



Caltrain & Bicycles

JPB BAC

December 13, 2010



Overview

- History of Bikes on Caltrain
- Station Accommodations
- On-board Accommodations
- Planning
- Current Projects
- Summary





Caltrain and Bikes

- Peninsula provides ideal biking conditions most of the year
- Bike access allows Caltrain to optimize access capacity
- Caltrain understands that bike needs are not one-size-fits-all
 - JPB balances investment in wayside and on-board projects and programs to maximize bike access and minimize performance impacts



History of Bikes on Caltrain

- **1977:** Southern Pacific files for abandonment of its San Francisco – San Jose commuter line
- **1980:** Caltrans assumes management of rail line from Southern Pacific (renamed “Caltrain”)
- **1982:** Four-month demonstration program for bicycles on board
- **1987:** Additional demonstration recommended
- **1992:** JPB takes over rail line. Caltrain demonstration with four bikes on cab cars, off-peak only.



History of Bikes on Caltrain

- **1993:** Five weekday trains become bike accessible, along with all weekend trains.
- **1993:** Bicycle car prototype and retrofit.
- **1994:** Retrofit completed. 12 bikes per train on 30 weekday trains. Weekday bike trains increase from 31 to 46.
- **1995:** Caltrain drops bike permit requirement. All trains become bike-accessible.
- **1995:** Bike capacity doubles to 24 bikes per train with additional retrofit.



History of Bikes on Caltrain

- **1997:** Caltrain destination tags introduced.
- **2004 - 2008:** 32 bike spaces per Gallery train; 16 per new Bombardier train.
- **2008:** Caltrain completes Bicycle Access and Parking Plan.
- **2009:** 40 spaces per Gallery car; 24 spaces per Bombardier. 2nd bike car added to most trains in peak. 32% increase in bike capacity.
- **2010:** Trains with 80 bicycle spaces identified on Caltrain website.

Station Accommodations

- More than 400 bike racks at 24 of 29 stations
- 1,067 bike lockers at 26 stations
 - Stations in San Mateo managed by San Mateo
 - Stations south of San Jose managed by VTA
- Attended bike parking at SF since 2007
- Shared access bike storage at 2 stations
 - Menlo Park & Mt. View (city managed)
- “Bikestation” at Palo Alto





Station Improvements

- Warm Planet bike parking at SF
- Alma St. bike bridge
- More bike lockers installed - special promotions to encourage use
- Bike signage
- New station construction - bike enhancements

On-board Accommodations

- Gallery trains have 1 or 2 bike cars - eventually 2 per train
- All Bombardier trains have 2 bike cars
- Caltrain provides more dedicated onboard bike capacity than any other commuter rail system in North America





Train Consist Characteristics

All trains (consists) comprised of 5 cars

| Configuration | Total # consists | Bike slots | Daily trains |
|---------------------------|-------------------------|-------------------|---------------------|
| 1 Bike car Gallery | 7 | 40 | 34 |
| 2 Bike cars Gallery | 8 | 80 | 34 |
| 2 Bike cars Bombardier | 5 | 48 | 22 |



Planning and Studies

- Bicycle Access & Parking Plan - 2008
- Comprehensive Access Program – Policy Statement - 2010
- On-board Bike Count & Dwell Study - 2010





Ongoing Projects

- Bicycle Advisory Committee
- Bike capacity plan - 2 bike cars on every Gallery train (as funds become available)
- Capacity Optimization Plan- bike capacity on high-demand trains (Option A)
- Annual Passenger Counts – every February
- SRTP – mini every year, full every 4th yr.



Summary

- Caltrain has a 20-year history of growing with the bike community
- Solid record of increasing capacity for bicyclists
- Anticipating growth by adding new capacity on and off the train
- Working closely with bike community through the Caltrain BAC

