



**February 2014 Caltrain Annual Passenger Counts  
Key Findings**

## Table of Contents

Methodology and Background .....	2
Latest Service Changes.....	2
Weekday Ridership.....	2
Peak Trains .....	3
Stations .....	4
Baby Bullet Stations .....	6
Average Trip Length.....	6
Train Capacity .....	6
Commuter Patterns .....	8
Gilroy Extension Ridership .....	8
Midday Ridership.....	8
2012 PM peak Trains and Stops .....	9
Boardings by County .....	11
Bicycles .....	12
Weekend Ridership.....	13

Attachment 1 – Caltrain Service History

Attachment 2 – Tables and Graphs

# Key Findings

## February 2014 Caltrain Annual Passenger Counts

---

### Methodology and Background

Caltrain is a fixed-transit rail line serving San Francisco, San Mateo and Santa Clara counties that spans 77.4 miles and includes 32 stations: 29 stations are served every day, two stations are for weekend service only, and one station is for special event service only. The 2014 annual Caltrain passenger counts were conducted from January 22 to February 20, 2014, and followed the same methodology that has been used since the counts commenced in 1994. Physical headcounts of all boarding and alighting passengers per station, including bikes and wheelchairs, are collected for all trains. Weekday trains are counted five times each, once each day, Monday through Friday. Weekday 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 with sound planning.

These annual passenger counts are an actual census of passengers and are used to validate the monthly ridership estimations derived from fare media 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, 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.

### Latest Service Changes

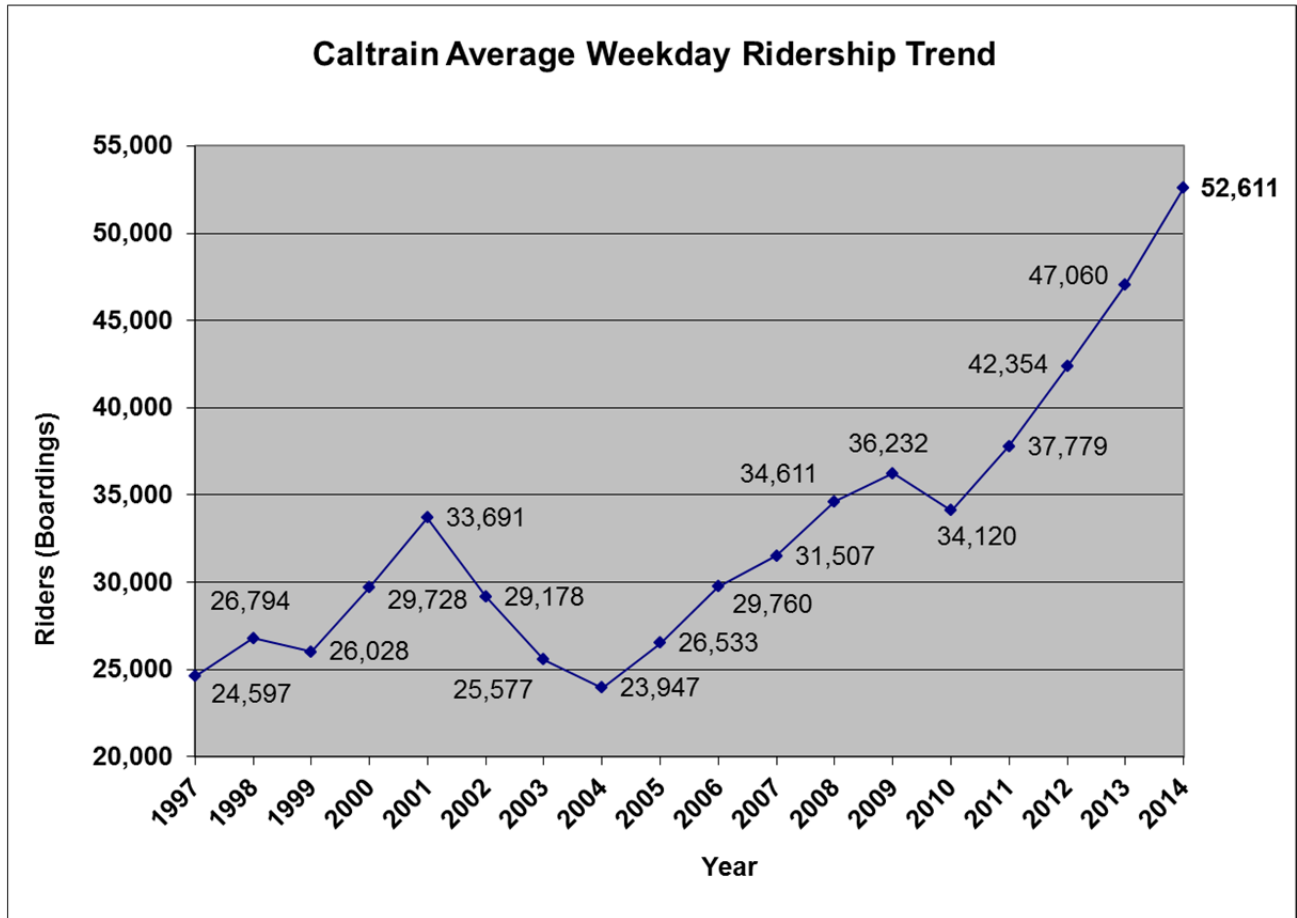
Due to increased ridership and need to relieve crowded trains, Caltrain added six trains and added a stop to 12 existing trains on October 1, 2012. Four midday trains (suspended in 2011) were restored to the "shoulder peak" of the schedule and two trains were added to the evening peak, filling in a third 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). While this is the second count since the change of service in 2012, it is the first time the new trains can be compared to a previous year. Additionally previous service levels and changes are described in Attachment 1 of this report.

### Weekday Ridership

The average weekday ridership (AWR) increased 11.8 percent compared to the previous annual count, with a total of 52,611 boardings. Since 1997, Caltrain AWR has increased by more than 100 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 120 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 and increased traffic congestion.

**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 12.5 percent compared to 2013 peak-period ridership. This year also saw an overall increase in ridership for Baby Bullet trains, Limited trains, and Local trains. The average number of passengers on each type of service in 2013 and 2014 is provided in Table 1. The large increase in Limited train ridership is due in part to the 2012 timetable changes which restored four “shoulder peak” trains, added 5<sup>th</sup> train per hour in the PM peak, and added six stops at Sunnyvale to traditional commute limited-stop trains.

**Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)**

<b>Train Type</b>	<b>Feb 2013</b>	<b>Feb 2014</b>	<b>Percent Change</b>
Baby Bullet	667	725	8.7%
Limited	564	649	15.0%
Local	294	318	8.1%

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 2013 and 2014.

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

<b>Service Type</b>	<b>Feb 2013</b>	<b>Feb 2014</b>	<b>Percent Change</b>
Baby Bullet	667	725	8.7%
Express/Local	595	668	12.2%
Uniform Limited	511	616	20.6%
Local	294	318	8.1%

Stations

When ranked by average weekday boardings, the top 10 stations remained the same, except that Sunnyvale and Hillsdale switched rankings from 2013 to 2014. All stations in the top 10 ridership stations have Baby Bullet service.

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

- Tamien moved from 15<sup>th</sup> to 14<sup>th</sup>
- Burlingame moved from 16<sup>th</sup> to 15<sup>th</sup>
- Santa Clara moved from 14<sup>th</sup> to 16<sup>th</sup>

Table 3 provides the numeric change in AWR from 2013 to 2014 among the 10 stations with the highest AWR.

**Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2013 TO 2014**

<b>Station</b>	<b>Feb 2013</b>		<b>Feb 2014</b>		<b>Change in AWR</b>
	<b>Rank</b>	<b>AWR</b>	<b>Rank</b>	<b>AWR</b>	
<b>San Francisco</b>	1	10,786	1	12,160	1,374
<b>Palo Alto</b>	2	5,469	2	6,156	687
<b>Mountain View</b>	3	3,876	3	4,274	399
<b>San Jose Diridon</b>	4	3,489	4	3,714	225
<b>Millbrae</b>	5	3,255	5	3,291	35
<b>Redwood City</b>	6	2,619	6	2,947	328
<b>Sunnyvale</b>	8	2,274	7	2,655	381
<b>Hillsdale</b>	7	2,317	8	2,555	238
<b>San Mateo</b>	9	1,571	9	1,851	280
<b>Menlo Park</b>	10	1,526	10	1,668	142

Table 4 lists the 10 stations with the highest AWR and their share of system total AWR in 2013 and 2014.

**Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2013 TO 2014**

<b>Station</b>	<b>Feb 13 AWR</b>	<b>% of Total AWR</b>	<b>Feb 14 AWR</b>	<b>% of Total AWR</b>	<b>Change in % of Total</b>
<b>San Francisco</b>	10,786	22.9%	12,160	23.1%	0.2%
<b>Palo Alto</b>	5,469	11.6%	6,156	11.7%	0.1%
<b>Mountain View</b>	3,876	8.2%	4,274	8.1%	-0.1%
<b>San Jose Diridon</b>	3,489	7.4%	3,714	7.1%	-0.4%
<b>Millbrae</b>	3,255	6.9%	3,291	6.3%	-0.7%
<b>Redwood City</b>	2,619	5.6%	2,947	5.6%	0.0%
<b>Sunnyvale</b>	2,274	4.8%	2,655	5.0%	0.2%
<b>Hillsdale</b>	2,317	4.9%	2,555	4.9%	-0.1%
<b>San Mateo</b>	1,571	3.3%	1,851	3.5%	0.2%
<b>Menlo Park</b>	1,526	3.2%	1,668	3.2%	-0.1%
<b>TOTAL</b>		<b>79.0%</b>		<b>78.4%</b>	<b>-0.6%</b>

The top 10 stations with the highest absolute change in AWR from 2013 to 2014, and the resulting percentage increase, are provided in Table 5.

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

<b>Largest Absolute Change (AWR) Feb 2013 to Feb 2014</b>	<b>Percent Change</b>
<b>San Francisco</b>	1374 12.7%
<b>Palo Alto</b>	687 12.6%
<b>Mountain View</b>	399 10.3%
<b>Sunnyvale</b>	381 16.8%
<b>Redwood City</b>	328 12.5%
<b>San Mateo</b>	280 17.8%
<b>Hillsdale</b>	238 10.3%
<b>San Carlos</b>	234 20.6%
<b>San Jose Diridon</b>	225 6.4%
<b>Tamien</b>	163 20.2%

### Baby Bullet Stations

Table 6 shows the change in AWR at stations with Baby Bullet service between 2013 and 2014.

**Table 6: BABY BULLET STATION RIDERSHIP COMPARISON**

Station	2013 AWR	2014 AWR	Percent Change
San Francisco	10,786	12,160	12.7%
22 <sup>nd</sup> Street	1,312	1,427	8.8%
Millbrae	3,255	3,291	1.1%
San Mateo	1,571	1,851	17.8%
Hillsdale	2,317	2,555	10.3%
Redwood City	2,619	2,947	12.5%
Menlo Park	1,526	1,668	9.3%
Palo Alto	5,469	6,156	12.6%
Mountain View	3,876	4,274	10.3%
Sunnyvale	2,274	2,655	16.8%
San Jose Diridon	3,489	3,714	6.4%
Tamien	807	970	20.2%
<b>TOTAL</b>	<b>39,299</b>	<b>43,668</b>	<b>11.1%</b>

The stations with Baby Bullet express service are continuing to show gains in ridership. Ridership at Baby Bullet stations continues to make up approximately 83 percent of total weekday boardings.

### Average Trip Length

The following table shows the average passenger trip length for various types of train service for 2013 and 2014. For comparison purposes, the length of each Caltrain zone is assumed to be 13 miles. This last year, the change is mixed between no change and decreases of less than 0.2 miles.

**Table 7: TRIP LENGTH BY WEEKDAY TRAIN TYPE**

Train Type	Average Trip Length (mi)	
	2013	2014
Weekday	22.8	22.6
Baby Bullet	28.2	28.0
Peak Non-Baby Bullet	20.3	20.2
Off Peak	20.6	20.6
All Locals	20.2	20.1

### 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 2014 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 trains with the highest percent of seated capacity in each direction, many of which are 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 fullest trains in each direction (defined as 95% seated capacity – 585 seated passengers or above) are at approximately 106 percent of seated capacity; this is an increase from last year, which showed an average maximum load of approximately 102 percent of seated capacity. This year 15 trains operated at above 95% capacity during the survey period, an increase from 10 trains operating at over 95% capacity in 2013. It is important to note that ridership in the peak summer months (High Season) is approximately 16-17 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: FULLEST TRAINS IN EACH DIRECTION (AT 95% SEATED CAPACITY OR ABOVE)**  
(average seated capacity: 650 passengers per train)

Northbound					
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
319	7:03 AM	796	123%	932	143%
323	7:45 AM	746	115%	873	134%
329	8:03 AM	738	114%	864	133%
375	5:23 PM	689	106%	806	124%
217	6:57 AM	675	104%	790	122%
225	7:50 AM	674	104%	789	121%
233	8:40 AM	641	99%	750	115%
313	6:45 AM	632	97%	739	114%

Southbound					
Train Number	Depart SF	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
376	5:33 PM	813	125%	952	146%
370	5:14 PM	706	109%	826	127%
366	4:33 PM	690	106%	807	124%
268	4:56 PM	670	103%	784	121%
278	5:56 PM	648	100%	759	117%
324	8:14 AM	622	96%	728	112%
322	7:57 AM	622	96%	727	112%

For northbound trains, the top five trains from 2013 remain in the top eight trains, but Train 319 moved from 3<sup>rd</sup> to 1<sup>st</sup> and Train 329 moved from 1<sup>st</sup> to 3<sup>rd</sup>. Three additional trains 225, 233, and 313 are also above 95% seated capacity.

For southbound trains, the top five trains from 2013 are included in the seven top trains from 2014. Train 366 moved from 4<sup>th</sup> place in 2013 to 3<sup>rd</sup> place this year. Train 268 ranked 4<sup>th</sup> place this year. Train 278 moved from 3<sup>rd</sup> place in 2013 to 5<sup>th</sup> place this year. Train 324 moved from 5<sup>th</sup> place in 2013 to 6<sup>th</sup> place this year. Train 322 ranked 7<sup>th</sup> place this year.



### Commute Patterns

The traditional peak (northbound morning and southbound evening), midday, reverse peak (southbound morning and northbound evening), and night time commute markets all showed growth from 2013 to 2014. Just like last year, the traditional peak market is showing stronger growth than the reverse of the traditional peak. The night market also showed strong increase. 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 2013.

**Table 9: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2013**

Market	Feb 2013 AWR	Feb 2014 AWR	Difference	% Change
<b>Traditional Peak</b>	22,583	25,767	3,185	14.1%
<b>Midday</b>	6,036	6,551	515	8.5%
<b>Reverse Peak</b>	15,575	17,044	1,469	9.4%
<b>Night</b>	2,867	3,250	383	13.4%
<b>TOTAL</b>	<b>47,060</b>	<b>52,611</b>	<b>5,551</b>	<b>11.8%</b>

### Gilroy Extension Ridership

Table 10 shows the AWR from 2009 to 2014 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 four years, ridership has increased on the Gilroy extension.

**Table 10: Gilroy Extension Boardings by Year 2009 – 2014**

Year	2009	2010	2011	2012	2013	2014
<b>Boardings</b>	393	323	348	366	422	463
<b>Change</b>	-	-17.9%	8.0%	4.9%	15.4%	9.7%

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 70 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 trains had a ridership decline. However, ridership for the entire midday period continues to increase. Table 11 compares the ridership of all midday trains in 2013 and 2014:

**Table 11: MIDDAY RIDERSHIP – COMPARISON 2013 TO 2014**

<b>NORTHBOUND</b>				<b>SOUTHBOUND</b>			
<b>Train</b>	<b>Total Boardings</b>		<b>Change</b>	<b>Train</b>	<b>Total Boardings</b>		<b>Change</b>
	<b>2013</b>	<b>2014</b>			<b>2013</b>	<b>2014</b>	
<b>135</b>	566	652	15.1%	<b>134</b>	397	425	7.3%
<b>237</b>	393	464	18.1%	<b>236</b>	277	384	38.5%
<b>139</b>	333	378	13.3%	<b>138</b>	374	362	-3.3%
<b>143</b>	416	401	-3.7%	<b>142</b>	348	403	15.7%
<b>147</b>	394	399	1.3%	<b>146</b>	326	379	16.2%
<b>151</b>	350	376	7.5%	<b>150</b>	404	380	-5.9%
<b>155</b>	424	416	-1.8%	<b>152</b>	476	489	2.6%
<b>257</b>	264	326	23.4%	<b>254</b>	292	317	8.4%
<b>Total</b>	<b>3141</b>	<b>3412</b>	<b>8.6%</b>	<b>Total</b>	<b>2895</b>	<b>3139</b>	<b>8.4%</b>

2012 PM peak Trains and Stops

The latest Caltrain schedule change was implemented 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, 2013, and 2014.

**Table 12: BOARDINGS BY TRAINS – 2012, 2013 & 2014 COMPARISON**

<b>NORTHBOUND</b>					
Train Number	Total Boardings			2013 - 2014 % Change	2012 - 2014 % Change
	2012	2013	2014		
309	429	458	524	14.4%	22.2%
<b>211</b>	<b>285</b>	<b>316</b>	<b>379</b>	<b>20.0%</b>	<b>32.9%</b>
313	695	763	822	7.8%	18.2%
319	879	978	1131	15.6%	28.7%
<b>221</b>	<b>640</b>	<b>767</b>	<b>867</b>	<b>13.0%</b>	<b>35.3%</b>
323	906	935	1017	8.7%	12.3%
329	957	991	1008	1.7%	5.3%
<b>231</b>	<b>441</b>	<b>553</b>	<b>705</b>	<b>27.5%</b>	<b>59.9%</b>
233	743	861	1075	24.8%	44.7%
263	321	303	344	13.6%	7.2%
<b>365</b>	<b>365</b>	<b>535</b>	<b>602</b>	<b>12.6%</b>	<b>64.8%</b>
<b>267</b>	<b>0</b>	<b>303</b>	<b>400</b>	<b>32.2%</b>	<b>-</b>
269	807	782	836	6.9%	3.6%
273	420	437	520	18.9%	23.7%
<b>375</b>	<b>563</b>	<b>758</b>	<b>787</b>	<b>3.8%</b>	<b>39.7%</b>
277	543	545	638	17.0%	17.5%
283	268	292	307	5.1%	14.4%
<b>385</b>	<b>396</b>	<b>521</b>	<b>562</b>	<b>7.8%</b>	<b>42.0%</b>
287	283	250	286	14.7%	1.1%

<b>SOUTHBOUND</b>					
Train Number	Total Boardings			2013 - 2014 % Change	2012 - 2014 % Change
	2012	2013	2014		
210	562	599	706	17.9%	25.6%
<b>312</b>	<b>392</b>	<b>466</b>	<b>485</b>	<b>3.9%</b>	<b>23.6%</b>
314	653	600	643	7.1%	-1.7%
220	690	786	759	-3.5%	10.0%
<b>322</b>	<b>474</b>	<b>597</b>	<b>696</b>	<b>16.4%</b>	<b>46.9%</b>
324	718	690	709	2.8%	-1.2%
230	599	575	670	16.5%	11.8%
<b>332</b>	<b>345</b>	<b>477</b>	<b>553</b>	<b>15.9%</b>	<b>60.4%</b>
134	474	397	425	7.3%	-10.2%
262	469	524	659	25.8%	40.5%
<b>264</b>	<b>478</b>	<b>578</b>	<b>658</b>	<b>13.8%</b>	<b>37.7%</b>
366	685	887	992	11.9%	44.8%
272	748	792	892	12.7%	19.3%
<b>274</b>	<b>481</b>	<b>562</b>	<b>658</b>	<b>17.1%</b>	<b>36.9%</b>
376	886	1013	1151	13.6%	29.8%
380	676	637	708	11.1%	4.8%
<b>282</b>	<b>0</b>	<b>409</b>	<b>547</b>	<b>33.7%</b>	<b>-</b>
<b>284</b>	<b>353</b>	<b>258</b>	<b>297</b>	<b>14.9%</b>	<b>-15.9%</b>
386	625	540	627	16.2%	0.3%

There has been significant ridership increase on new trains 267 and 282 that were added in October 2012. The trains with added stops at Sunnyvale and Palo Alto continued to show significant growth in total boardings from 2013 to 2014. In comparing 2012 to 2014 boardings, all northbound ridership is higher than 2012 ridership but southbound ridership on Train 314, 324, 134, and 284 is still below boardings from 2012. The added PM peak Train 282 may have caused the lower ridership on Train 284 in the same hour. Lack of stops at high ridership stations might have partially caused lower than expected ridership on some trains from 2012 to 2014.

### 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 2013 AWR	% of Total AWR	Feb 2014 AWR	% of Total AWR	Difference '13 vs '14	% Change '13 vs '14
<b>San Francisco</b>	12,292	26.1%	13,833	26.3%	1,541	12.5%
<b>San Mateo</b>	14,855	31.6%	16,620	31.6%	1,765	11.9%
<b>Santa Clara</b>	19,913	42.3%	22,158	42.1%	2,245	11.3%
<b>TOTAL</b>	47,060	100.0%	52,611	100.0%	5,551	11.8%
<b>Gilroy Extension#</b>	422	0.9%	463	0.9%	41	9.7%

# Included in Santa Clara County total

**Table 14: AM PEAK BOARDINGS BY COUNTY**

County	Feb 2013 AWR	% of Total AWR	Feb 2014 AWR	% of Total AWR
<b>San Francisco</b>	3,757	20.3%	4,170	20.1%
<b>San Mateo</b>	6,468	35.0%	7,371	35.4%
<b>Santa Clara</b>	8,254	44.7%	9,254	44.5%

Santa Clara AM peak boardings include the Gilroy extension stations

*Bicycles*

The February 2014 count showed 5,874 bike boardings. This is a 19.6 percent increase from February 2013. This is a larger increase than the overall increase in AWR (11.8 percent) and could represent a continued bike ridership increase following the 11.1 percent increase in overall bicycle capacity from 2012 to 2013.

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
<b>San Francisco</b>	1,371
<b>Palo Alto</b>	732
<b>Mountain View</b>	520
<b>San Jose Diridon</b>	361
<b>Redwood City</b>	332

**Table 16: TOP 5 TRAINS FOR BIKE USAGE**

Train No.	Departs	AWBR	Max Load
233	8:40a	133	76
217	6:57a	126	74
268	4:56p	121	58
227	7:55a	121	68
220	7:44a	108	79

All 5 of these trains are Gallery consists

For the third 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 count. 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	215	3	Burlingame	-	-	-	-	<b>3</b>
Mon	375	2	Menlo Park	3	RWC	-	-	<b>5</b>
Tues	323	2	Mt View	4	Palo Alto	1	Hillsdale	<b>7</b>
Tues	225	2	San Mateo	2	Burlingame	-	-	<b>4</b>
Wed	323	2	Palo Alto	-	-	-	-	<b>2</b>
Wed	375	3	RWC	-	-	-	-	<b>3</b>
Thurs	375	5	Palo Alto	5	Menlo Park	4	RWC	<b>14</b>
Thurs	277	3	Palo Alto	3	San Carlos	3	Hillsdale	<b>9</b>
Fri	-	-	-	-	-	-	-	-

Southbound								
Day	Train	Number	Station	Number	Station	Number	Station	Total
Mon	324	2	Millbrae	-	-	-	-	<b>2</b>
Mon	366	1	Palo Alto	-	-	-	-	<b>1</b>
Tues	-	-	-	-	-	-	-	-
Wed	-	-	-	-	-	-	-	-
Thurs	-	-	-	-	-	-	-	-
Fri	-	-	-	-	-	-	-	-

There were 50 bikes denied boarding on seven trains (including bikes on the same train on different days of the week). Two of the seven trains were Bombardier consists. Based on 2014 AWBR, 99.8% of bikes were accommodated with only .2% of bikes denied boarding. Last year, 59 bikes on seven trains were denied boarding.

### **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 fourth 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.

Although weekend ridership remains greater on Saturday than Sunday, Saturday ridership decreased 10.4% from 2013 to 2014, while Sunday ridership increased 16% from 2013 to 2014. Combined Saturday and Sunday ridership has increased 1.0 percent from last year's total. Table 18 provides a comparison of weekend ridership from 2013 to 2014.

**Table 18: ONE-YEAR RIDERSHIP COMPARISON – 2013 TO 2014**

	<b>2013</b>	<b>2014</b>	<b>Numeric Difference</b>	<b>Percent Change</b>
<b>Saturday</b>	13,846	12,409	-1,437	-10.4%
<b>Sunday</b>	10,448	12,123	1,675	16.0%
<b>TOTAL</b>	<b>24,294</b>	<b>24,532</b>	<b>238</b>	<b>1.0%</b>

The weekend Baby Bullet service saw a decrease in ridership on Saturday and increase in ridership on Sunday over last year. Local trains adjacent to Baby Bullet trains on Saturday and Sunday showed both an increase and decrease 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**

<b>Northbound (Sat + Sun)</b>			
<b>Train</b>	<b>Feb 2013</b>	<b>Feb 2014</b>	<b>Change</b>
<b>427</b>	893	751	-15.9%
<b>801*</b>	691	735	6.4%
<b>429</b>	834	913	9.5%
<b>441</b>	704	739	5.0%
<b>803*</b>	478	446	-6.7%
<b>443</b>	516	561	8.7%

\*Weekend Baby Bullet

**Table 20: SOUTHBOUND WEEKEND BULLET TRAIN BOARDINGS**

<b>Southbound (Sat + Sun)</b>			
<b>Train</b>	<b>Feb 2013</b>	<b>Feb 2014</b>	<b>Change</b>
<b>428</b>	705	610	-13.5%
<b>802*</b>	609	607	-0.3%
<b>430</b>	529	558	5.5%
<b>442</b>	902	866	-4.0%
<b>804*</b>	621	569	-8.4%
<b>444</b>	583	498	-14.6%

\*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, 2009-2014
- Average Weekday Passenger Activity – All Day
- 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 2013 to 2014
- 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 2013 to 2014
- Saturday and Sunday Boarding by Train 2013 vs. 2014

**February 2014 Caltrain Annual Counts**  
**AVERAGE WEEKDAY PASSENGER BOARDINGS BY STATION, 2010 - 2014**

<b>STATION</b>	<b>Feb. '10</b>	<b>Feb. '11</b>	<b>Feb. '12</b>	<b>Feb. '13</b>	<b>Feb. '14</b>	<b>% change (Feb '13 vs. Feb '14)</b>	<b>difference (Feb '13 vs. Feb '14)</b>
San Francisco	8,038	8,897	9,670	10,786	12,160	12.7%	1,374
22nd Street	840	1,036	1,252	1,312	1,427	8.8%	115
Bayshore	125	138	165	195	246	26.3%	51
So. San Francisco	298	365	389	361	432	19.8%	71
San Bruno	343	403	432	437	532	21.8%	95
Millbrae	2,410	2,600	2,880	3,255	3,291	1.1%	35
Burlingame	606	675	749	792	953	20.3%	161
San Mateo	1,195	1,347	1,477	1,571	1,851	17.8%	280
Hayward Park	208	288	327	331	350	5.7%	19
Hillsdale	1,707	1,883	2,097	2,317	2,555	10.3%	238
Belmont	361	369	454	509	669	31.6%	161
San Carlos	802	937	1,004	1,138	1,372	20.6%	234
Redwood City	1,878	2,106	2,399	2,619	2,947	12.5%	328
Menlo Park	1,252	1,312	1,471	1,526	1,668	9.3%	142
Palo Alto	3,582	4,028	4,661	5,469	6,156	12.6%	687
California Ave.	777	895	1,069	1,294	1,408	8.8%	114
San Antonio	492	478	611	675	730	8.1%	55
Mountain View	3,049	3,368	3,670	3,876	4,274	10.3%	399
Sunnyvale	1,625	1,787	1,965	2,274	2,655	16.8%	381
Lawrence	497	531	606	700	788	12.5%	88
Santa Clara	591	656	715	822	909	10.6%	87
College Park	58	74	85	87	92	5.5%	5
San Jose Diridon	2,517	2,681	3,187	3,489	3,714	6.4%	225
Tamien	544	577	653	807	970	20.2%	163
Capitol	21	19	27	44	33	-24.5%	-11
Blossom Hill	45	68	66	66	83	25.6%	17
Morgan Hill	101	106	113	133	149	11.7%	16
San Martin	43	43	43	49	57	15.8%	8
Gilroy	113	113	116	129	140	8.7%	11
<b>TOTAL</b>	<b>34,120</b>	<b>37,779</b>	<b>42,354</b>	<b>47,060</b>	<b>52,611</b>	11.8%	5,551
	<b>-5.83%</b>	<b>10.72%</b>	<b>12.11%</b>	<b>11.11%</b>	<b>11.80%</b>		
<b>Gilroy Extension</b>	<b>323</b>	<b>348</b>	<b>366</b>	<b>422</b>	<b>463</b>	9.7%	41
	<b>-17.91%</b>	<b>8.00%</b>	<b>4.94%</b>	<b>15.48%</b>	<b>9.66%</b>		
San Francisco	9,002	10,071	11,088	12,292	13,833	12.5%	1,541
San Mateo	11,061	12,285	13,678	14,855	16,620	11.9%	1,765
Santa Clara (Inc. Gilroy)	14,056	15,423	17,588	19,913	22,158	11.3%	2,245
San Francisco	26.4%	26.7%	26.2%	26.1%	26.3%		
San Mateo	32.4%	32.5%	32.3%	31.6%	31.6%		
Santa Clara (Inc. Gilroy)	41.2%	40.8%	41.5%	42.3%	42.1%		

**February 2014 Caltrain Annual Counts**  
**AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	12,266	12,160	0	12,160	12,266
22nd Street	17	1,377	1,410	19	1,427	1,396
Bayshore	39	181	207	36	246	217
South SF	162	259	270	180	432	439
San Bruno	227	316	305	227	532	543
Millbrae	450	2,908	2,841	477	3,291	3,385
Burlingame	471	486	483	456	953	942
San Mateo	872	871	979	873	1,851	1,744
Hayward Park	177	171	173	180	350	351
Hillsdale	1,607	911	947	1,532	2,555	2,443
Belmont	360	290	310	334	669	623
San Carlos	732	650	640	762	1,372	1,412
Redwood City	1,869	986	1,079	1,842	2,947	2,828
Menlo Park	973	717	695	965	1,668	1,681
Palo Alto	3,941	2,251	2,216	4,247	6,156	6,498
California Ave.	914	484	493	857	1,408	1,340
San Antonio	602	127	128	525	730	653
Mountain View	3,799	432	475	3,773	4,274	4,205
Sunnyvale	2,450	163	205	2,454	2,655	2,617
Lawrence	670	125	117	622	788	747
Santa Clara	858	65	51	838	909	903
College Park	63	46	29	120	92	166
San Jose Diridon	3,573	37	141	3,845	3,714	3,881
Tamien	962	121	8	787	970	908
Capitol	31	2	2	30	33	31
Blossom Hill	81	4	2	66	83	70
Morgan Hill	149	2	0	139	149	141
San Martin	57	0	0	48	57	48
Gilroy	140	0	0	131	140	131
<b>TOTAL</b>	<b>26,246</b>	<b>26,246</b>	<b>26,365</b>	<b>26,365</b>	<b>52,611</b>	<b>52,611</b>

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

## February 2014 Caltrain Annual Counts

### STATION RANK BY WEEKDAY ALL DAY PASSENGER BOARDINGS

STATION	TOTAL ON	% OF TOTAL	2014 RANK	2013 RANK
San Francisco	12,160	23.11%	1	1
Palo Alto	6,156	11.70%	2	2
Mountain View	4,274	8.12%	3	3
San Jose Diridon	3,714	7.06%	4	4
Millbrae	3,291	6.25%	5	5
Redwood City	2,947	5.60%	6	6
Sunnyvale	2,655	5.05%	7	8
Hillsdale	2,555	4.86%	8	7
San Mateo	1,851	3.52%	9	9
Menlo Park	1,668	3.17%	10	10
22nd Street	1,427	2.71%	11	11
California Ave.	1,408	2.68%	12	12
San Carlos	1,372	2.61%	13	13
Tamien	970	1.84%	14	15
Burlingame	953	1.81%	15	16
Santa Clara	909	1.73%	16	14
Lawrence	788	1.50%	17	17
San Antonio	730	1.39%	18	18
Belmont	669	1.27%	19	19
San Bruno	532	1.01%	20	20
South SF	432	0.82%	21	21
Hayward Park	350	0.67%	22	22
Bayshore	246	0.47%	23	23
Morgan Hill	149	0.28%	24	24
Gilroy	140	0.27%	25	25
College Park	92	0.17%	26	26
Blossom Hill	83	0.16%	27	27
San Martin	57	0.11%	28	28
Capitol	33	0.06%	29	29
<b>TOTAL</b>	<b>52,611</b>	<b>100.00%</b>		

**February 2014 Caltrain Annual Counts**  
**MORNING WEEKDAY PEAK PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	7,308	2,851	0	2,851	7,308
22nd Street	2	63	1,186	11	1,188	74
Bayshore	29	26	101	1	130	27
South SF	74	157	49	51	123	207
San Bruno	163	76	141	22	304	98
Millbrae	315	849	1,167	60	1,482	909
Burlingame	278	82	215	58	493	140
San Mateo	473	234	464	164	937	399
Hayward Park	45	57	65	60	110	116
Hillsdale	1,067	292	440	249	1,507	540
Belmont	121	70	126	72	247	141
San Carlos	280	190	316	310	596	499
Redwood City	762	428	324	680	1,086	1,108
Menlo Park	292	394	192	474	485	868
Palo Alto	820	1,493	246	2,459	1,066	3,952
California Ave.	290	273	62	330	352	603
San Antonio	277	41	36	103	313	144
Mountain View	1,488	207	112	1,601	1,600	1,808
Sunnyvale	1,820	92	28	183	1,848	275
Lawrence	237	70	13	253	251	323
Santa Clara	368	36	8	199	376	235
College Park	3	46	0	114	3	161
San Jose Diridon	2,095	33	6	678	2,101	710
Tamien	886	121	0	20	886	141
Capitol	31	2	0	0	31	2
Blossom Hill	81	4	0	0	81	4
Morgan Hill	149	2	0	0	149	2
San Martin	57	0	0	0	57	0
Gilroy	140	0	0	0	140	0
<b>TOTAL</b>	<b>12,644</b>	<b>12,644</b>	<b>8,150</b>	<b>8,150</b>	<b>20,794</b>	<b>20,794</b>

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



**February 2014 Caltrain Annual Counts**  
**NORTHBOUND - PERCENT OF CAPACITY**

<b>Train Number</b>	<b>Depart SJ</b>	<b>Leaving Station</b>	<b>Max Load</b>	<b>Train Capacity</b>	<b>Percent of Capacity</b>	<b>Total Boardings</b>
101	4:30a	Burlingame	98	650	15%	129
103	5:05a	Burlingame	99	650	15%	191
305	5:45a	Hillsdale	265	650	41%	316
207	5:57a	Hillsdale	349	650	54%	486
309	6:03a	San Mateo	402	650	62%	524
211	6:20a	Burlingame	200	650	31%	379
313	6:45a	Hillsdale	632	650	97%	822
215	6:50a	San Bruno	608	650	94%	819
217	6:57a	Hillsdale	675	650	104%	1,085
319	7:03a	Sunnyvale	796	650	123%	1,131
221	7:18a	Mountain View	425	650	65%	867
323	7:45a	Hillsdale	746	650	115%	1,017
225	7:50a	San Bruno	674	650	104%	939
227	7:55a	Hillsdale	597	650	92%	1,152
329	8:03a	Sunnyvale	738	650	114%	1,008
231	8:20a	Mountain View	417	650	64%	705
233	8:40a	San Antonio	641	650	99%	1,075
135	9:10a	San Antonio	393	650	60%	652
237	9:40a	San Antonio	276	650	43%	464
139	10:10a	Hillsdale	202	650	31%	378
143	11:10a	San Mateo	248	650	38%	401
147	12:10p	San Mateo	246	650	38%	399
151	1:10p	Hayward Park	232	650	36%	376
155	2:10p	Redwood City	240	650	37%	416
257	2:40p	Hillsdale	201	650	31%	326
159	3:05p	Redwood City	269	650	41%	518
261	3:44p	San Carlos	488	650	75%	676
263	4:05p	Hayward Park	186	650	29%	344
365	4:23p	Redwood City	533	650	82%	602
267	4:31p	Menlo Park	246	650	38%	400
269	4:39p	San Carlos	603	650	93%	836
371	4:45p	Hillsdale	455	650	70%	538
273	5:05p	San Carlos	286	650	44%	520
375	5:23p	Redwood City	689	650	106%	787
277	5:31p	Menlo Park	438	650	67%	638
279	5:39p	Redwood City	481	650	74%	682
381	5:45p	Palo Alto	459	650	71%	539
283	6:05p	San Carlos	166	650	26%	307
385	6:23p	Redwood City	490	650	75%	562
287	6:31p	Menlo Park	197	650	30%	286
289	6:45p	Hillsdale	284	650	44%	379
191	6:50p	Belmont	175	650	27%	280
193	7:30p	Redwood City	319	650	49%	460
195	8:30p	Redwood City	254	650	39%	376
197	9:30p	Redwood City	178	650	27%	282
199	10:30p	San Carlos	112	650	17%	179
			<b>17,712</b>	<b>32,500</b>	<b>54%</b>	<b>26,246</b>

**February 2014 Caltrain Annual Counts**  
**SOUTHBOUND - PERCENT OF CAPACITY**

<b>Train Number</b>	<b>Depart SF</b>	<b>Leaving Station</b>	<b>Max Load</b>	<b>Train Capacity</b>	<b>Percent of Capacity</b>	<b>Total Boardings</b>
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%	386
208	6:24a	San Carlos	191	650	29%	379
210	6:44a	San Carlos	394	650	61%	706
312	6:57a	Millbrae	424	650	65%	485
314	7:14a	Hillsdale	536	650	83%	643
216	7:19a	San Carlos	321	650	49%	467
218	7:24a	Belmont	335	650	51%	545
220	7:44a	San Carlos	539	650	83%	759
322	7:57a	Millbrae	622	650	96%	696
324	8:14a	Hillsdale	622	650	96%	709
226	8:19a	Hillsdale	299	650	46%	460
228	8:24a	San Mateo	237	650	36%	414
230	8:44a	San Mateo	511	650	79%	670
332	8:57a	Millbrae	512	650	79%	553
134	9:07a	Burlingame	260	650	40%	425
236	9:37a	San Mateo	290	650	45%	384
138	10:07a	San Mateo	240	650	37%	362
142	11:07a	Burlingame	251	650	39%	403
146	12:07p	San Mateo	243	650	37%	379
150	1:07p	Burlingame	232	650	36%	380
152	2:07p	San Mateo	253	650	39%	489
254	2:37p	Burlingame	167	650	26%	317
156	3:07p	California Ave.	440	650	68%	827
258	3:37p	California Ave.	395	650	61%	677
360	4:09p	Palo Alto	454	650	70%	641
262	4:19p	California Ave.	415	650	64%	659
264	4:27p	Menlo Park	415	650	64%	658
366	4:33p	Palo Alto	690	650	106%	992
268	4:56p	California Ave.	670	650	103%	1,319
370	5:14p	Millbrae	706	650	109%	891
272	5:20p	San Francisco	587	650	90%	892
274	5:27p	Menlo Park	315	650	48%	658
376	5:33p	Millbrae	813	650	125%	1,151
278	5:56p	Millbrae	648	650	100%	924
380	6:14p	Millbrae	608	650	94%	708
282	6:20p	San Francisco	397	650	61%	547
284	6:27p	Millbrae	167	650	26%	297
386	6:33p	Millbrae	507	650	78%	627
288	6:56p	Millbrae	484	650	74%	655
190	7:30p	Millbrae	417	650	64%	617
192	8:30p	Millbrae	370	650	57%	535
194	9:30p	Millbrae	254	650	39%	382
196	10:30p	Millbrae	178	650	27%	247
198	12:01a	Millbrae	136	650	21%	172
			<b>17,991</b>	<b>31,850</b>	<b>56%</b>	<b>26,365</b>

**February 2014 Caltrain Annual Counts**  
**TOTAL BOARDINGS - PERCENT CHANGE 2013 TO 2014**

NORTHBOUND			
Train Number	Total Boardings		% Change
	2013	2014	
101	101	129	27.2%
103	161	191	18.9%
305	301	316	5.1%
207	408	486	19.0%
309	458	524	14.4%
211	316	379	20.0%
313	763	822	7.8%
215	626	819	30.8%
217	962	1085	12.8%
319	978	1131	15.6%
221	767	867	13.0%
323	935	1017	8.7%
225	781	939	20.2%
227	1121	1152	2.8%
329	991	1008	1.7%
231	553	705	27.5%
233	861	1075	24.8%
135	566	652	15.1%
237	393	464	18.1%
139	333	378	13.3%
143	416	401	-3.7%
147	394	399	1.3%
151	350	376	7.5%
155	424	416	-1.8%
257	264	326	23.4%
159	486	518	6.5%
261	614	676	10.0%
263	303	344	13.6%
365	535	602	12.6%
267	303	400	32.2%
269	782	836	6.9%
371	581	538	-7.3%
273	437	520	18.9%
375	758	787	3.8%
277	545	638	17.0%
279	649	682	5.1%
381	500	539	7.8%
283	292	307	5.1%
385	521	562	7.8%
287	250	286	14.7%
289	357	379	6.1%
191	267	280	4.7%
193	373	460	23.4%
195	341	376	10.1%
197	248	282	13.8%
199	162	179	10.1%

-Train 267 added in Oct 2012  
 -Sunnyvale station stop was added to Limited  
 Trains 211, 221, 231, 264, 274 & 284 in Oct 2012

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2013	2014	
102	94	94	0.0%
104	186	186	0.0%
206	353	386	9.5%
208	298	379	27.4%
210	599	706	17.9%
312	466	485	3.9%
314	600	643	7.1%
216	405	467	15.4%
218	501	545	8.7%
220	786	759	-3.5%
322	597	696	16.4%
324	690	709	2.8%
226	380	460	20.9%
228	389	414	6.5%
230	575	670	16.5%
332	477	553	15.9%
134	397	425	7.3%
236	277	384	38.5%
138	374	362	-3.3%
142	348	403	15.7%
146	326	379	16.2%
150	404	380	-5.9%
152	476	489	2.6%
254	292	317	8.4%
156	762	827	8.5%
258	567	677	19.4%
360	578	641	11.0%
262	524	659	25.8%
264	578	658	13.8%
366	887	992	11.9%
268	1119	1319	17.9%
370	859	891	3.7%
272	792	892	12.7%
274	562	658	17.1%
376	1013	1151	13.6%
278	889	924	3.9%
380	637	708	11.1%
282	409	547	33.7%
284	258	297	14.9%
386	540	627	16.2%
288	526	655	24.4%
190	556	617	11.0%
192	484	535	10.5%
194	325	382	17.5%
196	224	247	10.3%
198	154	172	12.0%

-Train 282 added in Oct 2012  
 -Palo Alto station stop was added to Baby Bullet  
 Trains 312, 322, 332, 365, 375 & 385 in Oct 2012

**February 2014 Caltrain Annual Counts  
PERCENT CAPACITY BY TIME PERIOD  
AT MAXIMUM LOAD POINT**

**Northbound Summary**

Time Period	Max.	Cap.	% Cap.
AM NB	8,362	11,050	75.7%
Off Peak NB	2,903	7,800	37.2%
PM NB	6,446	11,050	58.3%
ALL NB	17,712	29,900	59.2%

**Southbound Summary**

Time Period	Max.	Cap.	% Cap.
AM SB	5,988	10,400	57.6%
Off Peak SB	3,290	8,450	38.9%
PM SB	8,713	11,050	78.8%
ALL SB	17,991	29,900	60.2%

**Overall Summary**

Time Period	Max.	Cap.	% Cap.
Traditional	17,075	22,100	77.3%
Reverse	12,434	21,450	58.0%
Off Peak	6,194	16,250	38.1%
ALL TRAINS	35,703	59,800	59.7%

## February 2014 Caltrain Annual Counts

### BOARDINGS BY TIME PERIOD

<b>Traditional Peak</b>	
AM Northbound	12,644
PM Southbound	13,123
<b>Total</b>	<b>25,767</b>

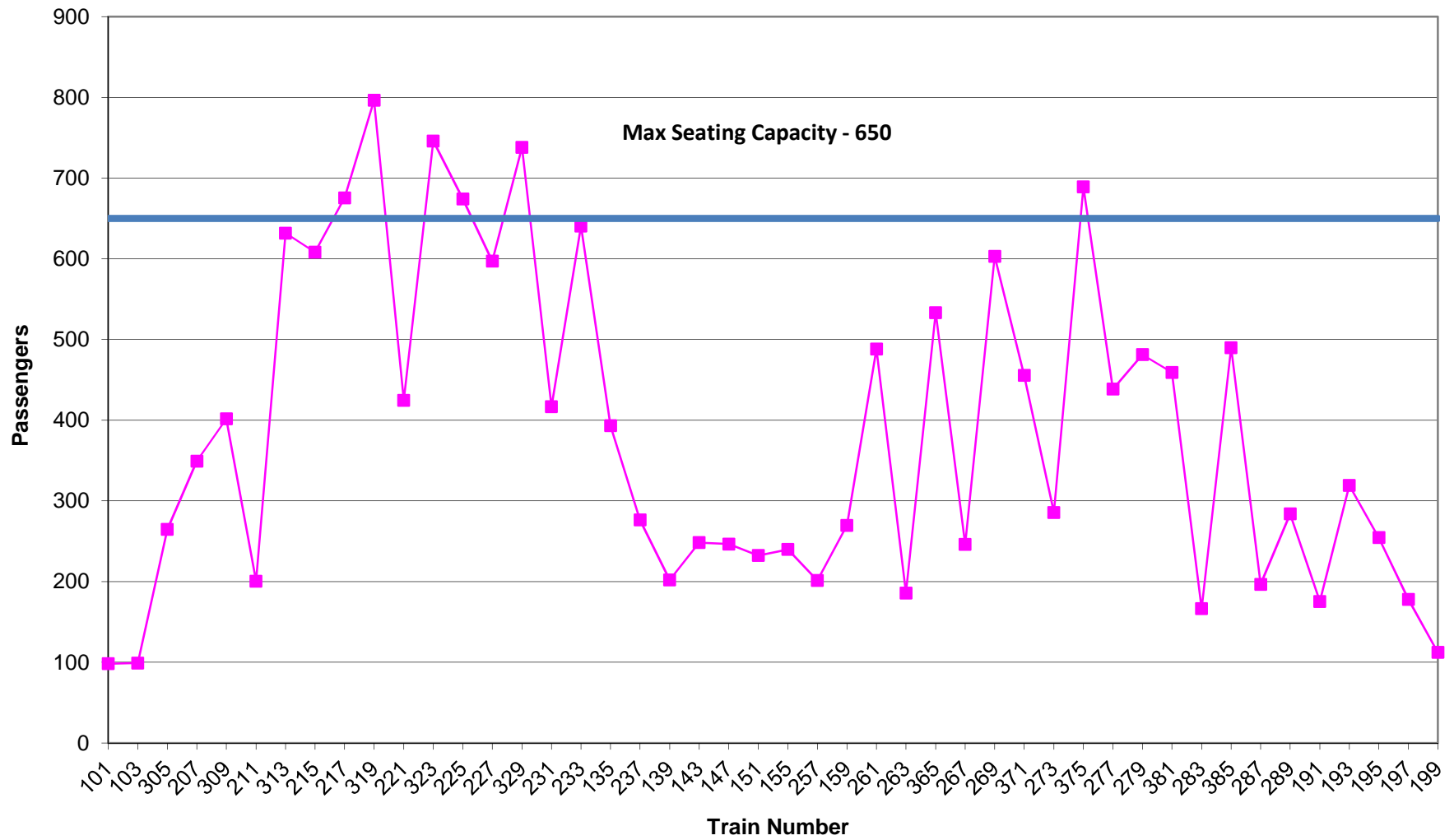
<b>Reverse Peak</b>	
AM Southbound	8,150
PM Northbound	8,893
<b>Total</b>	<b>17,044</b>

<b>Midday</b>	
Northbound	3,412
Southbound	3,139
<b>Total</b>	<b>6,551</b>

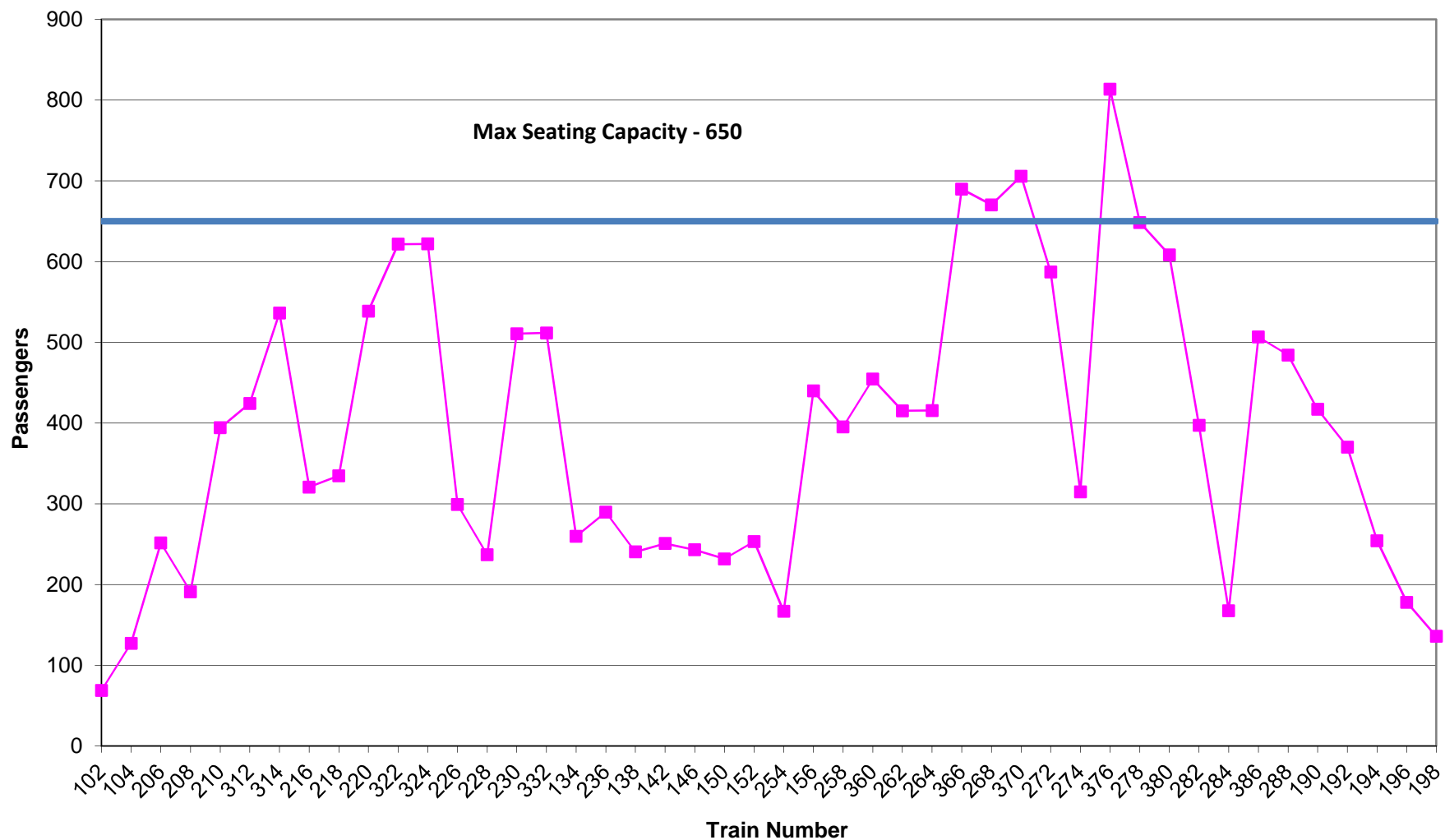
<b>Evening</b>	
Northbound	1,297
Southbound	1,953
<b>Total</b>	<b>3,250</b>

<b>Total</b>	
Northbound	26,246
Southbound	26,365
<b>Total</b>	<b>52,611</b>

### Maximum Load - Northbound February 2014



### Maximum Load - Southbound February 2014



## February 2014 Caltrain Annual Counts

### AVERAGE WEEKDAY BICYCLE RIDERSHIP BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,344	1,371	0	1,371	1,344
22nd Street	0	238	201	1	202	239
Bayshore	5	20	23	5	28	25
South SF	20	39	42	31	63	71
San Bruno	22	35	35	23	57	58
Millbrae	40	114	113	39	153	153
Burlingame	47	52	51	52	98	104
San Mateo	105	97	93	102	198	198
Hayward Park	26	20	24	25	50	45
Hillsdale	141	105	90	133	232	238
Belmont	48	48	45	46	93	93
San Carlos	67	70	66	76	133	146
Redwood City	197	127	135	186	332	313
Menlo Park	132	91	83	127	215	218
Palo Alto	465	270	267	510	732	781
California Ave.	137	96	109	122	246	218
San Antonio	107	29	29	99	136	128
Mountain View	449	76	71	455	520	531
Sunnyvale	266	33	39	250	305	283
Lawrence	111	25	20	103	131	128
Santa Clara	97	5	4	90	101	95
College Park	1	0	0	4	1	4
San Jose Diridon	351	3	10	355	361	358
Tamien	73	9	1	56	74	65
Capitol	3	1	1	3	4	4
Blossom Hill	5	0	0	4	5	4
Morgan Hill	13	1	0	12	13	13
San Martin	7	0	0	4	7	4
Gilroy	14	0	0	13	14	13
<b>TOTAL</b>	<b>2,950</b>	<b>2,950</b>	<b>2,924</b>	<b>2,924</b>	<b>5,874</b>	<b>5,874</b>

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



**February 2014 Caltrain Annual Counts**  
**SATURDAY PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,882	2,803	0	2,803	2,882
22nd Street	10	200	216	4	226	204
Bayshore	9	90	76	8	85	98
South SF	34	55	57	30	91	85
San Bruno	35	97	89	36	124	133
Millbrae	61	960	877	77	938	1,037
Broadway	25	51	44	42	69	93
Burlingame	120	144	169	122	289	266
San Mateo	216	262	298	215	514	477
Hayward Park	99	64	44	71	143	135
Hillsdale	281	197	217	268	498	465
Belmont	131	91	85	108	216	199
San Carlos	191	121	136	174	327	295
Redwood City	499	250	248	507	747	757
Atherton	63	27	16	36	79	63
Menlo Park	291	116	139	238	430	354
Palo Alto	928	347	322	875	1,250	1,222
California Ave.	298	78	65	276	363	354
San Antonio	221	34	50	222	271	256
Mountain View	798	114	89	771	887	885
Sunnyvale	462	54	38	463	500	517
Lawrence	182	31	43	183	225	214
Santa Clara	360	13	10	290	370	303
San Jose Diridon	964	0	0	1,115	964	1,115
<b>TOTAL</b>	<b>6,278</b>	<b>6,278</b>	<b>6,131</b>	<b>6,131</b>	<b>12,409</b>	<b>12,409</b>

**February 2014 Caltrain Annual Counts**  
**SUNDAY PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,968	3,266	0	3,266	2,968
22nd Street	6	130	156	6	162	136
Bayshore	4	60	81	8	85	68
South SF	44	53	64	38	108	91
San Bruno	64	76	78	66	142	142
Millbrae	81	796	845	72	926	868
Broadway	31	30	35	40	66	70
Burlingame	149	180	164	117	313	297
San Mateo	221	211	212	201	433	412
Hayward Park	82	48	44	90	126	138
Hillsdale	248	200	178	273	426	473
Belmont	155	91	76	148	231	239
San Carlos	203	79	70	178	273	257
Redwood City	457	207	187	499	644	706
Atherton	35	23	22	37	57	60
Menlo Park	205	94	104	213	309	307
Palo Alto	782	306	322	832	1,104	1,138
California Ave.	258	111	83	265	341	376
San Antonio	213	64	66	242	279	306
Mountain View	714	86	93	754	807	840
Sunnyvale	548	40	59	556	607	596
Lawrence	151	13	16	161	167	174
Santa Clara	338	20	16	362	354	382
San Jose Diridon	897	0	0	1,079	897	1,079
<b>TOTAL</b>	<b>5,886</b>	<b>5,886</b>	<b>6,237</b>	<b>6,237</b>	<b>12,123</b>	<b>12,123</b>

**February 2014 Caltain Annual Count**  
**SATURDAY BOARDINGS BY NUMERIC CHANGE 2013 TO 2014**

STATION	2013 Boardings	2014 Boardings	Numeric Change	Percentage Change
San Carlos	289	327	38	13.1%
22nd Street	193	226	33	17.1%
San Mateo	487	514	27	5.5%
California Ave.	344	363	19	5.5%
Atherton	64	79	15	23.4%
Lawrence	214	225	11	5.1%
Hayward Park	135	143	8	5.9%
South SF	93	91	-2	-2.2%
Hillsdale	510	498	-12	-2.4%
Palo Alto	1,263	1,250	-13	-1.0%
Menlo Park	444	430	-14	-3.2%
Broadway	91	69	-22	-24.2%
Bayshore	115	85	-30	-26.1%
San Antonio	325	271	-54	-16.6%
Burlingame	343	289	-54	-15.7%
Santa Clara	434	370	-64	-14.7%
Belmont	288	216	-72	-25.0%
San Bruno	200	124	-76	-38.0%
Mountain View	972	887	-85	-8.7%
Redwood City	850	747	-103	-12.1%
Sunnyvale	647	500	-147	-22.7%
Millbrae	1,139	938	-201	-17.6%
San Francisco	3,121	2,803	-318	-10.2%
San Jose Diridon	1,285	964	-321	-25.0%
<b>TOTAL</b>	<b>13,846</b>	<b>12,409</b>	<b>-1,437</b>	<b>-10.4%</b>

**February 2014 Caltain Annual Count**  
**SUNDAY BOARDING BY NUMERIC CHANGE 2013 TO 2014**

STATION	2013 Boardings	2014 Boardings	Numeric Change	Percentage Change
San Francisco	2,637	3,266	629	23.9%
Palo Alto	945	1,104	159	16.8%
Sunnyvale	873	607	148	17.0%
San Carlos	917	273	109	11.9%
Redwood City	706	644	102	14.4%
Mountain View	340	807	101	29.7%
San Mateo	394	433	95	24.1%
California Ave.	338	341	84	24.9%
Santa Clara	248	354	83	33.5%
Burlingame	459	313	65	14.2%
San Antonio	204	279	37	18.1%
Hillsdale	242	426	32	13.2%
Belmont	542	231	27	5.0%
Lawrence	271	167	26	9.6%
San Jose Diridon	145	897	24	16.6%
Hayward Park	141	126	13	9.2%
Millbrae	110	926	9	8.2%
22nd Street	157	162	5	3.2%
Broadway	65	66	4	6.2%
South SF	113	108	-2	-1.8%
San Bruno	257	142	-3	-1.2%
Atherton	164	57	-8	-4.9%
Menlo Park	62	309	-31	-50.0%
Bayshore	118	85	-33	-28.0%
<b>TOTAL</b>	<b>10,448</b>	<b>12,123</b>	<b>1,675</b>	<b>16.0%</b>

**February 2014 Caltrain Annual Count  
WEEKEND PASSENGERS BY TRAIN 2013 vs 2014**

**SATURDAY NORTHBOUND**

<b>SJ Depart</b>	<b>Train</b>	<b>Feb 2013 AWR</b>	<b>Feb 2014 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
7:00 a	421	235	225	-10	-4.3%
8:00 a	423	378	278	-100	-26.5%
9:00 a	425	473	365	-108	-22.8%
10:00 a	427	468	346	-122	-26.1%
10:35 a	801	390	324	-66	-16.9%
11:00 a	429	453	403	-50	-11.0%
12:00 p	431	497	485	-12	-2.4%
1:00 p	433	522	405	-117	-22.4%
2:00 p	435	427	447	20	4.7%
3:00 p	437	408	468	60	14.7%
4:00 p	439	738	480	-258	-35.0%
5:00 p	441	396	422	26	6.6%
5:35 a	803	287	267	-20	-7.0%
6:00 p	443	323	320	-3	-0.9%
7:00 p	445	296	321	25	8.4%
8:00 p	447	243	292	49	20.2%
9:00 p	449	235	201	-34	-14.5%
10:30 p	451	194	229	35	18.0%
<b>Total</b>		<b>6,963</b>	<b>6,278</b>	<b>-685</b>	<b>-9.8%</b>

**SATURDAY SOUTHBOUND**

<b>SF Depart</b>	<b>Train</b>	<b>Feb 2013 AWR</b>	<b>Feb 2014 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
8:15 a	422	306	304	-2	-0.7%
9:15 a	424	333	331	-2	-0.6%
10:15 a	426	524	329	-195	-37.2%
11:15 a	428	372	280	-92	-24.7%
11:59 a	802	326	321	-5	-1.5%
12:15 p	430	264	273	9	3.4%
1:15 p	432	433	379	-54	-12.5%
2:15 p	434	379	431	52	13.7%
3:15 p	436	452	420	-32	-7.1%
4:15 p	438	555	528	-27	-4.9%
5:15 p	440	607	599	-8	-1.3%
6:15 p	442	471	375	-96	-20.4%
6:59 p	804	340	206	-134	-39.4%
7:15 p	444	284	210	-74	-26.1%
8:15 p	446	320	291	-29	-9.1%
9:15 p	448	323	306	-17	-5.3%
10:15 p	450	291	255	-36	-12.4%
12:01 a	454	303	293	-10	-3.3%
<b>Total</b>		<b>6,883</b>	<b>6,131</b>	<b>-752</b>	<b>-10.9%</b>

**February 2014 Caltrain Annual Count  
WEEKEND PASSENGERS BY TRAIN 2013 vs 2014**

**SUNDAY NORTHBOUND**

<b>SJ Depart</b>	<b>Train</b>	<b>Feb 2013 AWR</b>	<b>Feb 2014 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
8:00 a	423	279	378	99	35.5%
9:00 a	425	403	455	52	12.9%
10:00 a	427	425	405	-20	-4.7%
10:35 a	801	301	411	110	36.5%
11:00 a	429	381	510	129	33.9%
12:00 p	431	436	542	106	24.3%
1:00 p	433	363	474	111	30.6%
2:00 p	435	320	437	117	36.6%
3:00 p	437	355	467	112	31.5%
4:00 p	439	359	402	43	12.0%
5:00 p	441	308	317	9	2.9%
5:35 p	803	191	179	-12	-6.3%
6:00 p	443	193	241	48	24.9%
7:00 p	445	272	259	-13	-4.8%
8:00 p	447	223	207	-16	-7.2%
9:00 p	449	202	202	0	0.0%
<b>Total</b>		<b>5,011</b>	<b>5,886</b>	<b>875</b>	<b>17.5%</b>

**SUNDAY SOUTHBOUND**

<b>SF Depart</b>	<b>Train</b>	<b>Feb 2013 AWR</b>	<b>Feb 2014 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
		-	-		
8:15 a	422	218	216	-2	-0.9%
9:15 a	424	307	304	-3	-1.0%
10:15 a	426	353	348	-5	-1.4%
11:15 a	428	333	330	-3	-0.9%
11:59 a	802	283	286	3	1.1%
12:15 p	430	265	285	20	7.5%
1:15 p	432	351	389	38	10.8%
2:15 p	434	439	391	-48	-10.9%
3:15 p	436	386	467	81	21.0%
4:15 p	438	466	503	37	7.9%
5:15 p	440	501	642	141	28.1%
6:15 p	442	431	491	60	13.9%
6:59 p	804	281	363	82	29.2%
7:15 p	444	299	288	-11	-3.7%
8:15 p	446	286	481	195	68.2%
9:15 p	448	238	453	215	90.3%
<b>Total</b>		<b>5,437</b>	<b>6,237</b>	<b>800</b>	<b>14.7%</b>