Overview

- Context
- Summary findings and recommendations
- Next steps
Caltrain Service

- Commuter Rail - San Francisco to San Jose & Gilroy (79 mile corridor)
- 92 weekday trains
- 32 stations
- Current (2017) ridership: ~62,000+ weekday
- Projected 2040 ridership: ~114,000+ weekday
Caltrain Bike Programs

- Bikes on board
  - 2 to 3 dedicated bike cars on each train
  - Capacity for 72 – 80 bikes per train
  - Average weekday bike ridership (2017): ~5,200

- Wayside bike parking facilities
  - Over 2,200 spaces across corridor, including:
    - Keyed, reserve lockers
    - E-lockers
    - Staffed & unstaffed secure facilities
    - Bike racks
  - Type and quantity varies by station
Overall Mode of First and Last Mile Connections to Caltrain

Most people who rode a bike to the station took it with them on board
Among people who rode a bike to the station...

Source: 2014 Caltrain On-Board Transit Survey Data
Bike Parking Management Plan

• Context:
  - Capacity and Access Issues
  - Forthcoming Caltrain Electrification
  - Growing Bike-Based Trips

• Key Questions:
  - What is the potential market for bike parking at Caltrain?
  - How can Caltrain deliver a high quality bike parking system?
Occupancies of Bike Parking Facilities

<table>
<thead>
<tr>
<th>Bicycle Parking Type</th>
<th>#SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keyed Lockers</td>
<td>1200</td>
</tr>
<tr>
<td>E-lockers</td>
<td>100</td>
</tr>
<tr>
<td>Unstaffed Secure Parking Facility</td>
<td>200</td>
</tr>
<tr>
<td>Staffed Secure Parking Facility</td>
<td>100</td>
</tr>
<tr>
<td>Bicycle Racks</td>
<td>600</td>
</tr>
</tbody>
</table>

- Orange: Peak Occupancy
- Red: Peak Unoccupied
### Bike Parking: Supply and Use Discrepancy

<table>
<thead>
<tr>
<th>Participants’ Reported Use of Bike Parking Facilities</th>
<th>vs.</th>
<th>Caltrain’s Current Bike Parking Facility Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>53%</strong> Keyed Lockers</td>
<td></td>
<td><strong>50%</strong> Keyed Lockers</td>
</tr>
<tr>
<td><strong>16%</strong> BikeLink Lockers</td>
<td></td>
<td><strong>30%</strong> BikeLink Lockers</td>
</tr>
<tr>
<td><strong>10%</strong> Unstaffed secure parking facility</td>
<td></td>
<td><strong>11%</strong> Unstaffed secure parking facility</td>
</tr>
<tr>
<td><strong>15%</strong> Staffed secure parking facility (SF)</td>
<td></td>
<td><strong>6%</strong> Staffed secure parking facility (SF)</td>
</tr>
<tr>
<td><strong>6%</strong> Bicycle racks</td>
<td></td>
<td><strong>3%</strong> Bicycle racks</td>
</tr>
</tbody>
</table>

**Source:** 2016 Online Survey  
**N=150**  

**Source:** Caltrain
Survey Results

Percentage of online survey respondents that would consider using the bike parking facility instead of bringing bike on board the train:

• Staffed, secure bike valet: 80%
• On-demand bike lockers: 75%
• Unstaffed, secure, enclosed facility: 66%
• Reserved bike locker: 60%
• Bike racks: 49%
• Extensive bike share program: 45%

Source: 2016 Online Survey
Goals & Performance Measures

Goals:
• Enhance the customer experience for Caltrain passengers
• Provide a viable alternative to bringing a bicycle on board for Caltrain passengers
• Make efficient use of Caltrain’s resources

Performance Measures & Targets:
• Established for each goal to track progress towards achievement
• Will be used to guide decision-making about the bike parking system
Current Issues

- Current bike parking supply and management isn’t meeting customers’ needs
- Challenges implementing capital improvements to bike parking
- Multiple departments are involved in management and administration currently – no clear “owner”

Photo: Tyler Golly
Recommendation: Change in Management Approach for Bike Parking System

• Primary Responsibility: Management and administration of system delegated to third party bike parking specialists
• Secondary Responsibility: Dedicated project manager in Rail Operations department to lead RFP, funding efforts
• Additional support from Caltrain staff in Planning, Real Estate, Rail Operations, Marketing, etc. as needed
Capital Improvements to Follow Changes in Management Regime

- Plan recommends a significant increase in bike parking capacity throughout the system
  - Preference for parking options that are secure and easy to use
- Funding for capital improvements must be pursued
- Feasibility studies and detailing planning for capital improvements to follow
Next Steps:

• Draft Plan will be posted online for public review
• Advisory committees: August – September 2017
• October 2017: update Caltrain’s Board of Directors with Final Plan
• Implementation

Photos: Toole Design Group
Thank you!