



Accommodating 5,500 Daily Bicyclists: Caltrain's New Bike Parking Management Plan

APTA Multimodal & Sustainability Workshop
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August 1, 2018



Overview

- Context:
 - Caltrain and bikes
 - Bike Parking Management Plan
- Summary findings and recommendations from Bike Parking Management Plan
- Next steps

Caltrain Service

- Commuter Rail - San Francisco to San Jose & Gilroy (79 mile corridor)
- 92 weekday trains
- 32 stations
- Current (2018) ridership: ~65,000 weekday
- Projected 2040 ridership: ~114,000+ weekday





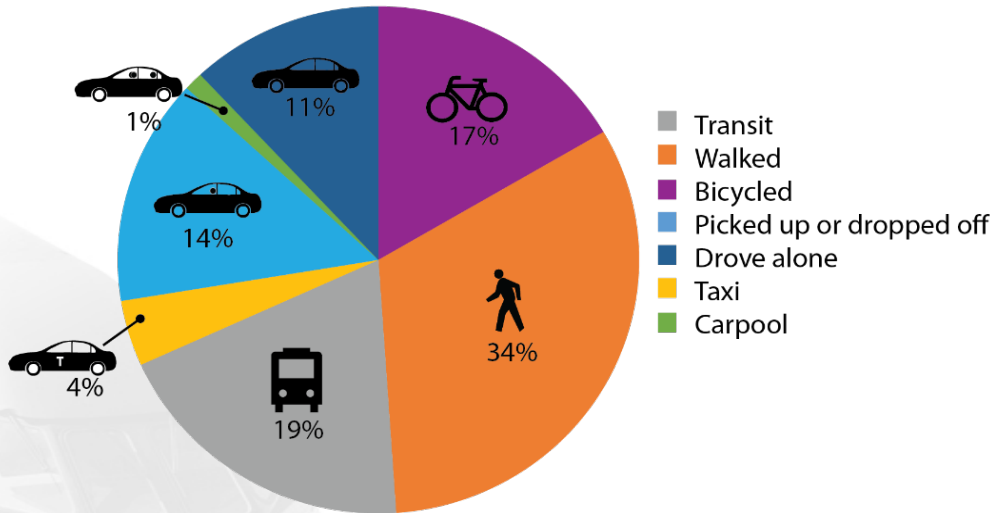
Caltrain Bike Programs

- Bikes on board
 - 2 to 3 dedicated bike cars on each train
 - Capacity for 72 – 80 bikes per train
 - Average weekday bike ridership (2018): ~5,900
- 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

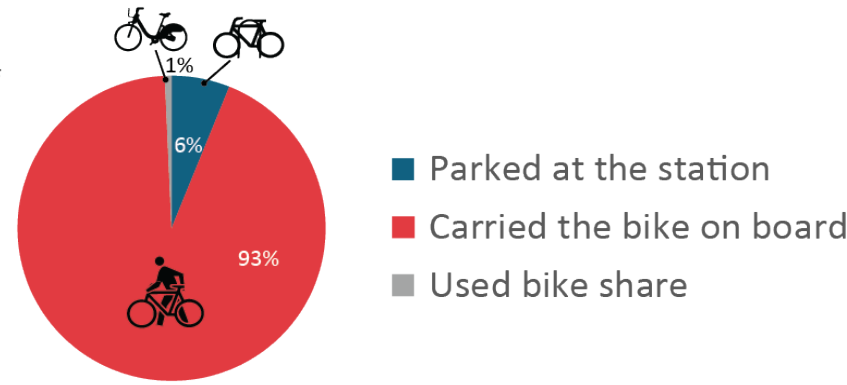




Overall Mode of First and Last Mile Connections to Caltrain



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

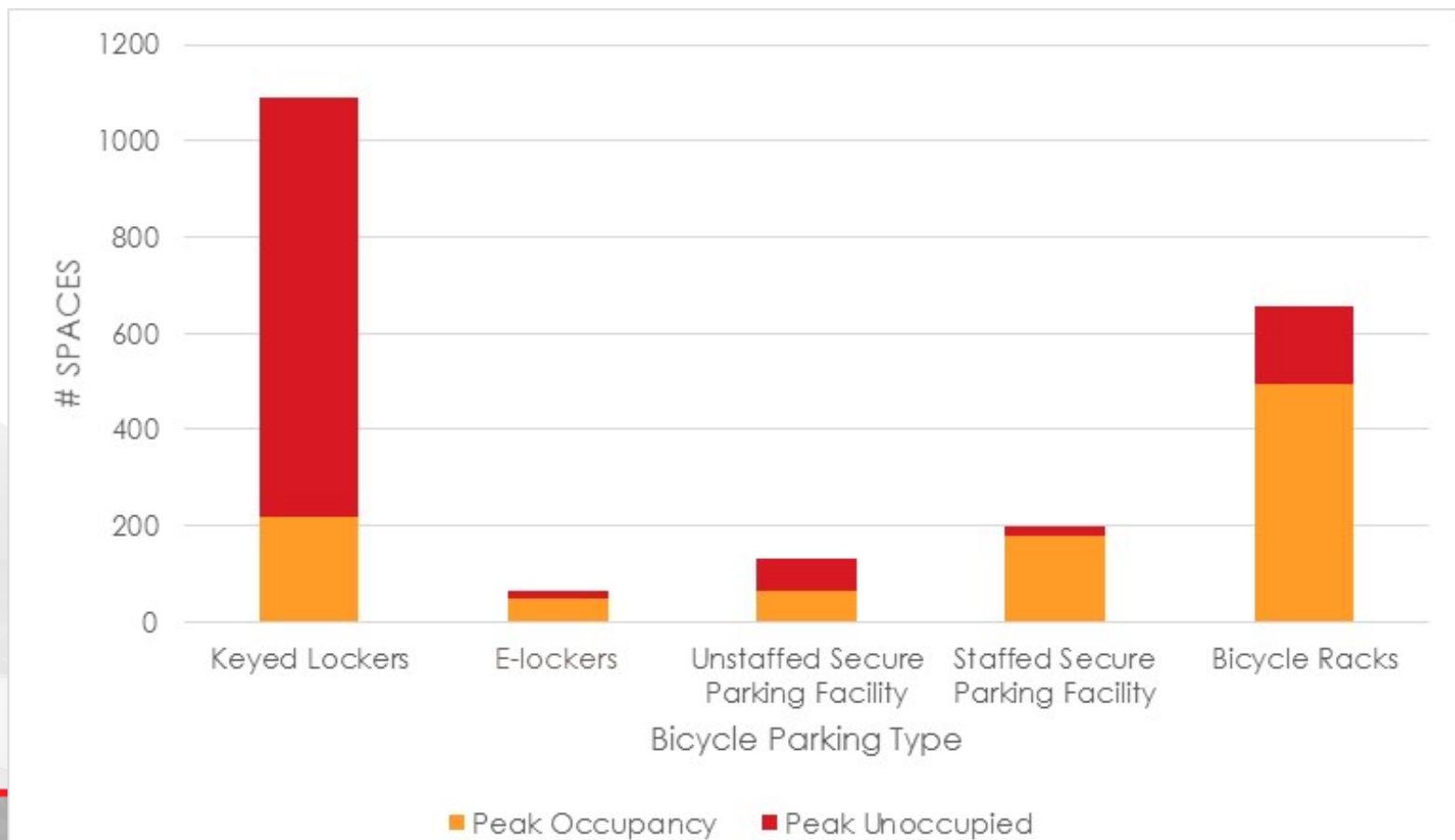


Bike Parking Management Plan

- 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



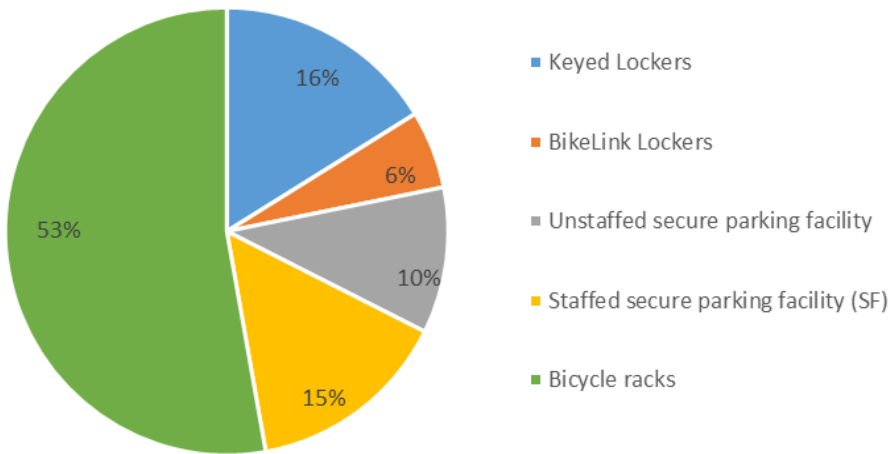


Bike Parking: Supply and Use Discrepancy

Participants' Reported Use of Bike Parking Facilities

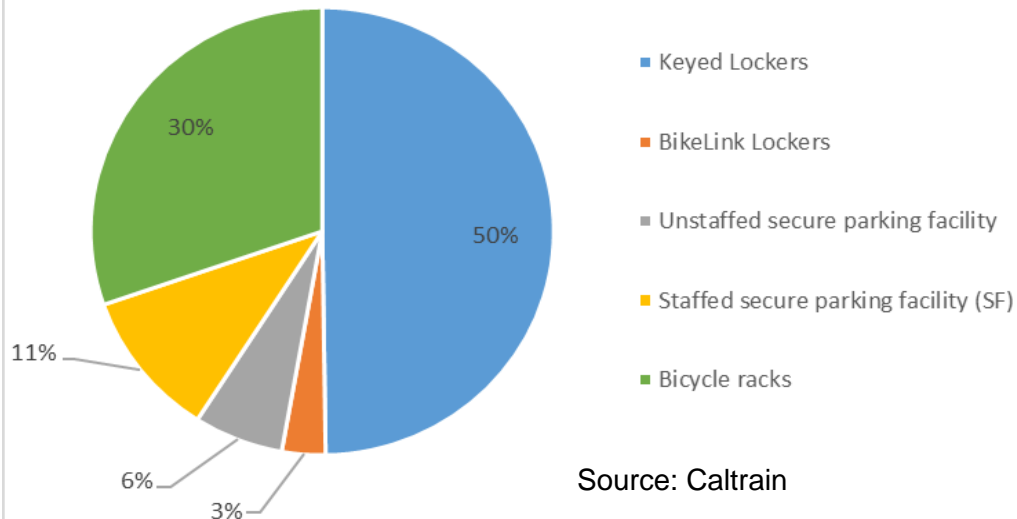
vs.

Caltrain's Current Bike Parking Facility Supply



Source: 2016 Online Survey

N=150



Source: Caltrain

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%





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

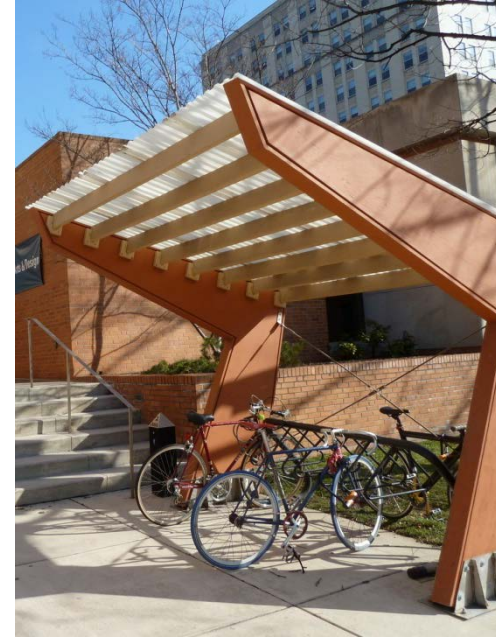


Photo: Toole Design Group

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 Department to lead RFP, funding efforts
- Additional support from Caltrain staff in Planning, Real Estate, Rail Operations, Marketing, etc. as needed



Photo: Tyler Golly



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





Adoption and Implementation

- Plan was adopted by Caltrain Board of Directors in November 2017
- Initial implementation efforts:
 - Applying for funding
 - Recruiting for new staff member to lead implementation: Principal Planner for Station Access
- Next steps:
 - Detailed Financial Plan
 - RFP for Bike Parking Vendor
 - Implement capital improvements



Photos: Toole Design Group

Thank you!

