



Shared Micromobility Strategy Update

Bicycle and Active Transportation Advisory Committee
November 18, 2021

Overview

- Background
 - Current/past shared micromobility services along Caltrain corridor
 - Study overview, input, and goals
- *Shared Micromobility Strategy* Discussion
 - Operational & Policy Considerations
 - Potential Roles
 - Caltrain
 - Cities/Agencies
 - Operator(s)
 - Potential Directions

Shared Micromobility Services along Caltrain Corridor

- Past:
 - Bay Area Bike Share in Redwood City, Mountain View and Palo Alto (2013-2015)
 - Social Bikes in San Mateo (2015)
 - Lime and/or Ofo at South San Francisco, Burlingame, San Mateo, Mountain View, Sunnyvale (2018-2019)
- Current:
 - Shared MM services operate in San Francisco and San Jose
 - Some cities have existing permitting and regulation systems for shared MM (San Francisco, San Jose, San Mateo, Mountain View)
 - Some cities are developing permitting systems for shared MM (Redwood City, Palo Alto)

Shared Micromobility Strategy Purpose

Align shared micromobility with Caltrain's Comprehensive Access Program Policy Statement, which prioritizes bicycling over automobile access.

What is Shared Micromobility?

Shared use of and short-term access to rentable, small, and often low speed vehicles on an as-needed basis. Shared micromobility includes station-based and dockless systems. While shared micromobility encompasses a wide range of modes, this focuses on bike and scooter share.

Study Overview

- Shared Micromobility study efforts:
 - Conducted survey and focus group with corridor cities/agencies
 - Conducted interviews with shared micromobility providers
 - Worked with Rail Operations staff to identify concerns
 - Followed up with corridor cities to discuss potential directions
- Continuous updating of *Shared Micromobility Strategy* living document
 - Industry is rapidly evolving
 - Strategy will be used as a tool in coordination efforts

Overall Strategy Goals

- **Cost effectively expand system access** by supporting reliable and low impact multimodal options.
- **Alleviate sidewalk and station conflicts** by organizing device parking, increasing wayside accommodations, and building access partnerships.
- **Offer customers more choices**, especially for riders who prefer to bike, scoot, or use other forms of micromobility that cannot always be brought on-board the train.
- **Provide a integrated experience** between Caltrain and shared micromobility services that is supportive of multimodal access to stations at either end of a customer's trip and minimizes the differences across providers, rules, and fares.
- **Develop a collaborative environment** where corridor cities coordinate mobility policy, investment, and ideas.

Corridor City/County Input

- Realities of the market and multijurisdictional coordination
 - Business viability for shared micromobility has been an issue across the peninsula
 - There is value in a multijurisdictional approach to shared micromobility
- Alignment in vision
 - Future multimodal travel to/from Caltrain stations that is comfortable to use, convenient, and efficient
 - Opportunities for collaboration and coordination between cities and Caltrain in bike and shared micromobility physical planning
- Build on City active transportation plans for access to/from Caltrain stations and bike parking at stations

Note: These themes were developed based on a survey and focus group conducted with peninsula City staff in Fall 2019.

Vendor Input

- Organize micromobility with parking infrastructure, in-app experiences, and compliance
- Recognize operational conditions (e.g., ability/cost to rebalance, demand generators, demand pulses, etc.) vary across the corridor
- Align financial viability with policy objectives
- Ensure consistent regulations and Standard Licensing Agreements across boundaries
- Acknowledge consistent service levels corridor-wide are impossible without subsidy; more can be done with exclusive contract

General Potential Roles for Caltrain

- Advocate for **consistent** shared micromobility policy and management approaches
- Develop rules for safer and more efficient shared micromobility **operations**
- Elevate **visibility** of shared micromobility as a reliable access mode
- **Integrate** shared micromobility physically and digitally into the Caltrain experience so it is consistent and easy to understand

Caltrain Approach Not Recommended at this Time

- No Caltrain operated system along the corridor
 - Challenges of other failed efforts remain
 - Potential conflict with other efforts being explored along the corridor
 - Resource intensive, both financially and staff wise, at a time when the corresponding value would be limited

General Potential Roles for Cities & Operators

- Develop mobility **regulations** and requirements
- **Manage** compliance operations, operator enforcement, and programs (e.g., safety) in partnership with Mobility Service Providers
- **Coordinate** with Caltrain and other transit agencies
- Conduct community **outreach** to identify shared micromobility gaps and needs
- Track shared micromobility performance through regular **monitoring** and milestone **data reporting**

Example Scenarios

These are some potential frameworks of how the industry may evolve.

SCENARIO	DESCRIPTION	CALTRAIN'S PRIMARY ROLE
 <p>Permitted Systems Across the Corridor</p>	<p>Multiple cities launch their own <u>micromobility</u> permit programs where regulations may vary city-to-city</p>	<p>Coordinate with and across cities to develop their own regulatory frameworks and permits</p>
 <p>Bay Wheels Expansion Across the Corridor</p>	<p>MTC, <u>Caltrain</u>, and Lyft collaborate to expand Bay Wheels to better serve <u>Caltrain</u> stations</p>	<p>Focus on integration for trip planning and fare payment, station location, partnerships and programs that support people accessing <u>Caltrain</u> via Bay Wheels</p>
 <p><u>Micromobility Partnership(s)</u></p>	<p>Transit access partnerships with major event centers, universities, and major employers that may include incentives, marketing, infrastructure support, and targeted rebalancing</p>	<p>Coordinate with <u>micromobility</u> providers and lead organization to establish connections to/from <u>Caltrain</u> stations and ensure alignment in vision</p>

3 Potential Scenarios

- All Looked at the Following:
 - Program Management and Structure
 - Equitable Access and Design
 - Parking and Operations
 - Data Sharing and Management
 - Integrated Mobility

- Each scenario would indicate:
- *Near-term and long-term strategies*
 - *Direct and indirect strategies*
 - *Strategies requiring policy adoption, investment, partnership, and advocacy/coordination*
 - *Considerations for single and multiple operator environments*

Next Steps

- Continue to observe trends in the industry
- Closely monitor ridership & post COVID mobility trends
- Focus on bike parking, including outreach
- Continue piloting new ideas in SF & SJ
- Develop rules for operating at Caltrain stations
- Continue collaborating with other organizations including cities, counties, and bike coalitions



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San Francisco Station
Check in is quick and easy
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including lights, locks, helmets and more!
Fast Bike Repairs
Staff bike mechanics are here to help.
Most repairs are same day!
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Palo Alto Bike Room
24/7 secure indoor bike parking is available at
Palo Alto Station. Learn more at bikehub.com/Caltrain

On-Demand Bicycle eLockers
More than 300 e-locker spaces are available at 19
Caltrain stations, with more installations coming soon.

How to Use eLockers
Step 1: Go to bikehub.com and click on "Get Access"
Step 2: Link your BikeLink account with Clipper by
using the "Link My Transit Card" button and
following the directions
Step 3: Access an eLocker using your Clipper Card or
a pre-paid BikeLink card

Rates at Caltrain-owned eLockers: 5 cents per hour
(nights and weekends 2 cents per hour)



How do I get my free 100+ hours?
Once your BikeLink and Clipper accounts are linked,
use any Caltrain-owned eLocker to receive your
100+ FREE hours.