



**February 2013 Caltrain Annual Passenger Counts
Key Findings**

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Key Findings

February 2013 Caltrain Annual Passenger Counts

Methodology and Background

The 2013 annual Caltrain passenger counts, which were conducted from January 22 to February 22, 2013, followed the same methodology that has been used since the counts commenced 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 counted once on Saturday and once on Sunday. 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 used to validate the monthly ridership estimations derived from ticket and pass sales. With the exception of bikes denied boarding, the analysis, tables and charts are derived from the basic data of the boardings and alighting at each station for each train. Bikes denied boarding are recorded, but are not averaged, but presented as single incidents and total numbers over the course of the counts.

The following report summarizes weekday and weekend ridership and provides comparisons to last year's ridership numbers. Additional detailed ridership information is provided in the tables and graphs of Attachment 2 located at the end of this report.

Recent Service Changes

Due to increased ridership and need to relieve crowded trains, Caltrain added six trains and added a stop to 12 existing trains on October 1, 2012. Four midday trains (suspended in 2011) were restored to the "shoulder peak" of the schedule and two trains were added to the evening peak, filling in a third peak hour with five trains per hour per direction. An additional stop at Sunnyvale was added to six Limited trains serving the traditional commute (morning northbound and evening southbound) and an additional stop at Palo Alto was added to six Baby Bullet trains serving the reverse commute (morning southbound and evening northbound).

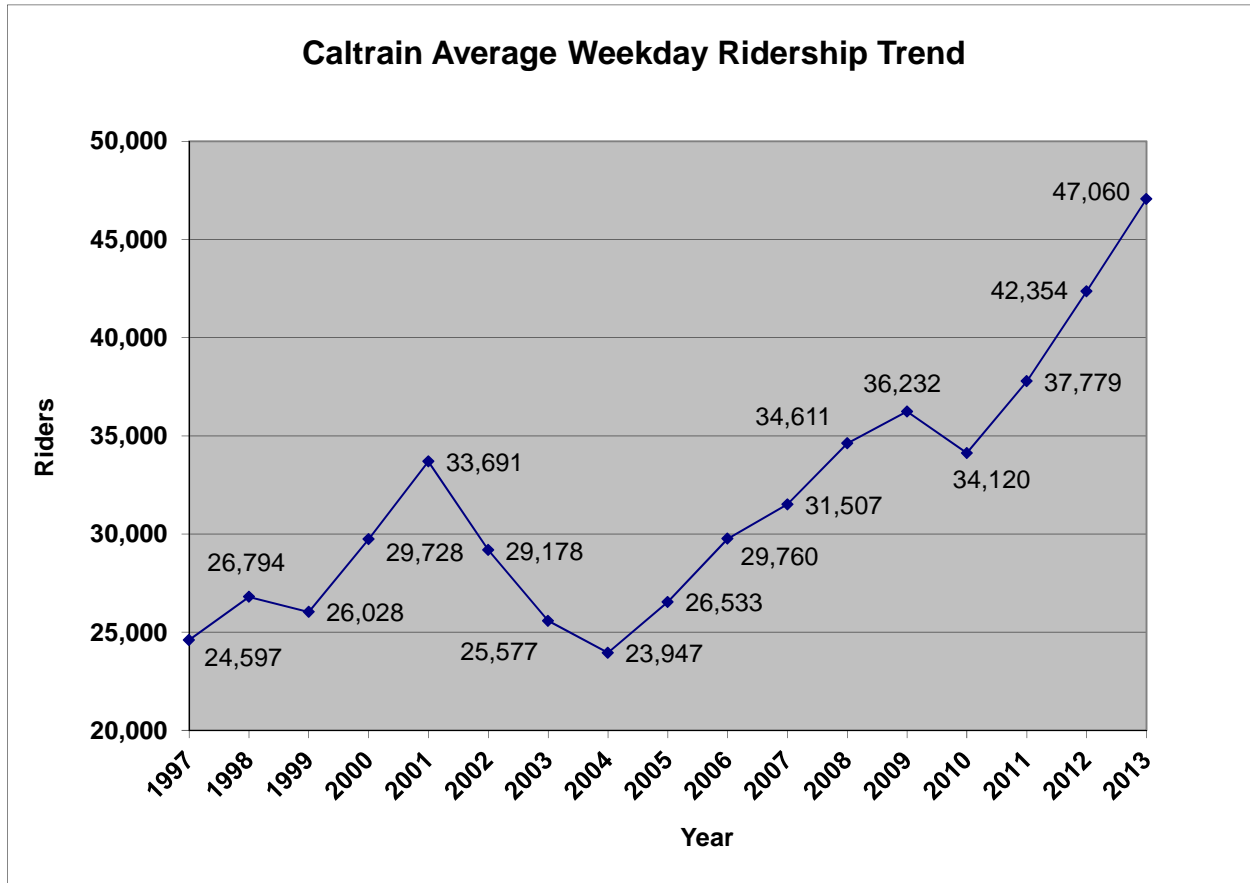
Previous service levels and changes are described in Attachment 1 of this report.

Weekday Ridership

The average weekday ridership count (AWR) count per day increased 11.1 percent compared to the previous annual count, with a total of 47,060 boardings. Since 1997, Caltrain AWR has increased by more than 90 percent, as shown in Figure 1. Between 2001 and 2004, ridership was in a steady decline until the implementation of Baby Bullet service in 2004 and the re-invention of the service in 2005. With the exception of a decrease seen in 2010, ridership has been steadily increasing since the summer of 2004. Ridership has grown nearly 97 percent since the implementation of Baby Bullet service. This year, ridership continued to increase as

the region recovered from the tough economic environment of 2009 and 2010. Ridership growth appears to be associated with continued job growth.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Peak Trains

Peak trains are those trains departing the San Francisco or San Jose Diridon stations from 4:30 a.m. to 9:00 a.m. and between 2:59 p.m. and 7:00 p.m. Each peak offers three types of service: Baby Bullet, Limited and Local. The Local trains are operated at the shoulders of the peak periods and serve to transition the service from peak to off-peak.

The total ridership in the peak this year increased 9.6 percent compared to 2012 peak-period ridership. This year also saw an overall increase in ridership for Baby Bullet and Limited trains within the peak hour, but ridership on Local trains that operate in the peak declined slightly. The average number of passengers on each type of service in 2012 and 2013 is provided in Table 1. The low passenger loads for Local trains are largely due to the fact that the Local trains have the longest travel time and do not run in the peak of the peak.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

Train Type	Feb 2012	Feb 2013	Percent Change
Baby Bullet	615	667	8.4%
Limited	532	564	6.0%
Local	304	294	-3.3%

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 2012 and 2013.

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

Service Type	Feb 2012	Feb 2013	Percent Change
Baby Bullet	615	667	8.4%
Express/Local	557	595	6.8%
Uniform Limited	470	511	8.7%
Local	304	294	-3.3%

Stations

When ranked by average weekday boardings, the top 10 stations remained in the same order from 2012 to 2013. All stations in the top 10 ridership stations have at least some Baby Bullet service.

Changes in ranking were outside of the top 10 and were by only one or two places:

- Santa Clara moved from 15th to 14th
- Tamien moved from 16th to 15th
- Burlingame moved from 14th to 16th
- Lawrence and San Antonio switch places at 17th and 18th
- Morgan Hill and Gilroy switched places at 24th and 25th

Table 3 provides the numeric change in AWR from 2012 to 2013 among the 10 stations with the highest AWR.

Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2012 TO 2013

Station	Feb 2012		Feb 2013		Change in AWR
	Rank	AWR	Rank	AWR	
San Francisco	1	9,670	1	10,786	1,115
Palo Alto	2	4,661	2	5,469	808
Mountain View	3	3,670	3	3,876	206
San Jose Diridon	4	3,187	4	3,489	301
Millbrae	5	2,880	5	3,255	376
Redwood City	6	2,399	6	2,619	220
Hillsdale	7	2,097	7	2,317	220
Sunnyvale	8	1,965	8	2,274	309
San Mateo	9	1,477	9	1,571	94
Menlo Park	10	1,471	10	1,526	55

Table 4 lists the 10 stations with the highest AWR and their share of system total AWR in 2012 and 2013.

Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2012 TO 2013

Station	Feb 12 AWR	% of Total AWR	Feb 13 AWR	% of Total AWR
San Francisco	9,670	23.5%	10,786	22.9%
Palo Alto	4,661	10.7%	5,469	11.6%
Mountain View	3,670	8.9%	3,876	8.2%
San Jose Diridon	3,187	7.1%	3,489	7.4%
Millbrae	2,880	6.9%	3,255	6.9%
Redwood City	2,399	5.6%	2,619	5.6%
Hillsdale	2,097	5.0%	2,317	4.9%
Sunnyvale	1,965	4.7%	2,274	4.8%
San Mateo	1,477	3.6%	1,571	3.3%
Menlo Park	1,471	3.5%	1,526	3.2%
TOTAL		79.4%		79.0%

The top 10 stations with the highest absolute change in AWR from 2012 to 2013, and the resulting percentage increase, are provided in Table 5.

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

Largest Absolute Change (AWR) Feb 2012 to Feb 2013	Percent Change
San Francisco 1,115	11.5%
Palo Alto 808	17.3%
Millbrae 376	13.1%
Sunnyvale 309	15.7%
San Jose Diridon 301	9.5%
California Ave. 224	21.0%
Redwood City 220	9.2%
Hillsdale 220	10.5%
Mountain View 206	5.6%
Tamien 154	23.5%

Baby Bullet Stations

Table 6 shows the change in AWR at stations with Baby Bullet service between 2012 and 2013.

Table 6: BABY BULLET STATION RIDERSHIP COMPARISON

Station	2012 AWR	2013 AWR	Percent Change
San Francisco	9,670	10,786	11.5%
22nd Street	1,252	1,312	4.8%
Millbrae	2,880	3,255	13.1%
San Mateo	1,477	1,571	6.4%
Hillsdale	2,097	2,317	10.5%
Redwood City	2,399	2,619	9.2%
Menlo Park	1,471	1,526	3.8%
Palo Alto	4,661	5,469	17.3%
Mountain View	3,670	3,876	5.6%
Sunnyvale	1,965	2,274	15.7%
San Jose Diridon	3,187	3,489	9.5%
Tamien	653	807	23.5%
TOTAL	35,381	39,299	11.1%

The stations with Baby Bullet express service are continuing to show gains in ridership in both increased number and percentage. Ridership at Baby Bullet stations continues to make up approximately 83.5 percent of total daily boardings.

Average Trip Length

The following table shows the average passenger trip length for various types of train service for 2012 and 2013. For comparison purposes, the length of each Caltrain zone is 13 miles. While last year all train types showed average trip length decreases of 0.2 or 0.3 miles, the change is smaller this year, mixed between no change and changes (both increases and decreases) of less than 0.2 miles.

Table 7: TRIP LENGTH BY WEEKDAY TRAIN TYPE

Train Type	Average Trip Length (mi)	
	2012	2013
Weekday	22.8	22.8
Baby Bullet	28.3	28.2
peak Non-Baby Bullet	20.1	20.3
Off peak	20.5	20.6
All Locals	20.2	20.2

Train Capacity

The seated capacity per train measures the load per train. To calculate this, the total number of passengers on a train at a given time is divided by 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 2013 counts show that the traditional peak (northbound morning and southbound evening) trains and Baby Bullets (traditional and reverse peak) continue to have the highest loads.

Table 8 shows the five trains with the highest percent of seated capacity in each direction and they are all close to or over capacity at their maximum load point. Since train consists, even between trains of the same style (Bombardier vs. Gallery), vary in the number of seats, it is assumed, for this exercise, that the capacity of a train is 650 seated passengers. On average, the top five fullest trains in each direction are at approximately 102 percent of seated capacity; this is an increase from last year, which showed an average maximum load of approximately 97 percent of seated capacity. It is important to note that ridership in the peak summer months is approximately 17 percent higher than ridership in February. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

Table 8: TOP 5 FULLEST TRAINS IN EACH DIRECTION
(average seated capacity: 650 passengers per train)

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	730	112%	b	376	5:33 PM	780	120%
b	323	7:45 AM	678	104%	b	370	5:14 PM	672	103%
b	319	7:03 AM	670	103%		278	5:56 PM	649	100%
b	375	5:23 PM	636	98%	b	366	4:33 PM	647	99%
g	217	6:57 AM	612	94%	b	324	8:14 AM	590	91%

b = Baby Bullet train, g = Gilroy train

For northbound trains, four of the top five trains remain the same as 2012. Train 375 moved from 9th place in 2012 to 4th this year. This could be the result of an added stop in Palo Alto. Train 371 moved from 3rd to 11th (and 76 percent of capacity), possibly due to the stops added at Palo Alto to the Baby Bullet trains one-half hour before and after this train. For southbound trains, four of the top five trains remain the same. Train 366 moved from 11th place in 2012 to 4th place this year. Train 314 moved from 5th place to 11th place (and 80 percent of capacity), perhaps because a Palo Alto stop was added to Train 312. This moved a reverse commute direction train (southbound morning) out of the top 5 to be replaced by a traditional commute direction (southbound evening) train.

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 2012 to 2013. But unlike last year, the traditional peak market is showing stronger growth than the reverse of 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.

Table 9 shows the AWR broken down by market (direction/time of day) and change since February 2012.

Table 9: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2012

Market	Feb 2012 AWR	Feb 2013 AWR	Difference	% Change
Traditional peak	20,473	22,583	2,110	10.3%
Midday	4,870	6,036	1,166	23.9%
Reverse peak	14,353	15,575	1,222	8.5%
Night	2,658	2,867	209	7.8%
TOTAL	42,354	47,060	4,706	11.1%

Gilroy Extension Ridership

Table 10 shows the AWR from 2004 to 2013 for the Gilroy extension, which serves five stations south of Tamien. Service is provided in the northbound direction in the morning peak period and in the southbound direction in the evening peak period. For the last three years, ridership has increased on the Gilroy extension, with a significant jump in 2013.

Table 10: Gilroy Extension Boardings by Year 2004 - 2013

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Boardings	631	598	439	418	428	393	323	348	366	422
Change	-	-5.3%	-26.5%	-4.9%	2.5%	-8.2%	-17.9%	8.0%	4.9%	15.4%

Service for the Gilroy extension decreased from four round trips per weekday in 2004 to three per weekday starting in August 2005. Ridership on the Gilroy extension declined from 2002 to 2010, with a small increase seen in 2008. Since the peak in 2001, Gilroy ridership has decreased by more than 1,000 daily passengers, a loss of approximately 73 percent of the riders. 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

With four midday, shoulder-peak trains restored to the schedule in October 2012, the period of hourly service provided in the midday shrunk by two hours, from 9 a.m. to 3 p.m. to approximately 10 a.m. to 2 p.m. With some passengers shifting to the reinstated trains, adjacent train had a ridership decline. However, ridership for the entire midday period increased. Table 11 compares the ridership of all midday trains in 2012 and 2013:

Table 11: MIDDAY RIDERSHIP – COMPARISON TO 2012

NORTHBOUND				SOUTHBOUND			
Train	Total Boardings		Change	Train	Total Boardings		Change
	2012	2013			2012	2013	
135	555	566	2.0%	134	474	397	-16.3%
237	0	393	-	236	0	277	-
139	432	333	-22.8%	138	436	374	-14.2%
143	328	416	26.8%	142	343	348	1.7%
147	344	394	14.4%	146	330	326	-1.2%
151	354	350	-1.2%	150	344	404	17.5%
155	441	424	-3.9%	152	489	476	-2.6%
257	0	264	-	254	0	292	-
Total	2454	3141	28.0%	Total	2416	2895	19.8%

New PM peak Trains and Stops

In October 2012 Caltrain added two new trains to the PM peak period. These two trains, northbound 267 and southbound 282, are the fifth trains per hour, per direction, completing the pattern of offering five trains per hour during the peak. Previously, these time periods (one in each direction) had only four trains per hour per direction.

In addition, one stop was added to 12 trains in the peak hours. A stop was added to Limited Trains 211, 221, 231, 264, 274 and 284 at Sunnyvale serving the traditional commute market

and a stop was added to Baby Bullet Trains 312, 322, 332, 365, 375 and 385 at Palo Alto serving the reverse-commute market. This was done to relieve crowding on trains already making stops at those locations. Table 12 shows the total boarding of each train in 2012 and 2013.

Table 12: BOADING BY TRAINS – 2012 VERSUS 2013

NORTHBOUND				SOUTHBOUND			
Train Number	Total Boardings		% Change	Train Number	Total Boardings		% Change
	2012	2013			2012	2013	
309	429	458	6.9%	210	562	599	6.5%
211	285	316	10.7%	312	392	466	18.9%
313	695	763	9.7%	314	653	600	-8.2%
319	879	978	11.3%	220	690	786	14.0%
221	640	767	19.8%	322	474	597	26.1%
323	906	935	3.2%	324	718	690	-3.9%
329	957	991	3.6%	230	599	575	-4.1%
231	441	553	25.4%	332	345	477	38.3%
233	743	861	15.9%	134	474	397	-16.3%
263	321	303	-5.7%	262	469	524	11.7%
365	365	535	46.4%	264	478	578	20.9%
267	0	303	-	366	685	887	29.4%
269	807	782	-3.1%	272	748	792	5.9%
273	420	437	4.0%	274	481	562	16.9%
375	563	758	34.6%	376	886	1013	14.2%
277	543	545	0.4%	380	676	637	-5.7%
283	268	292	8.8%	282	0	409	-
385	396	521	31.6%	284	353	258	-26.8%
287	283	250	-11.9%	386	625	540	-13.7%

The trains with added stops at Sunnyvale and Palo Alto showed significant growth in total boardings in all cases except Train 284 adjacent to added PM peak Train 282. The added PM peak Trains 267 and 282 have lower ridership than other trains in the same hour. Lack of stops at high ridership stations might be partially causing this lower than expected ridership.

Boardings by County

The following tables provide the AWR by county. Table 13 displays the AWR by county for the entire day. Table 14 provides the AWR by county for the morning peak only.

Table 13: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	Feb 2012 AWR	% of Total AWR	Feb 2013 AWR	% of Total AWR	Difference '12 vs '13	% Change '12 vs '13
San Francisco	11,088	26.2%	12,292	26.1%	1,204	10.9%
San Mateo	13,678	32.3%	14,855	31.6%	1,177	8.6%
Santa Clara	17,588	41.5%	19,913	42.3%	2,325	13.2%
TOTAL	42,354	100.0%	47,060	100.0%	4,706	11.1%
Gilroy Extension#	366	0.9%	422	0.9%	57	15.5%

Included in Santa Clara County total

Table 14: AM PEAK BOARDINGS BY COUNTY

County	Feb 2012 AWR	% of Total AWR	Feb 2013 AWR	% of Total AWR
San Francisco	3,490	20.8%	3,757	20.3%
San Mateo	5,861	35.0%	6,468	35.0%
Santa Clara	7,392	44.1%	8,254	44.7%

Santa Clara AM peak boardings include the Gilroy extension stations

Bicycles

The February 2013 count showed 4,910 bike boardings. This is a 15.7 percent increase from February 2012. This is a larger increase than the overall increase in AWR (11.1 percent) and could represent demand still filling the 30 percent increase in overall bicycle capacity from 2011 to 2012. During 2011, trains were modified so that all were equipped with two bicycle cars. This brought the bicycle carrying capacity of each Gallery train set to 80 and each Bombardier train set to 48. This also improved the consistency of bicycle capacity.

The average weekday bike ridership (AWBR) for the top five stations and top five trains are listed in Tables 15 and 16, respectively.

Table 15: TOP 5 STATIONS FOR BIKE USAGE

Station	AWBR
San Francisco	1,166
Palo Alto	644
Mountain View	464
Redwood City	307
San Jose Diridon	305

Table 16: TOP 5 TRAINS FOR BIKE USAGE

Train No.	Departs	AWBR	Max Load
220	7:44a	110	74
227	7:55a	100	50
279	5:39p	97	69
269	4:39p	95	69
375	5:23p	92	79

All 5 of these trains are Gallery consists

For the second year, data collection for the annual count included a tally of passengers with bicycles who were denied boarding on trains because of bicycle capacity limitations. The findings for the number of passengers with bicycles denied boarding have to be considered in light of the fact that the count is conducted during the month of February and does not reflect peak biking season. Table 17 is a summary of the denied boardings that occurred during this year's counts. Unlike most of the weekday data in this report, the denied bike boarding summary is a tally of single occurrence events and not a weekday average of five days of data divided by five.

Table 17: PASSENGERS WITH BIKES DENIED BOARDING SUMMARY

Northbound								
Day	Train	Number	Station	Number	Station	Number	Station	Total
Mon	279	5	RWC	-	-	-	-	5
Tues	375	4	Menlo Park	2	RWC	-	-	6
Wed	279	1	San Carlos	-	-	-	-	1
Thurs	371	5	Palo Alto	-	-	-	-	5
Fri	-	-	-	-	-	-	-	-

Southbound								
Day	Train	Number	Station	Number	Station	Number	Station	Total
Mon	324	1	22nd	-	-	-	-	1
Tues	-	-	-	-	-	-	-	-
Wed	220	1	SF	4	22nd	2	Millbrae/SM	7
Wed	322	22	22nd	3	Millbrae	-	-	25
Wed	324	5	22nd	-	-	-	-	5
Wed	332	3	22nd	1	Millbrae	-	-	4
Thurs	-	-	-	-	-	-	-	-
Fri	-	-	-	-	-	-	-	-

There were 59 bikes on seven trains found to deny bikes boarding. Last year, there were 58 bikes on three trains denied boarding (324, 371 and 376). Both years a single incident caused nearly half of the denied boardings.

Weekend Ridership

For weekend counts, each train is counted once on Saturday and once on Sunday. Unlike the weekday, weekend numbers are not an average of five counts and are therefore more susceptible to variations in weather and events that could influence ridership.

This was the third year of operating Baby Bullet express service on weekends, with two Baby Bullet trains in each direction per weekend day. See Attachment 1 for the history of weekend service.

Weekend ridership in 2013 saw strong increases on both Saturdays and Sundays. Sunday ridership for 2013 is approximately 75 percent of Saturday's total. Overall weekend ridership has increased 20.2 percent from last year's total. Table 18 provides a comparison of weekend ridership from 2012 to 2013.

Table 18: ONE-YEAR RIDERSHIP COMPARISON – 2012 TO 2013

	2012	2013	Numeric Difference	Percent Change
Saturday	11,460	13,846	2,386	20.8%
Sunday	8,746	10,448	1,702	19.5%
TOTAL	20,206	24,294	4,088	20.2%

The weekend Baby Bullet service gained significant ridership over last year. Local trains adjacent to Baby Bullet trains also showed an increase in ridership. Tables 19 and 20 provide the weekend Baby Bullet AWR along with the AWR of the adjacent trains for the northbound and southbound directions, respectively.

Table 19: NORTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Northbound (Sat & Sun)			
Train	Feb 2012	Feb 2013	Change
427	626	893	42.7%
801*	618	691	11.8%
429	694	834	20.2%
441	618	704	13.9%
803*	329	478	45.3%
443	474	516	8.9%

*Weekend Baby Bullet

Table 20: SOUTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Southbound (Sat & Sun)			
Train	Feb 2012	Feb 2013	Change
428	565	705	24.8%
802*	373	609	63.3%
430	496	529	6.7%
442	729	902	23.7%
804*	440	621	41.1%
444	389	583	49.9%

*Weekend Baby Bullet

ATTACHMENT 1 – Caltrain Service History

Caltrain Service History

The following is a summary of service history from 1991 to present.

October 2012

- Operating
 - 92 Weekday trains
 - 36 Saturday trains
 - 32 Sunday trains
- Impacts/Changes to Service
 - Weekday: 4 shoulder-peak trains restored from 2011 reduction. Additional 2 new PM peak trains and addition of stops at Sunnyvale or Palo Alto on 6 trains each

January 2011

- 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

August 2009

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

March 2009

- 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 a.m.

March 2008

- 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 from 7:30 p.m. to 10:30 p.m.
 - SJ weekday evening departures adjusted from 8:10 p.m. & 9:10 p.m. to 7:30 p.m. to 10:30 p.m.

December 2005

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

August 2005

- Operating
 - 96 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Suspension of service to Paul Avenue
 - 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

May 2005

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

June 2004

- 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 peak hour
 - One local train per hour
 - Two limited stop trains per peak hour
- Saturday restored to 32 trains
- Sunday restored and increased from 20 to 30 trains

2002

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

April 2001

- Operating
 - 80 Weekday trains
 - 32 Saturday trains
 - 20 Sunday trains
- Impacts/Changes to Service
 - Added two weekday trains

November 2000 to February 2001

- Operating
 - 78 Weekday trains
 - 32 Saturday trains
 - 20 Sunday trains
- Impacts/Changes to Service
 - Pilot program of weekend service to Gilroy (two roundtrips per day)

September 2000

- Operating
 - 78 Weekday trains
 - 32 Saturday trains
 - 20 Sunday trains
- Impacts/Changes to Service
 - Added 10 weekday trains
 - Added 4 Saturday trains

April 1999

- Operating
 - 68 Weekday trains

- 28 Saturday trains
- 20 Sunday trains
- Impacts/Changes to Service
 - Added 2 weekday trains
 - Added 1 Sunday train

July 1997

- Operating
 - 66 Weekday trains
 - 28 Saturday trains
 - 19 Sunday trains
- Impacts/Changes to Service
 - Added 6 weekday trains
 - Added 2 Saturday trains

February 1994

- Operating
 - 60 Weekday trains
 - 26 Saturday trains
 - 19 Sunday trains
- Impacts/Changes to Service
 - Added 4 round trips to Gilroy

July 1992 (JPB assumed ownership and operation of Caltrain)

- Operating
 - 60 Weekday trains
 - 26 Saturday trains
 - 19 Sunday trains
- Impacts/Changes to Service
 - Added 6 Weekday trains
 - Service to Gilroy added
 - Tamien Station opens

September 1991

- Operating
 - 54 Weekday trains
 - 26 Saturday trains
 - 19 Sunday trains

ATTACHMENT 2 – Tables and Graphs

List of Tables and Graphs

- Average Weekday Passenger Boardings by Station, 2009-2013
- Average Weekday Passenger Activity
- Station Rank by All Day Passenger Boardings
- Morning peak Passenger Activity
- Percent of Capacity and Passenger Boarding by Train (for both Northbound and Southbound)
- Total Boardings – Percent Change 2012 to 2013
- Percent Capacity by Time Period
- Boardings by Time Period
- Graphs - Maximum Northbound and Southbound Loads
- Average Weekday Bicycle Activity by Station
- Saturday and Sunday Passenger Activity
- Saturday and Sunday Boardings by Numeric Change 2012 to 2013
- Saturday and Sunday Boarding by Train 2012 vs. 2013

February 2013 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER BOARDINGS BY STATION, 2009 - 2013

STATION	Feb. '09	Feb. '10	Feb. '11	Feb. '12	Feb. '13	% change	difference
						(Feb '12 vs. Feb '13)	(Feb '12 vs. Feb '13)
San Francisco	7,996	8,038	8,897	9,670	10,786	11.5%	1,115
22nd Street	863	840	1,036	1,252	1,312	4.8%	60
Bayshore	134	125	138	165	195	17.8%	29
So. San Francisco	319	298	365	389	361	-7.3%	-28
San Bruno	414	343	403	432	437	1.2%	5
Millbrae	2,649	2,410	2,600	2,880	3,255	13.1%	376
Burlingame	674	606	675	749	792	5.8%	44
San Mateo	1,340	1,195	1,347	1,477	1,571	6.4%	94
Hayward Park	215	208	288	327	331	1.2%	4
Hillsdale	1,824	1,707	1,883	2,097	2,317	10.5%	220
Belmont	418	361	369	454	509	12.1%	55
San Carlos	921	802	937	1,004	1,138	13.3%	133
Redwood City	2,004	1,878	2,106	2,399	2,619	9.2%	220
Menlo Park	1,334	1,252	1,312	1,471	1,526	3.8%	55
Palo Alto	3,621	3,582	4,028	4,661	5,469	17.3%	808
California Ave.	786	777	895	1,069	1,294	21.0%	224
San Antonio	587	492	478	611	675	10.5%	64
Mountain View	3,209	3,049	3,368	3,670	3,876	5.6%	206
Sunnyvale	1,779	1,625	1,787	1,965	2,274	15.7%	309
Lawrence	567	497	531	606	700	15.4%	93
Santa Clara	683	591	656	715	822	14.8%	106
College Park	107	58	74	85	87	1.6%	1
San Jose Diridon	2,783	2,517	2,681	3,187	3,489	9.5%	301
Tamien	613	544	577	653	807	23.5%	154
Capitol	32	21	19	27	44	64.2%	17
Blossom Hill	61	45	68	66	66	0.3%	0
Morgan Hill	115	101	106	113	133	17.6%	20
San Martin	43	43	43	43	49	14.4%	6
Gilroy	142	113	113	116	129	11.2%	13
TOTAL	36,232	34,120	37,779	42,354	47,060	11.1%	4,706
	-	-5.83%	10.72%	12.11%	11.11%		
Gilroy Extension	393	323	348	366	422	15.5%	57
	-	-17.91%	8.00%	4.94%	15.48%		
San Francisco	8,993	9,002	10,071	11,088	12,292	9.2%	1,017
San Mateo	12,112	11,061	12,285	13,678	14,855	10.2%	1,393
Santa Clara (Inc. Gilroy)	15,128	14,056	15,423	17,588	19,913	12.3%	2,165
San Francisco	24.8%	26.4%	26.7%	26.2%	26.1%		
San Mateo	33.4%	32.4%	32.5%	32.3%	31.6%		
Santa Clara (Inc. Gilroy)	41.8%	41.2%	40.8%	41.5%	42.3%		

February 2013 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	10,734	10,786	0	10,786	10,734
22nd Street	20	1,270	1,292	23	1,312	1,293
Bayshore	35	155	160	29	195	185
South SF	127	233	234	152	361	385
San Bruno	184	263	253	202	437	465
Millbrae	409	2,835	2,846	428	3,255	3,264
Burlingame	369	403	423	365	792	768
San Mateo	746	807	824	762	1,571	1,569
Hayward Park	178	163	153	173	331	336
Hillsdale	1,416	888	901	1,351	2,317	2,239
Belmont	273	233	235	274	509	507
San Carlos	570	606	568	596	1,138	1,202
Redwood City	1,715	901	904	1,655	2,619	2,556
Menlo Park	887	681	639	934	1,526	1,615
Palo Alto	3,551	2,011	1,918	3,745	5,469	5,757
California Ave.	867	394	427	833	1,294	1,227
San Antonio	564	105	111	505	675	610
Mountain View	3,492	350	384	3,441	3,876	3,792
Sunnyvale	2,121	132	152	2,139	2,274	2,271
Lawrence	591	130	109	546	700	676
Santa Clara	775	52	46	711	822	763
College Park	53	45	33	104	87	149
San Jose Diridon	3,378	31	110	3,527	3,489	3,557
Tamien	795	94	11	665	807	759
Capitol	37	7	7	27	44	34
Blossom Hill	62	3	4	57	66	61
Morgan Hill	133	1	1	123	133	123
San Martin	49	0	0	40	49	40
Gilroy	129	0	0	126	129	126
TOTAL	23,528	23,528	23,532	23,532	47,060	47,060

Ridership Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2013 Caltrain Annual Counts
STATION RANK BY ALL DAY PASSENGER BOARDINGS

STATION	TOTAL ON	% OF TOTAL	2013 RANK	2012 RANK
San Francisco	10,786	22.92%	1	1
Palo Alto	5,469	11.62%	2	2
Mountain View	3,876	8.24%	3	3
San Jose Diridon	3,489	7.41%	4	4
Millbrae	3,255	6.92%	5	5
Redwood City	2,619	5.57%	6	6
Hillsdale	2,317	4.92%	7	7
Sunnyvale	2,274	4.83%	8	8
San Mateo	1,571	3.34%	9	9
Menlo Park	1,526	3.24%	10	10
22nd Street	1,312	2.79%	11	11
California Ave.	1,294	2.75%	12	12
San Carlos	1,138	2.42%	13	13
Santa Clara	822	1.75%	14	15
Tamien	807	1.71%	15	16
Burlingame	792	1.68%	16	14
Lawrence	700	1.49%	17	18
San Antonio	675	1.43%	18	17
Belmont	509	1.08%	19	19
San Bruno	437	0.93%	20	20
South SF	361	0.77%	21	21
Hayward Park	331	0.70%	22	22
Bayshore	195	0.41%	23	23
Morgan Hill	133	0.28%	24	25
Gilroy	129	0.27%	25	24
College Park	87	0.18%	26	26
Blossom Hill	66	0.14%	27	27
San Martin	49	0.10%	28	28
Capitol	44	0.09%	29	29
TOTAL	47,060	100.00%		

February 2013 Caltrain Annual Counts
MORNING PEAK PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	6,273	2,560	0	2,560	6,273
22nd Street	5	45	1,092	11	1,097	56
Bayshore	22	27	78	4	100	31
South SF	61	125	56	45	117	170
San Bruno	138	64	120	13	258	77
Millbrae	279	856	1,156	69	1,435	925
Burlingame	201	81	185	45	386	127
San Mateo	386	212	378	145	764	358
Hayward Park	34	60	54	60	88	120
Hillsdale	917	293	413	228	1,329	521
Belmont	94	61	82	55	176	117
San Carlos	206	175	299	255	505	430
Redwood City	689	363	309	616	998	979
Menlo Park	247	378	165	455	412	833
Palo Alto	746	1,333	214	2,139	960	3,471
California Ave.	232	209	60	356	292	565
San Antonio	263	26	34	103	297	130
Mountain View	1,344	152	90	1,476	1,434	1,628
Sunnyvale	1,534	64	27	153	1,562	217
Lawrence	213	81	16	226	228	307
Santa Clara	351	29	6	161	356	191
College Park	3	45	0	100	4	145
San Jose Diridon	1,985	28	2	655	1,987	683
Tamien	723	94	0	24	723	118
Capitol	37	7	0	0	37	7
Blossom Hill	62	3	0	0	62	3
Morgan Hill	133	1	0	0	133	1
San Martin	49	0	0	0	49	0
Gilroy	129	0	0	0	129	0
TOTAL	11,084	11,084	7,396	7,396	18,479	18,479

Ridership Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2013 Caltrain Annual Counts
NORTHBOUND - PERCENT OF CAPACITY

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:30a	Burlingame	74	650	11%	101
103	5:05a	Burlingame	89	650	14%	161
305	5:45a	Hillsdale	255	650	39%	301
207	5:57a	Hillsdale	297	650	46%	408
309	6:03a	San Mateo	345	650	53%	458
211	6:20a	Burlingame	159	650	24%	316
313	6:45a	Hillsdale	598	650	92%	763
215	6:50a	San Bruno	442	650	68%	626
217	6:57a	Hillsdale	612	650	94%	962
319	7:03a	Sunnyvale	670	650	103%	978
221	7:18a	Mountain View	389	650	60%	767
323	7:45a	Hillsdale	678	650	104%	935
225	7:50a	San Bruno	534	650	82%	781
227	7:55a	San Antonio	551	650	85%	1,121
329	8:03a	Sunnyvale	730	650	112%	991
231	8:20a	Mountain View	339	650	52%	553
233	8:40a	San Antonio	529	650	81%	861
135	9:10a	San Antonio	358	650	55%	566
237	9:40a	Burlingame	231	650	35%	393
139	10:10a	Burlingame	177	650	27%	333
143	11:10a	Hayward Park	261	650	40%	416
147	12:10p	Hayward Park	242	650	37%	394
151	1:10p	Hayward Park	222	650	34%	350
155	2:10p	Hayward Park	248	650	38%	424
257	2:40p	Redwood City	161	650	25%	264
159	3:05p	Redwood City	265	650	41%	486
261	3:44p	Redwood City	452	650	70%	614
263	4:05p	Hayward Park	164	650	25%	303
365	4:23p	Redwood City	475	650	73%	535
267	4:31p	Menlo Park	199	650	31%	303
269	4:39p	Redwood City	548	650	84%	782
371	4:45p	Hillsdale	493	650	76%	581
273	5:05p	San Carlos	231	650	35%	437
375	5:23p	Redwood City	636	650	98%	758
277	5:31p	Menlo Park	375	650	58%	545
279	5:39p	Redwood City	459	650	71%	649
381	5:45p	Palo Alto	444	650	68%	500
283	6:05p	San Carlos	156	650	24%	292
385	6:23p	Redwood City	444	650	68%	521
287	6:31p	Menlo Park	177	650	27%	250
289	6:45p	San Carlos	259	650	40%	357
191	6:50p	Palo Alto	163	650	25%	267
193	7:30p	Redwood City	256	650	39%	373
195	8:30p	Redwood City	233	650	36%	341
197	9:30p	San Carlos	164	650	25%	248
199	10:30p	Redwood City	104	650	16%	162
			15,886	32,500	49%	23,528

February 2013 Caltrain Annual Counts
SOUTHBOUND - PERCENT OF CAPACITY

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
102	4:55a	Redwood City	69	650	11%	94
104	5:25a	Menlo Park	127	650	20%	186
206	6:11a	San Carlos	251	650	39%	353
208	6:24a	San Carlos	191	650	29%	298
210	6:44a	San Carlos	394	650	61%	599
312	6:57a	Millbrae	412	650	63%	466
314	7:14a	Hillsdale	518	650	80%	600
216	7:19a	San Carlos	298	650	46%	405
218	7:24a	Belmont	308	650	47%	501
220	7:44a	San Mateo	572	650	88%	786
322	7:57a	Millbrae	537	650	83%	597
324	8:14a	Hillsdale	590	650	91%	690
226	8:19a	Hillsdale	247	650	38%	380
228	8:24a	Burlingame	231	650	36%	389
230	8:44a	Millbrae	433	650	67%	575
332	8:57a	Millbrae	451	650	69%	477
134	9:07a	Belmont	240	650	37%	397
236	9:37a	Millbrae	195	650	30%	277
138	10:07a	Hillsdale	244	650	38%	374
142	11:07a	Burlingame	224	650	34%	348
146	12:07p	Hayward Park	208	650	32%	326
150	1:07p	Burlingame	246	650	38%	404
152	2:07p	Burlingame	261	650	40%	476
254	2:37p	Burlingame	165	650	25%	292
156	3:07p	California Ave.	394	650	61%	762
258	3:37p	California Ave.	337	650	52%	567
360	4:09p	Palo Alto	398	650	61%	578
262	4:19p	California Ave.	330	650	51%	524
264	4:27p	Menlo Park	360	650	55%	578
366	4:33p	Palo Alto	647	650	99%	887
268	4:56p	California Ave.	568	650	87%	1,119
370	5:14p	Millbrae	672	650	103%	859
272	5:20p	San Francisco	525	650	81%	792
274	5:27p	Menlo Park	287	650	44%	562
376	5:33p	Millbrae	780	650	120%	1,013
278	5:56p	Millbrae	649	650	100%	889
380	6:14p	Millbrae	553	650	85%	637
282	6:20p	San Francisco	291	650	45%	409
284	6:27p	Millbrae	139	650	21%	258
386	6:33p	Millbrae	451	650	69%	540
288	6:56p	Millbrae	400	650	62%	526
190	7:30p	Millbrae	361	650	56%	556
192	8:30p	Burlingame	326	650	50%	484
194	9:30p	Millbrae	221	650	34%	325
196	10:30p	Millbrae	163	650	25%	224
198	12:01a	Millbrae	116	650	18%	154
			16,380	31,850	51%	23,532

February 2013 Caltrain Annual Counts
TOTAL BOARDINGS - PERCENT CHANGE 2012 TO 2013

NORTHBOUND			
Train Number	Total Boardings		% Change
	2012	2013	
101	104	101	-2.1%
103	147	161	9.4%
305	273	301	10.3%
207	354	408	15.3%
309	429	458	6.9%
211	285	316	10.7%
313	695	763	9.7%
215	555	626	12.9%
217	900	962	6.9%
319	879	978	11.3%
221	640	767	19.8%
323	906	935	3.2%
225	754	781	3.7%
227	954	1121	17.5%
329	957	991	3.6%
231	441	553	25.4%
233	743	861	15.9%
135	555	566	2.0%
237	0	393	-
139	432	333	-22.8%
143	328	416	26.8%
147	344	394	14.4%
151	354	350	-1.2%
155	441	424	-3.9%
257	0	264	-
159	582	486	-16.4%
261	604	614	1.7%
263	321	303	-5.7%
365	365	535	46.4%
267	0	303	-
269	807	782	-3.1%
371	735	581	-21.0%
273	420	437	4.0%
375	563	758	34.6%
277	543	545	0.4%
279	601	649	8.1%
381	577	500	-13.4%
283	268	292	8.8%
385	396	521	31.6%
287	283	250	-11.9%
289	345	357	3.6%
191	214	267	25.0%
193	356	373	4.7%
195	296	341	15.1%
197	231	248	7.1%
199	277	162	-41.5%

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2012	2013	
102	80	94	17.6%
104	153	186	21.7%
206	286	353	23.4%
208	290	298	2.6%
210	562	599	6.5%
312	392	466	18.9%
314	653	600	-8.2%
216	355	405	14.1%
218	434	501	15.5%
220	690	786	14.0%
322	474	597	26.1%
324	718	690	-3.9%
226	362	380	5.0%
228	336	389	15.7%
230	599	575	-4.1%
332	345	477	38.3%
134	474	397	-16.3%
236	0	277	-
138	436	374	-14.2%
142	343	348	1.7%
146	330	326	-1.2%
150	344	404	17.5%
152	489	476	-2.6%
254	0	292	-
156	846	762	-10.0%
258	476	567	19.2%
360	534	578	8.2%
262	469	524	11.7%
264	478	578	20.9%
366	685	887	29.4%
268	1019	1119	9.8%
370	769	859	11.7%
272	748	792	5.9%
274	481	562	16.9%
376	886	1013	14.2%
278	878	889	1.3%
380	676	637	-5.7%
282	0	409	-
284	353	258	-26.8%
386	625	540	-13.7%
288	536	526	-1.8%
190	452	556	23.0%
192	420	484	15.1%
194	278	325	17.1%
196	214	224	4.9%
198	133	154	15.5%

Shading indicates trains added in Oct 2012

**February 2013 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	7,289	11,050	66.0%
Off Peak NB	2,657	7,800	34.1%
PM NB	5,940	11,050	53.8%
ALL NB	15,886	29,900	53.1%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	5,628	10,400	54.1%
Off Peak SB	2,971	8,450	35.2%
PM SB	7,781	11,050	70.4%
ALL SB	16,380	29,900	54.8%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	15,070	22,100	68.2%
Reverse	11,568	21,450	53.9%
Off Peak	5,628	16,250	34.6%
ALL TRAINS	32,266	59,800	54.0%

February 2013 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

Traditional Peak	
AM Northbound	11,084
PM Southbound	11,499
Total	22,583

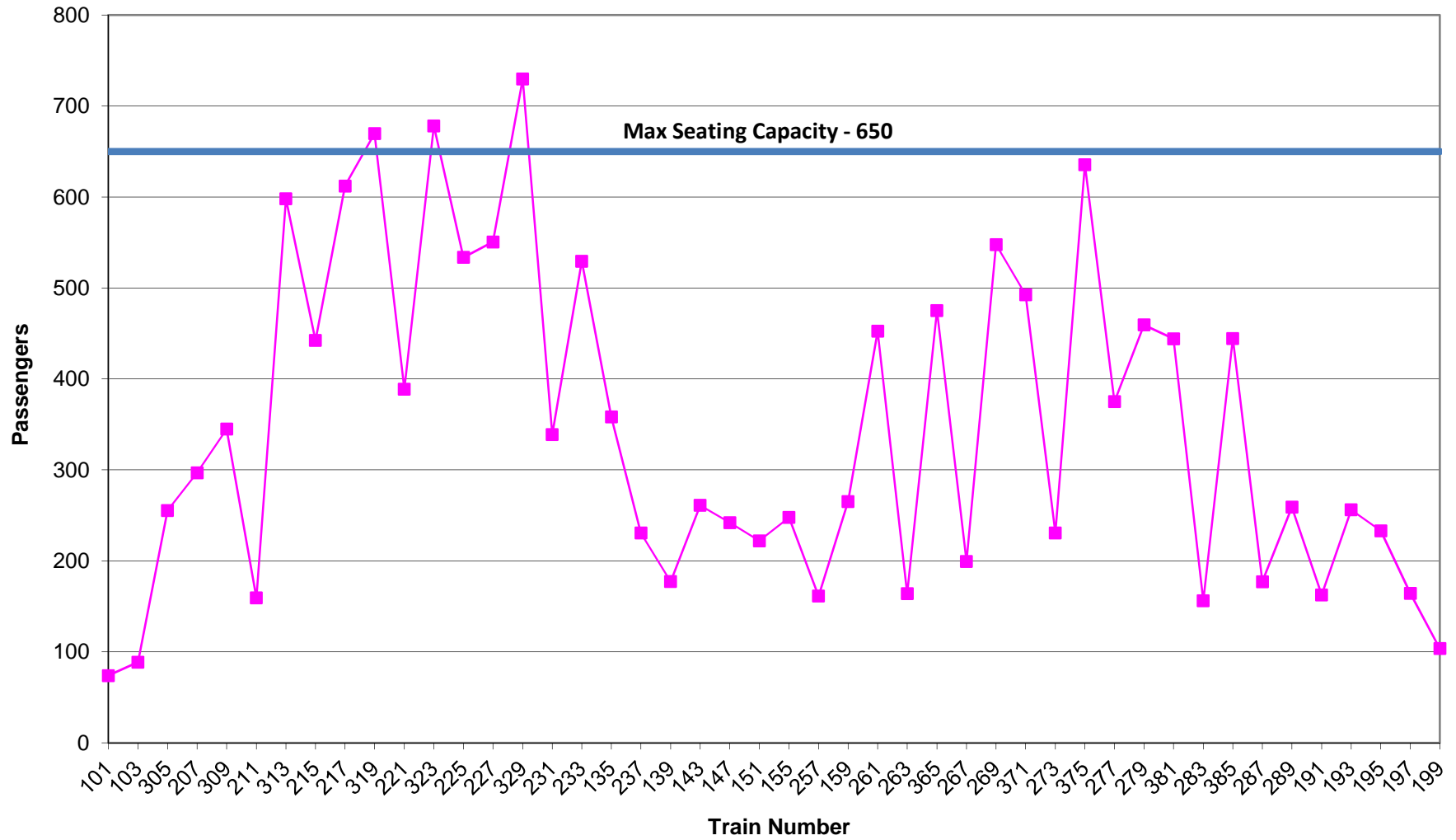
Reverse Peak	
AM Southbound	7,396
PM Northbound	8,180
Total	15,575

Midday	
Northbound	3,141
Southbound	2,895
Total	6,036

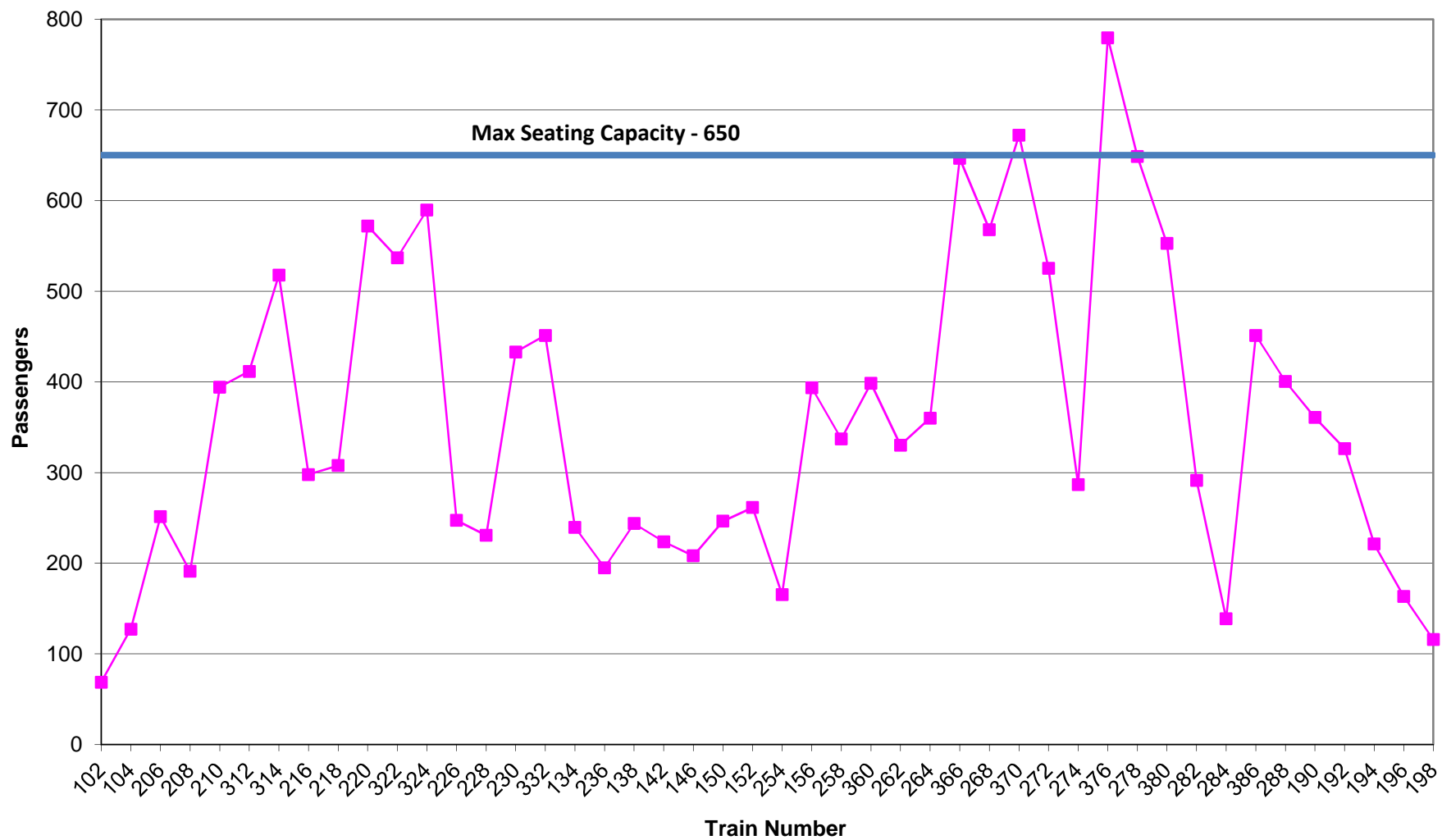
Evening	
Northbound	1,124
Southbound	1,743
Total	2,867

Total	
Northbound	23,528
Southbound	23,532
Total	47,060

Maximum Load - Northbound February 2013



Maximum Load - Southbound February 2013



February 2013 Caltrain Annual Counts

AVERAGE WEEKDAY BICYCLE RIDERSHIP BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,083	1,166	0	1,166	1,083
22nd Street	0	248	173	1	174	248
Bayshore	4	15	20	4	24	19
South SF	15	31	34	21	48	52
San Bruno	13	28	27	16	40	44
Millbrae	31	122	96	39	127	161
Burlingame	34	43	43	35	77	78
San Mateo	78	85	82	81	161	166
Hayward Park	19	19	22	23	42	42
Hillsdale	104	93	87	93	191	186
Belmont	30	34	30	33	59	67
San Carlos	60	52	58	59	119	110
Redwood City	190	114	118	173	307	287
Menlo Park	107	73	62	119	169	191
Palo Alto	426	221	219	455	644	676
California Ave.	129	70	70	113	199	182
San Antonio	90	19	22	85	112	104
Mountain View	398	56	66	383	464	439
Sunnyvale	190	23	25	187	215	210
Lawrence	90	20	16	80	106	100
Santa Clara	70	5	3	71	73	76
College Park	2	1	0	2	3	3
San Jose Diridon	299	2	6	299	305	301
Tamien	50	2	1	47	51	49
Capitol	5	1	2	6	7	8
Blossom Hill	3	1	1	5	5	6
Morgan Hill	8	0	0	10	8	10
San Martin	2	0	0	1	2	1
Gilroy	10	0	0	11	10	11
TOTAL	2,459	2,459	2,451	2,451	4,910	4,910

Bicycle Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2013 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	3,167	3,121	0	3,121	3,167
22nd Street	10	164	183	6	193	170
Bayshore	13	122	102	13	115	135
South SF	31	52	62	39	93	91
San Bruno	66	105	134	52	200	157
Millbrae	88	1,040	1,051	85	1,139	1,125
Broadway	35	56	56	62	91	118
Burlingame	152	199	191	139	343	338
San Mateo	262	238	225	276	487	514
Hayward Park	77	67	58	99	135	166
Hillsdale	283	240	227	300	510	540
Belmont	177	111	111	137	288	248
San Carlos	194	120	95	163	289	283
Redwood City	543	308	307	565	850	873
Atherton	36	27	28	46	64	73
Menlo Park	311	133	133	256	444	389
Palo Alto	884	392	379	861	1,263	1,253
California Ave.	277	83	67	287	344	370
San Antonio	253	64	72	229	325	293
Mountain View	814	147	158	816	972	963
Sunnyvale	588	79	59	581	647	660
Lawrence	171	28	43	150	214	178
Santa Clara	413	21	21	314	434	335
San Jose Diridon	1,285	0	0	1,407	1,285	1,407
TOTAL	6,963	6,963	6,883	6,883	13,846	13,846

February 2013 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,341	2,637	0	2,637	2,341
22nd Street	8	152	149	7	157	159
Bayshore	20	76	98	10	118	86
South SF	37	68	73	35	110	103
San Bruno	53	70	92	51	145	121
Millbrae	55	734	862	63	917	797
Broadway	29	49	33	40	62	89
Burlingame	96	141	152	119	248	260
San Mateo	177	174	161	177	338	351
Hayward Park	58	38	55	89	113	127
Hillsdale	214	194	180	236	394	430
Belmont	118	78	86	112	204	190
San Carlos	103	81	61	146	164	227
Redwood City	375	176	167	372	542	548
Atherton	42	33	23	51	65	84
Menlo Park	224	107	116	231	340	338
Palo Alto	678	271	267	845	945	1,116
California Ave.	189	49	68	254	257	303
San Antonio	201	44	41	209	242	253
Mountain View	634	78	72	616	706	694
Sunnyvale	441	29	18	480	459	509
Lawrence	126	15	15	101	141	116
Santa Clara	260	13	11	267	271	280
San Jose Diridon	873	0	0	926	873	926
TOTAL	5,011	5,011	5,437	5,437	10,448	10,448

February 2013 Caltain Annual Count
SATURDAY BOARDINGS BY NUMERIC CHANGE 2012 TO 2013

STATION	2012 Boardings	2013 Boardings	Numeric Change	Percentage Change
San Francisco	2,563	3,121	558	21.8%
San Jose Diridon	927	1,285	358	38.6%
Millbrae	852	1,139	287	33.7%
Palo Alto	1,065	1,263	198	18.6%
Santa Clara	290	434	144	49.7%
Redwood City	730	850	120	16.4%
Mountain View	862	972	110	12.8%
Sunnyvale	562	647	85	15.1%
Lawrence	132	214	82	62.1%
San Antonio	248	325	77	31.0%
San Bruno	129	200	71	55.0%
22nd Street	128	193	65	50.8%
Belmont	226	288	62	27.4%
San Mateo	428	487	59	13.8%
San Carlos	232	289	57	24.6%
Menlo Park	405	444	39	9.6%
Burlingame	322	343	21	6.5%
Hillsdale	501	510	9	1.8%
Bayshore	107	115	8	7.5%
Atherton	56	64	8	14.3%
Broadway	86	91	5	5.8%
Hayward Park	135	135	0	0.0%
South SF	101	93	-8	-7.9%
California Ave.	373	344	-29	-7.8%
TOTAL	11,460	13,846	2,386	20.8%

February 2013 Caltain Annual Count
SUNDAY BOARDING BY NUMERIC CHANGE 2012 TO 2013

STATION	2012 Boardings	2013 Boardings	Numeric Change	Percentage Change
San Francisco	2,025	2,637	612	30.2%
Palo Alto	794	945	151	19.0%
San Jose Diridon	743	873	130	17.5%
Millbrae	798	917	119	14.9%
Mountain View	594	706	112	18.9%
Menlo Park	243	340	97	39.9%
Hillsdale	308	394	86	27.9%
San Mateo	271	338	67	24.7%
Burlingame	193	248	55	28.5%
Sunnyvale	411	459	48	11.7%
Belmont	157	204	47	29.9%
San Antonio	195	242	47	24.1%
Redwood City	501	542	41	8.2%
Santa Clara	238	271	33	13.9%
San Bruno	113	145	32	28.3%
Lawrence	113	141	28	24.8%
South SF	88	110	22	25.0%
22nd Street	137	157	20	14.6%
Atherton	45	65	20	44.4%
Hayward Park	109	113	4	3.7%
California Ave.	253	257	4	1.6%
San Carlos	167	164	-3	-1.8%
Broadway	68	62	-6	-8.8%
Bayshore	182	118	-64	-35.2%
TOTAL	8,746	10,448	1,702	19.5%

**February 2013 Caltrain Annual Count
WEEKEND PASSENGERS BY TRAIN 2012 vs 2013**

SATURDAY NORTHBOUND

SJ Depart	Train	Feb 2012 AWR	Feb 2013 AWR	Difference	Percent Change
7:00 a	421	198	235	37	18.7%
8:00 a	423	272	378	106	39.0%
9:00 a	425	365	473	108	29.6%
10:00 a	427	322	468	146	45.3%
10:35 a	801	328	390	62	18.9%
11:00 a	429	350	453	103	29.4%
12:00 p	431	463	497	34	7.3%
1:00 p	433	477	522	45	9.4%
2:00 p	435	386	427	41	10.6%
3:00 p	437	430	408	-22	-5.1%
4:00 p	439	410	738	328	80.0%
5:00 p	441	362	396	34	9.4%
5:35 a	803	259	287	28	10.8%
6:00 p	443	319	323	4	1.3%
7:00 p	445	261	296	35	13.4%
8:00 p	447	208	243	35	16.8%
9:00 p	449	225	235	10	4.4%
10:30 p	451	199	194	-5	-2.5%
Total		5,834	6,963	1,129	19.4%

SATURDAY SOUTHBOUND

SF Depart	Train	Feb 2012 AWR	Feb 2013 AWR	Difference	Percent Change
8:15 a	422	251	306	55	21.9%
9:15 a	424	260	333	73	28.1%
10:15 a	426	305	524	219	71.8%
11:15 a	428	314	372	58	18.5%
11:59 a	802	217	326	109	50.2%
12:15 p	430	250	264	14	5.6%
1:15 p	432	299	433	134	44.8%
2:15 p	434	346	379	33	9.5%
3:15 p	436	436	452	16	3.7%
4:15 p	438	523	555	32	6.1%
5:15 p	440	591	607	16	2.7%
6:15 p	442	389	471	82	21.1%
6:59 p	804	261	340	79	30.3%
7:15 p	444	206	284	78	37.9%
8:15 p	446	248	320	72	29.0%
9:15 p	448	278	323	45	16.2%
10:15 p	450	210	291	81	38.6%
12:01 a	454	242	303	61	25.2%
Total		5,626	6,883	1,257	22.3%

**February 2013 Caltrain Annual Count
WEEKEND PASSENGERS BY TRAIN 2012 vs 2013**

SUNDAY NORTHBOUND

SJ Depart	Train	Feb 2012 AWR	Feb 2013 AWR	Difference	Percent Change
8:00 a	423	223	279	56	25.1%
9:00 a	425	328	403	75	22.9%
10:00 a	427	304	425	121	39.8%
10:35 a	801	290	301	11	3.8%
11:00 a	429	344	381	37	10.8%
12:00 p	431	379	436	57	15.0%
1:00 p	433	363	363	0	0.0%
2:00 p	435	309	320	11	3.6%
3:00 p	437	249	355	106	42.6%
4:00 p	439	328	359	31	9.5%
5:00 p	441	256	308	52	20.3%
5:35 p	803	70	191	121	172.9%
6:00 p	443	155	193	38	24.5%
7:00 p	445	252	272	20	7.9%
8:00 p	447	312	223	-89	-28.5%
9:00 p	449	178	202	24	13.5%
Total		4,340	5,011	671	15.5%

SUNDAY SOUTHBOUND

SF Depart	Train	Feb 2012 AWR	Feb 2013 AWR	Difference	Percent Change
7:00 a	-	-	-	-	-
8:15 a	422	162	218	56	34.6%
9:15 a	424	215	307	92	42.8%
10:15 a	426	257	353	96	37.4%
11:15 a	428	251	333	82	32.7%
11:59 a	802	156	283	127	81.4%
12:15 p	430	246	265	19	7.7%
1:15 p	432	353	351	-2	-0.6%
2:15 p	434	432	439	7	1.6%
3:15 p	436	464	386	-78	-16.8%
4:15 p	438	336	466	130	38.7%
5:15 p	440	350	501	151	43.1%
6:15 p	442	340	431	91	26.8%
6:59 p	804	179	281	102	57.0%
7:15 p	444	183	299	116	63.4%
8:15 p	446	289	286	-3	-1.0%
9:15 p	448	193	238	45	23.3%
10:00 p	-	-	-	-	-
Total		4,406	5,437	1,031	23.4%