



96 N. Third Street, Suite 375
Post Office Box 1927
San Jose, CA 95109

Tel 408.287.7259
Fax 408.213.7559

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*SVBC is a 501(c)(3) non-profit
organization
EIN 77-0338658*

<http://bikesiliconvalley.org>

November 30, 2018

Peninsula Corridor Joint Powers Board of Directors

Dear Honorable Chair Bruins and the Board of Directors:

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

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

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

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

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

We urge the Peninsula Corridor Joint Powers Board to acknowledge this issue by directing staff to develop a design that addresses the security issue directly



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

Thank you,

Shiloh Ballard
President & Executive Director