I was riding north on the sidewalk (which I take to the parking lot, and from there to the road), when I heard a woman screaming on the platform that someone had stolen her bike. Looking up, I saw the thief on the platform, and I took off down the sidewalk. As I was paralleling the thief below, another rider gave chase on the platform. As I reached the parking lot, the thief was coming down the stairs on the bike. I punched it hard, and caught up with him. I was bellowing to him to get off the bike and run and I'd let him go, or he could stay on the bike and I'd take him down. I'm 6'4", near 300 pounds, and somewhat terrifying looking as I'm bearing down on someone at 20+ miles an hour ;-> He slipped, fell, and then got off the bike and ran. The other pursuer took the bike, and brought it back up to the owner. I continued on my way home.

>

> This is what happens WITH cars that have a bunch of bikes and some seats for cyclists. Seats that are often too distant from their bikes. I hear the new cars pack bikes onto cars without almost any dedicated seats for riders. Cyclists will need to sit elsewhere, where they can't watch their bikes. An invitation to thieves. Cyclists need more seats, nearer to their bikes than they have today. Not fewer. Or, more of us will have bikes stolen. I've been fortunate enough to travel to other cities/countries a bit. I've been to a number of places that have MUCH better layouts for bikes. Layouts that put 6 or more bikes per car, with their riders sitting very close to their bikes. Surely Caltrain can devise a better layout than we have today. Whether some bikes in every car, or a few cars dedicated to bikes with seating for their riders. But no seats just won't work. Even if riders stand near their bikes, that's still a problem. And expecting riders to stand is just not right. A lot of trains get crowded. With riders standing in the aisle it takes a lot more time for folks to get off, and then to load the train. Even on the current cars the "rush hour" trains regularly have conductors yelling and begging folks to crowd onto the train and sort out who goes where later. Of course, that doesn't work, cause there's no where for folks to go, until they get their bikes stacked, and then can move out of the way. Bikes stacked randomly, instead of by disembarking stop, make getting off the train take even longer, even when there is lots of space for moving bikes about. With aisles that are packed, there's no where to move the bikes around.

>

> Personally I think a uniform car layout, with every car having spaces for some bikes, and seating nearby for their riders, and seats for non cyclists makes the most sense. Not only from a cyclists perspective, but for non cyclists, and even for Caltrain. For example, think of operations. With just one sort of car, it makes putting cars together into a train simple. And if a car breaks down, well, every other car is just like it, so any of the others can be used in its place. To run a special train for ballgames, you don't need to worry about differing car configurations; they all the same. If in the future you need to handle more riders, you have can easily run longer trains that handle the same proportion of cyclists. Or, run

shorter trains more frequently, again supporting the same proportion of cyclists. A single car layout, with spaces for bikes, their riders, and non riders really does make the most sense.

>

> I appreciate that accommodating bikes displaces non bike riding passengers. But, without their bikes, you'll lose many/most of these bike riding passengers. We NEED our bikes in order to take Caltrain. With poor layout for bikes, you'll lose cyclists. Most will end up in cars. Hardly the goal of Caltrain. They'll increase road congestion. We'll burn more gas. We'll have worse air quality. They'll get less exercise, leading to more folks with health issues. And you'll lose public transit advocates that help secure the public support that Caltrain requires to improve.

>

> Thanks much,

>

> giuliano carlini

> Belmont



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:22 AM
To: 'Ewen Denney'; Caltrain, Bac (@caltrain.com)
Subject: RE: bike boarding

Hi Ewen,

Caltrain is conducting a bikes board first pilot program at Mt. View, Sunnyvale, and Redwood City Stations to assess if it improves operations. The pilot will occur throughout the month of December. Thanks for your interest!

Best,
Lori Low

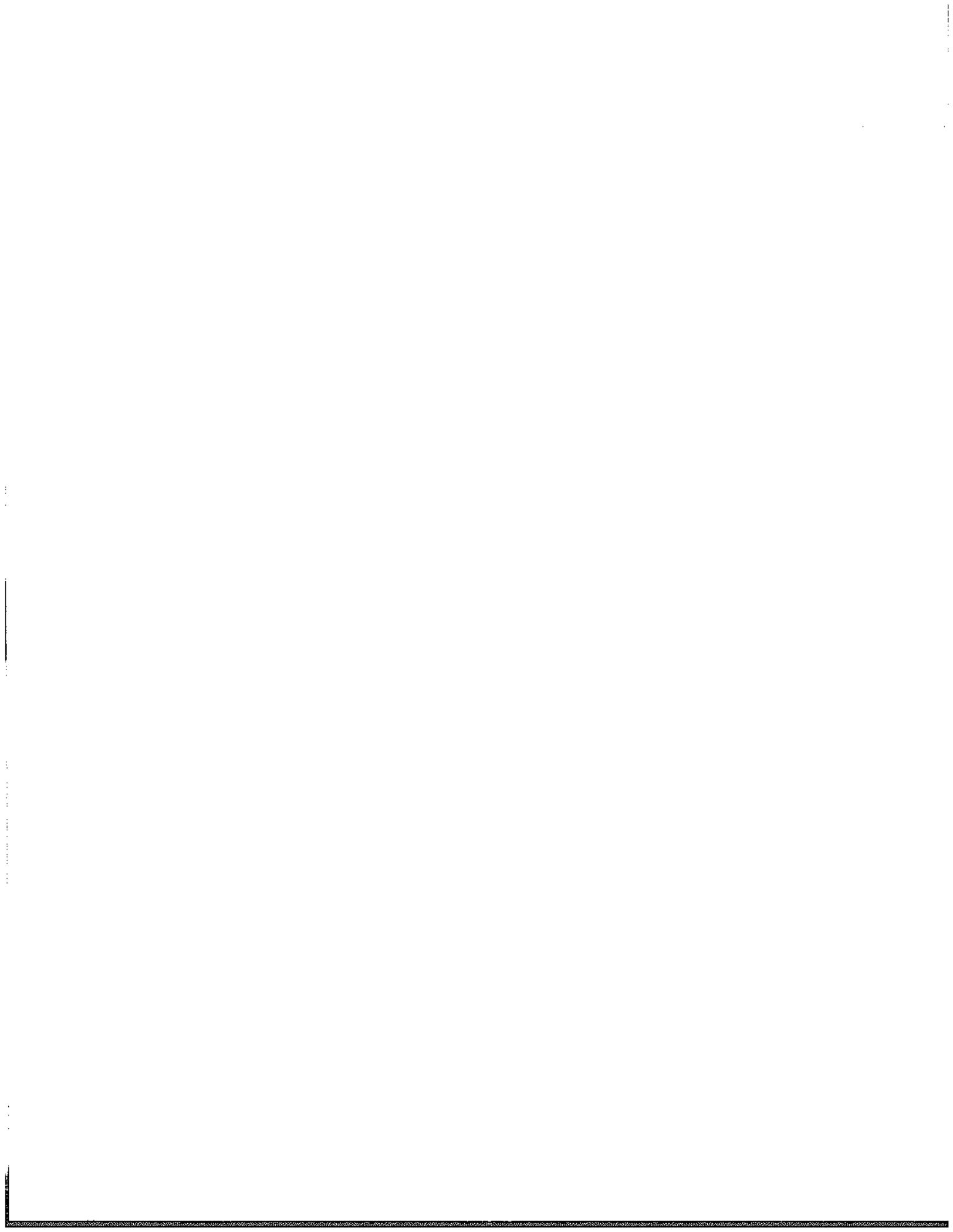
-----Original Message-----

From: Ewen Denney [<mailto:eoghan@gmail.com>]
Sent: Friday, December 08, 2017 1:21 PM
To: Caltrain, Bac (@caltrain.com)
Subject: bike boarding

Hi,

Yesterday there were electronic signs and announcements saying "All passengers with bicycles first board the bike car please" or something like that. I don't recall seeing that before, so is this a change to the policy that cyclists always get on last, even though they should have priority in the bike cars?

Ewen



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:38 AM
To: 'Ruth Radetsky'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; sfbike@lists.riseup.net
Subject: RE: bicycle cars on electric bikes.

Dear Ruth,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Ruth Radetsky [<mailto:ruth@radetsky.org>]
Sent: Thursday, December 07, 2017 5:44 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; sfbike@lists.riseup.net
Subject: bicycle cars on electric bikes.

I take Caltrain a couple of times a week.

I am deeply dismayed by the possibility that there will be no seats in view of the bicycles in the bike cars on electrified trains.

My bicycle is my mobility device. I have difficulty walking, I need my bike to get around, and I cannot stand for the length of my train ride. Yet I must be where I can see my bike. My bike has expensive custom modifications that allow me to use it comfortably, and I simply cannot afford to lose it.

The only way bike cars that have no seating would be acceptable is if we could lock our bikes on Caltrain cars, which we cannot now do.

Would you leave an extremely portable multi-thousand-dollar necessity where you could not see it? Do you want me sitting on the floor, blocking other bicycles' movement in and out of the bike car?

Thank you for taking this concern seriously.

Ruth Radetsky, San Francisco

--

Ruth Radetsky
San Francisco, CA

Low, Lori

From: Council-Jeff Gee <jgee@redwoodcity.org>
Sent: Thursday, December 07, 2017 12:03 AM
To: Cliff Bargar; cheryl.brinkman@gmail.com; gillian.gillett@sfgov.org; monique.zmuda@sfgov.org; rose.guilbault@yahoo.com; dpine@smcgov.org; jbruins@losaltosca.gov; Supervisor.Yeager@bos.sccgov.org; district6@sanjoseca.gov; dev.davis@sanjoseca.gov
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net; MTABoard@sfmta.com
Subject: Re: Current Bike Car Proposal is an Invitation for Theft

Mr. Bargar:

On behalf of the JPB Board, I want to acknowledge receipt of your comments. Staff is aware of the concerns raised, and is reviewing the issue and the opportunities to address the concerns raised in your comments.

Regards,

Jeff
Jeff Gee
Councilmember
City of Redwood City
(c) 650-483-7412
1017 Middlefield Road
Redwood City, CA 94063

From: Cliff Bargar <cliff.bargar@gmail.com>
Sent: Wednesday, December 6, 2017 10:43 PM
To: cheryl.brinkman@gmail.com; gillian.gillett@sfgov.org; monique.zmuda@sfgov.org; Council-Jeff Gee; rose.guilbault@yahoo.com; dpine@smcgov.org; jbruins@losaltosca.gov; Supervisor.Yeager@bos.sccgov.org; district6@sanjoseca.gov; dev.davis@sanjoseca.gov
Cc: calmod@caltrain.com; bac@caltrain.com; cacsecretary@caltrain.com; bikesonboard@sonic.net; MTABoard@sfmta.com
Subject: Current Bike Car Proposal is an Invitation for Theft

To JPB Directors Brinkman, Gillett, Zmuda, Gee, Guilbault, Pine, Bruins, Davis, and Yeager,

Thank you all for your service to Caltrain. I'd also like to thank Caltrain staff for all of their hard work.

To get right to the point, Caltrain needs to have at least three bike cars per electrified trainset, with seating interspersed with bike storage. The proposal to include only two bike cars, each with three folding seats in a bike car with 36 bike spaces does not provide sufficient security and is an affront to the sensibilities of all Caltrain riders with bicycles.

I've been a daily Caltrain commuter from San Francisco to Lawrence for the last three years, biking to get to the train almost every day. I joined the Bicycle Advisory Committee in January. Being on the BAC has been a great learning experience for me so far but I regret not speaking up loudly sooner about what I see as a grave mistake in the proposed design for Caltrain's future EMUs.

The big assumptions that seem to have been made by staff in proposing such a design are that bicycle thefts from onboard the train are exceedingly uncommon and that, perhaps as a result, riders don't need to be able sit within view of their bicycles. Both of these assumptions are false.

For starters, we're told there was only one reported theft from onboard the train in all of 2016. While this may be true, a quick Twitter search showed at least 10 thefts have been tweeted so far in 2017. At least one Twitter user admitted that their stolen bike was not reported to the San Mateo County Sheriff, either because the process for doing so was unclear or because they didn't expect anything to be done. The fact that at least 10 have been tweeted about, though, means there must have been even more that have gone unreported.

Further, staff seems to believe that passengers won't be bothered by a lack of seating in the bike car. Once again, Twitter tells another story (part 1, part 2): so far in 2017, several dozen passengers have tweeted roughly 50 times expressing dissatisfaction with the available seating in the bike car. Some of these passengers have even opted to stand in the aisle or sit on the floor so that they can keep tabs on their bicycles.

Another deeply flawed assumption is that bike thefts will not increase after a radical reconfiguration of the bike car. Some passengers with bikes now may choose not to sit in the bike car but they do so knowing that the presence of other passengers there poses as a theft deterrent.

Passengers know, though, that bike theft is a huge problem across the Bay Area. We've even seen the bike lockers at 4th and King (sitting behind a barbed wire fence) pried open. It'd be foolish not to see a bike car layout like this one as an open invitation to thieves, who will not be deterred by cameras on the train or at stations (e.g. this video). Bikes are even regularly stolen from the front of MUNI buses (1, 2). The best ways to reliably prevent bike theft are to either have your bike locked very securely or be able to see your bike to credibly prevent bike thefts in progress.

We know from past surveys (e.g. 1, 2, 3) that many passengers bring their bikes on the train because they're either concerned about them being stolen from a station or because they need them at both ends of their journey. While the bike parking management plan is an important step that may alleviate the former concern it does nothing to solve the latter. Notably, none of these surveys have asked about how concerned passengers are about thefts on board; this was seemingly settled in 2009 when a proposed bike car layout similar to the current design was last rejected (1, 2). Of all the rail systems that allow bicycles on board around the Bay Area (including BART, VTA, SMART, and ACE), Capitol Corridor is the only one which doesn't have seating immediately adjacent to bikes, instead letting passengers lock their bike to the rack.

To be able to provide the necessary level of service to bicycle riders **Caltrain needs to spread the proposed 72 bicycle spaces mixed with seats among at least three cars, as is currently done on the Bombardier trainsets, rather than between just two as proposed**. This is a solution I have brought up to staff at every BAC meeting in which we discussed electrification.

For my profession I work as a robotics engineer; I have a fair amount of experience in both questioning assumptions and understanding complex systems. The BAC has been given several different reasons for why this wasn't possible (each of which was justified itself by an earlier decision that we weren't given input on); while I lack some of information, all the explanations we've been given ultimately boil down to a belief that having only two bike cars rather than three will lead to increased operational efficiency.

As I've already explained, rather than load their bikes and go find seats elsewhere, many cyclists would instead stand or sit on the floor of the bike car to watch their bikes. This would substantially hamper dwell times (as anyone who's ever ridden the train on a Giants' game day can attest to). The only way that this proposed layout will improve efficiency relative to three bike cars is if a substantial number of cyclists decide to stop taking the train and drive instead.

Thanks,



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:26 AM
To: 'Sandahl, Carrie'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; 'bikesonboard@sonic.net'
Subject: RE: Bikes on CalTrain

Dear Carrie,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Sandahl, Carrie [<mailto:Carrie.Sandahl@mountainview.gov>]
Sent: Wednesday, December 06, 2017 5:08 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; 'bikesonboard@sonic.net'
Subject: Bikes on CalTrain

Good afternoon-

My name is Carrie and I'm a bike & Caltrain commuter from San Francisco to Mountain View. I was dismayed to receive an e-mail from the folks at Bikes on Board that detailed the plan by Caltrain to decrease bike capacity on electrified trains. While I understand there are competing interests and perspectives on this issue- based on my (albeit anecdotal) observations riding Caltrain with my bike for almost 12-years, reducing the bike capacity on trains and the number of seats near bikes is a VERY bad and short-sighted idea. I have witnessed attempted bike thefts from the train car (once, a hero bike-owner leapt from the top seating area to thwart the attempted thief!), and reducing the ability of bike-riding passengers to sit near their bikes may only exasperate that phenomenon. I was able to FINALLY ditch my car over 3 years ago because of the reliability of being able to take my bike on Caltrain. I hope others will be encouraged to do the same, but if the possibility of being "bumped"

from riding on the train due to bike capacity issues, I don't think many people will feel comfortable taking that leap.

While I'm capable of standing for the duration of my commute- not all bikers can stand for that long/ even longer. Anyone who has seen the cattle-call-like scene that unfolds when bikers are forced to stand near their bikes can attest to the cluster**** that ensues when departing the train. It does not foster quick exiting from the trains at each stop- to say the least- and would contribute to those ubiquitous "2-6 minute late" delays. As more and more people are commuting further and further distances from their homes to work- making biking part of the commute option to reliably get to and from work should be encouraged and facilitated, not reduced. Thank you for considering my perspective and Happy Holidays.

Carrie Sandahl

Water Environment Specialist
City of Mountain View Fire & Environmental Protection
500 Castro St, City Hall - 4th Floor
Mountain View, CA 94041-2010
Telephone: 650.903.6224
Fax: 650.963.3009
carrie.sandahl@mountainview.gov

Low, Lori

From: Sumanth Sukumar <sumanths@gmail.com>
Sent: Wednesday, December 06, 2017 2:56 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Additional Bike Car, Seating in Bike Cars on Electrified Trains

Thank you for listening to caltrain users feedback!

On Tue, Dec 5, 2017 at 2:53 PM, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Sumanth,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,

Lori Low

From: Sumanth Sukumar [mailto:sumanth@gmail.com]

Sent: Tuesday, November 28, 2017 11:24 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); [@caltrain.com](mailto:cacsecretary); bikesonboard@sonic.net

Subject: Additional Bike Car, Seating in Bike Cars on Electrified Trains

Dear Caltrain Board,

I use my bicycle to commute to work nearly every day. Not having seats in view of my bikes increases the risk of theft. Bike thefts are a huge problem in San Francisco and around the Bay Area. This would also force cyclists to stand in the bike car to keep an eye on their cycles leading to longer boarding & deboarding times delaying everyone. Given the volume of cycles and the no of cars taken off the road, the goal of reducing green house gases and improving congestion through increased use of mass transport is only hurt by reducing bike spaces on the upcoming Caltrain designs. Please add a fourth bike car in order to not reduce the available bike spaces at peak times when we already face bumps today.

Thanks,

Sumanth

Burlingame, CA Resident, Voter and Tax payer.

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:29 AM
To: 'Rarden, Marc'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Challenges with Biking and Riding Caltrain

Hi Marc,

Thank you for reaching out again and for your thoughtful comments. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. As you know, during this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori

From: Rarden, Marc [mailto:MRarden@sscinc.com]
Sent: Wednesday, December 06, 2017 11:04 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Challenges with Biking and Riding Caltrain

Hello Folks,

I've been a happy bike rider for decades, and a happy Caltrain rider off and on since 1997. It's amazing to look at how the scene has changed for the better over these 20 years. Thank you for your service, and for the work you've put it to making continuous improvements as the bike population has burgeoned.

First, I appreciate you reading this letter, and the response you sent me the last time I wrote.

However, I'm writing today to relay some concerns which we also can view as opportunities to make further improvements. Caltrain cars are packed these days, which is great. It's also a challenge. I am excited that the federal funding for the electrification of Caltrain has been restored and the project is moving forward. We need increased capacity on each train and I cannot wait to see that happen.

However, I have concerns about events occurring now that foreshadow worse conditions after the electrification work is done. Simply put, it is extremely rare to find a seat within sight of your bike on Caltrain. With so many people riding the train and many people biking, we are beyond capacity to effectively handle the situation.

While I haven't been "bike bumped" recently, I also haven't been able to stay within sight of my bike unless I stand in the aisle of the bike car. This is unattractive to both cyclists and Caltrain for obvious reasons, and is simply unsafe. In addition, there is a property concern. Bikes are being stolen on Caltrain and there is very little one can do about it beside stand in the aisle next to your bike. The thieves have the upper hand and know it, there is no recourse for cyclists.

I'm concerned that the electrified cars will exacerbate this with fewer seats and fewer dedicated bike spots. My understanding is in 2015, the Caltrain board unanimously approved more bike spaces in electrified train capacity (bikes per train), not line capacity (bikes per hour.) But the current plan reportedly uses an electrified car layout with no dedicated seats in the bike area, and only three folding seats in the same location as wheelchair space.

This makes it harder for cyclists to use Caltrain when we should be aiming for the opposite.

Why isn't the 2015 plan being followed? Seats near bikes are important to serve the enthusiastic bike community for safety and personal property reasons as outlined above. It also benefits Caltrain, I don't know of any conductors or staff that like people standing in the aisle blocking foot traffic and threatening to set off a domino chain when there are sudden stops.

I must admit, I've started driving to work instead of biking to Caltrain at times. This is silly – I love riding my bike, I get wonderful benefits from the exercise that make me a better husband, father, and co-worker, and I prefer to leave the driving to Caltrain when I consider our swollen roadways with less than benevolent drivers. But it's that bad. I'll drive instead of dealing with the cattle car conditions and risking my bike being stolen if I want to sit.

I ask that you follow the 2015 plan in a transparent manner to embrace the biking movement, not take actions that threaten it. Isn't the charter of Caltrain to enable healthy mass transit, not obstruct it?

Thank you for your consideration.

Regards,
Marc Rarden
San Mateo, CA

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:36 AM
To: 'Reyn Johnson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Dedicated seats in the bike area.

Dear Reyn,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Reyn Johnson [<mailto:reynjohnson@gmail.com>]
Sent: Wednesday, December 06, 2017 7:42 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Dedicated seats in the bike area.

Dear All,

Please provide dedicated seating in the next generation bike cars, so that bike owners have a chance to prevent theft of their valuable and very needed transportation assets. And, please find a way to allow standing in the bike cars so that riders can protect their rides now and in the future.

Thank you.

--
Sincerely,

Reyn Johnson



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:35 AM
To: 'Helena Birecki'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Capacity essential for Caltrain's future

Dear Helena,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

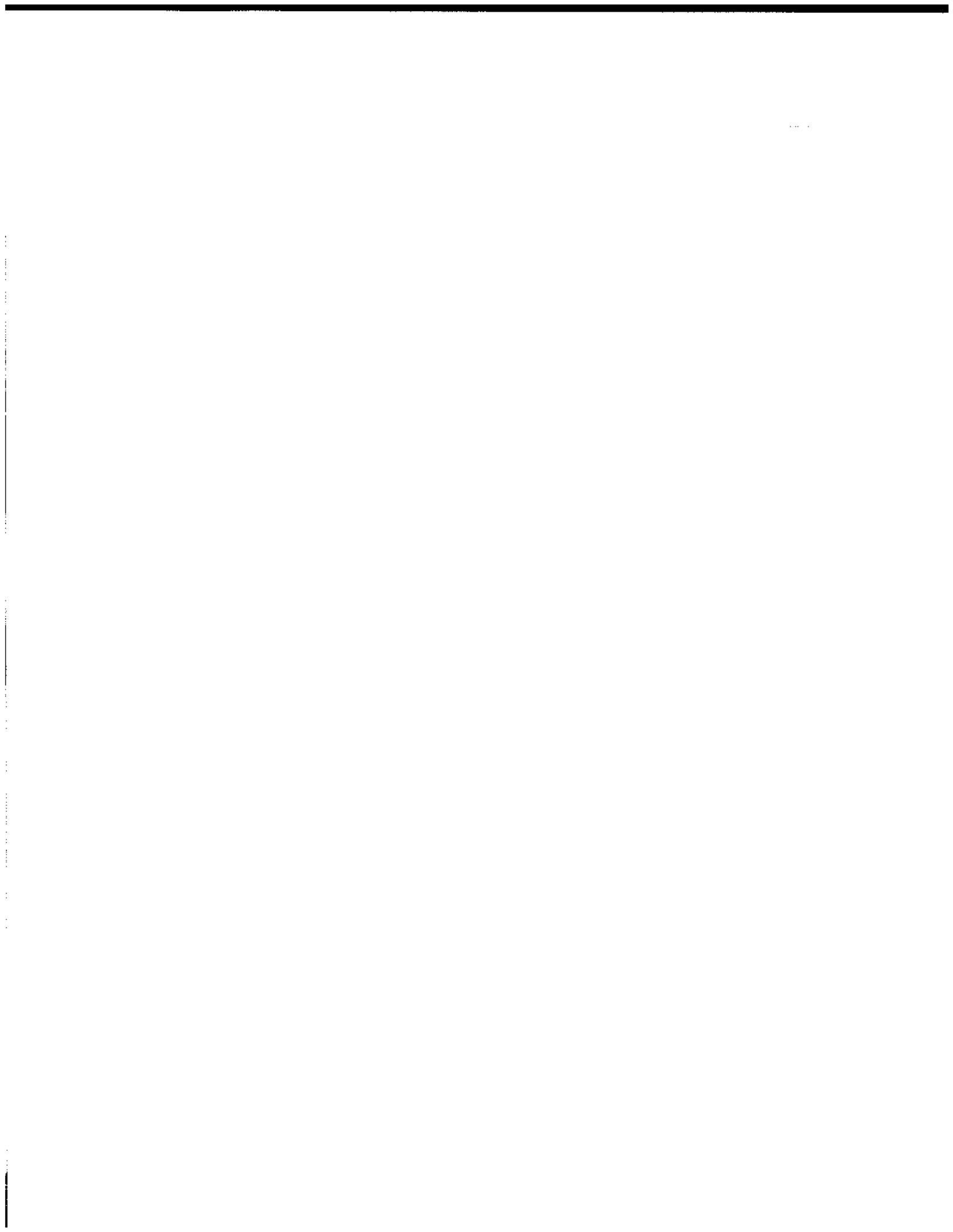
From: Helena Birecki [mailto:helenaster@gmail.com]
Sent: Tuesday, December 05, 2017 11:20 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net
Subject: Bike Capacity essential for Caltrain's future

Dear Caltrain board and staff,

Planning on projects as big as Caltrain need to keep the future in mind. Bikes are an essential component -- not only for me to be able to use Caltrain as part of my transportation system-- but for the future wellbeing of the Caltrain system. Most cyclists who are Caltrain riders have tight timelines and need their bikes on both sides of their Caltrain commute. If there is not enough bike capacity and bumps are common, the unfortunate result will be fewer people on Caltrain and more people in their cars.

Caltrain also needs to have space for cyclists to sit/be out of the aisles in the same car as their bikes and check on their bikes-- more thefts would also equal fewer Caltrain riders. If cyclists have to stand in the aisle of the bike car that would get in the way of people getting on and off the train efficiently.

Thank you in advance for your continued work to help Caltrain thrive and be a force for good in the world,
Helena



Low, Lori

From: sean f. reardon <sreardon@stanford.edu>
Sent: Tuesday, December 05, 2017 9:35 PM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: seats in bike cars

dear lori –

thanks for your reply. I'm glad to hear caltrain is addressing bike parking, but that doesn't do anything to address the concerns of folks like me who bring our bikes on the train; the bike cars are getting more and more crowded (I've been riding caltrain with a bike for over 12 years); it's essential that there be more bike spots on the trains, and that there be seating in the bike cars – I hope you and your colleagues will take this concerns seriously when designing the new cars.

thanks
sean.

sean f. reardon
professor of poverty and inequality in education
and professor (by courtesy) of sociology
stanford university
CERAS building, 520 galvez mall, #526
stanford, ca 94305-3084
650.736.8517 (office phone)
650.723.9931 (office fax)
sean.reardon@stanford.edu
<http://cepa.stanford.edu/sean-reardon>

From: Caltrain, Bac (@caltrain.com) [<mailto:baccaltrain@samtrans.com>]
Sent: Tuesday, December 5, 2017 2:59 PM
To: sean f. reardon <sreardon@stanford.edu>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com>; cacsecretary [@caltrain.com] <jpbccacsecretary@samtrans.com>; bikesonboard@sonic.net
Subject: RE: seats in bike cars

Dear Sean,

Thank you for your comments. Caltrain is currently exploring different options to address your concerns regarding the new electric train bike cars. I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: sean f. reardon [<mailto:sreardon@stanford.edu>]

Sent: Monday, November 27, 2017 7:36 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: seats in bike cars

dear caltrain –

please make sure there are seats in the bike cars on the new trains! no one wants to worry that their bike will be stolen if they sit in another car, and no one wants to stand for the whole commute. it's just common sense to include some seats in the bike cars.

thanks,

sean.

sean f. reardon

professor of poverty and inequality in education

and professor (by courtesy) of sociology

stanford university

CERAS building, 520 galvez mall, #526

stanford, ca 94305-3084

650.736.8517 (office phone)

650.723.9931 (office fax)

sean.reardon@stanford.edu

<http://cepa.stanford.edu/sean-reardon>

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:31 AM
To: 'Ed Rivera'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bike Capacity on Electrified Trains

Dear Ed,

Thank you for your comments and for being a long-time rider! Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Ed Rivera [mailto:ed@rcgsf.com]
Sent: Tuesday, December 05, 2017 5:56 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bike Capacity on Electrified Trains

Dear Caltrain Board:

I've been commuting on Caltrain for nearly 40 years (yes, I should be retired by now!), so I've ridden on the trains with wooden seats before the current trains we're riding today.

Every since Caltrain permitted bicycles on board, I've enjoyed using a bicycle as a part of my commute. I get excellent exercise, save money and, most importantly, control my time, particularly when in the City.

As many of my fellow bicyclists have indicated, the increase in ridership also has meant an increase in the need to grow bicycle capacity, not diminish it. The electrified trains will be much welcomed, and I hope that Caltrain continues to provide sufficient bicycle accommodation as a part of that modernization program. Additionally, we need to make certain that we provide adequate seating in the bike car to keep an eye on our bicycles as a deterrent to thefts.

We appreciate all you do to help modernize the train system and to promote the use of bicycles as a part of a complete commuting solution.

Thank you,

Ed Rivera, SE, President
Rivera Consulting Group
Zone 3 to Zone 1 Commuter

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 12, 2017 9:12 AM
To: 'salape@aol.com'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bicycles on Board Future Electrified Trains

Dear Peter,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: salape@aol.com [<mailto:salape@aol.com>]
Sent: Tuesday, December 05, 2017 5:42 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycles on Board Future Electrified Trains

To Whom It May Concern,

I am very concerned to hear through Bike on Board that there are no dedicated seats within view of bikes on future electrified trains. I have been riding Caltrain for over a decade. From experience, it really is important to have bicyclist sitting in view of their bicycles to prevent theft and plain courtesy so we can move our bicycles to let a bicyclist out with his or her bicycle.

Second, having cyclist standing in the bike car to guard their bikes only adds to congestion in maneuvering bikes while disembarking. There is only so much space to move around. In addition, this delays trains. I have first hand experience in this matter.

Third, cameras are not an effective theft deterrent. It will only ensure that the person whose bicycle has been stolen now sees the person stealing their bicycle. This will be adding salt to the wound so to speak.

Fourth, please follow the Caltrain board's 2015 directive to increase bike capacity on electrified trains with minimally 84 bike spaces per train. Equal distribution of bikes spaces among all cars to allow seats within view of bikes would be ideal to prevent theft so please take this into consideration.

Thank you for taking the time to read this email and concern. I hope you will take them into consideration and make them a reality.

Sincerely,
Peter Diaz
1483 Kansas Street
SF, CA 94107

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:28 PM
To: 'Megan Wachs'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Concerns about Bike Theft with new Bike Car Layout

Dear Megan,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Megan Wachs [<mailto:megan.wachs@gmail.com>]
Sent: Monday, December 04, 2017 10:32 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Concerns about Bike Theft with new Bike Car Layout

I am a resident of San Francisco who works in San Mateo, and use bike + Caltrain for my commute almost daily. I am very concerned about the proposed car layout for no seating within view of the bicycles.

What do you expect riders to do?

Lock their bikes? This will cause chaos as riders will be unable to cooperatively reorganize bikes and delays getting into and out of the bike car.

Stand in the bike car? This will also cause chaos as people will constantly be in the way of each other.

Leave their bikes and trust that no one will walk off with it? I have had *5* bikes stolen throughout my time in the Bay Area. Every time this is an enraging and expensive experience. The first one was cut from its lock at a Caltrain station

(ironically, I had to lock it there due to the train being too full to take my bike on). I was laughed at by the police that "of course" you can't leave a bike at the Caltrain station, because thieves know they are easy picking.

Thieves will quickly learn that the bike cars are easy pickings too.

On several occasions I have stopped thieves in the act of casually stealing lights or other equipment off my bike, because I make sure I can see my bike at all times when it is in a dubious location. Will Caltrain staff & police laugh at bike riders as their bikes and equipment are stolen regularly?

Stop riding Caltrain with a bike? Being able to bring a bike on Caltrain greatly increases the utility of the train, as it effectively extends it reach to my home (Russian Hill) and well beyond San Mateo downtown.

I strongly encourage you to follow the 2015 directive for increased bike capacity on electrified trains with minimally 84 bike spaces per train, distributing bike spaces among all cars to allow seats within view of bikes.

Thank you,
Megan Wachs
San Francisco Resident

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:51 PM
To: 'Virginia Smedberg'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bikers need to sit near their bikes! and need to get on the trains!

Dear Virginia,

Thank you again for your comments. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori

From: Virginia Smedberg [<mailto:virgviolin@hotmail.com>]
Sent: Tuesday, November 28, 2017 5:37 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bikers need to sit near their bikes! and need to get on the trains!

Dear Caltrain Board: I am extremely concerned about several things happening to your planning process, as the staff works on implementing your plans. I don't know how much clout you have with the staff, but I'm hoping you can lean on them to do what you have proposed, and use my and other publics' communications to emphasize these points.

The fact that the staff is apparently NOT following your 2015 directive REALLY bothers me. And as I understand it, Caltrain staff proposed the 'Stand or Steal' configuration several years ago, but huge public outcry against it forced them to keep seats within view of bikes. But this time, staff made the decision in secret with no public input. That is absolutely NOT OK. We the public are the ones affected by their decisions - our input needs to be encouraged, not brushed off or ignored.

This makes me wonder whether any of the staff have actually ever taken bikes on Caltrain, or even ride bikes!

So I am writing to:

- Express concern about no dedicated seats within view of bikes on electrified trains
- Explain that cyclists standing in the bike car to guard their bikes will make it difficult to maneuver bikes and may delay the train
- Insist that staff follow the board's 2015 directive for increased bike capacity on electrified trains with minimally 84 bike spaces per train, distributing bike spaces among all cars to allow seats within view of bikes
- Encourage Caltrain to include a fourth bike car in the seven-car diesel trains planned for the mixed fleet to make up for low bike capacity on electrified trains, the same way these long diesel trains will be used to make up for low seat capacity (electrified train sets will have 5 fewer bike spaces and 200 fewer seats than trains today!)

Sincerely,
Virginia Smedberg
Palo Alto

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:53 PM
To: 'Angela Legg'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified Train Design with regard to bikes

Dear Angela,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Angela Legg [mailto:alegg@stanford.edu]
Sent: Tuesday, November 28, 2017 11:55 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified Train Design with regard to bikes

Hello,

I am Caltrain commuter of nearly 7 years, most of which I have used the bike cars. I believe that bikes on Caltrain is one of the most effective solutions to the Bay Area traffic problems, including accidents, long delays, pollution, and road rage. Every day I'm grateful to have access to such a forward thinking transportation system.

It has come to my attention that there will be no dedicated seats within view of bikes on electrified trains. This is troubling given two existing safety issues that will be worsened as a result of providing no seating in bike cars. With no seating in the car, cyclists will have to choose between standing in the bike car to guard their bikes, or risk their property being stolen. Its a very tempting scenario for a thief to know that a bike owner will not be able to see their bike for potentially an hour - so many opportunities to easily steal a bike, which is the number one stolen property in the bay area. Why

encourage this problem? Caltrain does not expect any other passenger to leave their things unattended - such as the luggage car for example, where they are able to sit with or in view of their luggage.

If the cyclist chooses instead to stand in the car in order to avoid this easy thievery, they are then subject to crowding the car, therefore slowing it down for cyclists entering and exiting the train, and will make the train late. This already happens regularly in the non-bombardier models of the train at busy times. In addition, non-bike toting passengers are still free to attempt to travel through the already crowded bike car in order to get to the adjoining cars. Unfortunately, this has led to me personally experiencing and witnessing many cases of impatient passengers assaulting people in order to force themselves past cyclists holding their bikes while attempting to load them into racks. No one should be assaulted while commuting and I am afraid that if this situation is further exacerbated, Caltrain will most certainly find itself with lawsuits from victims of these crimes. Currently, Caltrain has no policy on record for protecting rule abiding passengers from violent attacks at the hands of the few who use the crowded situation to their advantage to avoid being caught or arrested by police. I am certain that Caltrain does not have the resources to make conductors also police the train cars.

In my opinion, these are two strong and practical reasons to reconsider the current design. In addition, in 2015, the board provided a directive for increased bike capacity on electrified trains with minimally 84 bike spaces per train, distributing bike spaces among all cars to allow seats within view of bikes. If that is not possible due to design constraints (although BART was able to accommodate a similar plan) perhaps Caltrain could use another already working solution by adding a fourth bike car in the seven-car diesel trains planned for the mixed fleet to make up for low bike capacity on electrified trains, the same way these long diesel trains will be used to make up for low seat capacity. As cycling commuter, I am always happy to make use of less popular trains when possible, to provide myself with added safety and comfort. I think many others would agree that having the option of using a diesel train with additional capacity is agreeable and would gladly forfeit using the reduced capacity electrified trains.

Thanks very much for your time and consideration on these important considerations.

Angela Legg

San Francisco - Palo Alto

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:54 PM
To: 'Robert Bathrick'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on CalTrain

Dear Bob,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Robert Bathrick [mailto:bobbsf@mac.com]
Sent: Tuesday, November 28, 2017 8:06 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on CalTrain

Dear CalTrain,

I cannot say how much I appreciate the fact that I can take my bike onto CalTrain. On top of this, having seating available, where I am able to see my bike, it critical to my peace of mind. Thank you for providing these services!

I've recently received an email claiming that CalTrain staff are proposing 1) reducing the number of bikes that can be brought on board and 2) eliminating seating in the bike car. If this is true, then I send my plea to you to reconsider your position.

Reducing the bike space does not seem justified to me, as when I take CalTrain with my bike, the bike car is almost always completely full, and often, over-full. In your view, are the bike slots being underutilized? Or, are there other reasons for the position to reduce the number of spaces?

Removing seating from the bike car also does not make sense for cyclists. Bicycles are expensive, and cyclists experience the threat of bike theft wherever they go. If cyclists are forced to lock their bikes on CalTrain, then the process of de-boarding will take longer because people will have to be unlocking their bikes at each stop - on a busy commuter train, this will be a nightmare.

The service that CalTrain provides to cyclists is just wonderful, and if anything, I would like to see the service expanded, and not reduced.

Thank you,
Bob Bathrick

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:55 PM
To: 'Sergey Stavisky'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Voicing protest against plan to reduce seating in electrified bike cars

Dear Sergey,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Sergey Stavisky [<mailto:sergey.stavisky@stanford.edu>]
Sent: Monday, November 27, 2017 10:52 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Voicing protest against plan to reduce seating in electrified bike cars

Dear CalTrain Board,

I'm a SF resident who commutes to Palo Alto, and I've been using CalTrain for my commute for 6 years. I typically use my bike as the last mile from home to 22nd Street and then PA to my workplace at Stanford. I'm writing to encourage you not to adopt the so-called 'Stand or Steal' configuration (in which there are almost no seats in the bike car). I personally know people who have had their bikes stolen on Caltrain, and so any layout in which there isn't a critical mass of cyclists watching over the bikes (to discourage thieves) is a huge burden. Cyclists of a given train do know one another and so even if not everyone is seated in the bike car, the herd is kept safe. Without sufficient seats, then people will have to either not bike (and thus will need to drive/Uber to the station on both ends of their commute) or will bike but will have to stand and watch over their bikes for their whole commute.

The Bay Area is an extremely productive place, and Caltrain commuters are a major part of the high skill workforce that makes the region's economy buzz. If you look at the morning/evening commute train, you'll see

a sea of laptops with people working intensely. The extra 90 -120 minutes of work, per bike commuter per day, is an important part of the city's economy and the ability to get work done on the train is what makes the area's difficult commutes more tolerable (otherwise I'd have to work an extra 2 hours each day!).

Without the ability to work on the train, it becomes scarcely a better option than driving; this would only exacerbate the area's traffic problem.

Please push for increased bike capacity *with seating* on the new electrified trains.

Yours,
Sergey Stavisky, San Francisco Resident

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:56 PM
To: 'Ellen Koivisto & Gene Thompson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: No, no, no, no!!

Dear Ellen,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

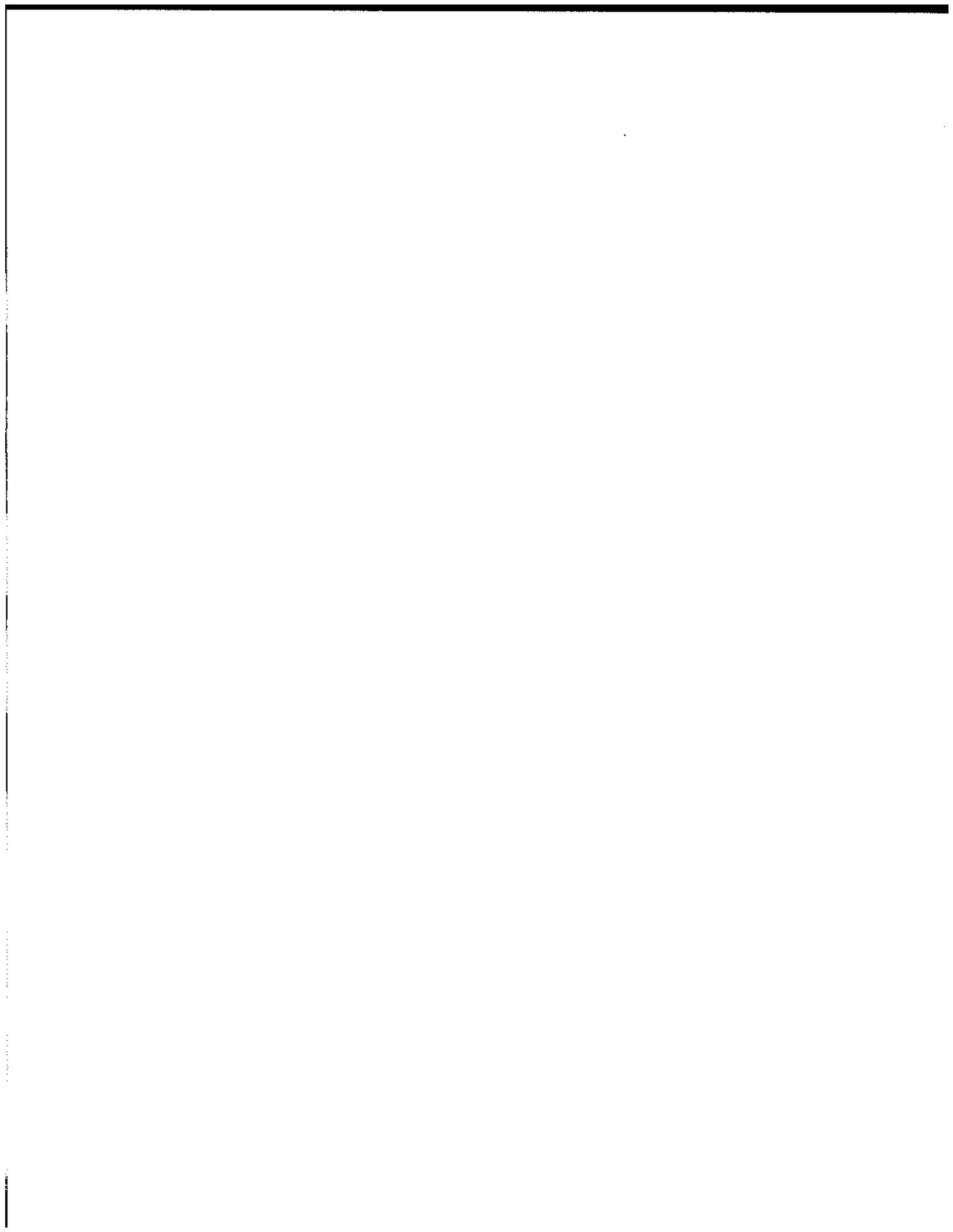
Best,
Lori Low

From: Ellen Koivisto & Gene Thompson [<mailto:offstage@earthlink.net>]
Sent: Monday, November 27, 2017 10:13 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: No, no, no, no!!

Unless, of course, you are proposing to immediately replace all bikes stolen due to the lack of seating near the bike areas. Really, what are you thinking?? Many, many of us use bikes as a major part of our commute. Do you want bikes stolen from CalTrain? Do you want us no longer to use CalTrain??

Can't you just, please, follow the board's 2015 directive??

Sincerely,
Ellen Koivisto



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:56 PM
To: 'Frank Flynn'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Frank,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Frank Flynn [mailto:frankflynn@me.com]
Sent: Monday, November 27, 2017 9:07 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

Dear Caltrain Board and others,

I live in Palo Alto and have been taking Caltrain since it was Union Pacific. I also am a regular Bicycle rider and allowing Bikes on Caltrain has dramatically increased the number of places I can go. I have gone places for leisure but largely I have commuted to work - over the years I have commuted to San Francisco, San Mateo, Laurence and San Jose primarily.

I am dismayed that the staff proposal is considering reducing the bicycle capacity on the new electric trains. I'm begging you to reject any plans that decrease bicycle capacity. Have you ever been in the bike car especially near San Francisco around rush hour?

I'm asking you to not only continue allowing but also actively encouraging bikes on the train, This is smart and it's what a significant portion of your customers want.

Thanks you

Frank Flynn

frank@declan.com

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:57 PM
To: 'Patrick Killelea'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: need more bike space

Dear Patrick,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

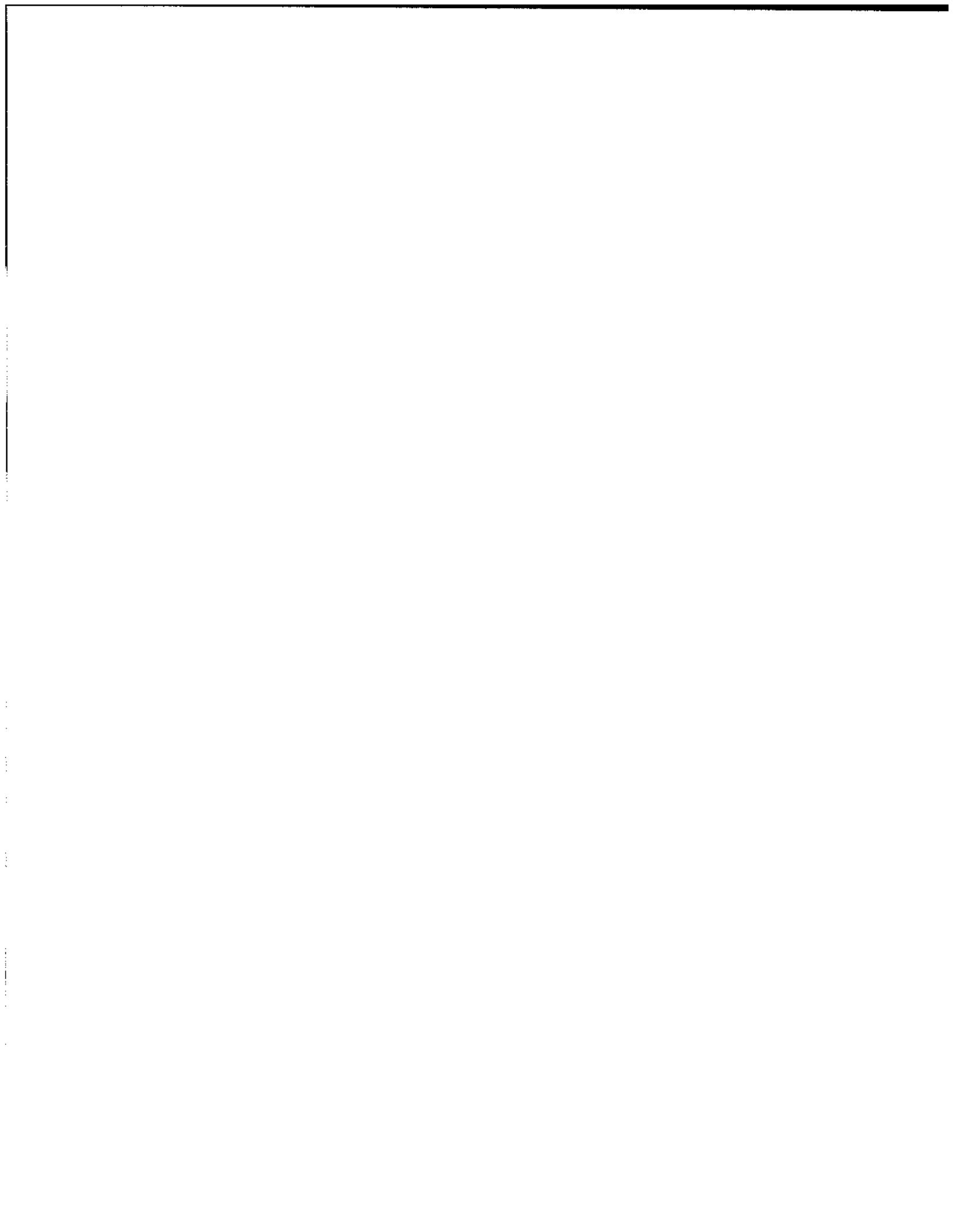
-----Original Message-----

From: Patrick Killelea [<mailto:p@patrick.net>]
Sent: Monday, November 27, 2017 8:23 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: need more bike space

I have commuted by Caltrain and bike for 20 years now. I was forced out of the front bike car today, and did manage to get a spot (above capacity) in the second car, but there is still definitely not enough bike space.

Employers love the Caltrain bike cars because it gives them greatly expanded access to the labor pool. Please don't let them down.

Patrick Killelea
Menlo Park, CA



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:01 PM
To: 'Anthony Robbins'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Not cool!!!

Dear Tony,

Thank you for your comments. Caltrain is currently exploring different options to address your concerns. I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system. We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Anthony Robbins [<mailto:robbins.tony@gmail.com>]
Sent: Monday, November 27, 2017 4:11 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Not cool!!!

Obviously none of you have to rely on a bicycle as part of your commute otherwise you'd understand why this is a bad idea.

I do not make the kind of money that would allow me to own and support a car, so I must have my bike fill in the transportation gaps. Now this board is putting my bike a risk of being stolen...and making me stand to keep an eye on my bike. If all bicyclists have to do this then that would mean that the aisles will be blocked, and any sudden stops will result in injury...and possible lawsuits for putting passengers in an unsafe situation.

You should really reconsider this bad decision

Tony Robbins



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:02 PM
To: 'Ted Lechterman'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on proposed electrified car layout

Dear Ted,

Thank you for your comments and I'm sorry to hear about your bike. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Ted Lechterman [mailto:tlechterman@gmail.com] On Behalf Of Ted Lechterman
Sent: Monday, November 27, 2017 3:34 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on proposed electrified car layout

To Whom It May Concern:

I write to express concern with the provisions for bikes in the new proposed electrified car layout. I commute between 22nd Street and Palo Alto. I was the victim of a Caltrain bike theft last March. The theft occurred because the seats in view of bikes were full, so I was not able to monitor my property. Thus it is very important to me and people like me that any upgrades to train equipment include enhanced provisions for bike security.

In addition to ensuring that bikes are secure from theft, it is also important to make sure that there is sufficient space for bikes — especially as the biking population continues to grow. In the past year I have been bumped from trains on numerous occasions.

Thank you for considering my views.

Best,
Ted Lechterman

1520 25th Street
San Francisco, CA 94107

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:02 PM
To: 'Michael Isard'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bike capacity on electrified trains

Dear Michael,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: Michael Isard [<mailto:misard@michaelisard.com>]
Sent: Monday, November 27, 2017 3:22 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bike capacity on electrified trains

Dear Caltrain board,

I took my bike on Caltrain from SF to Mountain View on a daily commute for 13 years. I have not been commuting by train for the past two years, but plan to start again several times a week early in the New Year. I am very concerned by reports I have heard that, following electrification, there will be reduced bike capacity per train, and there will not be seating next to bikes. The ability to rely on getting my bike onto a train, and be confident it will not be stolen, are both fundamental to making it feasible for me to commute via Caltrain. Like many others, I couldn't practically use Caltrain without taking my bike on board, so I hope you will reconsider any decision that would force me to move to a commute by road following electrification.

Thank you,
Michael Isard.



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:04 PM
To: 'John Aikin'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electrified Train Car Design

Dear John,

Thank you for your comments, and I'm sorry to hear about the attempted bike theft. Caltrain is currently exploring different options to address your concerns regarding the new electric train bike cars. I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: John Aikin [<mailto:johnaikin@yahoo.com>]
Sent: Monday, November 27, 2017 1:33 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electrified Train Car Design

Dear Caltrain Board Members,

I commute between San Mateo and Palo Alto daily, and I can emphasize enough how important Caltrain is to my life. I am enthusiastic about the electrification of the system but am concerned about the current plans for bicycles and seating in the new cars.

This last spring I had to take my bicycle from a thief as he was trying to take it out of the car. I always sit where I can watch my bike. Please consider spreading bicycle racks throughout all cars and providing adequate seating for bicycle riders to keep an eye on their bikes. Also I'm 62 years old and very much appreciate being able to sit and watch my bike rather than having to stand.

I also noticed that by concentrating bicycles to two or more cars, the loading process is slowed down. It seems to be far more efficient to spread bicycles throughout all cars in the train.

Thank you for your attention and for your continued service.

Sincerely,
John Aikin
San Mateo , Ca

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:05 PM
To: 'lois kell'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Seats in bike cars, more bike capacity

Dear Lois,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: lois kell [mailto:loiskell@yahoo.com]
Sent: Monday, November 27, 2017 12:44 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Seats in bike cars, more bike capacity

Despite the fact that I try as much as possible to commute to work using Caltrain and bike, I am over 65 years old and have a medical condition that precludes me from standing for long periods. So having no or very few seats in bike cars would not work for me. And, I've heard that there have been bike thefts on the Caltrain. So, sitting in another car would not work for me. Nor would having my bike stolen. That would make for a very expensive ride! I and probably most bike commuters need 1) expanded capacity for bikes on Caltrain. 2). Seats in the bike car reserved for commuters with bikes. 3). Sufficient seats in the bike car so we can have eyes in our bikes.

The number of seats in the current large bike cars is currently sufficient, in my opinion, but people without bikes need to be asked to sit elsewhere.

To be honest with you, if you go ahead with the plan to remove the seats from bike cars, I would sit on the floor next to my bike, which probably would create an access problem.

Btw, I can't use Caltrain without a bike because the stations are too far away from where I live & where I work.

I urge you you to expand bike capacity on the Caltrain and make room for lots of seats for bike commuters.

Thanks!

Lois Kellerman

Mountain View

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:06 PM
To: 'Jeff Munos'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Removing seats in bike cars WILL result in more bike thefts.

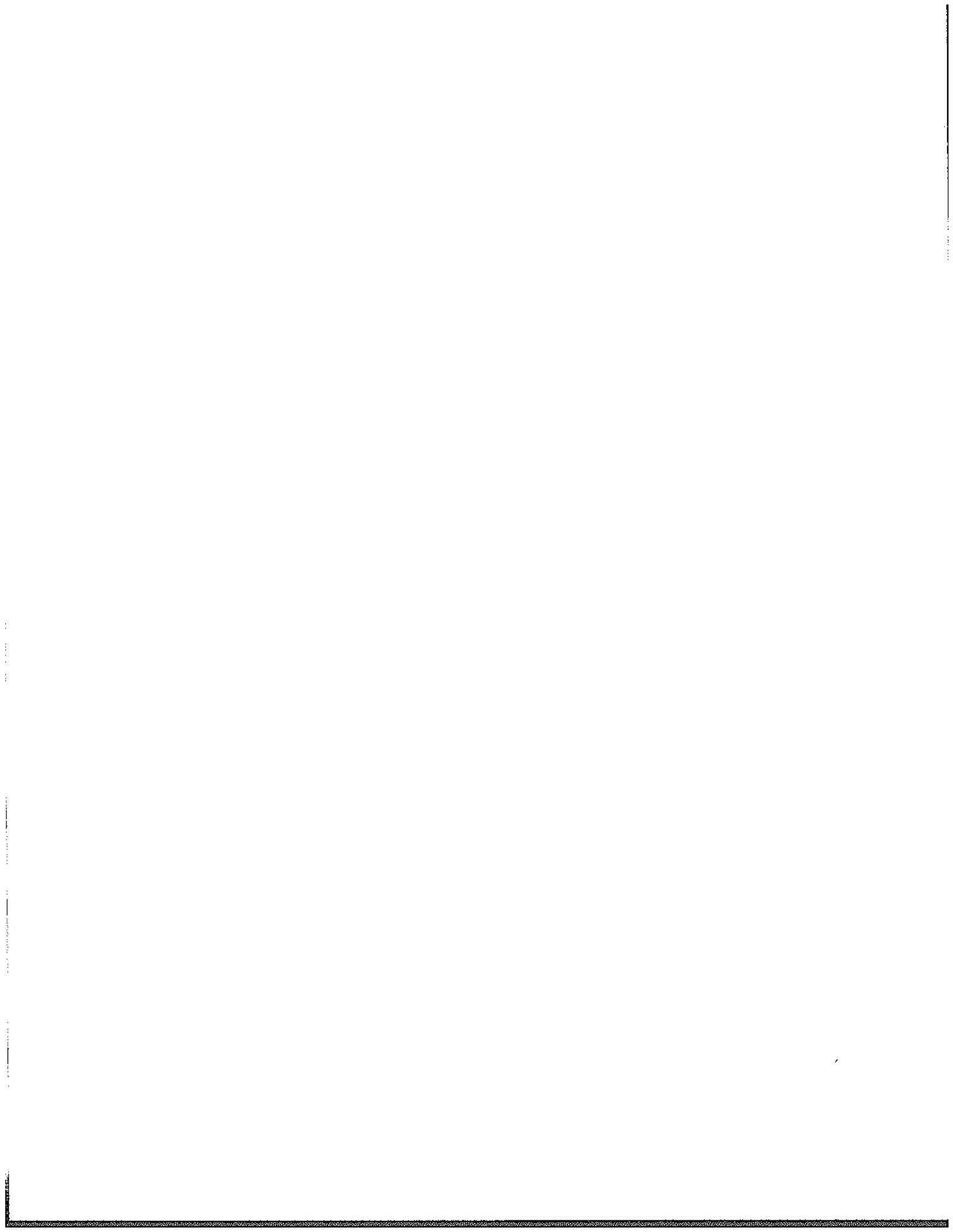
Dear Jeff,

Thank you for the additional feedback. I will be sure to share it with the appropriate people.

Best,
Lori

From: Jeff Munos [mailto:jeffmunos@gmail.com]
Sent: Monday, November 27, 2017 12:03 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Removing seats in bike cars WILL result in more bike thefts.

Also, some of the conductors stand at the bike car entrance and direct non-cyclist to the non-bike cars. ALL conductors should do this. When non-cyclist sit in the bike car, this has the same result as removing seats from the bike car. When cyclist can't sit in the bike car, there is no one to answer questions about where untagged bikes are going, to watch to make sure someone doesn't damage your bike by not stacking their bikes correctly (shoving the pedals in your spokes) and to make sure someone does not steal your bike.



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:06 PM
To: 'R G'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Board wants bike thefts

Dear Mike,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: R G [<mailto:ecadvocate@gmail.com>]
Sent: Monday, November 27, 2017 11:47 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Board wants bike thefts

By reducing bike capacity and adopting "stand or steal" seating, the board is encouraging bike theft on electric trains.

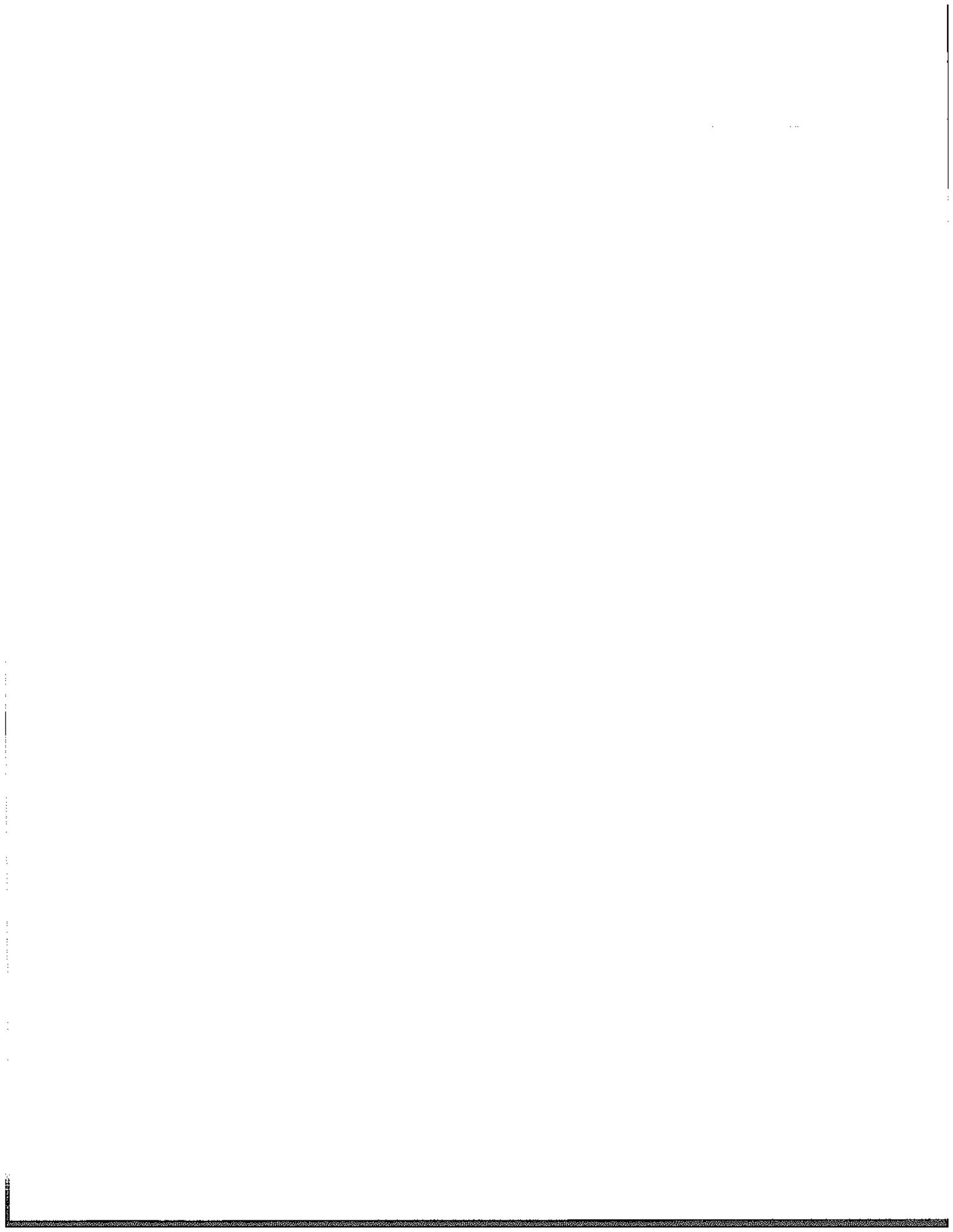
Nobody is buying the excuses and delusional lies from the planners.

Please maintain the 2015 capacity directive and put seats next to bikes.

We aren't going away.

Thank you,

Mike Cohn



Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:07 PM
To: 'Albert Henning'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: bicycles on CalTrain

Dear Albert,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Albert Henning [<mailto:albertkhenning@yahoo.com>]
Sent: Monday, November 27, 2017 11:37 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bicycles on CalTrain

Hello,

As you plan for future design of rolling stock (trains) and other system elements, for the presumed electrified system....

...please incorporate the following:

- 1) Ensure transparency in the planning process. Solicit public comment at every step of the way. Do not make decisions in a vacuum.
- 2) Ensure plenty of room for all stakeholders. This includes not only traditional passengers, but now-also-traditional passengers with bicycles.
- 3) Increase seating for all stakeholders. Electrification means lower costs for transport. Which means, longer trains can be economical. (Although some stations will require platform changes.) Which

means... just do it. Stop pitting one ridership against another. Serve all your customers, not just the subset favored by planning staff.

Sincerely,

Al Henning

=====

Albert K. Henning, PhD
199 Heather Lane Palo Alto, CA 94303
650-380-5309 (mobile)
albertkhenning@yahoo.com

Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 3:08 PM
To: 'Ricks, Christine'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: My input on Caltrain's plan to decrease bike capacity

Dear Christine,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

From: Ricks, Christine [<mailto:cricks@wsgr.com>]
Sent: Monday, November 27, 2017 11:35 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: My input on Caltrain's plan to decrease bike capacity

Hi Caltrain,

It came to my attention recently that the layout for the proposed electrified train will have no dedicated seats in the bike area, only three folding seats in the wheelchair area.

As a cyclist who doesn't want her bike stolen, I'd like you to know this is not the best plan.

I also heard that the electrified train will have fewer capacity for bikes than already exists. I hate this.

I need my bicycle with me on my trips. Not in some locker, not in another car where I can't keep an eye on it. With me. And I don't want to be "bumped".

I have witnessed a bicycle in the process of being stolen at the Palo Alto downtown station. It was an expensive bike locked up there on the bars. A young man with a blow torch-type-tool tried to cut through the chain in broad daylight. He tried to explain to passersby and to police that he "had lost his key". Yeah right.

Are cyclists supposed to stand next to their bikes on the electrified train? Isn't that unsafe? Every time the train stops, they'll be falling into each other.

Please follow the board's 2015 directive for increased bike capacity on electrified trains with a minimum of 84 bike spaces per train, distributed among all cars to allow seats within view of bikes.

Please include a fourth bike car in the seven-car diesel trains planned for the mixed fleet. This will make up for low bike capacity on electrified trains, the same way these long diesel trains will be used to make up for low seat capacity.

Thank you for your consideration,

Christine Ricks
Menlo Park

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Low, Lori

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, December 05, 2017 2:27 PM
To: 'John Markos O'Neill'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Cyclists need to see their bikes

Hi John,

Thank you for your comments. Currently, Caltrain carries almost 6,000 bikes a day. In 2015, the Caltrain Board of Directors committed that the electric trains would include one bike storage slot for every eight seats. During this past August and September, the Caltrain outreach team worked to receive feedback on the electric train onboard bicycle storage design. Based on all the input received, the stacking option which maximizes onboard capacity was selected for the new electric trains. This meets the 1:8 bike to seat ratio and will increase bike capacity at the peak time by 17%. For more information on the electric train capacity, visit www.caltrain.com/EMUcapacity. Regarding security, Caltrain is currently exploring different options to address your concern.

I also wanted to let you know that Caltrain is currently working to improve bike parking at stations to better meet the needs of its riders. In November, the Board adopted the Bike Parking Management Plan which recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

We're excited that with the electric trains we will have a cleaner, greener, quieter system that offers better service. Thank you again for your feedback.

Best,
Lori Low

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

From: John Markos O'Neill [mailto:johnmarkos@gmail.com]
Sent: Monday, November 27, 2017 11:32 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Cyclists need to see their bikes

Hello,

I don't commute on Caltrain any more, but when I do ride Caltrain, I take my bike on board. I am really concerned about the proposed layout for Caltrain's electrified bike cars. Apparently the proposal is to have no seats near the bicycles! This is a bad configuration because cyclists want to monitor their bikes in case they get stolen. Already, cyclists are reporting stolen bikes on Caltrain. Making them sit out of view of their bikes will exacerbate this problem. If cyclists stand near their bikes, they'll get in the way of boarding and exiting, and slow down the train.

Finally, I'm concerned at the possibility that electrified trains will have fewer bike spaces than the current configuration. Cyclists are Caltrain power users, because it is extremely convenient to mix the two modes. It makes sense for Caltrain to support its most loyal riders. Please change the proposed configuration of the electrified trains so that a sufficient number of cyclists can sit in view of their bikes. Thank you.

Sincerely,
John O'Neill
Former and perhaps future Caltrain bike commuter

Low, Lori

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
Sent: Thursday, November 23, 2017 11:02 PM
To: Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; Rios, Rona; Caltrain, Bac (@caltrain.com); CalMod@caltrain.com
Subject: Requesting an agenda item about EMU capacity and car layout for December JPB meeting
Attachments: CalMod Capacity Story Refresh_v7.pdf

Dear Chair Gee and Members of the Joint Powers Board,

While staff have attempted to explain the calculations in the capacity graphics for electrified service, the numbers still don't add up. I respectfully request that the board ask staff to present electrified system capacity, including underlying assumptions, and EMU car layout at the next JPB meeting.

It's impossible to get the stated "mixed fleet" line capacity with 75% EMU trains and 25% diesel trains as shown on the graph - instead 67% EMU trains and 33% diesel trains are required (please see attached PDF).

It is also impossible to get the stated "current" seat and bike line capacities with the same assumptions. The stated seat capacity requires 60% six-car Bombardier and 40% five-car gallery trains per peak hour. Now staff is saying there would be 368 (not 384) bikes spaces per peak hour, which would require 20% Bombardier and 80% gallery trains. Consistent assumptions are required for these calculations. It can't be both ways.

This shows the importance of including all assumptions on the graphs to explain where these numbers come from. There seems to be a lot of confusion, even among Caltrain staff.

All of this emphasizes once again how important it is to present capacity and train layout at a JPB meeting. Just the act of putting together such a presentation would help staff review the calculations and correct the inconsistent assumptions. And it would go a long way to improve transparency, which has been lacking.

Thank you.

Sincerely,
Shirley Johnson

On Friday, November 3, 2017, 3:45:43 PM PDT, Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Dear Shirley,

Thank you for your feedback. Regarding the "Capacity Increase" graphic, when Caltrain runs mixed service, the fleet will be approximately 25% diesel and 75% electric. Throughout a service day, different combinations of the fleet will be in service to maximize capacity, efficiency, and environmental benefits.

Regarding the "Seat and Bike Capacity" graphic, you are correct that there was an inaccuracy, as I accidentally sent a draft that included the "hybrid bike storage option" (that is where the 69.3 number came from). As you may recall, there were two bike storage options that were being discussed with the public from August through September, and so I very much apologize for the mistake. The graphic that was presented to the Board on October 5 correctly reflected the selected stacking option (per train average of 72 and peak hour number of 432) in mixed service. I again apologize for accidentally clicking on a draft when I hit send!

I also wanted to thank you, as one of your questions made us realize that another number needs to be corrected. While Caltrain does not run 60% 6-car bombardiers and 40% 5-car gallery trains, your bringing it up in relation to bikes and seats made us look into the assumptions that went into calculating the "Today" numbers. So when we use the same, real train service that went into calculating the seats, the bike number for today is actually 368 (not 384). I'm excited to tell you that this means that mixed use electrification actually brings a greater bike capacity increase than first realized. It's actually a 17.39% bike capacity increase with the stacking design. We're looking forward to updating the graphic so it accurately represents this. Thank you!

Regarding running all seven-car diesels to increase capacity, please note that the longer the diesel train the more performance degrades and the more difficult it is to stop and start quickly. Caltrain also does not have enough vehicles today to run this type of service, and much of its existing fleet is at or past retirement age. With diesel trains, just one locomotive must pull all the cars, while EMUs distribute the propulsion among the cars, allowing for additional cars to be added without affecting performance. One way the diesels and electric trains could work together during mixed use is to use the diesels for Baby Bullet service, which requires fewer stops. The final mixed use schedule is not yet determined, but the electric trains offer improved service benefits, including more flexibility.

We appreciate your solution-oriented approach and thank you for the suggestion of running fewer but longer EMUs with the mixed fleet; however, this would mean less frequent service and less flexibility. Caltrain would like to run longer EMUs while maintaining the six trains per hour, and is actively looking into funding opportunities to purchase additional cars.

Thank you also for encouraging Caltrain to share information about the electric trains. As you know, Caltrain currently has different types of trains in its fleets, with different car types, and thus the seat numbers can vary depending on the current state of repair and maintenance. Working within these constraints, staff will continue to try and provide clear and accessible information.

Caltrain is also looking at how to improve bike parking at stations to better meet the needs of its riders. The Bike Parking Management Plan was adopted at the November Board meeting. The plan recommends a set of management and administrative reforms and implementation strategies to optimize the performance of Caltrain's bike parking system.

If you'd like to sit down and discuss any of the above information, please let me know and I'd be happy to arrange a meeting.

Best,

Lori Low

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Sunday, October 29, 2017 12:16 PM

To: Rios, Rona

Cc: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com

Subject: Re: RE: Requesting an agenda item about EMU capacity and train design for November JPB meeting

Dear Ms. Rios,

Staff's belief system is not grounded in reality. Permit me to share some examples of how the information is unclear and inaccurate.

Attached figure titled "Capacity Increase"

- Inaccuracy number 1: 33% (not 25%) diesel trains are required to achieve the stated seat count in 2021.
- Inaccuracy number 2: The stated seat count today requires 60% 6-car Bombardier trains and 40% 5-car gallery trains, but the stated bike count requires the opposite. It can't be both ways.
- Unclear: Nowhere is it stated there are seven-car diesel trains in the mixed fleet.

Attached figure titled "How Electrification Increases Seat and Bike Capacity"

- Inaccuracy: Math error in stated bike capacity in 2021. 69.3 times 6 equals 415.8, not 432.
- Unclear: Nowhere is it stated that the diesels trains have 910 seats and the EMU trains have 567 seats in the mixed fleet.
- Misleading statement: "*These capacity calculations are provided so riders can get a real world sense of how smaller, high-performance trains can increase overall ridership capacity and address overcrowding.*" It's not the so-called smaller, high-performing trains that increase overall ridership capacity – it's the longer diesel trains that provide the capacity increase. If Caltrain skipped electrification altogether and ran five seven-car diesel train per hour, capacity would increase to 4550 seats per hour instead of only 4112 with the mixed fleet.

It takes detective work on behalf of the public (or board members) to decipher what is really going on. It shouldn't be that way. Lack of transparency creates distrust and ill-will, the opposite of what Caltrain needs when it seeks public support for funding measures.

Now, let's talk about solutions to the capacity problem. If Caltrain can't launch electrification with longer EMU trains, then what about running fewer, but longer, EMU trains in the mixed fleet? That way seating capacity could be higher and more consistent, because the diesel trains have far more seats than the EMU trains.

It's time to think outside the box to solve the capacity and consistency problem. Otherwise electrification will be perceived as a step backward with regard to passenger experience.

Sincerely,
Shirley Johnson, PhD

On Thursday, October 26, 2017, 2:49:23 PM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Ms. Johnson,

Thank you for the input.

Regarding your question below, staff believes the capacity information presented to the Board and the public is clear and accurate.

Best,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

riosr@samtrans.com

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Friday, October 20, 2017 2:49 PM
To: Rios, Rona
Cc: Board (@caltrain.com); Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Requesting an agenda item about EMU capacity and train design for November JPB meeting

Dear Ms. Rios,

Thank you for your response. In 2015, the Joint Powers Board approved an increase in bike spaces in train capacity, not line capacity. To be clear about definitions:

Train capacity is seats and bike spaces per train

Line capacity is seats and bike spaces per hour

Staff's use of the term "system capacity" confuses the issue. Staff are not meeting the board's directive for EMU train capacity. Period.

Your characterization of a 10-12% line capacity increase as “significant” is questionable, particularly when one considers that demand in 2021 is expected to be 43% higher for bike boardings and 24% higher for walk-on boardings, based on the average increases over the last 10 years from Caltrain annual passenger counts.

About decision-making, public input needs to be considered before decisions are made. Caltrain staff announced there would be no dedicated seats within view of bikes AFTER the decision had been made. If you have any doubt, please read this blog post titled “Caltrain staff can do better” from the San Francisco Bicycle Coalition containing a letter jointly written with the Silicon Valley Bicycle Coalition complaining about staff’s lack of transparency and bad decision-making: <http://www.sfbike.org/news/caltrain-staff-can-do-better/>

As far as seat capacity, it wasn’t until I pushed staff to explain their erroneous graphics that staff admitted to 33% (not 25% as stated) SEVEN-car diesel trains. Lori Lowe then sent an updated file titled “CalMod Capacity Story Refresh v7” which still has inconsistent assumptions. I find it apropos that the filename includes the word “story”.

At least “CalMod Capacity Story Refresh v7” reveals a mixture of seven-car diesel trains and six-car EMU trains, which was not stated on past capacity graphics. However, it’s telling that the following information is omitted:

- Six-car EMUs have 567 seats per train
- Seven-car diesels have 910 seats per train

Why is staff hiding the significant seat capacity difference between these train sets?

Staff owe it to the board and the public to be transparent about the capacity loss on EMUs. Clarity about the capacity shortfall is a better way to build public support for more funding than to hide behind pretty graphics and obfuscatory language intended to portray that all is well.

Sincerely,
Shirley Johnson, Ph.D.

On Thursday, October 19, 2017, 4:27:40 PM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Ms. Johnson,

I am responding to your email addressed to the Caltrain Board and they will receive a copy of our correspondence.

Staff has been keeping the Board engaged on the EMU design considerations throughout the process. These issues are reported to the Board under the Executive Director’s Report. The Board has provided substantial input into this process by including several conditions, including the 8:1 seat:bike ratio in the EMU RFP. Last month, staff explained to the Board that the 8:1 ratio can be accomplished in a way that increases overall system seat and bike capacity significantly, even while EMUs have less seat and bike space per train. Additional details about the opportunity for increased capacity will become even more clear when the schedule for electrified train service is evaluated and determined. The public will have significant input into that process. We look forward to building on these initial capacity increases by running longer EMU trains and fully converting the fleet to EMUs.

Thank you for taking the time to provide us your comments.

Best Regards,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

riosr@samtrans.com

Dear Chair Gee and Members of the Joint Powers Board, By now you have heard substantial concerns from the public, both written and oral, about staff's lack of transparency regarding electrified train design. Will there be an agenda item at the November JPB meeting for staff to explain exactly and completely what they are proposing? We hope the board will thoroughly review electrified train design before approval. Train design needs more than a rubber stamp, particularly given staff's obfuscation. We realize that two thirds of JPB members were not on the board in 2015. It's important to read the minutes of the July 2, 2015 JPB meeting to fully appreciate the discussion that was held. Staff pushed for a 9:1 seat-to-bike ratio, but the board overruled and unanimously approved 8:1. The expectation was that the number of seats would stay the same as today. Particularly salient is Mr. Harnett's statement: "It is the belief that if the ratio is changed to 8 to 1, the number of seats will probably not be increased. The goal was to increase seats, and the best staff can tell is if the ratio drops from 9 to 1 to 8 to 1, the amount of seats may not increase." Now staff is proposing a 25% decrease in seats with the 8:1 ratio. Somebody didn't do their homework. We believe the board and public deserve an explanation as to why over 200 seats and 5 bike spaces are being removed from EMU trains. Alternatives need to be found to avoid such a severe capacity reduction. My email below did not appear in the October 5 correspondence packet. It provides more details and justification for our recommendation of 84 bike spaces and 672 seats per electrified train.

Low, Lori

From: Adrian Brandt <adrian.brandt@gmail.com>
Sent: Thursday, November 16, 2017 11:30 PM
To: Caltrain, Bac (@caltrain.com)
Subject: Caltrain EMU capacity

Honorable members of the Caltrain Bicycle Advisory Committee:

I wanted to fact-check some of the statements made at tonight's CAC meeting about the Stadler KISS EMUs that Caltrain has ordered.

As can be seen from a train profile diagram on Caltrain's CalModTrains website or in the official brochure from Stadler, the manufacturer:

- It is **not** an articulated train. That is, the EMU cars do not share wheel trucks.
- The brochure from Stadler clearly states: "The 6-car trains are extendable to **7-car or 8-car units**"

I wanted to also remind you of my comment/suggestion, that *seated* train capacity could be increased by using 3+2 seating such is as more common on NYC-area commuter trains.

You can read a well-researched analysis of Caltrain EMU capacity issues in the following two postings from the excellent Caltrain-HSR Compatibility Blog:

13 April 2017

Core Capacity Math

<http://caltrain-hsr.blogspot.com/2017/04/core-capacity-math.html>

28 February 2013

The Virtues of Width

<http://caltrain-hsr.blogspot.com/2013/02/the-virtues-of-width.html>

Respectfully,
Adrian Brandt
adrian.brandt@gmail.com

