



Caltrain Comprehensive Access Program Policy Statement

(May 2010)

Purpose

Today, Caltrain moves more than 12 million riders annually. By 2030, with planned service expansion, ridership could double. Providing sufficient access* to the Caltrain system is necessary to capture the future ridership market. Given Caltrain's financial challenges, it is essential to develop policies that focus investment decisions on maximizing ridership with cost-effective strategies.

** The term "access" includes both trips to and from the Caltrain system.*

Context

Today, Caltrain's predominate access mode of transportation is auto. Compared to walk, transit and bike, auto is not a sustainable access mode of transportation. Energy and land consumption necessary to support auto access is expensive and unsustainable. In planning for tomorrow, Caltrain needs to shift the access mode of transportation away from auto to sustainable options – walk, transit and bike.

Adoption of the Caltrain Access Policy Statement is the first step in developing a full access program composed of the following key components:

1. Policy Statement
2. Strategic Plan
3. Capital Improvement Program
4. Monitoring Program

Guiding Principles

The Caltrain access guiding principles are:

- Increase access capacity to support ridership growth
- Prioritize sustainable (“green”) access
- More effectively manage land and capital assets
- Prioritize cost-effective access modes
- Enhance customer satisfaction
- Solidify partnerships to implement improvements

System-wide Access Priorities


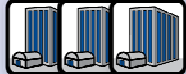














Founded on the guiding principles, the system-wide access mode of transportation priority is:

1	Walk
2	Transit
3	Bike
4	Auto

Station Access Priorities

While the overall focus of capital investments at the system-wide level support walking, riding transit and bicycling, access mode prioritization at the station level will need to vary. Land uses and densities around the Caltrain stations vary from urban to suburban. Access strategies in an urban station area will differ from that of a suburban station area. Transportation investments need to be tied to land use decisions to result in context-sensitive solutions and maximize return on investment.

Four station types have been identified to address station-level needs:

Station Type	TODAY Key Station Characteristics			FUTURE Station Access Priority
	Primary Access Mode	Density/Dominant Land Use	Service Level	
Transit Center				
Intermodal Connectivity				
Neighborhood Circulator				
Auto-Oriented				

1. **Transit Center** stations are located in high employment density areas with high Caltrain service levels and strong transit feeder service. Today, the primary access modes are auto and transit. The parking lot is or near full. Future transit-oriented development (TOD) opportunities are high. The access priority for this station type is transit, walk, bike then auto.
2. **Intermodal Connectivity** stations are located in high residential density areas with moderate Caltrain service levels and strong intermodal connections to light rail, rapid rail or bus. Today, the primary access mode is auto. The parking lot is near full. Future TOD opportunities are high. The access priority for this station type is walk, transit then bike.
3. **Neighborhood Circulator** stations are located in moderate residential density areas with low Caltrain service levels. Today, the primary access mode is walk. The parking lot is underused. Future TOD opportunities are moderate. The access priority for this station type is walk then bike.
4. **Auto-oriented** stations are located in low residential density areas with low Caltrain service levels. Today, the primary access mode is auto. The parking lot is underused. Future TOD opportunities area low. Bikes are still a viable option since the average bike trips are greater than three miles. The access priorities for this station type are auto and bike.

Access Strategies (Examples)

The following are example access strategies by mode. They are the types of capital investments that can be made throughout the Caltrain system to shift our access mode of transportation away from auto to walk, transit and bike. These strategies will be considered in the development of the Access Strategic Plan and the Capital Investment Plan, the next key steps in developing the Comprehensive Access Program.

Mode	Example Access Strategies
All Modes	<ul style="list-style-type: none"> • Real-time information • Signage/ Wayfinding • Lighting • Security • Universal Design (Americans with Disabilities Act requirements) • Pedestrian/Bicycle Crossing Signal Priority • Demand-based pricing strategies • Inviting public spaces
Walk	<ul style="list-style-type: none"> • Transit-oriented development (TOD) • Direct circulation • Platform circulation management • Traffic controls • Traffic calming
Transit	<ul style="list-style-type: none"> • Timed transfers • Enhanced service frequency and capacity • Platform proximity
Bike	<ul style="list-style-type: none"> • Bike routes/lanes/paths • On-board accommodations • Bike parking and stations • E-lockers • Bike sharing
Auto	<ul style="list-style-type: none"> • Reserved parking • Shared parking • Car sharing • Dedicated drop-off spaces (kiss-n-ride, taxis, ADA) • Parking fees/permits