



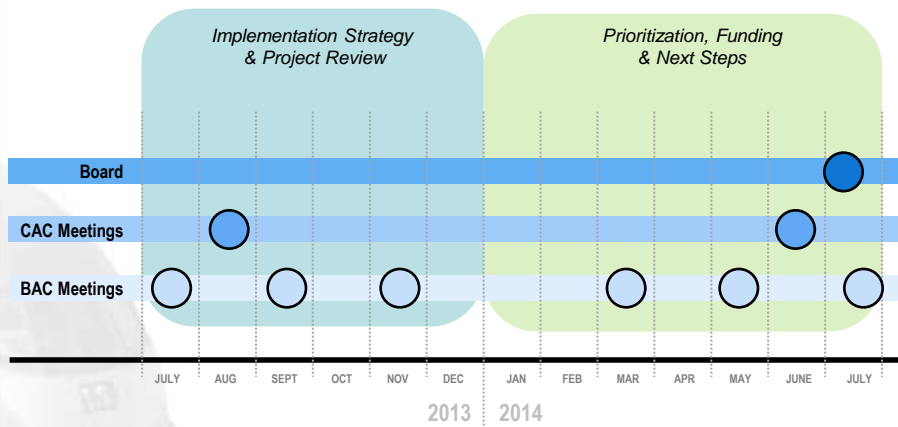
Bicycle Access & Parking Plan

Project Prioritization

Bicycle Advisory Committee
May 15, 2014

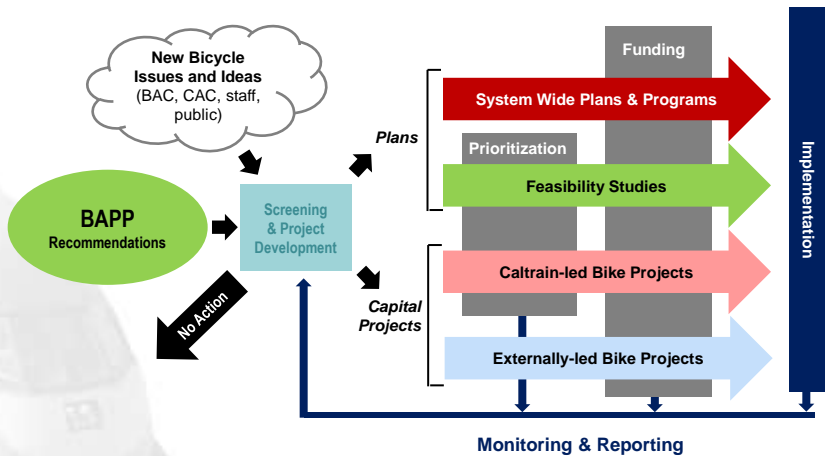


Project Milestones





Implementation Strategy



Project Review

Externally Led Bicycle Projects
Individual BAPP recommended projects that need to be led or implemented by an external agency

Project ID	Short Name	Description	Project Type
0001	22nd St - locker addition	Develop a coordinated "Bike Parking Strategy & Business Plan" that defines a programmatic approach to upgrading and operating bike parking throughout Caltrain systems. Plan should include the following elements: 1. A detailed assessment of bike parking/spatial requirements at all	
0002	San Jose Dir - locker addition		

System Wide Plans and Programs
Develop system-wide plans and programs that are critical to the implementation of BAPP recommendations

Feasibility Studies
Individual BAPP recommendations that require further study or planning

Caltrain-led Bicycle Projects
Individual BAPP recommended projects that can be initiated and implemented by Caltrain

Project ID	Short Name	Description	Location	Type	Type
Parking Projects					
CT01	Hillside - locker addition	Install 20 electronic and 2 keyed bicycle lockers at Hillside in the east parking lot, some of which can be relocated and upgraded from existing lockers in the east parking lot.	Hillside	Parking	routine Project
CT02	Redwood City - locker addition	Add 24 additional (new) electronic lockers at Redwood City.	Redwood City	Parking	
CT03	Redwood City - locker adjustment	Relocate all lockers from the north Broadway parking lot at Redwood City. Relocate and add new lockers closer to platforms on both east and west sides of station.	Redwood City	Parking	
CT04	San Francisco - locker conversion	Convert 184 existing keypad bicycle lockers to electronic lockers and consider upgrading the key lock entrance to the locker compound to a number pad key code system.	San Francisco	Parking	
CT05	Millbrae - locker	Upgrade 40 keyed lockers at Millbrae to electronic.	Millbrae	Parking	

Focus on Caltrain-led Bicycle Projects

Prioritization Discussion Caltrain-led Bike Projects

5

Input from Subcommittee

- Prioritization approach should be useful beyond this specific project list
- Explicitly incorporate customer feedback / complaints / incident reports
- Consider project readiness
- Is project a convenience or necessity?
- Think about weighting criteria

6

Proposed Prioritization Criteria

- One set of criteria for all projects
- 12 possible points
- Points grouped into 4 broad categories
 - Project Support (2 possible)
 - Project Funding (2 possible)
 - Project Readiness (2 possible)
 - Project Need & Effectiveness (6 possible)
- Projects subject to individual grant eligibility
- Prioritized list becomes BAC recommendation informing agency CIP

Example Scoring – Sunnyvale Bike Lockers

Criteria		Possible Points	Score	Discussion
Support	Referenced in plan	1	1	Santa Clara Countywide Bicycle Plan (2008) "Recommended Bike Parking Projects: eLockers at all Park & Ride lots and Transit Centers Bike stations at all transit stations with demand exceeding 70 bikes per day."
	Local support	1	TBD	To be determined based on future discussions
Funding	Local Funding	1	TBD	To be determined based on future discussions
	Special Funding	1	TBD	To be determined based on future discussions
Readiness	Feasible	1	1	Project is known to be feasible at proposed location
	Shovel-ready	1	1	Bike lockers are ready for procurement and installation



Example Scoring continued

	Criteria	Possible Points	Score	
Need & Effectiveness	Efficiency & convenience	1	1	Project will allow more efficient usage of bike lockers and will increase convenience and ease of use for cyclists
	Safety / security	1	1	Project will increase availability and use of secure bike parking
	Accommodates net new cyclists	1	0	Total physical supply of parking will remain the same. Currently, spaces in reserved lockers are still available
	User Input	1	TBD	To be determined based on review of correspondence
	Top 5 station	1	0	Sunnyvale is #6 in cyclist boardings (2013 data)
	Top 10 station	1	1	Sunnyvale is #6 in cyclist boardings (2013 data)

9



Prioritization Discussion Feasibility Studies

10

Feasibility Studies: Considerations

Project	Staff Recommended Approach
PL01 – Discounted Locker Rentals	Examine issue as one element in planned “Bike Parking Business Plan.” Do not pursue as an independent study.
PL02 – Bikeshare Study	Scope written into 2008 plan no longer applicable. Postpone further action until current Bay Area Bike Share contract is taken over and program reviewed by MTC (early 2015)
PL03 – Folding Bike Promotion	Do not pursue
PL04 – Bike Car Capacity Information	Refine and expand scope. Key questions include: <ul style="list-style-type: none"> – Desired system performance and outcomes – Range of technology options – Agency operational and resource constraints – Applicability of possible systems to both current trains and future EMUs

Funding Analysis

Funding Need to Complete BAPP

(Preliminary \$ estimates – updated May 2014)

- Funding need estimate for 10 stations included in 2008 BAPP
- Includes only costs for projects specifically recommended in 2008 BAPP
- Does not include O&M costs

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

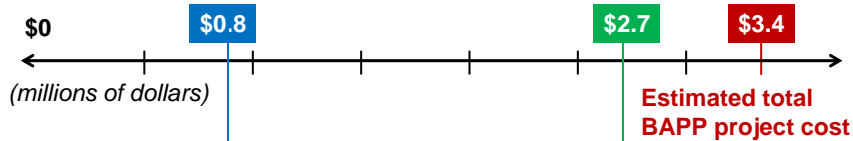
13

Funding Challenge & Strategy

- Funding limited
- Staff / administrative capacity limited
- Implementation driven by grant availability
- Utilize local funds to leverage grants
- Grant constraints
 - Grants have different eligibility requirements
 - Some projects do not meet eligibility or may not be competitive on their own
- Match grant sources and eligible projects to maximize overall project delivery

14

5-year Funding Scenarios



Conservative Approach

- Only pursue grants with high probability of success
- Focus on only highest scoring projects
- Assume modest level of help and participation from partners and cities

Aggressive Approach

- Pursue grants broadly and work to make projects competitive
- Try to complete a larger spectrum of projects
- Assume significant level of help and participation from partners and cities

Next Steps

- Take strategy to CAC and Board as informational item (June – early July)
- Develop implementation process
- Return to BAC in July with Draft Plan
- Ongoing discussions with funding partners and county Congestion Management Agencies