



**February 2011 Caltrain Annual Passenger Counts
Key Findings**

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The 2011 annual Caltrain passenger counts, which were conducted in February 2011, followed the same methodology that has been used since commencing in 1994. Physical headcounts of all boarding and alighting passengers, and bikes per station are collected for all weekday and weekend trains. Weekday trains are counted five times each, once each day, Monday through Friday. Figures given are an average of the five days. On weekends, each train is only counted once on Saturday and once on Sunday. Because the Saturday and Sunday service is not the same, these figures are not usually presented as an average, but are analyzed as individual days. Counts are conducted in February to avoid special events, especially Giant's baseball games at AT&T Park in San Francisco, which can distort average ridership and interfere in sound planning.

These annual passenger counts are an actual census of passengers and are different from the monthly ridership estimations that are derived from ticket and pass sales.

The following report summarizes weekday and weekend ridership and provides comparisons to last year's ridership numbers. Additional ridership information is provided in tables attached at the end of this report.

Recent Service Changes

Two service changes occurred in 2011. Due to budgetary restrictions, Caltrain reduced service on January 1, 2011 from 90 to 86 trains per weekday through the removal of four midday trains (two in each direction). In addition, Caltrain began a weekend pilot "Baby Bullet" type service with two northbound and two southbound "Baby Bullet" trains in the mid-day and early evening on Saturday and on Sunday. Previously, on August 31, 2009, weekday service was reduced from 98 to 90 trains, also due to budgetary restrictions.

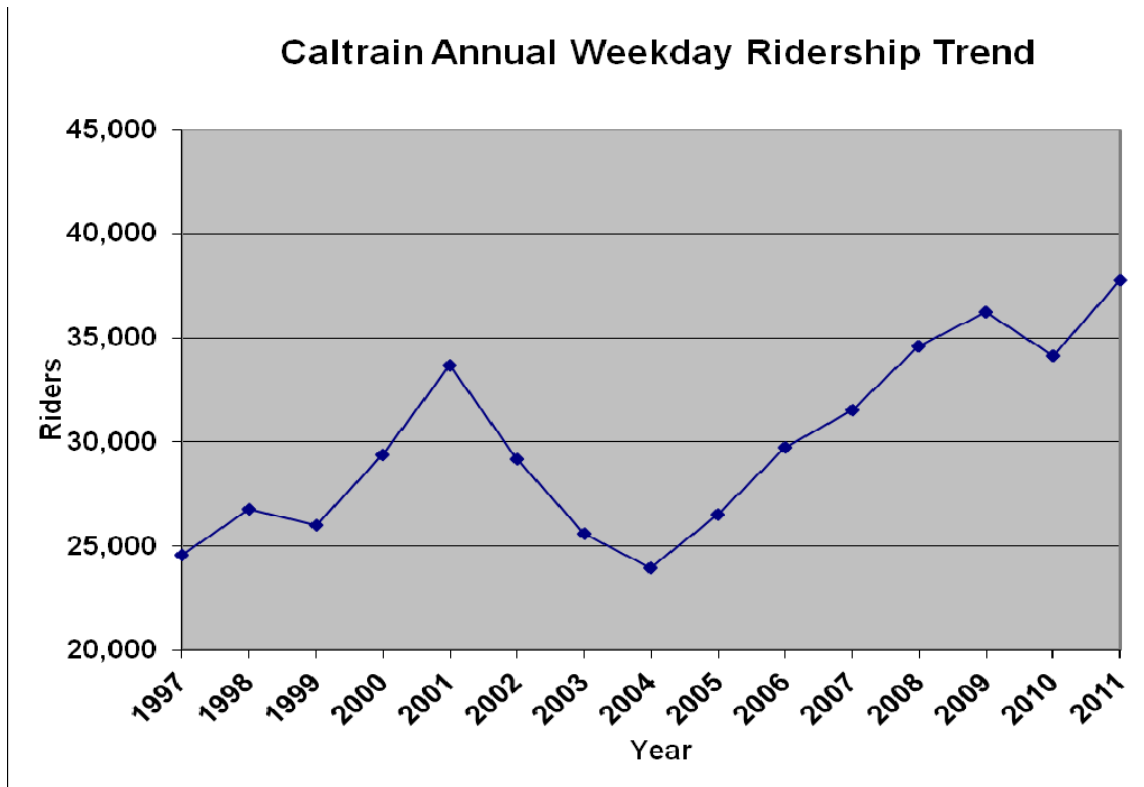
Previous service levels and changes are described in the last text section of this report.

Weekday Ridership

Weekday boarding and alighting headcounts for every train are collected Monday through Friday at all stations with weekday service. The total number of passengers for each train is then averaged over the five weekdays to get a single average weekday boarding count and a single average weekday alighting count per train at each station. Averaging the counts for five days ensures that changes in ridership that are seen over any given week are taken into account. The average weekday boardings are then used as the average weekday ridership (AWR).

The total AWR per day increased 10.7 percent compared to February 2010, with a total of 37,779 boardings. Since 1997, Caltrain AWR has increased by almost 54 percent, as shown in Figure 1. Starting in 2001, ridership was in a steady decline until the implementation of Baby Bullet service in 2004 and the re-invention of the service in 2005. Since the summer of 2004, ridership has been steadily increasing, with the exception of the decrease seen in 2010. Ridership has grown 57.8 percent since the implementation of Baby Bullet service. This year, hurt by the decrease in service and tough economic environment, but helped by rising gas prices, ridership increased since the decrease seen in 2010.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Although some trains saw a decrease in ridership from 2010 to 2011, 2011 saw an overall increase in ridership for all types of service within the peak hour. The peak throughout this document is defined as all trains departing the San Francisco or San Jose Diridon stations from start of service to 9:00 a.m. and between 2:59 p.m. and 7:00 p.m. Each peak operates three types of service: Baby Bullet, Limited and Local. The Local trains operated in the peak periods are at the shoulders of the periods and serve to transition the service from peak to off-peak. The average number of passengers on each type of service in 2010 and 2011 is provided below in Table 1.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

Train Type	Feb 2010	Feb 2011	Percent Change
Baby Bullet	500	547	9.4%
Limited	411	472	14.8%
Local	212	288	35.7%

The ridership in the peak this year increased 13.6 percent compared to 2010 peak-period ridership which is more than the increase in overall ridership. Baby Bullet and Limited trains are carrying an average of 108 (11.9 percent) more passengers compared to last year. The low passenger loads for Local trains are largely due to the fact that the Local trains have the longest travel time. Table 2 further breaks the Limited trains into ones with distinct local and express halves (labeled Express/Local) and ones that skip stations throughout their trip (labeled Uniform Limited) and displays their respective average number of passengers in 2010 and 2011.

Table 2: PASSENGERS PER TRAIN BY SERVICE TYPE (peak hours)

Service Type	Feb 2010	Feb 2011
Baby Bullet	500	547
Express/Local	430	491
Uniform Limited	365	420
Local	212	288

Stations

When ranked by average weekday boardings, the top 10 stations did not change from 2010 to 2011. Movement in the rankings, which were subtle, are:

- Menlo Park moved from 9th to 10th
- San Mateo moved from 10th to 9th
- San Bruno moved from 20th to 19th
- Belmont moved from 19th to 21st.

Tables 3 and 4 provide numeric and percentage comparisons, respectively, between the 10 stations with the highest AWR in 2010 and 2011.

Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2010 TO 2011

Station	Feb 2010		Feb 2011		Change in AWR
	Rank	AWR	Rank	AWR	
San Francisco	1	8,038	1	8,897	859
Palo Alto	2	3,582	2	4,028	446
Mountain View	3	3,049	3	3,368	319
San Jose Diridon	4	2,517	4	2,681	163
Millbrae	5	2,410	5	2,600	190
Redwood City	6	1,878	6	2,106	228
Hillsdale	7	1,707	7	1,883	176
Sunnyvale	8	1,625	8	1,787	162
San Mateo	10	1,195	9	1,347	152
Menlo Park	9	1,252	10	1,312	60

Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2010 TO 2011

Station	Feb 10 AWR	% of Total AWR	Feb 11 AWR	% of Total AWR
San Francisco	8,038	23.6%	8,897	23.5%
Palo Alto	3,582	10.5%	4,028	10.7%
Mountain View	3,049	8.9%	3,368	8.9%
San Jose Diridon	2,517	7.4%	2,681	7.1%
Millbrae	2,410	7.1%	2,600	6.9%
Redwood City	1,878	5.5%	2,106	5.6%
Hillsdale	1,707	5.0%	1,883	5.0%
Sunnyvale	1,625	4.8%	1,787	4.7%
San Mateo	1,195	3.5%	1,347	3.6%
Menlo Park	1,252	3.7%	1,312	3.5%
TOTAL		79.9%		79.4%

The top 10 stations with the highest absolute change in AWR from 2010 to 2011, and the resulting percentage change, are provided in Table 5.

Table 5: TOP 10 STATIONS – LARGEST ABSOLUTE CHANGE IN RIDERS

	Largest Absolute Change (AWR) Feb 2010 to Feb 2011	Percent Change
San Francisco	859	10.7%
Palo Alto	446	12.5%
Mountain View	319	10.5%
Redwood City	228	12.2%
22nd Street	197	23.4%
Millbrae	190	7.9%
Hillsdale	175	10.3%
San Jose Diridon	163	6.5%
Sunnyvale	162	10.0%
San Mateo	152	12.7%

The two stations with the greatest percent increase in ridership are: Hayward Park with an increase of 38.5 percent and Blossom Hill with a 50.9 percent increase. While these increases are very high, the amount of boardings in 2011 at Hayward Park (288) and Blossom Hill (68) are low when compared to other stations and are also subject to large percent changes when the base number of riders is relatively few.

Baby Bullet Stations

Table 6 shows the trend of AWR at stations with Baby Bullet service between 2010 and 2011.

Table 6: BABY BULLET STATION RIDERSHIP COMPARISON

Station	2010 AWR	2011 AWR	'10-'11 1-year Change
San Francisco	8,038	8,897	11%
22nd Street	840	1,036	23%
Millbrae	2,410	2,600	8%
San Mateo	1,195	1,347	13%
Hillsdale	1,707	1,883	10%
Redwood City	1,878	2,106	12%
Menlo Park	1,252	1,312	5%
Palo Alto	3,582	4,028	12%
Mountain View	3,049	3,368	10%
Sunnyvale	1,625	1,787	10%
San Jose Diridon	2,517	2,681	6%
Tamien	544	577	6%
TOTAL	28,638	31,622	10%
% OF TOTAL DAILY BOARDINGS	83.9%	83.7%	

The stations with Baby Bullet express service are continuing to show gains in ridership in terms of increased number and percentage. Baby Bullet ridership makes up approximately 84% of total daily boardings. While it is consistent from 2010 to 2011, this is a slight increase from 2009 where Baby Bullet ridership made up just under 83% of total daily ridership.

Average Trip Length

The following table shows the average passenger trip length for various types of train service. For comparison purposes, the length of each Caltrain zone is 13 miles.

Table 7: TRIP LENGTH BY WEEKDAY TRAIN TYPE

Train Type	Average Trip Length (mi)
All Weekday	23.1
Baby Bullet	28.6
Peak Non-Baby Bullet	20.3
Off Peak	20.8
All Locals	20.4

Train Capacity

The seated capacity per train measures the load per train, i.e. the total number of passengers on a train at a given time, over the total number of seats available per train. The maximum seated capacity, determined by using the maximum load per train, is used as a main component in determining fleet requirements for the system.

The February 2011 counts show that the traditional peak (northbound morning and southbound evening) trains and Baby Bullets continue to have the highest loads. As shown in Table 8, the average maximum load per train during the peak periods increased from 2010 to 2011.

Table 8: PEAK-PERIOD AVERAGE MAXIMUM LOAD PER TRAIN

Peak Time Period	Feb 2010	Feb 2011	Percent Change
AM NB (Traditional)	317	355	12.2%
PM NB (Reverse)	256	305	19.1%
AM SB (Reverse)	244	286	17.1%
PM SB (Traditional)	351	389	10.8%

The following table shows the five trains with the highest percent of seated capacity in each direction. The five highest maximum loads for each direction seen on the average weekday are approximately 89 percent of seated capacity. This is a 9 percent increase from last year, which showed a maximum load of approximately 80 percent of seated capacity. It is important to note that the total number of riders in February is approximately 16 percent less than that seen during the peak summer months. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

Table 9: TOP 5 FULLEST TRAINS IN EACH DIRECTION

Northbound					Southbound				
Train Number		Depart SJ	Max Load	Percent of Seated Capacity	Train Number		Depart SF	Max Load	Percent of Seated Capacity
b	329	8:03 AM	611	94%	b	378	5:33 PM	611	94%
b	323	7:45 AM	608	93%		280	5:56 PM	603	93%
b	369	4:45 PM	579	89%	b	324	8:14 AM	580	89%
b	319	7:03 AM	556	86%	b	372	5:14 PM	570	88%
g	217	6:57 AM	535	82%	b	382	6:14 PM	520	80%

b = Baby Bullet train, g = Gilroy train

For northbound trains, four of the top five trains from last year remained in the top five for 2010. Train 313, which was 5th last year moved to 6th in 2011. Train 217, which was 6th last year saw an 11 percent increase and moved to 5th. For southbound trains, all of the top 5 trains from last year remained in the top 5 for 2011.

Commuter Patterns

The traditional peak (northbound morning and southbound evening) and the reverse peak (southbound morning and northbound evening) commute markets both showed growth from 2010 to 2011. The reverse peak market is showing stronger growth than the traditional peak. The ratio of those traveling north in the morning to those traveling south in the morning continues to remain at approximately 60/40, as has been the case for quite some time.

Midday ridership decreased due to the removal of four midday trains.

Table 10 shows the AWR broken down by market (direction/time of day) and change since February 2010.

Table 10: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2010

Market	Feb 2010 AWR	Feb 2011 AWR	Difference	% Change
Traditional Peak	16,275	18,262	1,987	12.2%
Midday	4,856	4,587	-269	-5.5%
Reverse Peak	11,033	12,768	1,735	15.7%
Night	1,955	2,162	206	10.6%
TOTAL	34,120	37,779	3,659	10.7%

Ridership on the commute/peak-only Gilroy extension declined from 2002 to 2010, with a small increase seen in 2008. However, ridership increased in 2011 by 8.0% from 2010. Since February 2004, Gilroy ridership has decreased by 283 daily passengers, a loss of 44.8 percent. Service was reduced from four trips to three trips per direction in this timeframe. Some of the decrease in Gilroy ridership is attributable to major capacity improvements to Highway 101 between San Jose and Gilroy that were completed in 2003.

Midday Ridership

Since last year's count four midday/shoulder trains were eliminated (on January 1, 2011) from the schedule: Trains 236, 237, 256 and 257. This expanded the span of hourly service in the

midday by approximately one hour. The following table compares the ridership of all midday trains in 2010 and 2011:

Table 11: MIDDAY RIDERSHIP – COMPARISON TO 2010

NORTHBOUND				SOUTHBOUND			
Train	Total Boardings		Change	Train	Total Boardings		Change
	2010	2011			2010	2011	
135	321	480	49.3%	134	262	395	51.1%
237	302	-	-	236	224	-	-
139	296	436	47.1%	138	282	421	49.0%
241	-	-	-	240	-	-	-
143	336	339	0.8%	142	311	328	5.6%
245	-	-	-	244	-	-	-
147	317	328	3.5%	146	291	329	12.8%
249	-	-	-	248	-	-	-
151	346	344	-0.6%	150	330	358	8.5%
253	-	-	-	252	-	-	-
155	356	391	10.0%	154	366	438	19.6%
257	270	-	-	256	246	-	-
	2545	2319	-8.9%		2311	2268	-1.9%

There was a decrease in midday ridership in both directions, but if you isolate the ridership of the four deleted limited trains and the remaining eight local trains that run a half-hour before and after the deleted trains, the ridership is up 5.9% northbound and up 9.4% southbound for just those trains. The two most recent reductions in service involved elimination of midday trains (eight in 2009 and four in January 2011) and both times, most passengers migrated to the adjacent trains, rather than stop riding altogether. Ridership loss was minimal.

Boardings by County

The following tables provide the AWR by county. Table 12 displays the AWR per county for the entire day. Table 13 provides the AWR per county for the morning peak only.

Table 12: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	Feb 2010 AWR	% of Total AWR	Feb 2011 AWR	% of Total AWR	Difference 10 vs 11	% Change 10 vs 11
San Francisco	9,002	26.4%	10,071	26.7%	1,069	11.9%
San Mateo	11,061	32.4%	12,285	32.5%	1,223	11.1%
Santa Clara	14,056	41.2%	15,423	40.8%	1,367	9.7%
TOTAL	34,120	100.0%	37,779	100.0%	3,659	10.7%
Gilroy Extension #	323	0.9%	348	0.9%	26	8.0%

Included in Santa Clara County total

Table 13: AM PEAK BOARDINGS BY COUNTY

County	Feb 2010 AWR	% of Total AWR	Feb 2011 AWR	% of Total AWR
San Francisco	2,620	19.9%	3,146	21.1%
San Mateo	4,731	35.9%	5,233	35.1%
Santa Clara	5,836	44.3%	6,519	43.8%

Santa Clara AM peak boardings include the Gilroy extension stations

Bicycles

The February 2011 count showed 3,664 bike boardings. This is a 37.8 percent increase from the February 2010, which had 2,659 bikes. This is a larger increase than the overall increase in AWR. The average weekday bike ridership (AWBR) for the top five stations and top five trains are listed in Tables 14 and 15, respectively.

Throughout 2009 on-board bike capacity was increased as Caltrain retro-fitted passenger cars to hold more bikes. Gallery bike cars now accommodate 40 bikes and Bombardier bike cars accommodate 24 bikes. About half of the Gallery consists have two bike cars and all the Bombardier consist have two bike cars. This was an increase in on-board bike capacity of about 32%. While bike ridership declined from 2009 to 2010 (just like the passenger ridership), this increase in capacity allowed for the increase in bike ridership from 2010 to 2011.

Table 14: TOP 5 STATIONS FOR BIKE USAGE

Station	AWBR
San Francisco	895
Palo Alto	430
Mountain View	320
San Jose Diridon	229
Redwood City	217

Table 15: TOP 5 TRAINS FOR BIKE USAGE

Train No.	Departs	AWB R
267	4:39 pm SJ	99
220	7:44 am SF	79
227	7:55 am SJ	77
230	8:44 am SF	75
277	5:39 pm SJ	73

Weekend Ridership

The weekend counts are conducted only once for each train (i.e. each train is counted only once on Saturday and once on Sunday). Unlike the weekday, weekend numbers are not an average of five counts.

On January 1, 2011, “bullet” type express service was added, with four new trains per day (two in each direction). This was the first weekend service change since 2005 that changed the

number of trains. See the Service History section at the end of this report for a discussion of the earlier history of weekend service.

Weekend ridership in 2011 saw an increase on both Saturday and Sunday as compared to 2010 which saw a decrease on Sundays. Sunday ridership for 2011 is approximately 69 percent of Saturday's total which is consistent with the Sunday ridership percentage seen in 2010. Overall weekend ridership has increased 19.3 percent from last year's total.

Table 16: ONE-YEAR RIDERSHIP COMPARISON – 2010 TO 2011

	Feb 2010	Feb 2011	Difference	Percent Change
Saturday	10,438	12,309	1,871	17.9%
Sunday	7,056	8,554	1,498	21.2%
TOTAL	17,494	20,863	3,369	19.3%

The weekend pilot bullet service showed robust and growing demand after being in operation for less than two months when the counts were taken. The weekend bullet trains, trains 801 through 804, gained new ridership, while the surrounding trains retained their existing ridership, as shown in Tables 17 and 18.

Table 17: NORTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Northbound (Sat + Sun)			
Train	Feb 2010	Feb 2011	Change
427	738	750	
801	0	589	
429	669	722	46.5%
441	656	665	
803	0	288	
445	522	542	26.9%

Table 18: SOUTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Southbound (Sat + Sun)			
Train	Feb 2010	Feb 2011	Change
428	544	700	
802	0	365	
430	508	524	51.0%
442	798	885	
804	0	434	
444	618	477	26.8%

Service History

The following is a summary of service history from 2002 to present.

2011 January

- Operating
 - 86 Weekday trains

- 36 Saturday trains
- 32 Sunday trains
- Impacts/Changes to Service
 - Weekday: 4 midday trains eliminated
 - Saturday and Sunday: 4 Baby Bullet trains added per day

2009 August

- Operating
 - 90 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - 8 midday trains eliminated

2009 March

- Operating
 - 98 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - SF weekday evening departures adjusted from :30 to :40
 - SF weekend departures adjusted from :00 to :15, except 12:01 am

2008 March

- Operating
 - 98 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Weekday
 - Addition of 2 evening trains to schedule
 - SF weekday evening departures adjusted to 7:30 to 10:30 pm
 - SJ weekday evening departures adjusted from 8:10 & 9:10 to 7:30 to 10:30 pm

2005 December

- Operating
 - 96 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Bay Meadows station eliminated with improvements to Hillsdale

2005 August

- Operating
 - 96 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Suspension of service to Paul Ave.
 - Weekday
 - Addition of 10 Baby Bullet trains (now two per peak hour)
 - Addition of peak-hour local transfer at Redwood City

- Broadway and Atherton weekday service suspended
- Reduction of service to College Park from 12 to 4 trains per day
- Reduction of service to Gilroy from 8 to 6 trains per day
- Saturday
 - Shift early morning train to 9 p.m. out of San Francisco
- Sunday
 - Eliminated first train in each direction on Sunday for a total of 28 Sunday trains

2005 May

- Operating
 - 88 Weekday trains
 - 32 Saturday trains
 - 30 Sunday trains
- Impacts/Changes to Service
 - Addition of 2 reverse commute Baby Bullet trains

2004 June

- Operating
 - 86 Weekday trains
 - 32 Saturday trains
 - 30 Sunday trains
- Impacts/Changes to Service
 - Start of Baby Bullet Service
 - 10 Baby Bullet trains per day
 - SF to SJ in less than one hour
 - One Baby Bullet per hour
 - One local train per hour
 - Two limited stop trains per hour
- Saturday restored to 32 trains
- Sunday increased from 20 to 30 trains

2002 – 2004

- Operating
 - 76 Weekday rains
- Impacts/Changes to Service
 - Two year CTX Construction Project
 - Weekend service shut down
 - Construction of 4-track passing segments

List of Attached Tables and Graphs

- Average Weekday Passenger Boardings by Station, 2009-2011
- Average Weekday Passenger Activity
- Station Rank by All Day Passenger Boardings
- Morning Peak Passenger Activity
- Percent Capacity and Passenger Boarding by Train (for both Northbound and Southbound)
- Percent Change in Total Boardings from 2010 to 2011
- Percent Capacity by Time Period
- Passenger Boarding by Time Period
- Graphs - Maximum Northbound and Southbound Loads
- Weekday Bicycle Activity by Station
- Saturday and Sunday Passenger Activity
- Saturday and Sunday Station Rank by Numeric Change 2010 to 2011
- Saturday and Sunday Boarding by Train with Comparison of 2009, 2010, and 2011

February 2011 Caltrain Annual Counts
WEEKDAY PASSENGER BOARDINGS - REVISED

Passenger boardings for 2009, 2010 and 2011 are revised to fix an error in calculations.

STATION	Feb. '09	Feb. '10	Feb. '11	% change (Feb '10 vs. Feb '11)	difference (Feb '10 vs. Feb '11)
San Francisco	7,996	8,038	8,897	10.7%	859
22nd Street	863	840	1,036	23.4%	197
Bayshore	134	125	138	10.9%	14
So. San Francisco	319	298	365	22.6%	67
San Bruno	414	343	403	17.5%	60
Millbrae	2,649	2,410	2,600	7.9%	190
Burlingame	674	606	675	11.4%	69
San Mateo	1,340	1,195	1,347	12.7%	151
Hayward Park	215	208	288	38.5%	80
Hillsdale	1,824	1,707	1,883	10.3%	175
Belmont	418	361	369	2.2%	8
San Carlos	921	802	937	16.8%	135
Redwood City	2,004	1,878	2,106	12.2%	228
Menlo Park	1,334	1,252	1,312	4.7%	59
Palo Alto	3,621	3,582	4,028	12.5%	446
California Ave.	786	777	895	15.1%	118
San Antonio	587	492	478	-3.0%	-15
Mountain View	3,209	3,049	3,368	10.5%	319
Sunnyvale	1,779	1,625	1,787	10.0%	162
Lawrence	567	497	531	6.7%	33
Santa Clara	683	591	656	10.9%	64
College Park	107	58	74	28.0%	16
San Jose Diridon	2,783	2,517	2,681	6.5%	163
Tamien	613	544	577	6.1%	33
Capitol	32	21	19	-10.4%	-2
Blossom Hill	61	45	68	50.9%	23
Morgan Hill	115	101	106	4.5%	5
San Martin	43	43	43	0.9%	0
Gilroy	142	113	113	0.2%	0
TOTAL	36,232	34,120	37,779	10.7%	3659
	-	-5.83%	10.72%		
Gilroy Extension	393	323	348	8.0%	26
	-	-17.91%	8.00%		
San Francisco	8,993	9,002	10,071	10.6%	1069
San Mateo	12,112	11,061	12,285	10.0%	1223
Santa Clara (Inc. Gilroy)	15,128	14,056	15,423	8.9%	1367
San Francisco	24.8%	26.4%	26.7%		
San Mateo	33.4%	32.4%	32.5%		
Santa Clara (Inc. Gilroy)	41.8%	41.2%	40.8%		

February 2011 Caltrain Annual Counts

REVISED

AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	8,902	8,897	0	8,897	8,902
22nd Street	23	970	1,014	16	1,036	986
Bayshore	18	132	120	18	138	150
South SF	119	269	246	140	365	410
San Bruno	175	222	229	177	403	399
Millbrae	334	2,306	2,266	326	2,600	2,632
Burlingame	304	345	371	278	675	623
San Mateo	630	689	716	588	1,347	1,276
Hayward Park	128	157	160	136	288	293
Hillsdale	1,182	682	701	1,176	1,883	1,858
Belmont	202	160	167	207	369	367
San Carlos	477	476	460	478	937	954
Redwood City	1,408	700	699	1,401	2,106	2,101
Menlo Park	776	523	535	826	1,312	1,349
Palo Alto	2,766	1,289	1,262	2,910	4,028	4,199
California Ave.	615	285	280	609	895	894
San Antonio	406	66	72	389	478	455
Mountain View	3,038	294	330	3,063	3,368	3,358
Sunnyvale	1,690	101	97	1,626	1,787	1,727
Lawrence	438	97	93	442	531	540
Santa Clara	603	54	52	585	656	639
College Park	43	52	31	87	74	139
San Jose Diridon	2,596	36	84	2,677	2,681	2,713
Tamien	571	71	6	438	577	510
Capitol	18	3	1	17	19	20
Blossom Hill	65	3	3	46	68	49
Morgan Hill	106	0	0	91	106	91
San Martin	43	1	0	36	43	36
Gilroy	113	0	0	111	113	111
TOTAL	18,885	18,885	18,894	18,894	37,779	37,779

February 2011 Caltrain Annual Counts
STATION RANK BY ALL DAY PASSENGER BOARDINGS

REVISED

STATION	TOTAL ON	% OF TOTAL	2011 RANK	2010 RANK
San Francisco	8,897	23.55%	1	1
Palo Alto	4,028	10.66%	2	2
Mountain View	3,368	8.92%	3	3
San Jose Diridon	2,681	7.10%	4	4
Millbrae	2,600	6.88%	5	5
Redwood City	2,106	5.58%	6	6
Hillsdale	1,883	4.98%	7	7
Sunnyvale	1,787	4.73%	8	8
San Mateo	1,347	3.56%	9	10
Menlo Park	1,312	3.47%	10	9
22nd Street	1,036	2.74%	11	11
San Carlos	937	2.48%	12	12
California Ave.	895	2.37%	13	13
Burlingame	675	1.79%	14	14
Santa Clara	656	1.74%	15	15
Tamien	577	1.53%	16	16
Lawrence	531	1.40%	17	17
San Antonio	478	1.26%	18	18
San Bruno	403	1.07%	19	20
Belmont	369	0.98%	20	19
South SF	365	0.97%	21	21
Hayward Park	288	0.76%	22	22
Bayshore	138	0.37%	23	23
Gilroy	113	0.30%	24	24
Morgan Hill	106	0.28%	25	25
College Park	74	0.20%	26	26
Blossom Hill	68	0.18%	27	27
San Martin	43	0.11%	28	28
Capitol	19	0.05%	29	29
TOTAL	37,779	100.00%		

**February 2011 Caltrain Annual Counts
AM PEAK PASSENGER ACTIVITY**

REVISED

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	5,164	2,222	0	2,222	5,164
22nd Street	3	34	860	8	864	43
Bayshore	10	22	51	2	61	24
South SF	51	179	38	40	89	219
San Bruno	120	52	101	14	221	66
Millbrae	214	762	870	45	1,085	808
Burlingame	183	72	157	38	340	110
San Mateo	335	181	338	116	672	298
Hayward Park	33	55	43	45	76	101
Hillsdale	785	231	308	216	1,093	447
Belmont	73	36	58	37	131	73
San Carlos	158	145	242	211	399	356
Redwood City	581	271	224	477	804	748
Menlo Park	191	269	132	436	323	705
Palo Alto	682	826	150	1,538	832	2,364
California Ave.	196	152	47	256	243	408
San Antonio	197	12	22	60	219	71
Mountain View	1,149	131	87	1,386	1,237	1,517
Sunnyvale	1,269	49	20	123	1,289	172
Lawrence	147	60	14	197	161	256
Santa Clara	215	39	6	132	221	170
College Park	2	52	0	81	2	133
San Jose Diridon	1,434	31	8	518	1,442	549
Tamien	529	71	0	18	529	89
Capitol	18	3	0	0	18	3
Blossom Hill	65	3	0	0	65	3
Morgan Hill	106	0	0	0	106	0
San Martin	43	1	0	0	43	1
Gilroy	113	0	0	0	113	0
TOTAL	8,902	8,902	5,996	5,996	14,898	14,898

February 2011 Caltrain Annual Counts
NORTHBOUND - PERCENT OF CAPACITY

REVISED

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:30a	Burlingame	85	650	13%	108
103	5:05a	Burlingame	100	650	15%	149
305	5:45a	Hillsdale	234	650	36%	265
207	5:57a	Hillsdale	242	650	37%	337
309	6:03a	San Mateo	282	650	43%	354
211	6:22a	Burlingame	137	650	21%	256
313	6:45a	Hillsdale	502	650	77%	600
215	6:50a	San Bruno	422	650	65%	568
217	6:57a	Hillsdale	535	650	82%	830
319	7:03a	San Mateo	556	650	86%	793
221	7:20a	Mountain View	258	650	40%	534
323	7:45a	Hillsdale	608	650	93%	802
225	7:50a	San Bruno	379	650	58%	585
227	7:55a	Hillsdale	418	650	64%	821
329	8:03a	Sunnyvale	611	650	94%	823
231	8:22a	Mountain View	283	650	44%	442
233	8:40a	California Ave.	389	650	60%	634
135	9:10a	San Antonio	291	650	45%	480
139	10:10a	San Mateo	267	650	41%	436
143	11:10a	Hillsdale	213	650	33%	339
147	12:10p	Hillsdale	193	650	30%	328
151	1:10p	Hillsdale	212	650	33%	344
155	2:10p	Belmont	239	650	37%	391
159	3:05p	Redwood City	329	650	51%	574
261	3:44p	San Carlos	381	650	59%	514
263	4:05p	Hayward Park	149	650	23%	276
365	4:25p	Redwood City	287	650	44%	340
267	4:39p	Redwood City	494	650	76%	734
369	4:45p	Palo Alto	579	650	89%	686
271	5:05p	Hayward Park	196	650	30%	373
373	5:25p	Redwood City	424	650	65%	515
275	5:31p	Menlo Park	323	650	50%	452
277	5:39p	San Carlos	342	650	53%	497
379	5:45p	Palo Alto	449	650	69%	507
281	6:05p	Hayward Park	133	650	20%	236
383	6:25p	Redwood City	292	650	45%	341
285	6:31p	Menlo Park	204	650	31%	273
287	6:45p	Redwood City	192	650	30%	271
189	6:50p	Palo Alto	108	650	17%	186
191	7:30p	San Carlos	187	650	29%	277
193	8:30p	Hillsdale	181	650	28%	280
195	9:30p	San Carlos	134	650	21%	195
197	10:30p	Redwood City	86	650	13%	140
			12925	31850	41%	18885

February 2011 Caltrain Annual Counts
SOUTHBOUND - PERCENT OF CAPACITY

REVISED

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
102	4:55a	Redwood City	61	650	9%	82
104	5:25a	Redwood City	89	650	14%	135
206	6:11a	San Carlos	211	650	33%	306
208	6:24a	San Carlos	168	650	26%	263
210	6:44a	San Carlos	369	650	57%	533
312	6:59a	Millbrae	277	650	43%	327
314	7:14a	Hillsdale	512	650	79%	596
216	7:19a	San Carlos	235	650	36%	340
218	7:24a	San Carlos	181	650	28%	322
220	7:44a	San Mateo	448	650	69%	595
322	7:59a	Millbrae	379	650	58%	422
324	8:14a	Millbrae	580	650	89%	653
226	8:19a	Hillsdale	208	650	32%	321
228	8:24a	San Mateo	169	650	26%	281
230	8:44a	San Mateo	392	650	60%	498
332	8:59a	Millbrae	301	650	46%	322
134	9:07a	San Mateo	250	650	38%	395
138	10:07a	Burlingame	292	650	45%	421
142	11:07a	San Mateo	212	650	33%	328
146	12:07p	Hayward Park	205	650	32%	329
150	1:07p	San Mateo	222	650	34%	358
154	2:07p	Hayward Park	237	650	37%	438
158	3:07p	California Ave.	365	650	56%	780
260	3:37p	California Ave.	245	650	38%	462
362	4:09p	Millbrae	337	650	52%	489
264	4:19p	California Ave.	243	650	37%	414
266	4:27p	Menlo Park	240	650	37%	428
368	4:33p	Palo Alto	408	650	63%	603
270	4:56p	Millbrae	491	650	75%	934
372	5:14p	Millbrae	570	650	88%	689
274	5:20p	San Francisco	450	650	69%	674
276	5:27p	Menlo Park	205	650	32%	445
378	5:33p	Millbrae	611	650	94%	765
280	5:56p	Millbrae	603	650	93%	819
382	6:14p	Millbrae	520	650	80%	599
284	6:27p	Millbrae	160	650	25%	286
386	6:33p	Millbrae	471	650	72%	552
288	6:56p	Millbrae	310	650	48%	422
190	7:30p	Millbrae	264	650	41%	394
192	8:30p	Millbrae	251	650	39%	348
194	9:30p	Burlingame	159	650	24%	232
196	10:30p	Millbrae	120	650	18%	170
198	12:01a	Millbrae	98	650	15%	127
			13120	31850	41%	18894

February 2011 Caltrain Annual Counts
TOTAL BOARDINGS - PERCENT CHANGE 2010 TO 2011

REVISED

NORTHBOUND			
Train Number	Total Boardings		% Change
	2010	2011	
101	113	108	-4.6%
103	119	149	24.8%
305	284	265	-6.8%
207	322	337	4.9%
309	375	354	-5.7%
211	240	256	6.7%
313	569	600	5.5%
215	459	568	23.7%
217	729	830	13.9%
319	751	793	5.5%
221	422	534	26.6%
323	740	802	8.3%
225	516	585	13.4%
227	716	821	14.7%
329	703	823	17.1%
231	269	442	64.6%
233	586	634	8.2%
135	321	480	49.3%
237	302	-	-
139	296	436	47.1%
241	-	-	-
143	336	339	0.8%
245	-	-	-
147	317	328	3.5%
249	-	-	-
151	346	344	-0.6%
253	-	-	-
155	356	391	10.0%
257	270	-	-
159	340	574	68.7%
261	471	514	9.2%
263	261	276	5.9%
365	333	340	2.2%
267	590	734	24.4%
369	581	686	18.0%
271	327	373	14.0%
373	443	515	16.1%
275	407	452	11.0%
277	427	497	16.4%
379	435	507	16.7%
281	199	236	18.9%
383	315	341	8.1%
285	228	273	19.7%
287	261	271	3.5%
189	142	186	30.3%
191	253	277	9.5%
193	241	280	16.2%
195	168	195	15.8%
197	208	140	-32.8%

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2010	2011	
102	71	82	15.1%
104	139	135	-2.7%
206	279	306	9.5%
208	227	263	16.0%
210	512	533	4.1%
312	285	327	14.8%
314	523	596	13.9%
216	296	340	14.9%
218	327	322	-1.6%
220	499	595	19.2%
322	349	422	20.9%
324	575	653	13.6%
226	292	321	9.9%
228	234	281	20.1%
230	396	498	25.9%
332	269	322	19.7%
134	262	395	51.1%
236	224	-	-
138	282	421	49.0%
240	-	-	-
142	311	328	5.6%
244	-	-	-
146	291	329	12.8%
248	-	-	-
150	330	358	8.5%
252	-	-	-
154	366	438	19.6%
256	246	-	-
158	559	780	39.6%
260	423	462	9.0%
362	439	489	11.2%
264	378	414	9.4%
266	381	428	12.1%
368	609	603	-1.0%
270	826	934	13.1%
372	646	689	6.7%
274	536	674	25.8%
276	384	445	15.9%
378	734	765	4.3%
280	718	819	14.1%
382	550	599	8.9%
284	267	286	7.0%
386	493	552	11.8%
288	417	422	1.1%
190	353	394	11.6%
192	296	348	17.5%
194	204	232	13.4%
196	146	170	16.9%
198	87	127	46.7%

**February 2011 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

REVISED

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	6,041	11,050	54.7%
Off Peak NB	2,003	7,800	25.7%
PM NB	4,881	10,400	46.9%
ALL NB	12,925	29,250	44.2%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	4,580	10,400	44.0%
Off Peak SB	2,311	8,450	27.3%
PM SB	6,228	10,400	59.9%
ALL SB	13,120	29,250	44.9%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	12,269	21,450	57.2%
Reverse	9,461	20,800	45.5%
Off Peak	4,314	16,250	26.6%
ALL TRAINS	26,045	58,500	44.5%

February 2011 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

REVISED

Traditional Peak	
AM Northbound	8,902
PM Southbound	9,360
Total	18,262

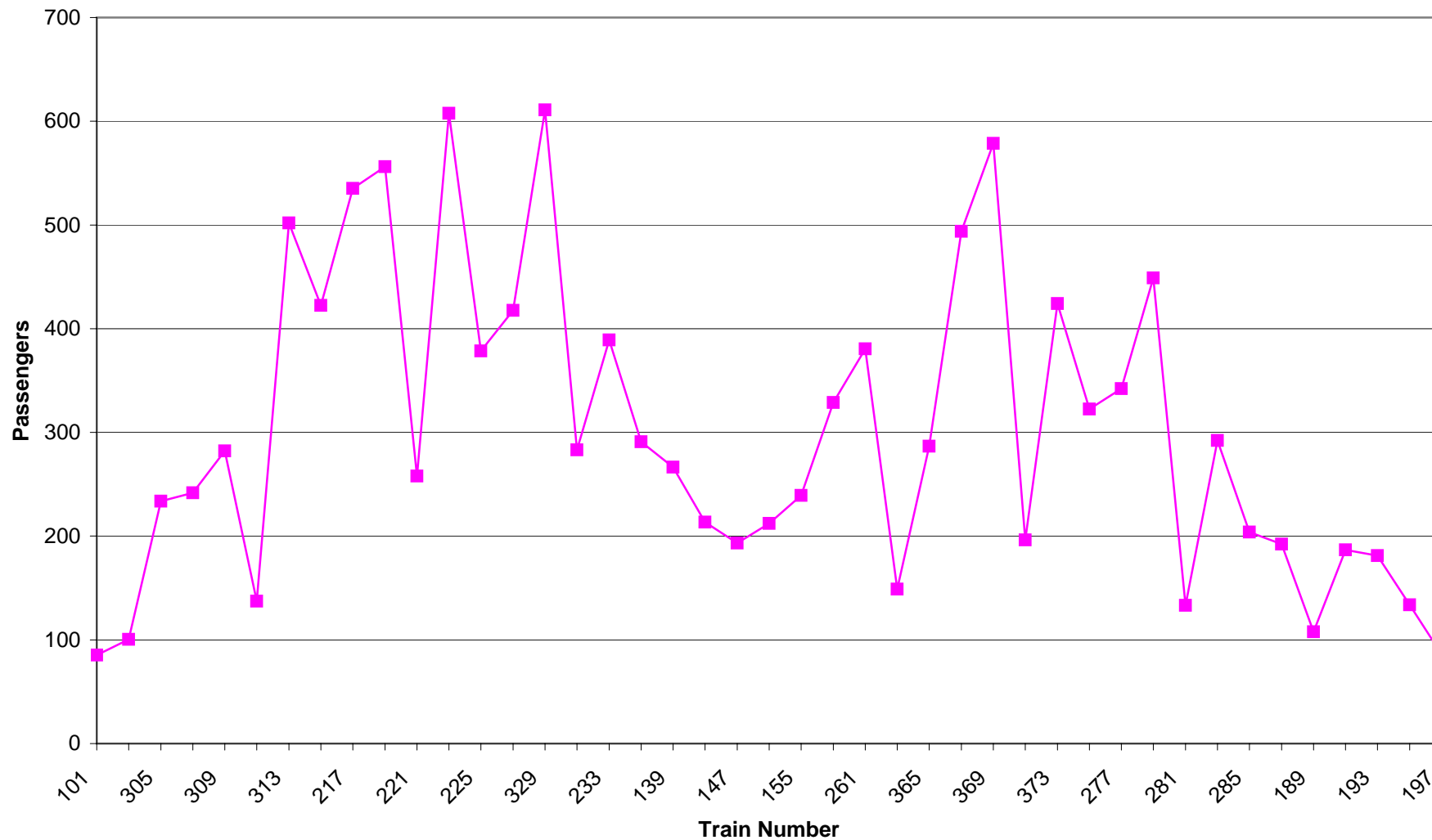
Reverse Peak	
AM Southbound	5,996
PM Northbound	6,773
Total	12,768

Midday	
Northbound	2,319
Southbound	2,268
Total	4,587

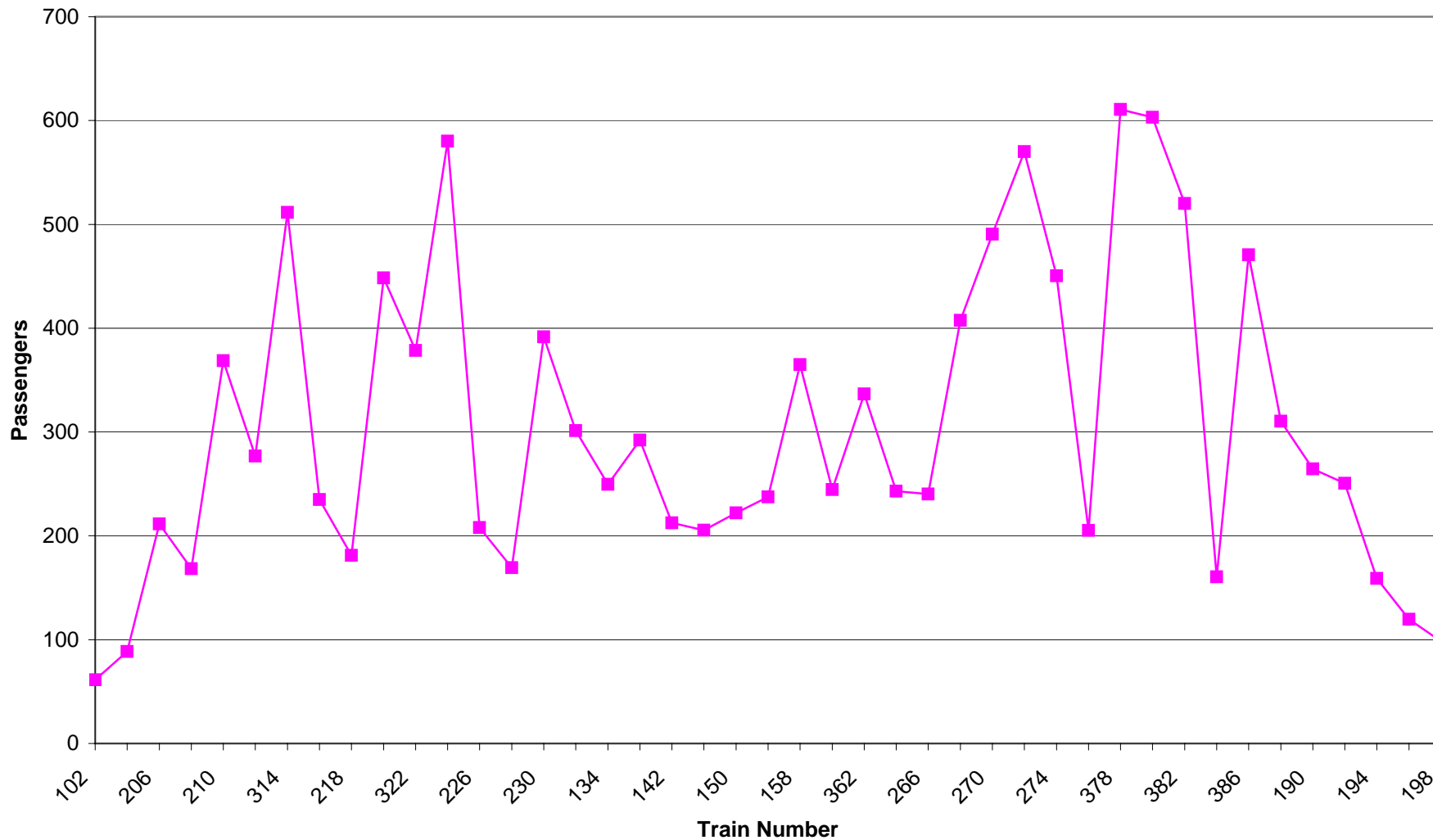
Evening	
Northbound	891
Southbound	1,270
Total	2,162

Total	
Northbound	18,885
Southbound	18,894
Total	37,779

Maximum Load - Northbound February 2011



Maximum Load - Southbound February 2011



February 2011 Caltrain Annual Counts

REVISED

AVERAGE WEEKDAY BICYCLE ACTIVITY BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	864	895	0	895	864
22nd Street	2	157	134	2	136	159
Bayshore	3	14	14	3	18	17
South SF	20	33	24	16	45	49
San Bruno	16	22	22	16	38	38
Millbrae	25	103	86	33	111	136
Burlingame	33	30	29	22	61	52
San Mateo	57	56	60	59	117	116
Hayward Park	10	16	16	9	26	25
Hillsdale	91	62	64	83	155	145
Belmont	21	19	19	20	40	38
San Carlos	57	41	42	45	99	86
Redwood City	141	78	76	139	217	216
Menlo Park	98	59	60	106	157	165
Palo Alto	293	147	137	300	430	447
California Ave.	100	45	48	92	147	137
San Antonio	55	11	14	52	69	63
Mountain View	278	46	42	290	320	337
Sunnyvale	132	11	12	125	144	136
Lawrence	71	12	14	71	85	83
Santa Clara	52	4	4	52	56	56
College Park	0	0	0	2	0	2
San Jose Diridon	221	3	8	227	229	230
Tamien	38	2	1	36	39	38
Capitol	2	2	1	4	2	5
Blossom Hill	5	2	1	5	6	6
Morgan Hill	7	0	0	6	7	6
San Martin	2	0	0	1	2	1
Gilroy	11	0	0	11	11	11
TOTAL	1,839	1,839	1,825	1,825	3,664	3,664

February 2011 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

REVISED

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	3,060	2,871	0	2,871	3,060
22nd Street	10	144	116	1	126	145
Bayshore	12	81	71	6	83	87
South SF	42	57	55	41	97	98
San Bruno	80	69	90	88	170	157
Millbrae	66	788	776	66	842	854
Broadway	52	75	53	44	105	119
Burlingame	168	231	267	146	435	377
San Mateo	236	238	242	228	478	466
Hayward Park	52	45	69	80	121	125
Hillsdale	269	210	222	281	491	491
Belmont	176	103	95	150	271	253
San Carlos	186	87	123	182	309	269
Redwood City	448	246	257	442	705	688
Atherton	32	27	37	34	69	61
Menlo Park	288	140	172	255	460	395
Palo Alto	789	262	323	832	1,112	1,094
California Ave.	316	88	82	266	398	354
San Antonio	221	46	31	207	252	253
Mountain View	791	76	95	710	886	786
Sunnyvale	505	34	71	543	576	577
Lawrence	140	27	24	114	164	141
Santa Clara	309	8	25	273	334	281
San Jose Diridon	954	0	0	1,178	954	1,178
TOTAL	6,142	6,142	6,167	6,167	12,309	12,309

February 2011 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

REVISED

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,849	2,269	0	2,269	1,849
22nd Street	3	116	99	2	102	118
Bayshore	8	49	96	10	104	59
South SF	28	54	64	32	92	86
San Bruno	41	64	64	53	105	117
Millbrae	55	566	660	56	715	622
Broadway	27	45	26	29	53	74
Burlingame	65	121	127	94	192	215
San Mateo	120	147	150	133	270	280
Hayward Park	38	32	22	59	60	91
Hillsdale	141	190	189	161	330	351
Belmont	108	71	64	132	172	203
San Carlos	134	72	49	148	183	220
Redwood City	348	135	156	328	504	463
Atherton	22	17	21	22	43	39
Menlo Park	181	101	99	160	280	261
Palo Alto	497	189	189	607	686	796
California Ave.	220	41	54	225	274	266
San Antonio	160	32	28	155	188	187
Mountain View	508	71	80	566	588	637
Sunnyvale	346	22	12	386	358	408
Lawrence	95	16	14	106	109	122
Santa Clara	210	12	10	286	220	298
San Jose Diridon	657	0	0	792	657	792
TOTAL	4,012	4,012	4,542	4,542	8,554	8,554

February 2011 Caltain Annual Count

REVISED

SATURDAY BOARDINGS BY NUMERIC CHANGE 2010 TO 2011

STATION	2010 Boardings	2011 Boardings	Numeric Change	Percentage Change
San Francisco	2,508	2,871	363	14.5%
Mountain View	589	886	297	50.4%
Palo Alto	906	1,112	206	22.7%
Millbrae	661	842	181	27.4%
Sunnyvale	418	576	158	37.8%
Burlingame	301	435	134	44.5%
Hillsdale	398	491	93	23.4%
California Ave.	314	398	84	26.8%
San Carlos	237	309	72	30.4%
San Mateo	427	478	51	11.9%
Belmont	223	271	48	21.5%
Menlo Park	425	460	35	8.2%
Lawrence	129	164	35	27.1%
Atherton	36	69	33	91.7%
South SF	66	97	31	47.0%
Broadway	78	105	27	34.6%
Redwood City	684	705	21	3.1%
Hayward Park	105	121	16	15.2%
San Jose Diridon	943	954	11	1.2%
22nd Street	123	126	3	2.4%
Santa Clara	331	334	3	0.9%
Bayshore	83	83	0	0.0%
San Bruno	174	170	-4	-2.3%
San Antonio	279	252	-27	-9.7%
TOTAL	10,438	12,309	1,871	17.9%

February 2011 Caltain Annual Count

REVISED

SUNDAY BOARDING BY NUMERIC CHANGE 2010 TO 2011

STATION	2010 Boardings	2011 Boardings	Numeric Change	Percentage Change
San Francisco	1,763	2,269	506	28.7%
Mountain View	409	588	179	43.8%
Redwood City	367	504	137	37.3%
Palo Alto	563	686	123	21.8%
Hillsdale	225	330	105	46.7%
Sunnyvale	282	358	76	27.0%
Millbrae	642	715	73	11.4%
California Ave.	201	274	73	36.3%
Belmont	101	172	71	70.3%
San Mateo	214	270	56	26.2%
San Carlos	149	183	34	22.8%
22nd Street	73	102	29	39.7%
San Antonio	160	188	28	17.5%
Bayshore	78	104	26	33.3%
Broadway	28	53	25	89.3%
Burlingame	177	192	15	8.5%
Menlo Park	266	280	14	5.3%
Atherton	30	43	13	43.3%
Santa Clara	211	220	9	4.3%
South SF	87	92	5	5.7%
San Bruno	102	105	3	2.9%
Hayward Park	65	60	-5	-7.7%
Lawrence	116	109	-7	-6.0%
San Jose Diridon	747	657	-90	-12.0%
TOTAL	7,056	8,554	1,498	21.2%

February 2011 Caltrain Annual Count
SATURDAY NORTHBOUND
PASSENGERS BY TRAIN 2009 vs 2010 vs 2011

REVISED

SJ Depart	Train	Two Year Trend			One Year Trend			2011 Total
		2009 Total	09 to 11 Change		2010 Total	10 to 11 Change		
			Difference	Percent		Difference	Percent	
7:00 a	421	151	90	59.6%	187	54	28.9%	241
8:00 a	423	272	7	2.6%	249	30	12.0%	279
9:00 a	425	366	147	40.2%	369	144	39.0%	513
10:00 a	427	388	45	11.6%	414	19	4.6%	433
10:35 a	801							352
11:00 a	429	461	-39	-8.5%	389	33	8.5%	422
12:00 p	431	389	80	20.6%	399	70	17.5%	469
1:00 p	433	319	147	46.1%	396	70	17.7%	466
2:00 p	435	349	27	7.7%	411	-35	-8.5%	376
3:00 p	437	326	96	29.4%	370	52	14.1%	422
4:00 p	439	384	-11	-2.9%	355	18	5.1%	373
5:00 p	441	391	14	3.6%	367	38	10.4%	405
5:35 a	803							189
6:00 p	443	304	39	12.8%	296	47	15.9%	343
7:00 p	445	193	95	49.2%	222	66	29.7%	288
8:00 p	447	156	47	30.1%	222	-19	-8.6%	203
9:00 p	449	210	-32	-15.2%	162	16	9.9%	178
10:30 p	451	133	57	42.9%	371	-181	-48.8%	190
Total		4792	1350	28.2%	5179	963	18.6%	6142

February 2011 Caltrain Annual Count
SATURDAY SOUTHBOUND
PASSENGERS BY TRAIN 2009 vs 2010 vs 2011

REVISED

SF Depart	Train	Two Year Trend			One Year Trend			2011 Total
		2009 Total	09 to 11 Change		2010 Total	10 to 11 Change		
			Difference	Percent		Difference	Percent	
8:15 a	422	236	65	27.5%	266	35	13.2%	301
9:15 a	424	244	32	13.1%	228	48	21.1%	276
10:15 a	426	281	39	13.9%	281	39	13.9%	320
11:15 a	428	284	89	31.3%	287	86	30.0%	373
11:59 a	802							198
12:15 p	430	335	-51	-15.2%	266	18	6.8%	284
1:15 p	432	348	-19	-5.5%	316	13	4.1%	329
2:15 p	434	396	-17	-4.3%	305	74	24.3%	379
3:15 p	436	410	39	9.5%	402	47	11.7%	449
4:15 p	438	439	46	10.5%	487	-2	-0.4%	485
5:15 p	440	488	215	44.1%	566	137	24.2%	703
6:15 p	442	425	67	15.8%	519	-27	-5.2%	492
6:59 p	804							255
7:15 p	444	353	-112	-31.7%	371	-130	-35.0%	241
8:15 p	446	260	87	33.5%	260	87	33.5%	347
9:15 p	448	207			289	-44	-15.2%	245
10:15 p	450	197	49	24.9%	200	46	23.0%	246
12:01 a	454	176	68	38.6%	216	28	13.0%	244
Total		5079	1088	21.4%	5259	908	17.3%	6167

February 2011 Caltrain Annual Count
SUNDAY NORTHBOUND
PASSENGERS BY TRAIN 2009 vs 2010 vs 2011

REVISED

SJ Depart	Train	Two Year Trend			One Year Trend			
		2009 Total	09 to 11 Change		2010 Total	10 to 11 Change		2011 Total
			Difference	Percent		Difference	Percent	
8:00 a	423	225			247	-10	-4.0%	237
9:00 a	425	237	74	31.2%	259	52	20.1%	311
10:00 a	427	290	27	9.3%	324	-7	-2.2%	317
10:35 a	801							237
11:00 a	429	316	-16	-5.1%	280	20	7.1%	300
12:00 p	431	288	12	4.2%	275	25	9.1%	300
1:00 p	433	275			302	-17	-5.6%	285
2:00 p	435	306	0	0.0%	237	69	29.1%	306
3:00 p	437	317			291	31	10.7%	322
4:00 p	439	286	-11	-3.8%	268	7	2.6%	275
5:00 p	441	246			289	-29	-10.0%	260
5:35 p	803							99
6:00 p	443	203	-4	-2.0%	226	-27	-11.9%	199
7:00 p	445	183			177	28	15.8%	205
8:00 p	447	141	37	26.2%	147	31	21.1%	178
9:00 p	449	109			127	54	42.5%	181
Total		3422	590	17.2%	3449	563	16.3%	4012

February 2011 Caltrain Annual Count
SUNDAY SOUTHBOUND
PASSENGERS BY TRAIN 2009 vs 2010 vs 2011

REVISED

SJ Depart	Train	Two Year Trend			One Year Trend			
		2009 Total	09 to 11 Change Difference	Percent	2010 Total	10 to 11 Change Difference	Percent	2011 Total
7:00 a	-	-			-			-
8:15 a	422	121	49	40.5%	134	36	26.9%	170
9:15 a	424	183	47	25.7%	223	7	3.1%	230
10:15 a	426	251	39	15.5%	257	33	12.8%	290
11:15 a	428	266	61	22.9%	257	70	27.2%	327
11:59 a	802							167
12:15 p	430	303	-63	-20.8%	242	-2	-0.8%	240
1:15 p	432	299	2	0.7%	259	42	16.2%	301
2:15 p	434	333	-19	-5.7%	324	-10	-3.1%	314
3:15 p	436	295	97	32.9%	294	98	33.3%	392
4:15 p	438	373	-8	-2.1%	291	74	25.4%	365
5:15 p	440	437	-9	-2.1%	358	70	19.6%	428
6:15 p	442	365	28	7.7%	279	114	40.9%	393
6:59 p	804							179
7:15 p	444	336	-100	-29.8%	247	-11	-4.5%	236
8:15 p	446	173	134	77.5%	219	88	40.2%	307
9:15 p	448	163	40	24.5%	223	-20	-9.0%	203
10:00 p					-			-
Total		3898	644	16.5%	3607	935	25.9%	4542