Bikes & Scooters on Board Pilot

Bicycle and Active Transportation Advisory Committee
March 19, 2026

Caltrain

Introduction

- Caltrain allows **more bikes on board than any system** in the United States
- **20% of Caltrain customers** access via bike or scooter
- Caltrain has installed **over 500 secure bike parking spaces** in the last 5 years
- Most of Caltrain's biking customers take their bike **on** the train
- As ridership has grown post-electrification, some trains are **at bike capacity**
- The range of **types of bikes** that passengers use to access Caltrain has grown dramatically in the past several years
- In response to **comments about crowding and new types of bikes**, Caltrain proposed updated bikes on board rules
- Enforcement of the rules has been paused for a community process

Objectives for Updating Bike/Scooter Rules

Intent is to respond to the increase in ridership and range of types of bikes in a way that is:

- Safe
- Prioritizes ridership growth
- Understandable to riders
- Readily enforceable by conductors

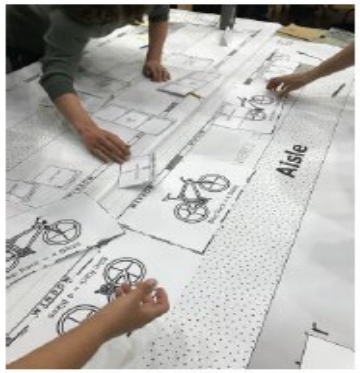
Context: Bikes on Board and Bike Parking at Stations

Bikes on Board History

- 1992: Bikes allowed on board for the first time
- Incremental removal of seats for bike space
- During planning for electric service (mid-2010s)
  - 72 or 80 per trainset
  - Standing room only and full bike cars
- Electric trains
  - Board: 72 spaces maximum per trainset
  - Commitment: $3.5M at stations for secure bike parking

EMU Bike Car Design

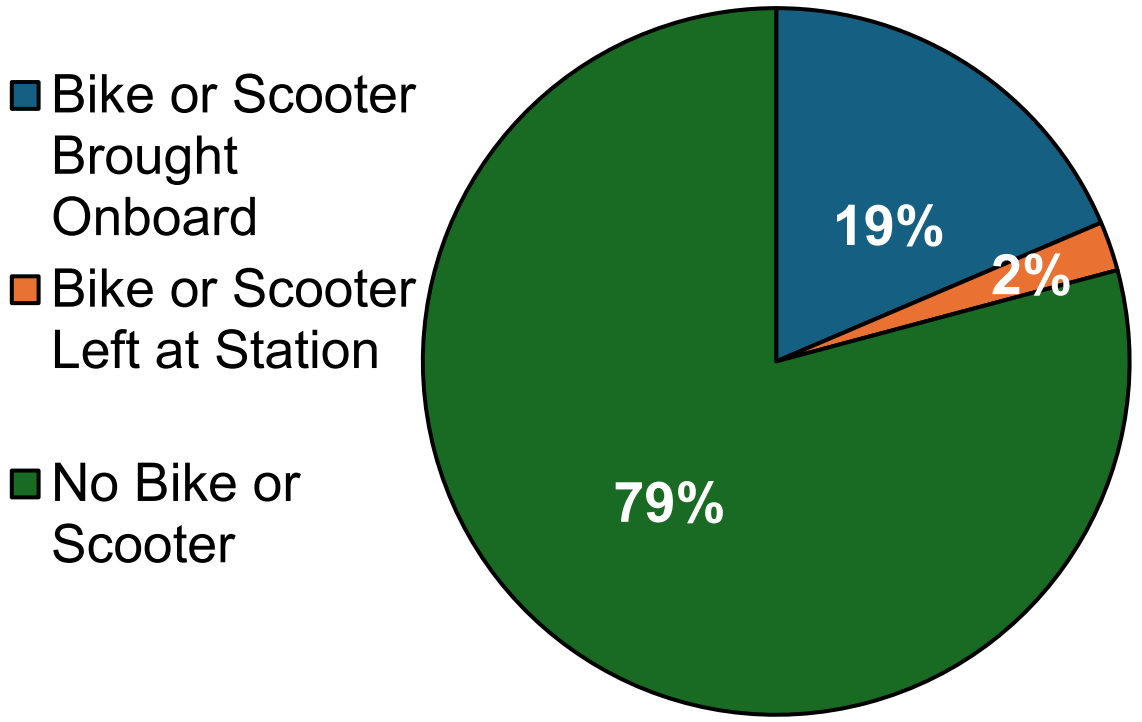
- Joint CAC/BATAC Workshop
  - Approximately 50 attendees
- Factors
  - Funding requirement to increase seats
  - Conductor duties
  - Emergency window access
  - Seats near bikes
  - Maximizing number of bike spaces
- Board agreed to the current design, reflecting what we heard at the workshop



Bikes/Scooters on Board Today

- 72 bike spaces per trainset
- 4 trains per hour in each direction at peak times (104 trains per day)
  - 288 peak hour bike spaces per hour in each direction
  - Many spaces serve multiple bikes as people get on and off
- More than 7,000 daily bike boardings midweek

~20% of all riders use a bike or scooter



2026 - Ridership Up 30% from 2025

Ridership Executive Summary - Feb 2026

Monthly Performance	Current Year Feb 2026	Pre-Pandemic Feb 2020	Feb 2026 % of Pre-Pandemic	Last Year Feb 2025	Feb 2025 to Feb 2026 % Change
Total Monthly Ridership	905,839	1,406,951	64.4%	694,769	+ 30.4%
Average Weekday Ridership	38,574	67,218	57.4%	30,080	+ 28.2%
Average Saturday Ridership	24,111	15,164	159.0%	15,503	+ 55.5%
Average Sunday Ridership	15,997	10,797	148.2%	11,896	+ 34.5%

Ideal Bike Stacking

- 4 bikes maximum
- Secured with bungee cord
- Alternating handlebars
- No kickstand use
- Destination tags with grouping by destination
- Farthest destination on inside of stack
- Passengers working together to stack efficiently

Many Types of Bikes/Scooters on Board

Stacking Issues

- Extending into next stack
- Attachments & devices that widen stack
- Turned tires caused by attachments on adjacent bikes

Bikes + Transit Internationally

Bicycling transit riders served with bike parking

Rotterdam

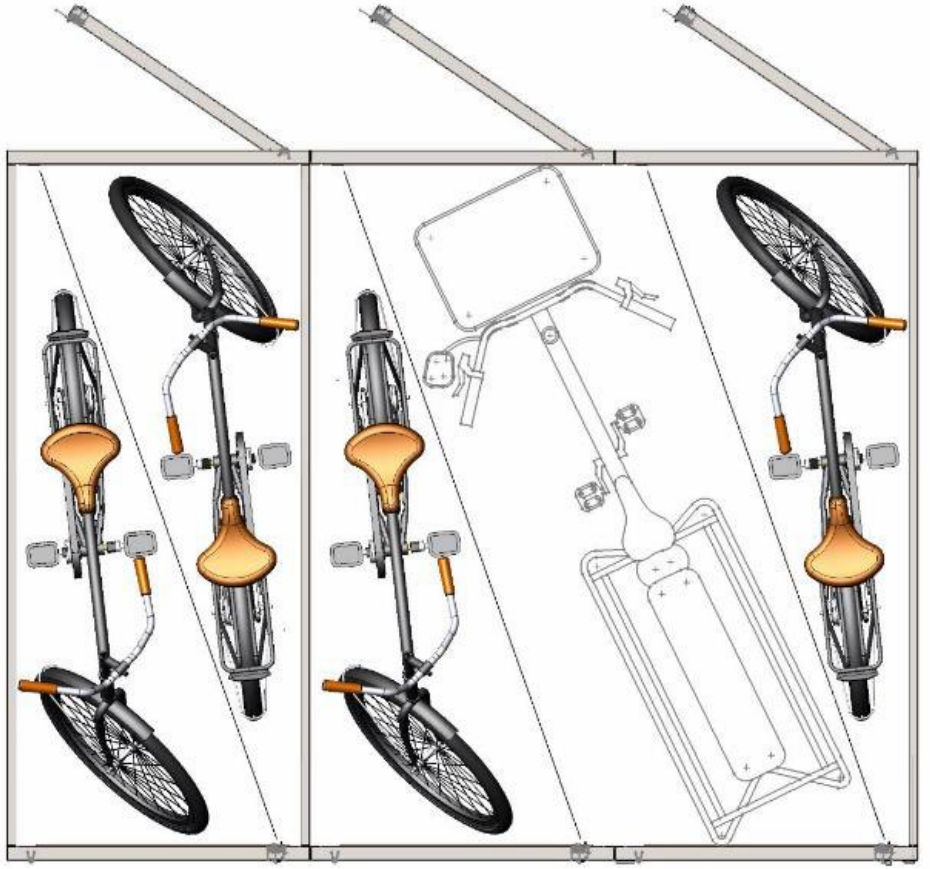
Tokyo

Bike on Board Alternatives

- Walking at one end
- Taking transit/shuttle
- Bike or scooter share
- A bike at each end, stored in secure parking
  - SF Valet, e-lockers (including XL, bike rooms)

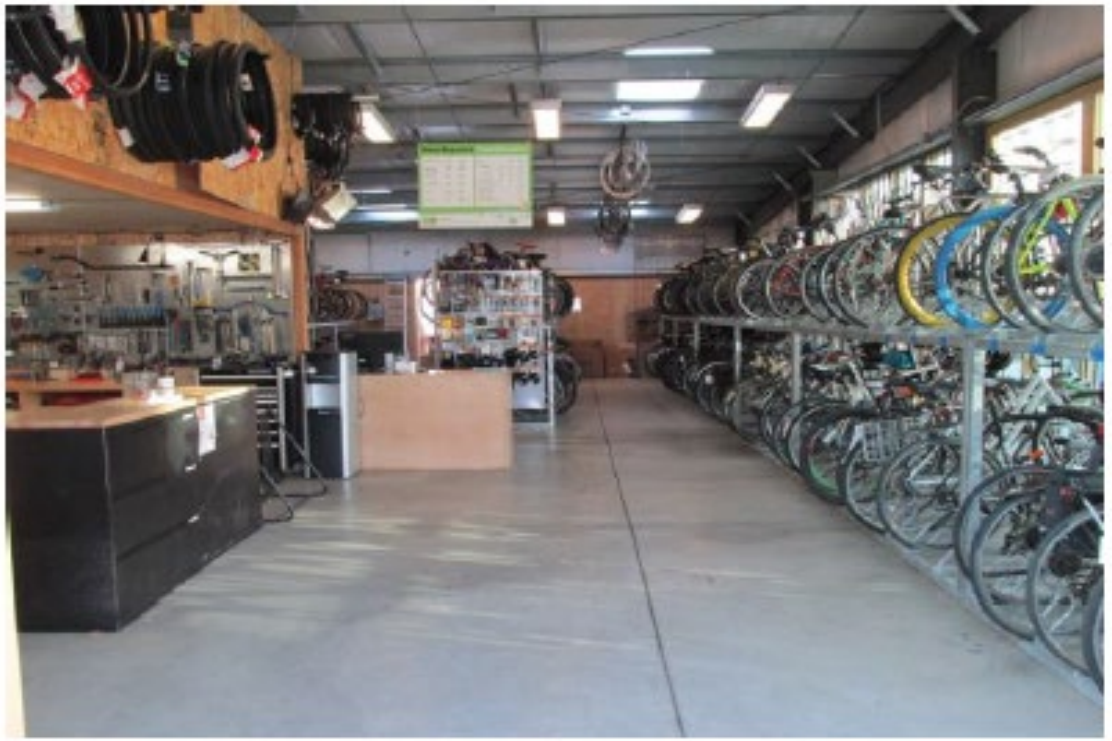
Secure Bike Parking: E-lockers

- Available at 25 Caltrain stations
- 5 cents/hour standard rate
- 8 cents/hour XL rate
- 100 free hours after first use
- Access via the BikeLink app
- www.Caltrain.com/bikes



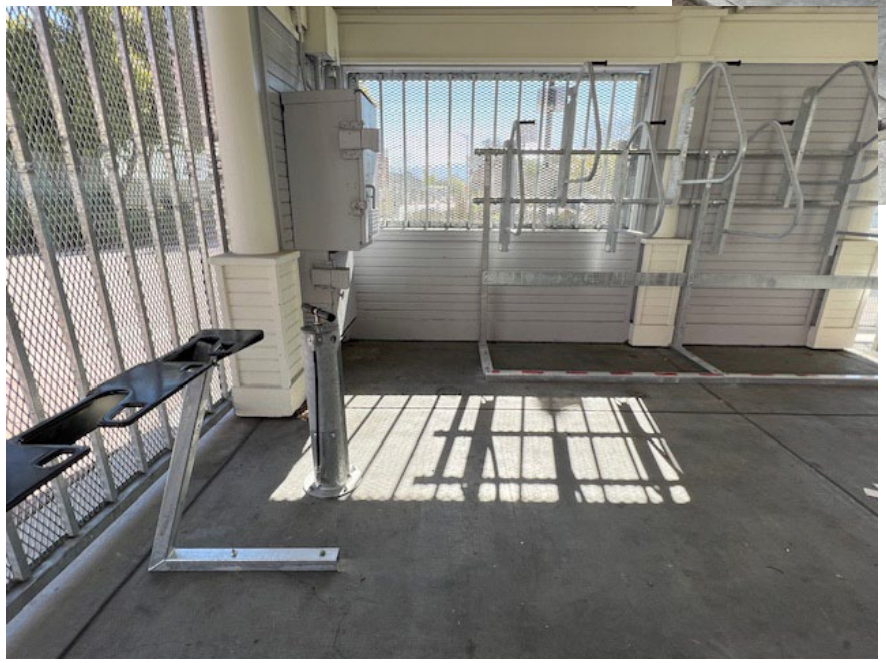
Secure Bike Parking: Free San Francisco Valet

- Free parking 7AM – 7PM
- 230 spaces
- Bike shop services available
- Ability to start e-locker rental for customers running late



Secure Bike Parking: Controlled Access Bike Rooms

- Available at Palo Alto and Mountain View stations
- Nearing completion at Redwood City and Menlo Park stations
- Preliminary analysis for more at other stations



Bike/Scooter Share

- Complements parking a personal bike on one end
- Available in San Francisco, San Jose, and select cities in between

Sampling of Bike Rules at Other Agencies

- BART
  - No bikes on crowded cars
  - Non-folding scooters ban
  - Class 1, 2, 3 e-bikes only
- SMART
  - 16” max. width (not including handlebars)
- LA Metro
  - 6’ long max.
  - 55 pounds max.
- Portland Tri-Met
  - Tire widths up to 2.35 inches
  - Discretion to ban bikes with child seats, panniers or other accessories
- NCTD (San Diego)
  - Single seat bikes
- Amtrak (most trains)
  - 50 pounds max.
  - 70" x 41" x 8.5" (L x H x W)

Sample Feedback About Bikes on Board

Sampling of Community Comments

"it shows how much a runaway success CalTrain's bikes-on-board program has been."

"there is a surge in what can only be described as motorcycles being dragged onto bike cars, and that should probably be addressed with a new policy."

"Ban monster e-bikes"

"Some compromises must be made so that other people can use the train, too. Normal social behavior suggests sharing the space and leaving giant, unnecessary equipment off the train."

"I'm a working parent who uses a bike with a child bike seat to get my kid to and from daycare and then me to work via Caltrain."

"Please delay the rule change and take more input from the community"

Community Comments – Bike Width

"I have wire metal baskets on each side of the rear wheel of my Trek Road Bike which I need to carry my belongings."

"Ask other bike users to detach panniers and take them to the seat."

Put up signs saying "please remove panniers at rush hour."

I understand that my bike takes up slightly more space than it would without its front basket and its child seat, but these are essential to my daily life"

"The width dimension (child seats, panniers) is a problem too, but the impact is much smaller, limiting a bay to 3 bikes instead of 4."

Community Comments – Bike Size

"Loading and unloading (carrying) that heavy e-bike is slower and more problematic than loading a 20-30-40 lbs normal bike. Problems are bad for schedules, and heavier bikes do increase the risk of injury when carrying bikes on an off the cars."

"In my experience the greatest problem is caused by the long wheelbase bikes which extend beyond a single bike bay and end up consuming slots in two and sometimes three bays"

Community Comments – Time of Day Rules

"For local trains a blanket ban on child bike seats is totally unwarranted. Please narrow the scope of the proposed ban on bike seat attachments to express trains only."

"Sure, peak commute hours is probably not the time to bring a triple-decker child seat and expect everyone to make way for you to secure it."

"This change addresses a problem that does not exist except on the most packed trains at specific times of day. As an alternative, Caltrain could consider restricting bikes on the most crowded trains, or express trains."

"Cargo bikes, bakfiets, etc. exceed all reasonable size standards for a commuter train."

"Consider relaxed rules on larger bikes and bikes with child seats on weekends and off peak hours."

"I urge you to recommend to relevant parties to narrow the scope of the ban to express trains only."

Community Comments: Another Bike Car

Relevant Comment: “Add more bike space”

Add more cars to existing trainsets?

- The 7-car trainsets fill up the entire platform at many stations
  - Infeasible to add another car without lengthening platforms
- Adding cars to EMU trainsets is more challenging and costly than for the diesel trains and Caltrain does not have additional cars available to add.

Remove seats from existing 7-car trainsets?

- Removal of 4 seats necessary to provide 4 bike spaces
- Funding agreement for trains requires seating minimum

Community Comments: More Frequent Service

Relevant Comment: “More frequent service is required, at least during peak hours”

Status

- Additional service would increase bike capacity
- Caltrain's strategic financial plan assumes peak service increases in Fiscal Years 2029 (5 trains/hour/direction-tphpd) and 2031 (6 tphpd) vs. the current 4 tphpd
- Caltrain is facing a significant operating deficit in near term. **Service increases are subject to new external funding and continued ridership growth.**

Policy Discussion

Objectives Updating Bike Rules/ Policy

Intent is to respond to the increase in ridership and range of types of bikes in a way that is:

- Safe
- Prioritizes ridership
- Understandable to riders
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Proposed Schedule

- March 19, 2026: BATAC
- Late March / early April: Develop Draft Rules for a 6-Month Pilot Program
- April 15, 2026 CAC: Discussion Draft 6-month Pilot Program
- Mid-April 2026 BATAC Special Meeting: Discussion Draft 6-month Pilot Program
- April 29, 2026: TOPS (Board subcommittee) Discussion item about Pilot
- May: Launch 6-month Pilot Program
  - Review results and comments by staff, conductors, key stakeholders; identify next steps
- November/December 2026 CAC/BATAC/TOPS: Report Pilot & recommend next steps

Categories of Potential Rules

- Maximum bike length
- Maximum bike weight
- Maximum bike width not including handlebars
- Prohibited bike types (gas-powered, tandem, etc.)
- Crowding/type of service differentiation
- Scooter specific
- Other

Photo Array – What should be allowed on board?

Discussion Prompts / Questions

- Do you agree with the objectives Caltrain has set out? If not, how would you suggest they be amended?
- What can Caltrain do to help shift some customers to secure bike parking?
- What types of bikes should be allowed or prohibited?
- What types of limitations (size / length etc.) on bikes are reasonable tradeoffs as we try to maximize the number of bikes per train?
- Should we differentiate rules based on time or type of service (Express/Limited/Local)?
- How can rules be written so they are clear for customers and conductors?

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FOR MORE INFORMATION

WWW.CALTRAIN.COM