

Bike Plus Train

A Perfect Combination!

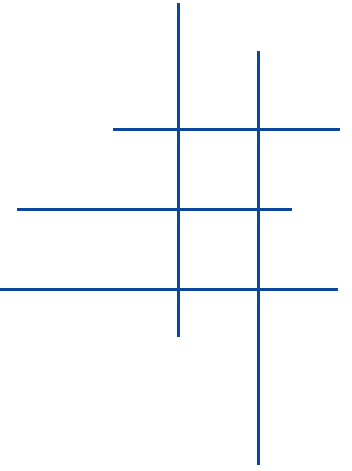
BIKES ONboard Project



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Outline

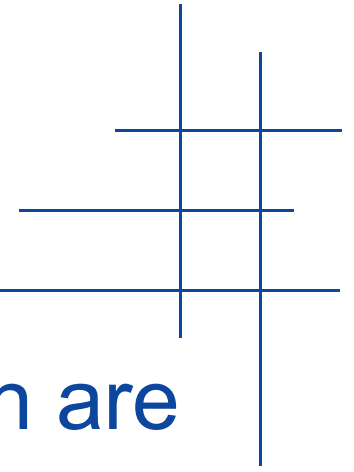


- Access to public transit
- Case study: Caltrain's onboard bicycle service
- BIKES ONboard project
- Caltrain's progress

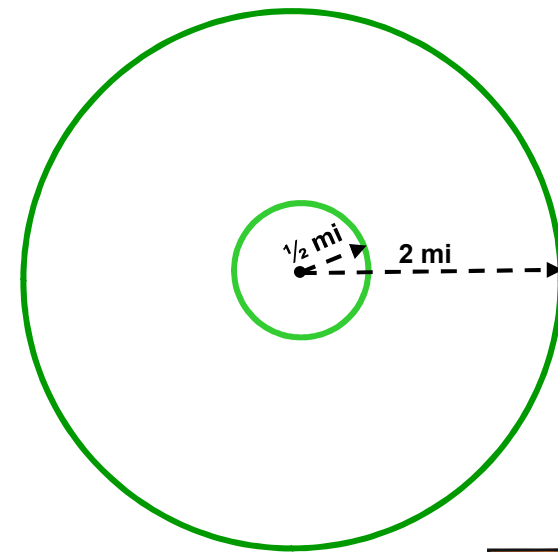
Reference: *SFBC Plan for Bicycle Carriage on Caltrain*



Access to Public Transit

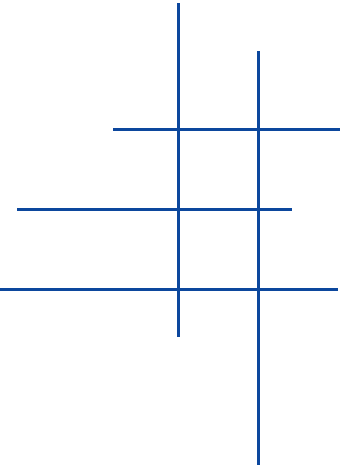


- People living within $\frac{1}{2}$ mile of a station are three times more likely to use transit
- In 10 minutes, average person can
 - walk $\frac{1}{2}$ mile
 - bike 2 miles
- Cycling increases accessibility by 16-fold!

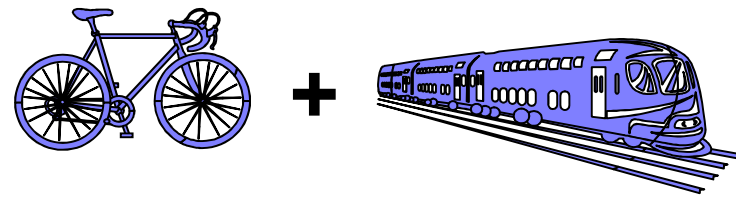




Bike Plus Train



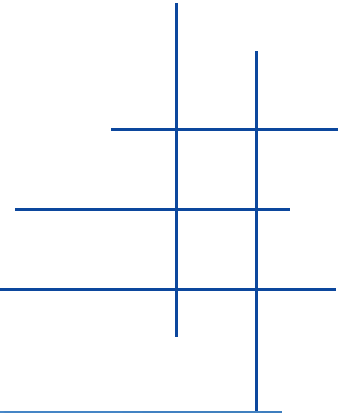
- Average bike commuter will ride 3 miles
- Combining bike plus train considerably extends travel range
 - Bike to the station
 - Bring bike on board for a fast trip
 - Bike to destination
- Caltrain is a national leader with its onboard bicycle service → a good case study



Caltrain's Onboard Bike Service

- Enormously popular
 - Offers convenience and flexibility; 40% of cyclists vary their normal commute pattern
 - Suburban stations have limited public transportation; biking is often faster
 - Green commute method
 - Biking is fun and great exercise
- Nearly 10% of Caltrain passengers bring a bike onboard
- Caltrain did not anticipate the success

Cyclists Bumped Daily

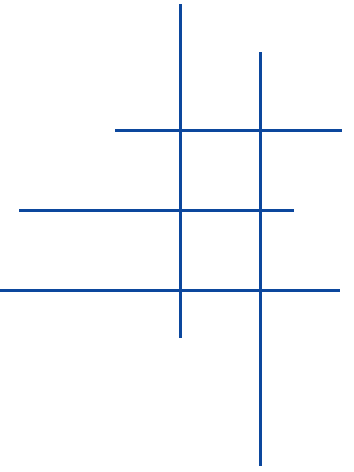


- Caltrain's bicycle capacity is insufficient
- Cyclists with paid tickets left behind
- Trains have empty seats



Bumped in Palo Alto

BIKES ONboard Project: Goals and Scope

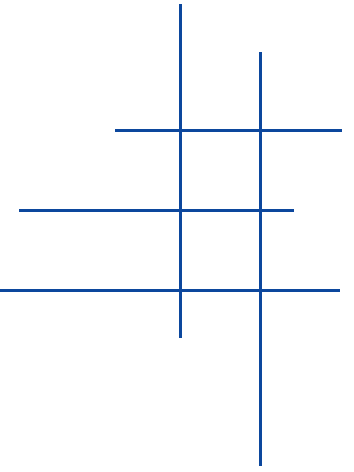


Goals

1. Increase bicycle capacity on-board Caltrain's existing trains
2. Ensure recommendations for Caltrain's new rolling stock (for electrification in 2015) meet bicyclists' needs

In Scope	Out of Scope
Bikes on trains now	Bike access to stations
Bikes on trains in the future	Bike security at stations

What We Did



- Analyzed passenger data and trends
- Set up a web page
- Gathered 2600 signatures on a petition
- Mass mailings to our email list
- Took photos
- Got >130 letters to the editor published
- Used media to our advantage
- Attended board meetings en masse

Caltrain Has Demand Mismatch

Train 134, 9:12am @ 22nd Street, Wednesday 1/26/2011



Bike car



Passenger car

Solution: Add Bike Capacity

- Add onboard bike space
- More passengers
- Fewer empty seats
- More revenue

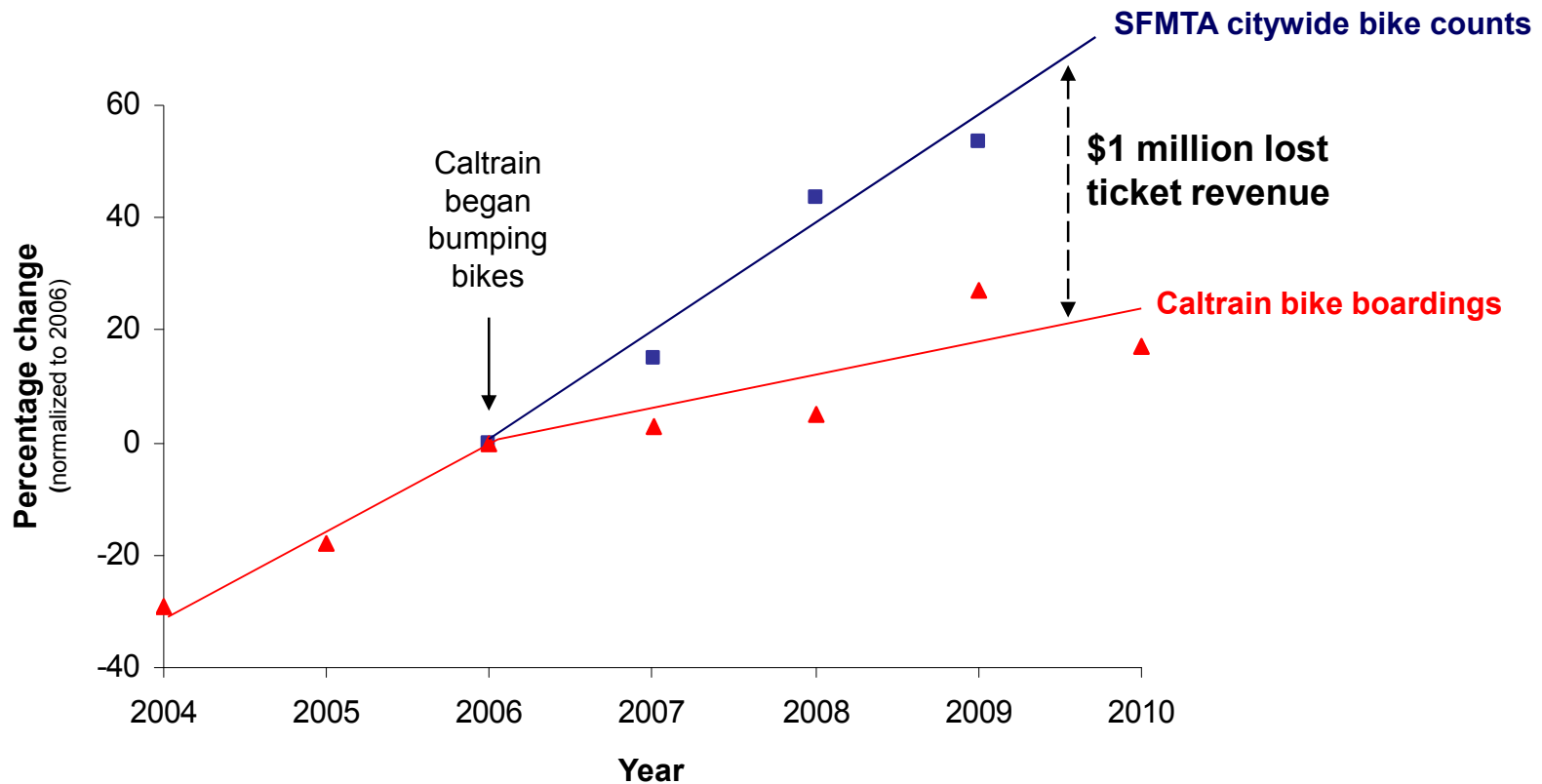


Pulling out of SF,
Sept 2008



More Bike Capacity = More Revenue

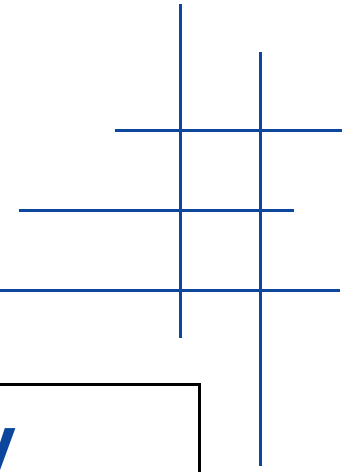
Increase in Bicycle Ridership



References at www.sfbike.org/cuts

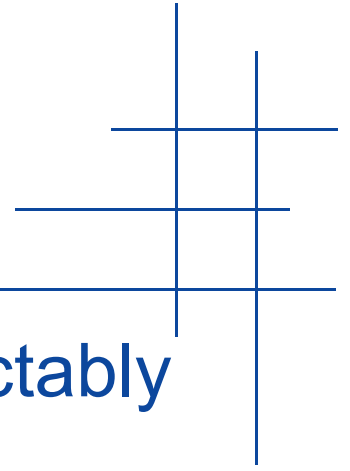


Estimated Subsidies



Station Access Method	Subsidy
Walk both ends	\$5
Bike both ends	\$13
Bus both ends	\$15
Shuttle both ends	\$17
Drive + walk on other end	\$25

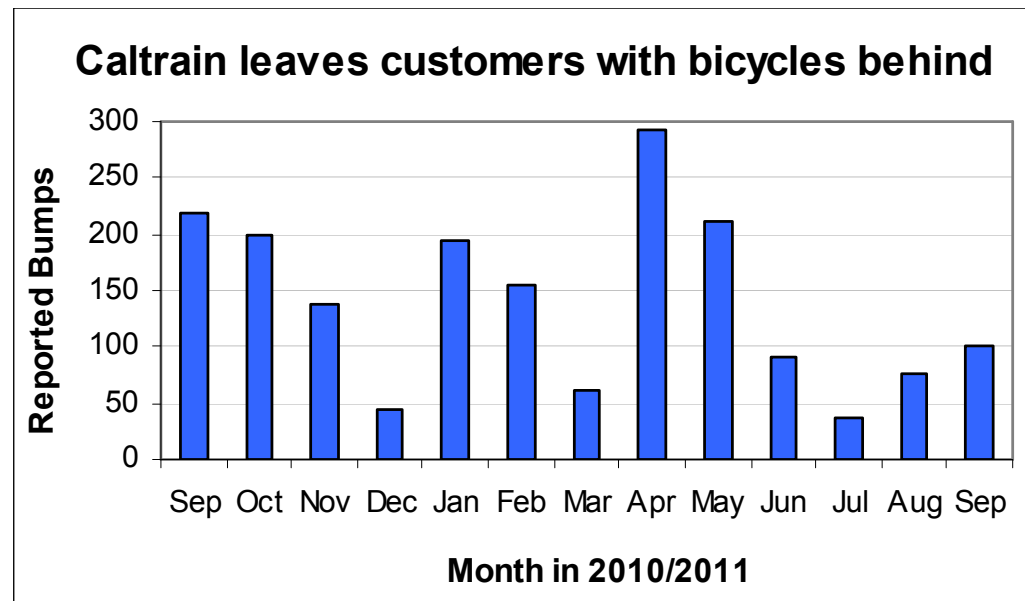
Caltrain's Progress



- Before 2008, bike capacity varied unpredictably with 16, 32, or 64 bike spaces per train
- Caltrain increased onboard bike capacity in 2009 and 2011
 - 75% of trains have 80 bike spaces
 - 25% of trains have 48 bike spaces
- February 2011 passenger counts show:
 - 38% increase in bicycle boardings
 - 11% increase in walk-on boardings

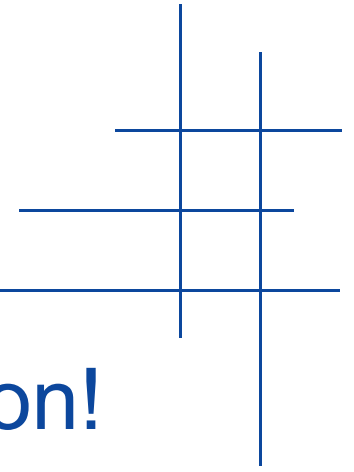
More Bike Capacity Needed

- Passengers with bikes still get bumped



- Need consistent 80 bike spaces per train to meet demand

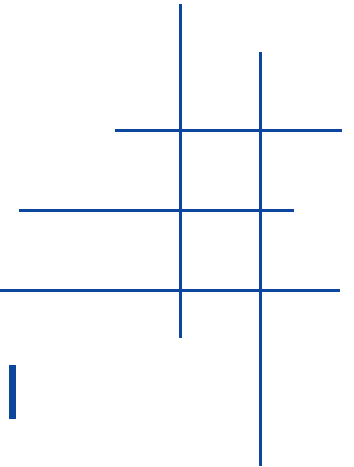
Summary



- Bike plus train is a perfect combination!
 - Green for the planet
 - Convenient for commuters
 - Cost-effective for transit agencies



Resolution



- Bikes on board California High-Speed Rail
 - Resolution Text:
http://www.sfbike.org/download/actions/caltrain/Resolution_Bikes_on_HSR.pdf
 - Supporter List: http://www.sfbike.org/caltrain_bob_hsr_sup
 - To add your organization to the supporter list, contact bikesonboard@sfbike.org