

Caltrain Infrastructure Design & Construction

Caltrain BAC September 20, 2018



Overview

- Grade Separation Toolkit
- Station Management Toolbox
- Design Review



Grade Separation Toolkit

- 92 Trains/Day + Freight
 - More Trains Coming
- Reduction in Collisions
- Reduction in Delays
- Increased Connections
- Ped/Bike Only Crossings





Grade Separation Toolkit

Reasons for Toolkit

- Efficient, Consistent Messaging to Cities
- Review Past & Current Projects
- Lessons Learned
- Roles & Responsibilities
- Bike/Ped Input





- One of three interrelated planning and policy analyses to address station access and transitoriented development (TOD)
- Key questions for each project:
 - **Rail Corridor Use Policy:** <u>What</u> can be developed on JPB property? <u>Who</u> can use JPB right-of-way and real estate?
 - **TOD Policy:** <u>How</u> should Caltrain develop available property?
 - **Station Management Toolbox:** Help answer "<u>Why</u>?" questions, to help assess outcomes and trade-offs of station access and TOD decisions



Input

- Service Level
- Fares
- Ride Hail Trend
- Parking Price

Development & Access Info

- Density
- Parking Changes
- Shuttles
- Bike Facilities
- Grid Connectivity









Caltrain Station Management Toolbox

	RID	ERSI	HIP				
	STATION Baseline New Total				SYSTEM Baseline Ne		
	6,705		6,705		125,261		1:
ship							
?	5.5		5.5		5.4		
E	S1 Baseline	IATIOI Ne			S Baseline	YSTEI 9 N	
	17%		17%		17%		
	7%		7%		10%		
	19%		19%		18%		
					20%		
	46%		46%		32%		
	SI	ΓΑΤΙΟΙ	N		s	YSTEI	м



Daily Boardings

Index

Change in Off-Peak Riders

Change in Peak Balance

Modal Access Efficiency

AM Peak Mode of Access

Park-and-Ride

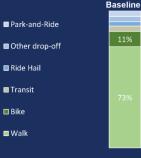
Other drop-off

Ride Hail

Transit

🔳 Bike

Walk





TION New Total		SYSTEM Baseline New Total				
	11%	27%		27%		
		11%		11%		
	73%	49%		49%		

	REV	ENUE ?		
	STA [:] Baseline	TION New Total	SYS Baseline	TEM New Total
Passenger Revenue Annual \$1K	\$8,547	\$8,547	\$169,329	\$169,329
Parking Revenue Annual \$1K	\$800	\$800	\$9,645	\$9,645
Other Operating Costs Annual \$1K	\$0	\$0	\$0	\$0
	STA	TION	SYS	тем
Development Revenue NPV \$1K	\$0		\$0	
Other Capital Costs NPV \$1K	\$0		\$0	

EQU	ITY & EN	/IRONMEN	TAL		
	STATION		SYSTEM		
	Baseline	New Total	Baseline	New Total	
Jobs within 1/2 mile	17,256	17,256	488,474	488,474	
New affordable housing 1/2 mile	0	0	0	0	
Access/Egress VMT	3,819	3,819	150,958	150,958	

	PARK	(ING ?		
	2016 Park & Ride Riders by Access Distance STATION SYSTEM			
Baseline Parking Spaces	557	■6+		14%
Parking Occupancy	72%			
		3 -6	60%	24%
Net Change Parking Spaces	0	∎1-3		42%
Net Change Park & Ride Riders	0	∎½-1		
Net Change Non-Park & Ride Riders	6 0	1 /2-1	27%	
Net Change Total Ridership	0	□0-½	10%	15%

Current Station Modified Station



- Case Studies
 - Belmont
 - S. San Francisco
 - Redwood City
- Include More Details
- Align with Business Plan





Design Review

- Review of Capital Projects at Different Milestones
- Bike & Pedestrian Design Best Practices
- Emerging Access Options







Questions/Comments