

Bike Parking Vendor Update

BICYCLE AND ACTIVE
TRANSPORTATION COMMITTEE

MAY 16, 2024



Caltrain & Bikes Overview

1. Bikes on board
2. San Francisco bike valet
3. E-lockers
4. Unstaffed bike room

1.



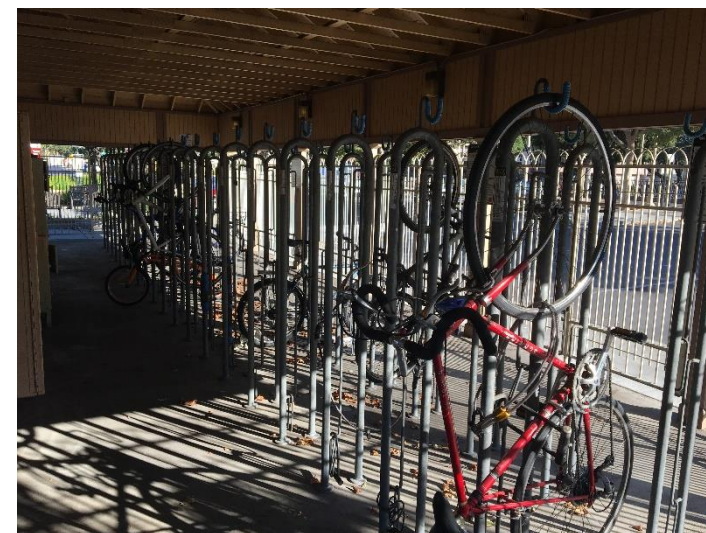
2.



3.



4.



Goals and Objectives

Caltrain Bicycle Rooms



- 1 **Safe and comfortable** customer experience
- 2 **Reduce delays** to trains from bike boardings & bumps
- 3 **Ridership** growth by improving station access
- 4 **Equitable** access at a much lower cost than driving
- 5 Encourage a healthy and **sustainable** mode of access

4th & King Station Valet

- Continued operation by BikeHub
- Open Monday – Friday, 7AM – 7 PM
- Free valet parking for 230 bikes
- Repairs, parts, accessories available



Unstaffed Bike Rooms

- Agreement with BikeHub
 - Assist with planning facilities
 - Operations & customer service
- Controlled access
- Customers use their own lock to secure bike
- Serve a range of bikes
- Different membership levels
- Grant money from TIRCP and SRA to establish



Station Building Example of Bike Room

- Install access kiosk, electronically locking door, bike racks, cameras
- Address security weak points with custom work



Modular Structure Example of Bike Room



- Installed on concrete pad
- Bolts together
- Includes access kiosk, bike racks, cameras, etc.

Under Tracks Example of Bike Room

- Similar security improvements and bike racks as other models
- Walls would be fencing or modified modular facility
- Uses tracks as roof of facility

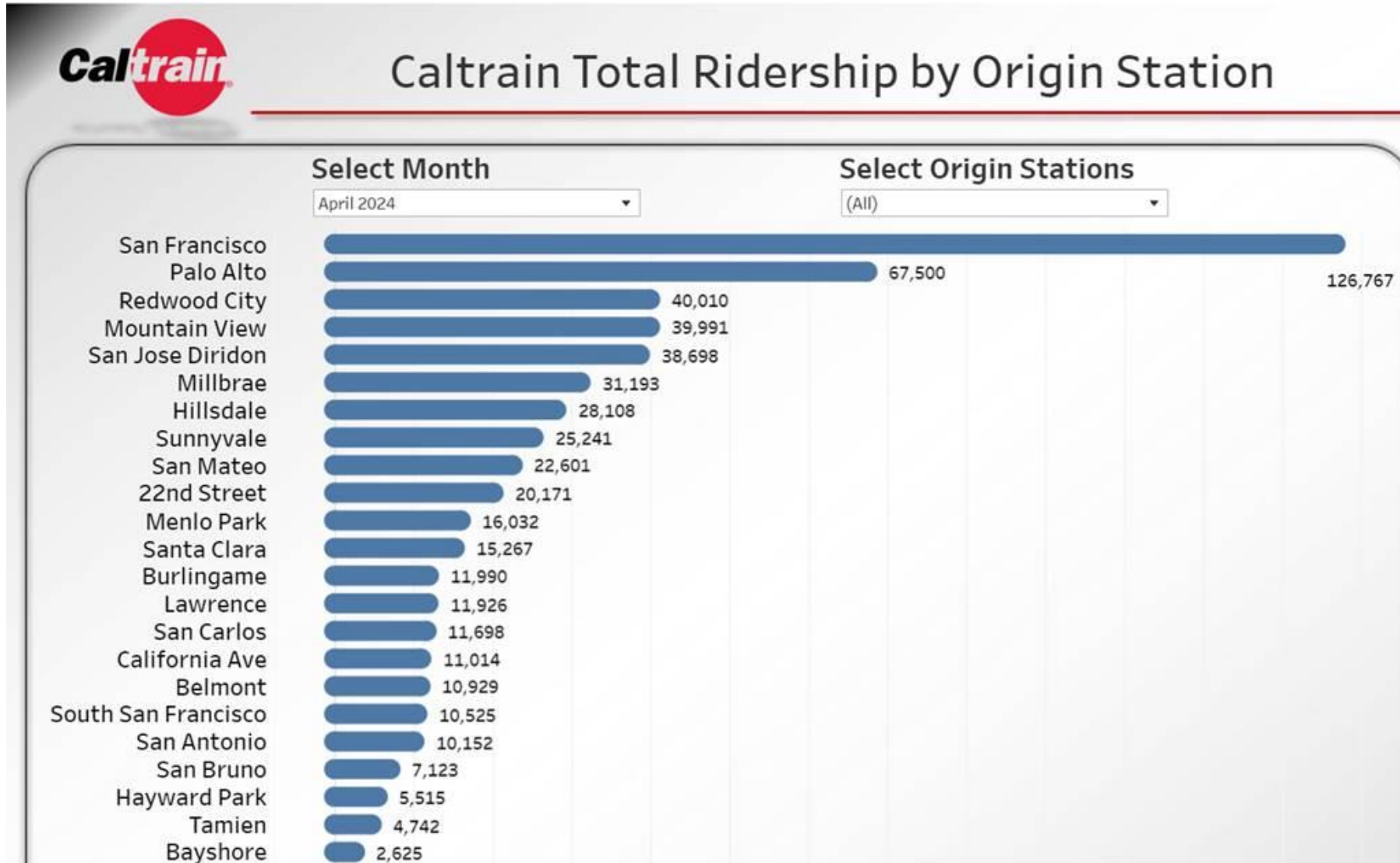


Consideration: 2019 Bike Boardings

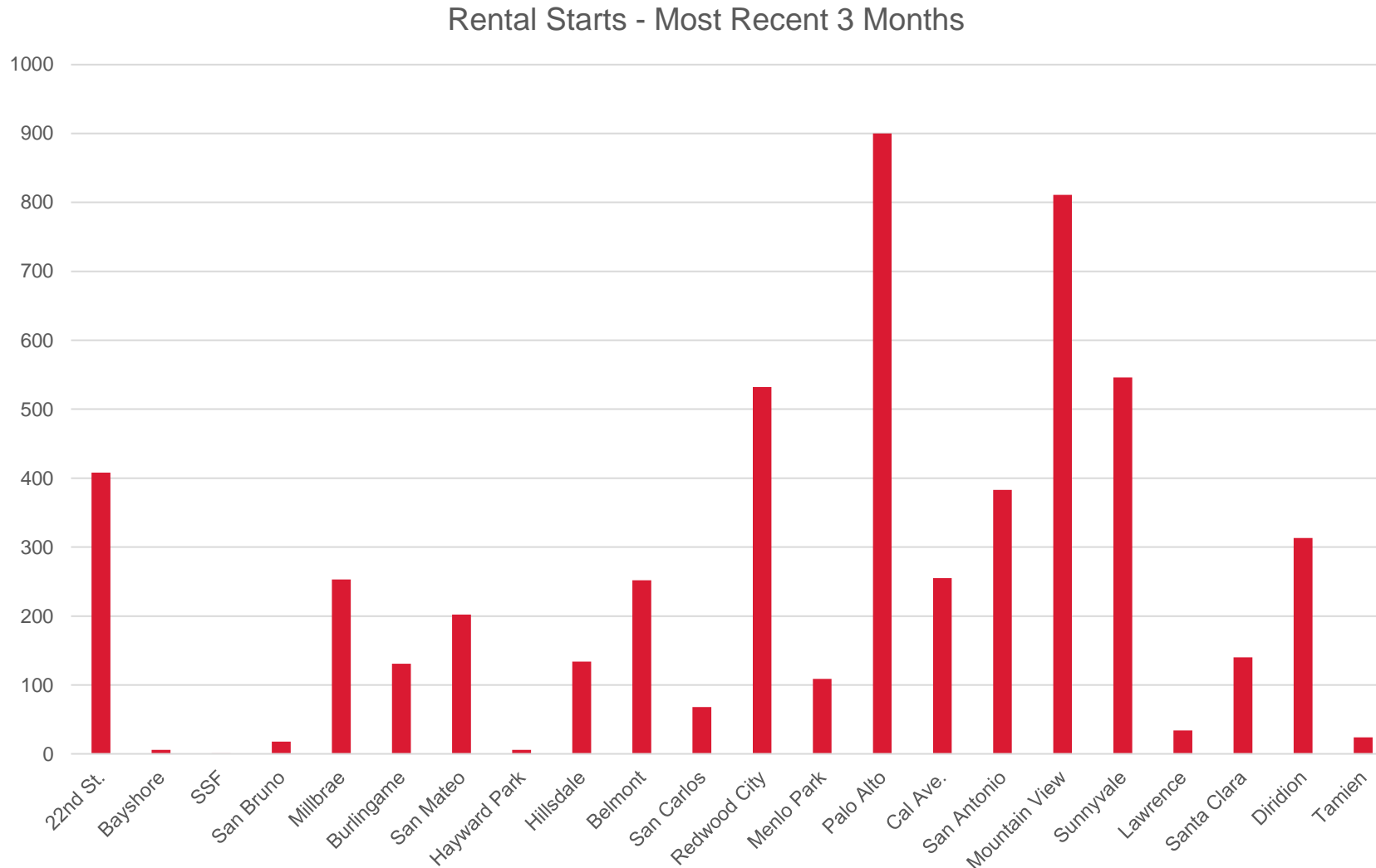
XV: Station Rank by Mid-Weekday Bike Boardings

STATION	Total On	% of Total	2018 AMWBR Rank	2019 AMWBR Rank
San Francisco	1225	22.24%	1	1
Palo Alto	760	13.79%	2	2
Mountain View	447	8.11%	3	3
San Jose Diridon	360	6.54%	5	4
Redwood City	351	6.37%	4	5
Sunnyvale	262	4.76%	6	6
22nd Street	225	4.09%	8	7
Hillsdale	220	4.00%	7	8
California Avenue	216	3.91%	9	9
Menlo Park	191	3.46%	11	10
San Mateo	169	3.07%	10	11
San Antonio	149	2.71%	12	12
Lawrence	148	2.69%	13	13
San Carlos	129	2.34%	14	14
Millbrae	107	1.93%	15	15
Santa Clara	91	1.65%	16	16
Tamien	80	1.44%	18	17
Burlingame	71	1.29%	17	18
San Bruno	70	1.26%	21	19
Belmont	69	1.25%	19	20
South San Francisco	65	1.18%	22	21
Hayward Park	53	0.95%	20	22
Bayshore	14	0.25%	23	23
Morgan Hill	12	0.21%	25	24
Gilroy	12	0.21%	24	25
Blossom Hill	5	0.09%	26	26
Capitol	5	0.08%	28	27
San Martin	5	0.08%	27	28
College Park	2	0.04%	29	29

Consideration: Current Ridership

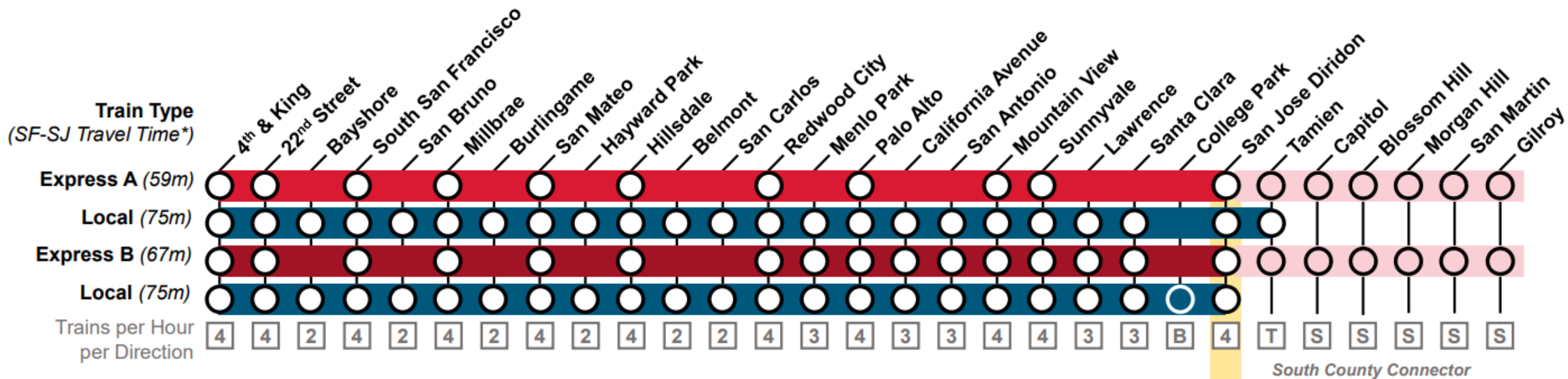


Consideration: E-locker Use



Consideration: Service Pattern

Peak periods vary by station, generally covering 6:30AM-9:30AM and 3PM-7PM



Timed Cross-Platform Connection
Between South County Connector trains and Express trains in both directions

LEGEND

- Stop (one per hour per direction)
- # Stops per hour per direction
- T Tamien Service
2 to 3 stops per hour in peak direction, 1 stop per hour in reverse-peak direction
- B Bellarmine Service
2 stops per day per direction
- S South County Connector Service
4 stops per day per direction with 1-2 trains per hour in the peak direction

Diesel Service (4 Daily Roundtrips)
South County Connector between Gilroy and Diridon



*SF-SJ travel time refers to 4th & King to Diridon Station. Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

Other Considerations

- Site availability & readiness
- Property ownership
- Other station efforts

Next Steps

- Finalize recommended station list
 - Identify concept for recommended stations
 - Detailed design
 - Site preparation
 - Procurement
 - Installation
-
- Updates to BATAC at each meeting until openings

FOR MORE INFORMATION

WWW.CALTRAIN.COM

