



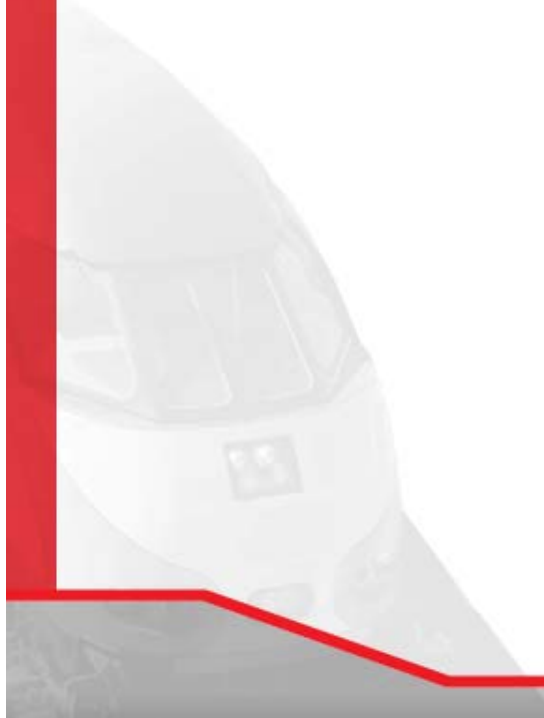
DRAFT

Caltrain Bicycle Master Plan
Key Findings

June 2008



Background





Introduction

- Caltrain was awarded a Federal Transit Administration grant in 2007 to develop a Bicycle Master Plan.
- The Bicycle Master Plan will help address Caltrain capacity issues by looking at wayside solutions, such as bicycle parking and access to stations.
- Consultant support was used manage a year-long planning process, incorporating extensive public outreach and input.
- Caltrain staff seeks the public's input through workshops in San Francisco, Santa Clara, and San Mateo counties on the key findings and initial recommendations of the plan.



Bicycles on Caltrain: Facts & Figures

- 7% Weekday Passengers bring bikes on board
- 16 or 32 Bike Spaces per bike car
- No peak-hour restrictions
- 1 - 2% of Weekday Passengers park bikes at stations*
- 1,900 Bike Parking spaces system-wide
- Estimated hours of bike-related dwell-time delays per year: 250 hrs**

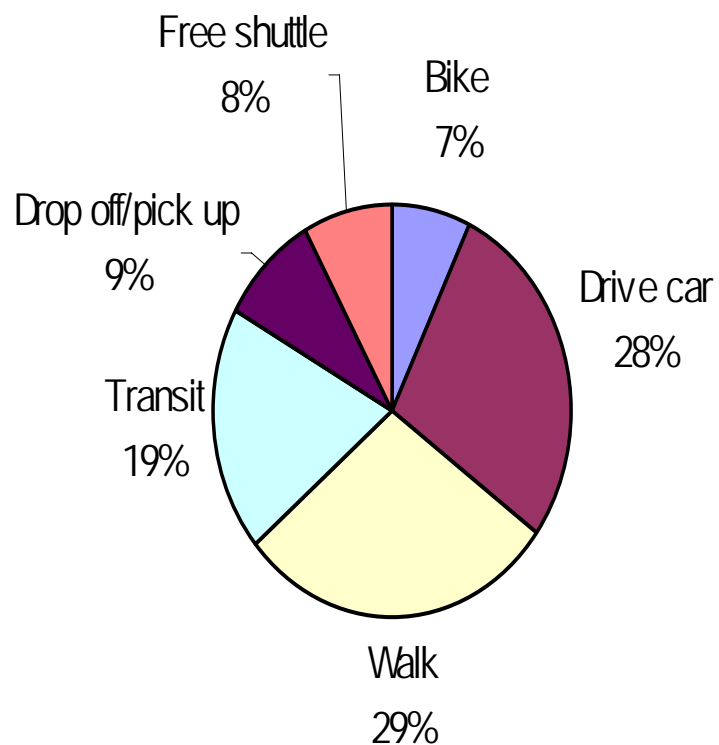
Source: 2007 online survey

*Source: Bicycle Plan online survey

**Source: April 2008 Operations Report



How Caltrain Passengers Get to Stations



* Source: 2007 Passenger Survey



Key Issues

- Demand for onboard bike capacity exceeding supply
- Physical onboard capacity maxed out
- Bike parking management needs improvement



Process



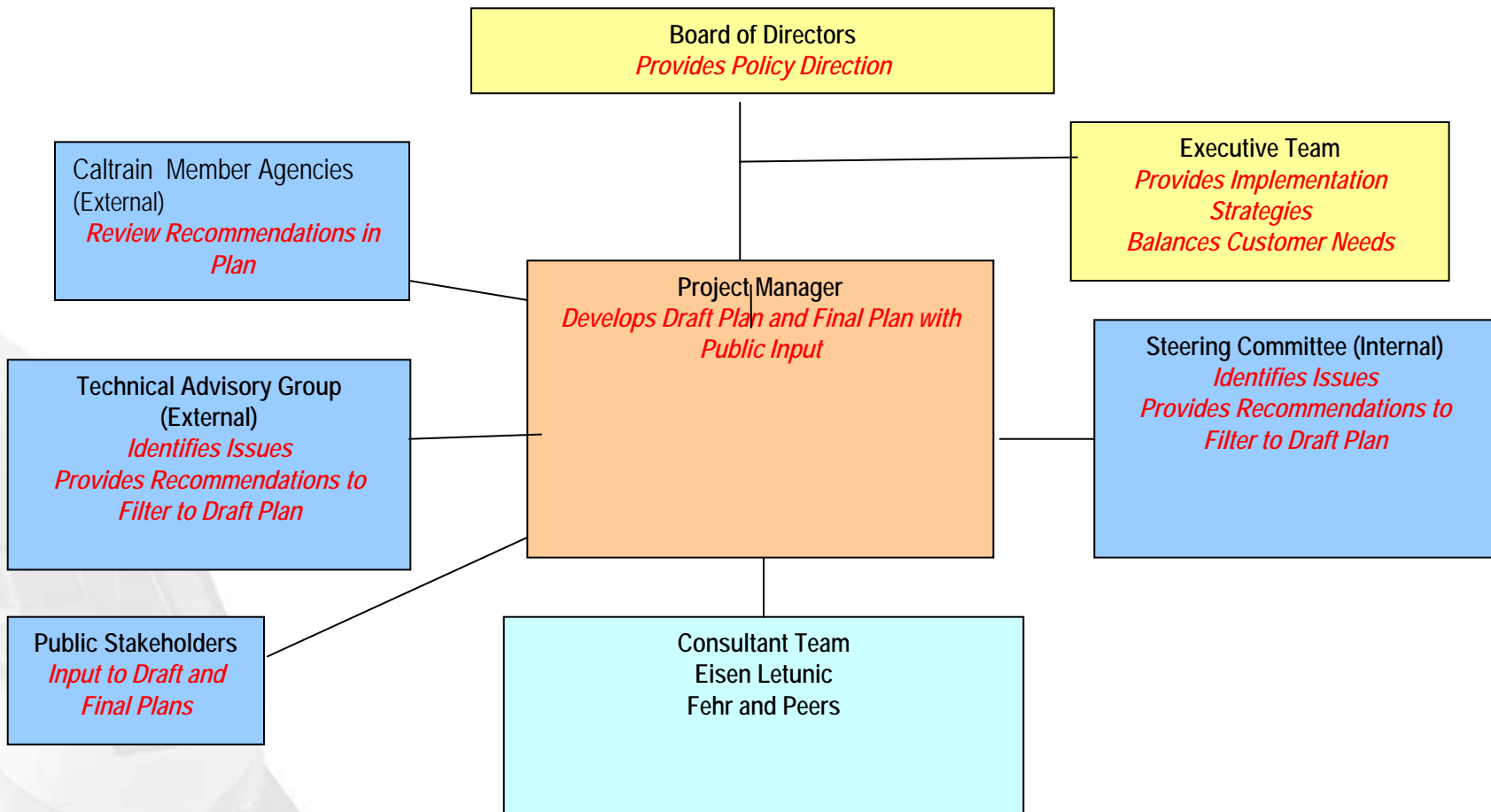


Plan Process

- **Plan development began January 2007**
- **Tasks completed:**
 - 10 Station Workshops completed Summer 2007
 - Data collection (online survey, parking survey, Annual Passenger Counts) compiled Fall 2007 – Spring 2008
- **Tasks to be completed:**
 - **Public Meetings –**
 - June 12 – San Carlos
 - June 16 – Mountain View
 - June 17 – San Francisco
 - **Draft Plan to be released: August, 2008**
 - **Public Comment period closes July 3**
 - **Key Findings scheduled for presentation to Caltrain Board: August 2008**
 - **Final Presentation to Caltrain Board: September 2008**



Roles and Responsibilities





Solutions





Policy Framework

- San Mateo County Transit District – Vision as Mobility Manager

Focus on a range of travel options, services and modes matched to meet community demographics and needs

- Caltrain Strategic Plan

To increase number of passengers biking to stations



Plan Priorities

- Balance accommodation of all passengers
- Prioritize safety when considering improvements
- Improve bicycle access to Caltrain stations
- Improve bicycle parking at Caltrain stations
- Improve customer service for bicycling passengers



Plan Priorities

- Balance accommodation of all passengers
- Prioritize safety when considering improvements
- **Improve bicycle access to Caltrain stations**
- **Improve bicycle parking at Caltrain stations**
- **Improve customer service for bicycling passengers**



Bicycle Master Plan – Scope

- System-wide parking and access
- Recommendations for capital improvements at “Top 10” stations
- Bicycle Program customer service



Initial System-wide Key Findings





System-wide Key Findings

Issue	Recommendation
Confusing information on who to call for locker rentals	Provide centralized, comprehensive information
Customer service needs improvement	Dedicated Bike Parking Manager
Abandoned bikes in racks take up spaces	Regular monitoring and removal of abandoned bikes left at stations
Bicycle information not comprehensive	Marketing campaigns: bike to stations, park your bike, safety



System-wide Key Findings (cont'd)

Issue	Recommendation
Need for improved bicycle parking locations	Develop consistent location specifications
Need for increased quantity of bicycle parking options	Install Electronic lockers
Need for information on bicycle parking locations/usage	Provide maps and directions at stations and online
Need for improved configuration/types of bike parking options	Install additional parking types based on ridership and usage patterns



System-wide Key Findings (cont'd)

Issue	Recommendation
Need for improved access to stations	Partner with cities on access improvements
Need for improved circulation within stations	Stair channels, siting of station features, platform access
Need for improved way-finding within and outside of station areas	Partner with cities and other transit agencies on way-finding signage



Parking Guidelines

- Variety: inverted U racks, subscription and electronic lockers, shared parking
- Location: convenient, visible
- Minimum Quantity: current use + 50% AM bike boardings
- Abandoned bike abatement



Access Guidelines

Caltrain

- Stair channels/ ramps
- Crossings/ platform access
- Siting of station amenities

Other Public Agency

- Wayfinding signage
- Roadway/ bikeways
- Traffic Signals



Are We Doing Enough?

Innovative Concepts

- Real-time Information
- Demand Management
- Bike-sharing Program
- Folding Bike Subsidy



Initial Key Findings by Station





Station Findings at a Glance

	Parking	Access	Info	Safety
San Francisco	X	X	X	X
22 nd St	X	X	X	X
Millbrae	X	X	X	
San Mateo	X	X		
Hillsdale	X	X		X
Redwood City	X	X	X	
Palo Alto	X	X	X	
Mountain View	X	X	X	
Sunnyvale	X	X	X	X
San Jose Diridon	X	X	X	X

X =
Strong
concern

X =
concern



Key Findings: San Francisco

Issue/Constraint	Recommendation
Access via Townsend Street	SF Bike Plan: Bike lanes
Parking	Bike station, lockers Needs more racks
Crowded waiting area/ platforms	Station improvements (long term)



Key Findings: 22nd St

Issue/Constraint	Recommendation
Parking – no lockers	Install lockers
Stairs/ no ramps	Install stair channels
Maintenance road - trespassing	Install signs/ fence



Key Findings: Millbrae

Issue/Constraint	Recommendation
Access from El Camino Real	Work with city/Caltrans Way-finding signage Crossing of ECR
Way-finding within station	Work with BART



Key Findings: San Mateo

Issue/Constraint	Recommendation
Access: NB platform to Railroad Ave	Install opening in fence
Racks hidden and unusable	Relocate to plaza



Key Findings: Hillsdale

Issue/Constraint	Recommendation
Parking – none on east side	Install racks and lockers
Stairs/no ramps in SW parking lot	Install stair channel
Access	Work with city and Bay Meadows developer on access improvements



Key Findings: Redwood City

Issue/Constraint	Recommendation
Parking – current lockers inconvenient	Relocate to parking lot closer to SB platform
Parking – none east of tracks	Work with city to install bike parking
Access – NB platform fence: restricted, hard to see	Add/widen access points



Key Findings: Palo Alto

Issue/Constraint	Recommendation
Abandoned bikes	Regular abatement
Way finding to local destinations, bikeways	Work with partner agencies
Access: Alma St. and University Ave	Palo Alto Bike Plan: improve access (long term)



Key Findings: Mountain View

Issue/Constraint	Recommendation
Access: Evelyn btw Castro and Bush streets	Work with city to improve signal ops and access
Way finding to local destinations, bikeways	Work with city and VTA
Parking	City bike shelter Add more racks



Key Findings: Sunnyvale

Issue/Constraint	Recommendation
Security - lockers	Improve lighting
Parking	Add electronic lockers Add more racks



Key Findings: San José

Issue/Constraint	Recommendation
Parking	Relocate and add racks, lockers for visibility, convenience
Way-finding to local destinations, bikeways	Work with partner agencies
Access	Work with city: midblock crossing on Montgomery



Next Steps





How Do We Fund these Improvements?

- **Grants**

- Drawbacks: Grant funding most useful for capital projects
- Projects in need of ongoing subsidy for operations or maintenance typically do not compete well

- **Resource Partnership Opportunities**

- Possible partners include cities, county congestion management agencies, employers

- **Public Support**

- Encourage funding partnerships and project grant categories that support bicycle plan recommendation categories



Possible Funding Sources

Grants

Transportation Fund for Clean Air	Regional
Regional Bike/Pedestrian Program	Regional
Safe Routes to Transit	Regional
Bike Transportation Account	State
County Sales Tax Measures	Local



Questions or Comments?

Please send to bikeplan@caltrain.com
to contact Celia Chung, Project Manager