Bicycle Access & Parking Plan
Implementation Strategy
Board of Directors
July 3, 2014

Context - Bicycles & Caltrain

- Cyclists can park at a station or can bring their bike on-board
- As of Feb. 2014 counts – 11% of all weekday Caltrain customers bring a bike on board
- A smaller number of cyclists choose to park at stations
Bikes on Board Program

- Bike bumps significantly reduced
- 2004
  - 16 to 32 bikes per train, 1-2 bike cars
- 2009
  - 40 to 80 bikes per train, 1-2 bike cars
- 2011
  - 48 to 80 bikes per train, 2 bike cars

Wayside Strategy

<table>
<thead>
<tr>
<th>Bicycle Access &amp; Parking Plan</th>
<th>Comprehensive Access Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admitted in 2008</td>
<td></td>
</tr>
</tbody>
</table>

Access Mode

- Walk
- Transit
- Bike
- Auto

Admitted in 2010
**Bike Access & Parking Plan (2008)**

- Improve bike access, parking, information and safety
- Top 10 stations used by customers with bikes
  - San Francisco
  - 22nd St
  - Millbrae
  - San Mateo
  - Hillsdale
  - Redwood City
  - Palo Alto
  - Mountain View
  - Sunnyvale
  - San Jose

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**Project Milestones**

- **BAC Meetings**
  - Implementation Strategy & Project Review
  - Prioritization, Funding & Next Steps

- **CAC Meetings**

- **Board**

- **2013**
  - JULY
  - AUG
  - SEPT
  - OCT
  - NOV
  - DEC

- **2014**
  - JAN
  - FEB
  - MAR
  - APR
  - MAY
  - JUNE
  - JULY
Caltrain-led Bike Projects Priority

- BAC recommendation
- Projects subject to individual grant eligibility
- Criteria categories:
  - Local Support
  - Funding Opportunities
  - Project Readiness
  - Project Effectiveness
Feasibility Studies

<table>
<thead>
<tr>
<th>Project</th>
<th>Staff Recommended Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Discounted Locker Rentals</td>
<td>Consider as part of a system wide “Bike Parking Business Plan” to be developed</td>
</tr>
<tr>
<td>Bikeshare Study</td>
<td>Monitor regional program and determine next steps</td>
</tr>
<tr>
<td>Folding Bike Promotion</td>
<td>Do not pursue at this time</td>
</tr>
<tr>
<td>Information - Bike Car Capacity</td>
<td>Develop scope and pursue funding to explore options</td>
</tr>
</tbody>
</table>

Capital Funding Need

<table>
<thead>
<tr>
<th>Project Category</th>
<th>San Francisco</th>
<th>San Mateo</th>
<th>Santa Clara</th>
<th>System-wide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Parking</td>
<td>$515,000</td>
<td>$544,000</td>
<td>$1,087,000</td>
<td>$2,146,000</td>
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<tr>
<td>Bike Access</td>
<td>$225,000</td>
<td>$650,000</td>
<td>$20,000</td>
<td>$900,000</td>
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<tr>
<td>Bike Information</td>
<td>$20,000</td>
<td>$40,000</td>
<td>$20,000</td>
<td>$100,000</td>
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<tr>
<td>Bike Safety</td>
<td>N/A</td>
<td>N/A</td>
<td>$50,000</td>
<td>$50,000</td>
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<tr>
<td>Bike Feasibility Studies</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$165,000</td>
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<tr>
<td>Total Cost</td>
<td>$760,000</td>
<td>$1,214,000</td>
<td>$1,152,000</td>
<td>$3,351,000</td>
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</tbody>
</table>

Estimated Grant Funding Availability: $1 million - $3 million over 5 years
Funding Strategy and Challenges

- Seek additional local funds
- Leverage grants
- Grant constraints
  - Some projects do not meet eligibility
  - Some projects are not competitive
  - Administratively burdensome
- Limited staff resources

Next Steps

- July BAC meeting - Draft Plan
- Coordination with Congestion Management agencies
- Finalize Plan (August)
- Implementation