



**Caltrain 2015 Annual Passenger Count  
Key Findings**

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Attachment 1 – Caltrain Service History

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# Key Findings

## Caltrain 2015 Annual Passenger Count

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### Methodology and Background

Caltrain is a commuter rail system serving San Francisco, San Mateo and Santa Clara counties that spans 77.4 miles and includes 32 stations, 29 of which are weekday service, 25 which are weekend service (including two weekend-only stations), and one which is for special event service. The Caltrain 2015 Annual Passenger Count was conducted from Tuesday, Jan 20, 2015 to Monday, March 2, 2015, and followed the same methodology that has been used since the counts commenced in 1994. Physical headcounts of all boarding and alighting passengers, bikes and wheelchairs per station, are collected for all weekday and weekend trains. Weekday trains are counted five times each, once each day, Monday through Friday. Weekday figures given are an average of the five days. This year, one weekday train was not able to be counted on a Monday due to special events and incidents that occurred and would cause the data to be skewed. On weekends, each train is counted once on Saturday and once on Sunday. Counts are conducted during this time period to avoid special events, especially Giants 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 are 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

On Monday Oct 5, 2014, Caltrain implemented a series of minor schedule changes using the existing fleet to help improve train operations, capacity, on-time performance, train spacing, implement speed restrictions during single tracking and construction along the right of way, and improve weekend Tamien to San Jose Diridon shuttle connections.

Caltrain added the 22<sup>nd</sup> Street station stop to five existing trains (267, 277, 287, 216 and 226) to help draw ridership from Bullet trains and onto Limited trains and provide 22<sup>nd</sup> street passengers additional train options based on numerous service requests. To account for additional dwell time at busy stations, time was added at specific stations to five trains that were routinely late (Train 329 added 1" at Sunnyvale, Palo Alto and Redwood City; Train 233 added 1" at Mountain View and Redwood City and 2" at Palo Alto; Train 375 added 1" at Palo Alto and 1" at Millbrae, Train 381 added 1" at Millbrae; Train 376 added 1" at Sunnyvale).

Train 273 added 1" at Tamien and 1" at Palo Alto to maintain spacing between trains for overtakes at Bayshore. To account for long-term speed restriction for San Mateo Bridge work (on four separate bridges), all weekday and weekend trains gained an additional 2" in the construction area. Northbound trains added 2" starting at Burlingame station or the next station stop and all subsequent station stops. Southbound trains added 2" starting at San Mateo

station or the next station stop and all subsequent station stops. In addition, to allow for longer periods of single tracking for construction work, Train 237 departed 10 minutes later and Trains 135, 139 and 155 departed five minutes later.

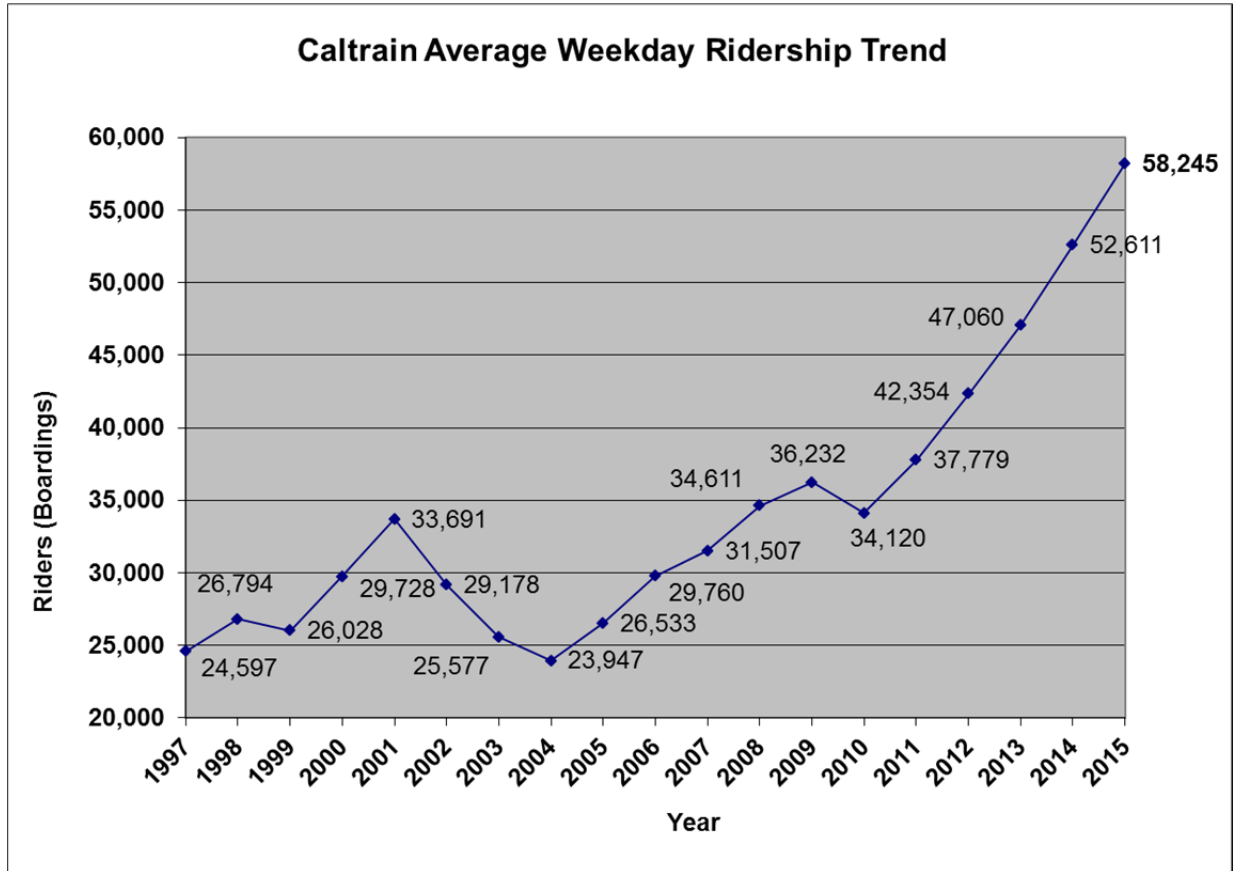
Weekend Tamien-San Jose Diridon Shuttle buses changes also were implemented on Oct 5, 2014. There were revised northbound shuttle departure times, added northbound shuttle connections for weekend Bullet Trains 801 and 803, an added northbound shuttle connection for Train 449, revised southbound shuttle departure and arrival times, and revised southbound shuttle connections to depart after Bullet Trains 802 and 804.

As ridership continues to increase and the need to relieve crowded trains continues, Caltrain has been challenged with adding additional capacity and service with the existing number of railcars and locomotives that often need to be service based on maintenance repairs. Previous Caltrain service levels and service changes throughout the years are described in Attachment 1 of this report.

### **Weekday Ridership**

The average weekday ridership (AWR) increased 10.7 percent compared to the previous annual count, with a total of 58,245 boardings. Since 1997, Caltrain AWR has increased by approximately 137 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 143 percent since the implementation of Baby Bullet service. This year, ridership continued to increase. Ridership growth appears to be associated with continued job growth, the boom in high-tech and startups in the region, 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 11.9 percent compared to 2014 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 2014 and 2015 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 a fifth train per hour in the PM peak, the added six stops at Sunnyvale to traditional commute limited-stop trains, the 2014 timetable changes which added 22<sup>nd</sup> Street station stop to five Limited trains, and the overcrowding on Baby Bullet trains.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

Train Type	2014	2015	Percent Change
Baby Bullet	725	798	10.2%
Limited	649	735	13.3%
Local	318	358	12.6%

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 2014 and 2015.

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

<b>Service Type</b>	<b>2014</b>	<b>2015</b>	<b>Percent Change</b>
Baby Bullet	725	798	10.2%
Express/Local	668	757	13.4%
Uniform Limited	616	697	13.1%
Local	318	358	12.6%

Stations

When ranked by average weekday boardings, the top 10 stations remained the same from 2014 to 2015. 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 place:

- Santa Clara moved from 16<sup>th</sup> to 15<sup>th</sup>
- Burlingame moved from 15<sup>th</sup> to 16<sup>th</sup>
- San Antonio moved from 18<sup>th</sup> to 17<sup>th</sup>
- Lawrence moved from 17<sup>th</sup> to 18<sup>th</sup>
- Blossom Hill moved from 27<sup>th</sup> to 26<sup>th</sup>
- College Park moved from 26<sup>th</sup> to 27<sup>th</sup>

Table 3 provides the numeric change in AWR from 2014 to 2015 among the 10 stations with the highest Average Weekday Ridership.

**Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2014 TO 2015**

<b>Station</b>	<b>2014</b>		<b>2015</b>		<b>Change in AWR</b>
	<b>Rank</b>	<b>AWR</b>	<b>Rank</b>	<b>AWR</b>	
<b>San Francisco</b>	1	12,160	1	13,571	1,411
<b>Palo Alto</b>	2	6,156	2	7,197	1,041
<b>Mountain View</b>	3	4,274	3	4,570	295
<b>San Jose Diridon</b>	4	3,714	4	4,160	447
<b>Millbrae</b>	5	3,291	5	3,536	245
<b>Redwood City</b>	6	2,947	6	3,233	286
<b>Sunnyvale</b>	7	2,655	7	2,881	226
<b>Hillsdale</b>	8	2,555	8	2,706	151
<b>San Mateo</b>	9	1,851	9	2,061	211
<b>Menlo Park</b>	10	1,668	10	1,762	94

Table 4 lists the 10 stations with the highest AWR and their share of system total AWR in 2014 and 2015.

**Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2014 TO 2015**

Station	2014 AWR	% of Total AWR	2015 AWR	% of Total AWR	Change in % of Total
<b>San Francisco</b>	12,160	23.1%	13,571	23.3%	0.2%
<b>Palo Alto</b>	6,156	11.7%	7,197	12.4%	0.7%
<b>Mountain View</b>	4,274	8.1%	4,570	7.8%	-0.3%
<b>San Jose Diridon</b>	3,714	7.1%	4,160	7.1%	0.1%
<b>Millbrae</b>	3,291	6.3%	3,536	6.1%	-0.2%
<b>Redwood City</b>	2,947	5.6%	3,233	5.6%	-0.1%
<b>Sunnyvale</b>	2,655	5.0%	2,881	4.9%	-0.1%
<b>Hillsdale</b>	2,555	4.9%	2,706	4.6%	-0.2%
<b>San Mateo</b>	1,851	3.5%	2,061	3.5%	0.0%
<b>Menlo Park</b>	1,668	3.2%	1,762	3.0%	-0.1%
<b>TOTAL</b>		<b>78.4%</b>		<b>78.4%</b>	<b>0.0%</b>

The top 10 stations with the largest absolute change in AWR from 2014 to 2015, and the resulting percentage increase, are provided in Table 5.

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

Largest Absolute Change (AWR) 2014 to 2015		Percent Change
<b>San Francisco</b>	1411	11.6%
<b>Palo Alto</b>	1041	16.9%
<b>San Jose Diridon</b>	447	12.0%
<b>Mountain View</b>	295	6.9%
<b>Redwood City</b>	286	9.7%
<b>Millbrae</b>	245	7.4%
<b>Sunnyvale</b>	226	8.5%
<b>San Mateo</b>	211	11.4%
<b>22nd Street</b>	202	14.2%
<b>Hillsdale</b>	151	5.9%

*Baby Bullet Stations*

Table 6 shows the change in AWR at stations with Baby Bullet service between 2014 and 2015.

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

<b>Station</b>	<b>2014 AWR</b>	<b>2015 AWR</b>	<b>Percent Change</b>
<b>San Francisco</b>	12,160	13,571	11.6%
<b>22<sup>nd</sup> Street</b>	1,427	1,629	14.2%
<b>Millbrae</b>	3,291	3,536	7.4%
<b>San Mateo</b>	1,851	2,061	11.4%
<b>Hillsdale</b>	2,555	2,706	5.9%
<b>Redwood City</b>	2,947	3,233	9.7%
<b>Menlo Park</b>	1,668	1,762	5.7%
<b>Palo Alto</b>	6,156	7,197	16.9%
<b>Mountain View</b>	4,274	4,570	6.9%
<b>Sunnyvale</b>	2,655	2,881	8.5%
<b>San Jose Diridon</b>	3,714	4,160	12.0%
<b>Tamien</b>	970	1,102	13.6%
<b>TOTAL</b>	<b>43,668</b>	<b>48,408</b>	<b>10.9%</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 at all stations.

Average Trip Length

The following table shows the average passenger trip length for various types of train service for 2014 and 2015. 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 increases of 0.1 miles.

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

<b>Train Type</b>	<b>Average Trip Length (mi)</b>	
	<b>2014</b>	<b>2015</b>
<b>Weekday</b>	22.6	22.7
<b>Baby Bullet</b>	28.0	28.0
<b>Peak Non-Baby Bullet</b>	20.2	20.3
<b>Off Peak</b>	20.6	20.7
<b>All Locals</b>	20.1	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 2015 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 8a and 8b show 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 percent seated capacity – 585 seated



passengers or above) are at approximately 113 percent of seated capacity; this is an increase from last year, which showed an average maximum load of approximately 106 percent of seated capacity. This year, 22 trains operated at or above 95 percent capacity during the survey period, an increase from 15 trains operating at over 95 percent capacity in 2014. It is important to note that ridership in the peak summer months (High Season) is approximately 17 percent higher than ridership in the winter. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

**Table 8a: 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	878	135%	1028	158%
323	7:45 AM	834	128%	976	150%
329	8:03 AM	828	127%	969	149%
375	5:23 PM	794	122%	929	143%
217	6:57 AM	791	122%	925	142%
225	7:50 AM	761	117%	890	137%
313	6:45 AM	703	108%	822	126%
215	6:50 AM	691	106%	809	124%
269	4:39 PM	690	106%	807	124%
227	7:55 AM	671	103%	785	121%
233	8:40 AM	660	102%	772	119%
365	4:23 PM	626	96%	733	113%

**Table 8b: FULLEST TRAINS IN EACH DIRECTION (AT 95% SEATED CAPACITY OR ABOVE)  
(Average seated capacity: 650 passengers per train)**

Southbound					
Train Number	Depart SF	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
376	5:33 PM	830	128%	971	149%
366	4:33 PM	809	124%	947	146%
278	5:56 PM	778	120%	911	140%
268	4:56 PM	763	117%	893	137%
370	5:14 PM	762	117%	892	137%
220	7:44 AM	673	104%	787	121%
380	6:14 PM	656	101%	768	118%
272	5:20 PM	653	101%	764	118%
324	8:14 AM	651	100%	762	117%
322	7:57 AM	625	96%	731	113%

For northbound trains, the top six trains from 2014 remain, but Train 233 moved from 7<sup>th</sup> to 11<sup>th</sup> and Train 313 moved from 8<sup>th</sup> to 7<sup>th</sup>. Four additional trains (215, 269, 227 and 365) also are above 95 percent seated capacity.

For southbound trains, the top seven trains from 2014 are included in the 10 top trains from 2015. Train 366 moved from 3<sup>rd</sup> place in 2014 to 2<sup>nd</sup> place this year. Train 278 moved from 5<sup>th</sup> place in 2014 to 3<sup>rd</sup> place this year. Train 370 moved from 2<sup>nd</sup> place in 2014 to 5<sup>th</sup> place this year. Train 324 moved from 6<sup>th</sup> in 2014 to 9<sup>th</sup> this year. Train 322 moved from 7<sup>th</sup> in 2014 to 10<sup>th</sup> this year. Three additional trains (220, 380 and 272) also are above 95 percent seated capacity.

### 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 2014 to 2015. Just like last year, the traditional peak market is showing stronger growth than the reverse of the traditional peak. The midday market showed steady growth, while the night market showed the smallest increase. The ratio of those traveling north in the morning to those traveling south in the morning is approximately 61/39 (traditionally 60/40 in recent years). Table 9 shows the AWR broken down by market (direction/time of day) and change since 2014.

**Table 9: WEEKDAY PASSENGERS BY MARKET – COMPARISON TO 2014**

Market	2014 AWR	2015 AWR	Difference	% Change
<b>Traditional Peak</b>	25,767	29,143	3,376	13.1%
<b>Midday</b>	6,551	6,988	437	6.7%
<b>Reverse Peak</b>	17,044	18,842	1,798	10.5%
<b>Night</b>	3,250	3,272	22	0.7%
<b>TOTAL</b>	<b>52,611</b>	<b>58,245</b>	<b>5,633</b>	<b>10.7%</b>

### Gilroy Extension Ridership

Table 10 shows the AWR from 2011 to 2015 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 five years, ridership has increased on the Gilroy extension.

**Table 10: Gilroy Extension Boardings by Year 2011 – 2015**

Year	2011	2012	2013	2014	2015
<b>Boardings</b>	348	366	422	463	559
<b>Change</b>	8.0%	4.9%	15.4%	9.7%	20.7%

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. Ridership for the entire midday period continues to increase. Table 11 compares the ridership of all midday trains in 2014 and 2015.

**Table 11: MIDDAY RIDERSHIP – COMPARISON 2014 TO 2015**

NORTHBOUND				SOUTHBOUND			
Train	Total Boardings		Change	Train	Total Boardings		Change
	2014	2015			2014	2015	
<b>135</b>	652	735	12.8%	<b>134</b>	425	450	5.8%
<b>237</b>	464	508	9.5%	<b>236</b>	384	412	7.2%
<b>139</b>	378	360	-4.8%	<b>138</b>	362	435	20.1%
<b>143</b>	401	437	9.0%	<b>142</b>	403	427	6.0%
<b>147</b>	399	391	-2.1%	<b>146</b>	379	373	-1.5%
<b>151</b>	376	410	9.0%	<b>150</b>	380	421	10.8%
<b>155</b>	416	453	8.9%	<b>152</b>	489	456	-6.6%
<b>257</b>	326	321	-1.7%	<b>254</b>	317	398	25.8%
<b>Total</b>	<b>3412</b>	<b>3614</b>	<b>5.9%</b>	<b>Total</b>	<b>3139</b>	<b>3373</b>	<b>7.5%</b>

2014 Additional Train Station Stops

In October 2014 Caltrain added 22<sup>nd</sup> Street station stops to five trains (267, 277, 287, 216 and 226). Table 12a and 12b below show the total boardings of each train and the adjacent scheduled trains in 2014 and 2015.

**Table 12a: BOARDINGS BY TRAINS – 2014 & 2015 COMPARISON**

NORTHBOUND			
Train Number	Total Boardings		2014 - 2015 % Change
	2014	2015	
365	602	719	19.4%
<b>267</b>	<b>400</b>	<b>522</b>	<b>30.5%</b>
269	836	970	16.0%
375	787	940	19.4%
<b>277</b>	<b>638</b>	<b>662</b>	<b>3.9%</b>
279	682	757	11.0%
385	562	650	15.7%
<b>287</b>	<b>286</b>	<b>326</b>	<b>14.0%</b>
289	379	396	4.4%

**Table 12b: BOARDINGS BY TRAINS – 2014 & 2015 COMPARISON**

<b>SOUTHBOUND</b>			
Train Number	Total Boardings		2014 - 2015 % Change
	2014	2015	
314	643	689	7.3%
<b>216</b>	<b>467</b>	<b>541</b>	<b>15.8%</b>
218	545	556	2.1%
324	709	732	3.2%
<b>226</b>	<b>460</b>	<b>544</b>	<b>18.4%</b>
228	414	469	13.2%

In the northbound morning commute, there were increases on all trains where the 22<sup>nd</sup> Street station was added and adjacent trains, with significant ridership increase on Trains 267 and 287. In the southbound afternoon/evening commute, there also were significant increases in ridership on Trains 216 and 226, where 22<sup>nd</sup> Street station was added. With the exception of Train 277, the increase in total boardings was generally more than the increase in average limited-stop train growth (13.3 percent).

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	2014 AWR	% of Total AWR	2015 AWR	% of Total AWR	Difference '14 vs '15	% Change '14 vs '15
<b>San Francisco</b>	13,833	26.3%	15,454	26.5%	1,621	11.7%
<b>San Mateo</b>	16,620	31.6%	17,952	30.8%	1,332	8.0%
<b>Santa Clara</b>	22,158	42.1%	24,839	42.6%	2,681	12.1%
<b>TOTAL</b>	52,611	100.0%	58,245	100.0%	5,634	10.7%
<b>Gilroy Extension #</b>	463	0.9%	559	1.0%	96	20.8%

# Included in Santa Clara County total

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

County	2014 AWR	% of Total AWR	2015 AWR	% of Total AWR
<b>San Francisco</b>	4,170	20.1%	4,618	19.8%
<b>San Mateo</b>	7,371	35.4%	8,200	35.2%
<b>Santa Clara</b>	9,254	44.5%	10,450	44.9%

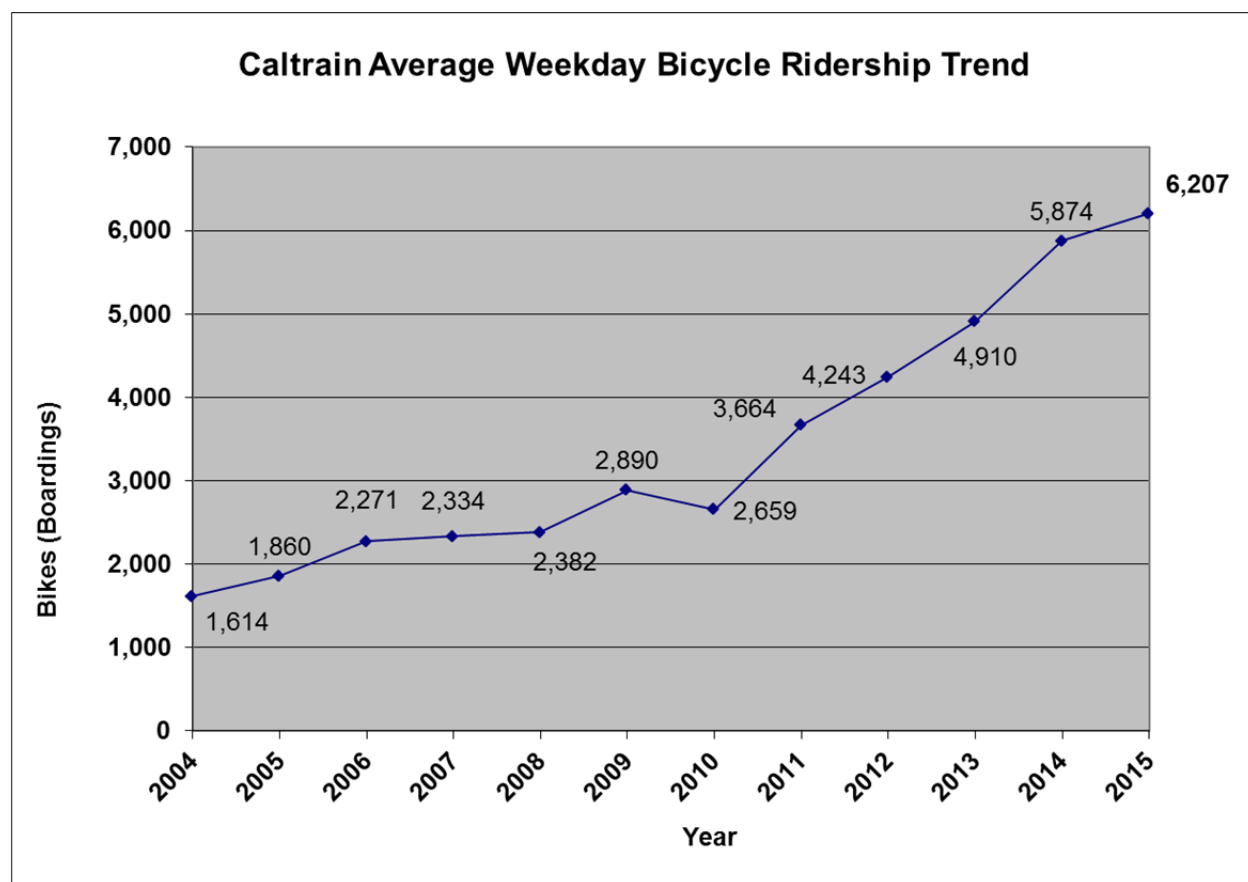
Santa Clara AM peak boardings include the Gilroy extension stations

Bicycles

The Caltrain 2015 count showed 6,207 bike boardings. This is a 5.7 percent increase from 2014. This is a smaller increase than the overall increase in AWR (10.7 percent) likely due to capacity issues to bring additional bikes onboard trains since there is limited space for bikes.

Since 2004, Caltrain average weekday bike ridership (AWBR) has increased by approximately 285 percent, as shown in Figure 2. With the exception of a decrease seen in 2010, bike ridership has been increasing since 2004. Bike ridership growth appears to be associated with continued job growth, boom in high-tech and startups in the region, increased traffic congestion, and the increase in environmentally concerned commuters.

**Figure 2: CALTRAIN ANNUAL WEEKDAY BICYCLE RIDERSHIP TREND**



The 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	1,442
Palo Alto	796
Mountain View	551
San Jose Diridon	407
Redwood City	359

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

<b>Train No.</b>	<b>Departs</b>	<b>AWBR</b>	<b>Max Load</b>
268	4:56p	153	65
217	6:57a	145	82
225	7:50a	123	78
233	8:40a	116	67
220	7:44a	116	79

*All five of these trains are Gallery consists*

For the fourth 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 winter and does not reflect peak biking season. Table 17a and 17b show the 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.

**Table 17a: PASSENGERS WITH BIKES DENIED BOARDING SUMMARY**

<b>Northbound</b>										
<b>Day</b>	<b>Train</b>	<b>#</b>	<b>Station</b>	<b>#</b>	<b>Station</b>	<b>#</b>	<b>Station</b>	<b>#</b>	<b>Station</b>	<b>Total</b>
Mon	217	5	Hillsdale	-	-	-	-	-	-	<b>5</b>
Mon	*267	1	Hillsdale	-	-	-	-	-	-	<b>1</b>
Mon	*323	3	View	7	Palo Alto	4	Hillsdale	4	Hillsdale	<b>14</b>
Mon	*371	2	Palo Alto	2	Hillsdale	-	-	-	-	<b>4</b>
Mon	279	8	Palo Alto	1	Menlo Park	11	Redwood City	5	San Carlos	<b>25</b>
Tues	269	6	Redwood City	2	San Mateo	-	-	-	-	<b>8</b>
Tues	*323	2	SJ Diridon	12	Mountain View	2	Palo Alto	-	-	<b>16</b>
Tues	375	2	Menlo Park	-	-	-	-	-	-	<b>2</b>
Tues	277	6	Palo Alto	5	Menlo Park	-	-	-	-	<b>11</b>
Tues	279	2	Palo Alto	1	Menlo Park	2	San Carlos	-	-	<b>5</b>
Tues	385	1	Menlo Park	-	-	-	-	-	-	<b>1</b>
Wed	*313	3	Hillsdale	-	-	-	-	-	-	<b>3</b>
Wed	*323	14	Mountain View	8	Palo Alto	-	-	-	-	<b>22</b>
Wed	375	6	Palo Alto	1	Menlo Park	-	-	-	-	<b>7</b>
Wed	279	3	Redwood City	-	-	-	-	-	-	<b>3</b>
Wed	381	2	Palo Alto	-	-	-	-	-	-	<b>2</b>
Thur	*267	1	San Mateo	-	-	-	-	-	-	<b>1</b>
Thur	269	7	Redwood City	-	-	-	-	-	-	<b>7</b>
Thur	385	6	Palo Alto	4	Menlo Park	1	Redwood City	-	-	<b>11</b>
Fri	-	-	-	-	-	-	-	-	-	<b>-</b>
Sat	801	2	Mountain View	9	Palo Alto	-	-	-	-	<b>11</b>
Sun	-	-	-	-	-	-	-	-	-	<b>-</b>

*\*Bombardier consist*

**NB Total 159**

**Table 17b: PASSENGERS WITH BIKES DENIED BOARDING SUMMARY**

Southbound										
Day	Train	#	Station	#	Station	#	Station	#	Station	Total
Mon	*314	2	22nd St	-	-	-	-	-	-	2
Mon	322	2	22nd St	-	-	-	-	-	-	2
Mon	324	1	22rd St	2	Millbrae	-	-	-	-	3
Tues	*314	9	22nd St	1	Millbrae	-	-	-	-	10
Tues	220	1	22nd St	3	Millbrae	-	-	-	-	4
Wed	322	2	Millbrae	-	-	-	-	-	-	2
Wed	324	1	22nd St	2	Millbrae	-	-	-	-	3
Wed	332	9	22nd St	-	-	-	-	-	-	9
Wed	278	1	Millbrae	-	-	-	-	-	-	1
Wed	*282	3	San Bruno	-	-	-	-	-	-	3
Thur	220	7	Millbrae	4	San Mateo	-	-	-	-	11
Fri	332	4	22nd St	1	Millbrae	-	-	-	-	5
Sat	-	-	-	-	-	-	-	-	-	-
Sun	-	-	-	-	-	-	-	-	-	-

\*Bombardier consist

**SB Total 55**

There were a total of 214 bikes denied boarding on 12 northbound trains and seven southbound trains (including bikes denied boarding on the same train on different days of the week). Four of the 12 northbound trains and two of the seven southbound trains were Bombardier consists. This also was the first year that bikes denied boarding was observed on a weekend train. Based on 2015 AWBR, 99.3 percent of weekday bikes were accommodated with only 0.7 percent of bikes denied boarding. Last year, 50 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 weekdays, weekend numbers are not an average of multiple day counts and are therefore are far more susceptible to variations in weather and events that could influence ridership.

This was the fifth 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 combined Saturday and Sunday ridership has increased seven percent from last year's total, weekend ridership saw reversed changes from last year. Saturday ridership increased 40.2 percent from 2014 to 2015, while Sunday ridership decreased 27 percent from 2014 to 2015. In 2014 compared to 2013, Saturday ridership decreased while Sunday ridership increased. Table 18 provides a comparison of weekend ridership from 2014 to 2015.

**Table 18: ONE-YEAR RIDERSHIP COMPARISON – 2014 TO 2015**

	<b>2014</b>	<b>2015</b>	<b>Numeric Difference</b>	<b>Percent Change</b>
<b>Saturday</b>	12,409	17,392	4,983	40.2%
<b>Sunday</b>	12,123	8,849	-3,274	-27.0%
<b>TOTAL</b>	<b>24,532</b>	<b>26,241</b>	<b>1,709</b>	<b>7.0%</b>

The weekend Baby Bullet service saw an increase in ridership on Saturday and decrease 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>Train</b>	<b>Northbound (Sat + Sun)</b>		<b>Change</b>
	<b>2014</b>	<b>2015</b>	
<b>427</b>	751	820	9.2%
<b>801*</b>	735	936	27.3%
<b>429</b>	913	900	-1.4%
<b>441</b>	739	732	-0.9%
<b>803*</b>	446	575	28.9%
<b>443</b>	561	583	3.9%

\*Weekend Baby Bullet

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

<b>Train</b>	<b>Southbound (Sat + Sun)</b>		<b>Change</b>
	<b>2014</b>	<b>2015</b>	
<b>428</b>	610	664	8.9%
<b>802*</b>	607	504	-17.0%
<b>430</b>	558	520	-6.8%
<b>442</b>	866	1046	20.8%
<b>804*</b>	569	792	39.2%
<b>444</b>	498	559	12.2%

\*Weekend Baby Bullet



## ATTACHMENT 1 – Caltrain Service History

### Caltrain Service History

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

#### **October 2014**

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Weekday & Weekends: Speed Restriction for San Mateo Bridge work, All trains received an additional 2" for the speed restrictions in the construction area
    - Northbound trains – Add 2 minutes starting at Burlingame station or next NB station and all subsequent NB stops.
    - Southbound trains – Add 2 minutes starting at San Mateo station or next SB station stop and all subsequent SB station stops
  - Five trains for OTP purposes (in addition to the above):
    - Train 329: Also adds 1" at Sunnyvale, Palo Alto and Redwood City
    - Train 233: Also adds 1" at Mountain View and Redwood City and 2" at Palo Alto
    - Train 375: Also adds 1" at Palo Alto and 1" at Millbrae
    - Train 381: Also adds 1" at Millbrae
    - Train 376: Also adds 1" at Sunnyvale
  - Single Tracking changes:
    - Train 237 departs 10 minutes later
    - Trains 135, 139 and 155 depart 5 minutes later
  - 22<sup>nd</sup> Street station stop:
    - Added to Trains 267, 277, 287, 216 and 226
    - Schedules adjusted accordingly to accommodate the station stop
  - Other Changes:
    - Train 273: adds 1" at Tamien and 1" at Palo Alto to maintain spacing between trains for overtake at Bayshore (375 added more time for OTP)
  - Weekend SJ Diridon-Tamien Shuttle buses:
    - Revised northbound shuttle departure times
    - Added northbound shuttle connections for weekend Bullet Trains 801 and 803
    - Added northbound shuttle connection for Train 449
    - Revised southbound shuttle departure and arrival times
    - Revised southbound shuttle connections to depart after Bullet Trains 802 and 804

#### **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, 2011-2015
- Average Weekday Passenger Activity – All Day
- Station Rank by Weekday All Day Passenger Boardings
- Morning Weekday Peak Passenger Activity
- Northbound – Percent of Capacity and Boardings by Train
- Southbound – Percent of Capacity and Boardings by Train
- Total Boardings – Percent Change 2014 to 2015
- Percent Capacity by Time Period at Maximum Load Point
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- Graph: Maximum Loads – Northbound
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- Average Weekday Bicycle Ridership by Station – All Day
- Saturday Passenger Activity
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- Saturday Boardings by Numeric Change 2014 to 2015
- Sunday Boardings by Numeric Change 2014 to 2015
- Saturday Boardings by Train 2014 vs. 2015
- Sunday Boardings by Train 2014 vs. 2015

**Caltrain 2015 Annual Count**  
**AVERAGE WEEKDAY PASSENGER BOARDINGS BY STATION, 2011 - 2015**

<b>STATION</b>	<b>Feb. '11</b>	<b>Feb. '12</b>	<b>Feb. '13</b>	<b>Feb. '14</b>	<b>Feb. '15</b>	<b>% change (Feb '14 vs. Feb '15)</b>	<b>difference (Feb '14 vs. Feb '15)</b>
San Francisco	8,897	9,670	10,786	12,160	13,571	11.6%	1,411
22nd Street	1,036	1,252	1,312	1,427	1,629	14.2%	202
Bayshore	138	165	195	246	254	3.3%	8
So. San Francisco	365	389	361	432	472	9.3%	40
San Bruno	403	432	437	532	682	28.3%	150
Millbrae	2,600	2,880	3,255	3,291	3,536	7.4%	245
Burlingame	675	749	792	953	998	4.7%	45
San Mateo	1,347	1,477	1,571	1,851	2,061	11.4%	211
Hayward Park	288	327	331	350	367	4.9%	17
Hillsdale	1,883	2,097	2,317	2,555	2,706	5.9%	151
Belmont	369	454	509	669	699	4.5%	30
San Carlos	937	1,004	1,138	1,372	1,435	4.6%	63
Redwood City	2,106	2,399	2,619	2,947	3,233	9.7%	286
Menlo Park	1,312	1,471	1,526	1,668	1,762	5.7%	94
Palo Alto	4,028	4,661	5,469	6,156	7,197	16.9%	1,041
California Ave.	895	1,069	1,294	1,408	1,553	10.3%	145
San Antonio	478	611	675	730	872	19.5%	142
Mountain View	3,368	3,670	3,876	4,274	4,570	6.9%	295
Sunnyvale	1,787	1,965	2,274	2,655	2,881	8.5%	226
Lawrence	531	606	700	788	856	8.7%	69
Santa Clara	656	715	822	909	1,006	10.7%	97
College Park	74	85	87	92	82	-10.7%	-10
San Jose Diridon	2,681	3,187	3,489	3,714	4,160	12.0%	447
Tamien	577	653	807	970	1,102	13.6%	132
Capitol	19	27	44	33	43	29.5%	10
Blossom Hill	68	66	66	83	120	44.4%	37
Morgan Hill	106	113	133	149	172	15.6%	23
San Martin	43	43	49	57	71	24.1%	14
Gilroy	113	116	129	140	153	9.0%	13
<b>TOTAL</b>	<b>37,779</b>	<b>42,354</b>	<b>47,060</b>	<b>52,611</b>	<b>58,245</b>	<b>10.7%</b>	<b>5,634</b>
	<b>10.72%</b>	<b>12.11%</b>	<b>11.11%</b>	<b>11.80%</b>	<b>10.71%</b>		
<b>Gilroy Extension</b>	<b>348</b>	<b>366</b>	<b>422</b>	<b>463</b>	<b>559</b>	<b>20.8%</b>	<b>96</b>
	<b>8.00%</b>	<b>4.94%</b>	<b>15.48%</b>	<b>9.66%</b>	<b>20.82%</b>		
San Francisco	10,071	11,088	12,292	13,833	15,454	11.7%	1,621
San Mateo	12,285	13,678	14,855	16,620	17,952	8.0%	1,332
Santa Clara (Inc. Gilroy)	15,423	17,588	19,913	22,158	24,839	12.1%	2,680
San Francisco	26.7%	26.2%	26.1%	26.3%	26.5%		
San Mateo	32.5%	32.3%	31.6%	31.6%	30.8%		
Santa Clara (Inc. Gilroy)	40.8%	41.5%	42.3%	42.1%	42.6%		

**Caltrain 2015 Annual Count**  
**AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	13,626	13,571	0	13,571	13,626
22nd Street	30	1,613	1,600	21	1,629	1,634
Bayshore	36	207	219	41	254	249
South SF	195	277	277	190	472	467
San Bruno	279	404	403	274	682	678
Millbrae	549	3,057	2,986	521	3,536	3,578
Burlingame	499	488	499	502	998	990
San Mateo	1,003	1,020	1,058	1,040	2,061	2,060
Hayward Park	187	189	181	194	367	383
Hillsdale	1,669	1,015	1,036	1,701	2,706	2,716
Belmont	367	306	332	360	699	666
San Carlos	768	695	667	769	1,435	1,464
Redwood City	2,093	1,136	1,140	2,073	3,233	3,209
Menlo Park	1,033	750	730	1,054	1,762	1,804
Palo Alto	4,588	2,582	2,609	4,845	7,197	7,427
California Ave.	1,047	472	506	960	1,553	1,432
San Antonio	692	152	181	610	872	762
Mountain View	4,022	448	548	3,939	4,570	4,387
Sunnyvale	2,625	182	256	2,659	2,881	2,841
Lawrence	715	136	141	692	856	828
Santa Clara	951	57	55	929	1,006	986
College Park	56	46	26	108	82	154
San Jose Diridon	4,005	47	155	4,313	4,160	4,360
Tamien	1,089	138	13	896	1,102	1,035
Capitol	42	1	1	39	43	40
Blossom Hill	115	5	5	95	120	100
Morgan Hill	172	0	0	159	172	160
San Martin	71	1	0	61	71	62
Gilroy	153	0	0	146	153	146
<b>TOTAL</b>	<b>29,050</b>	<b>29,050</b>	<b>29,195</b>	<b>29,195</b>	<b>58,245</b>	<b>58,245</b>

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



**Caltrain 2015 Annual Count**  
**STATION RANK BY WEEKDAY ALL DAY PASSENGER BOARDINGS**

STATION	TOTAL ON	% OF TOTAL	2015 RANK	2014 RANK
San Francisco	13,571	23.30%	1	1
Palo Alto	7,197	12.36%	2	2
Mountain View	4,570	7.85%	3	3
San Jose Diridon	4,160	7.14%	4	4
Millbrae	3,536	6.07%	5	5
Redwood City	3,233	5.55%	6	6
Sunnyvale	2,881	4.95%	7	8
Hillsdale	2,706	4.65%	8	7
San Mateo	2,061	3.54%	9	9
Menlo Park	1,762	3.03%	10	10
22nd Street	1,629	2.80%	11	11
California Ave.	1,553	2.67%	12	12
San Carlos	1,435	2.46%	13	13
Tamien	1,102	1.89%	14	14
Santa Clara	1,006	1.73%	15	16
Burlingame	998	1.71%	16	15
San Antonio	872	1.50%	17	18
Lawrence	856	1.47%	18	17
Belmont	699	1.20%	19	19
San Bruno	682	1.17%	20	20
South SF	472	0.81%	21	21
Hayward Park	367	0.63%	22	22
Bayshore	254	0.44%	23	23
Morgan Hill	172	0.30%	24	24
Gilroy	153	0.26%	25	25
Blossom Hill	120	0.21%	26	27
College Park	82	0.14%	27	26
San Martin	71	0.12%	28	28
Capitol	43	0.07%	29	29
<b>TOTAL</b>	<b>58,245</b>	<b>100.00%</b>		

**Caltrain 2015 Annual Count**  
**MORNING WEEKDAY PEAK PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	8,251	3,155	0	3,155	8,251
22nd Street	5	79	1,320	12	1,325	91
Bayshore	27	27	111	3	138	30
South SF	100	170	66	54	166	224
San Bruno	192	99	178	24	370	123
Millbrae	374	906	1,249	83	1,623	989
Burlingame	295	91	247	62	542	153
San Mateo	544	311	507	227	1,051	537
Hayward Park	63	55	70	54	132	108
Hillsdale	1,165	352	479	251	1,644	603
Belmont	149	84	129	66	278	149
San Carlos	321	205	352	283	673	488
Redwood City	860	478	352	768	1,212	1,246
Menlo Park	315	408	195	515	510	923
Palo Alto	911	1,800	255	2,936	1,166	4,736
California Ave.	320	276	64	408	384	685
San Antonio	342	55	39	123	381	178
Mountain View	1,618	225	105	1,613	1,723	1,838
Sunnyvale	1,947	108	32	183	1,979	291
Lawrence	280	86	22	267	302	353
Santa Clara	448	34	9	197	457	231
College Park	2	46	0	104	2	150
San Jose Diridon	2,470	43	1	685	2,471	728
Tamien	1,032	138	0	19	1,032	157
Capitol	42	1	0	0	42	1
Blossom Hill	115	5	0	0	115	5
Morgan Hill	172	0	0	0	172	0
San Martin	71	1	0	0	71	1
Gilroy	153	0	0	0	153	0
<b>TOTAL</b>	<b>14,332</b>	<b>14,332</b>	<b>8,937</b>	<b>8,937</b>	<b>23,268</b>	<b>23,268</b>

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

# Caltrain 2015 Annual Count

## NORTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:30a	Burlingame	82	650	13%	112
103	5:05a	Burlingame	130	650	20%	218
305	5:45a	Hillsdale	313	650	48%	378
207	5:57a	Hillsdale	387	650	60%	528
309	6:03a	San Mateo	441	650	68%	607
211	6:20a	Burlingame	228	650	35%	445
313	6:45a	Hillsdale	703	650	108%	915
215	6:50a	San Bruno	691	650	106%	959
217	6:57a	Hillsdale	791	650	122%	1,320
319	7:03a	Sunnyvale	878	650	135%	1,207
221	7:18a	Mountain View	474	650	73%	1,033
323	7:45a	Hillsdale	834	650	128%	1,154
225	7:50a	San Bruno	761	650	117%	1,055
227	7:55a	Hillsdale	671	650	103%	1,317
329	8:03a	Sunnyvale	828	650	127%	1,178
231	8:20a	Mountain View	450	650	69%	770
233	8:40a	San Antonio	660	650	102%	1,135
135	9:10a	San Antonio	443	650	68%	735
237	9:40a	San Antonio	297	650	46%	508
139	10:10a	Burlingame	194	650	30%	360
143	11:10a	Hillsdale	261	650	40%	437
147	12:10p	San Mateo	238	650	37%	391
151	1:10p	Hillsdale	241	650	37%	410
155	2:10p	Hayward Park	263	650	40%	453
257	2:40p	Belmont	203	650	31%	321
159	3:05p	Hillsdale	303	650	47%	524
261	3:44p	San Carlos	581	650	89%	777
263	4:05p	San Carlos	190	650	29%	360
365	4:23p	Redwood City	626	650	96%	719
267	4:31p	San Carlos	349	650	54%	522
269	4:39p	Redwood City	690	650	106%	970
371	4:45p	Palo Alto	514	650	79%	591
273	5:05p	San Carlos	290	650	45%	532
375	5:23p	Redwood City	794	650	122%	940
277	5:31p	Menlo Park	467	650	72%	662
279	5:39p	Redwood City	542	650	83%	757
381	5:45p	Palo Alto	465	650	72%	528
283	6:05p	San Carlos	190	650	29%	340
385	6:23p	Redwood City	550	650	85%	650
287	6:31p	Menlo Park	231	650	36%	326
289	6:45p	Redwood City	292	650	45%	396
191	6:50p	Redwood City	194	650	30%	311
193	7:30p	Redwood City	302	650	47%	417
195	8:30p	Redwood City	259	650	40%	378
197	9:30p	San Carlos	186	650	29%	286
199	10:30p	Palo Alto	78	650	12%	118
			19,557	32,500	60%	29,050

# Caltrain 2015 Annual Count

## SOUTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
102	4:55a	Redwood City	69	650	11%	125
104	5:25a	Menlo Park	127	650	20%	187
206	6:11a	San Carlos	251	650	39%	414
208	6:24a	San Carlos	191	650	29%	418
210	6:44a	San Carlos	394	650	61%	761
312	6:57a	Millbrae	481	650	74%	549
314	7:14a	Hillsdale	603	650	93%	689
216	7:19a	San Carlos	378	650	58%	541
218	7:24a	San Carlos	339	650	52%	556
220	7:44a	San Carlos	673	650	104%	938
322	7:57a	Millbrae	625	650	96%	700
324	8:14a	Hillsdale	651	650	100%	732
226	8:19a	Hillsdale	370	650	57%	544
228	8:24a	San Carlos	271	650	42%	469
230	8:44a	Millbrae	540	650	83%	705
332	8:57a	Millbrae	548	650	84%	607
134	9:07a	Burlingame	272	650	42%	450
236	9:37a	Millbrae	300	650	46%	412
138	10:07a	San Mateo	289	650	44%	435
142	11:07a	Millbrae	270	650	42%	427
146	12:07p	San Mateo	229	650	35%	373
150	1:07p	Hayward Park	247	650	38%	421
152	2:07p	Hayward Park	240	650	37%	456
254	2:37p	Palo Alto	214	650	33%	398
156	3:07p	California Ave.	557	650	86%	1,029
258	3:37p	California Ave.	463	650	71%	797
360	4:09p	Palo Alto	531	650	82%	748
262	4:19p	California Ave.	456	650	70%	771
264	4:27p	Menlo Park	448	650	69%	752
366	4:33p	Palo Alto	809	650	124%	1,150
268	4:56p	California Ave.	763	650	117%	1,500
370	5:14p	Millbrae	762	650	117%	972
272	5:20p	San Francisco	653	650	101%	983
274	5:27p	Menlo Park	325	650	50%	693
376	5:33p	Millbrae	830	650	128%	1,093
278	5:56p	Millbrae	778	650	120%	1,111
380	6:14p	Millbrae	656	650	101%	766
282	6:20p	San Francisco	481	650	74%	646
284	6:27p	Millbrae	213	650	33%	369
386	6:33p	Millbrae	560	650	86%	693
288	6:56p	Millbrae	549	650	84%	739
190	7:30p	Millbrae	444	650	68%	684
192	8:30p	Millbrae	422	650	65%	597
194	9:30p	Millbrae	254	650	39%	359
196	10:30p	Millbrae	198	650	30%	268
198	12:01a	Millbrae	135	650	21%	165
			19,863	31,850	62%	29,195

# Caltrain 2015 Annual Count

## TOTAL BOARDINGS - PERCENT CHANGE 2014 TO 2015

NORTHBOUND			
Train Number	Total Boardings		% Change
	2014	2015	
101	129	112	-13.0%
103	191	218	13.8%
305	316	378	19.4%
207	486	528	8.6%
309	524	607	15.8%
211	379	445	17.3%
313	822	915	11.3%
215	819	959	17.1%
217	1085	1320	21.7%
319	1131	1207	6.8%
221	867	1033	19.2%
323	1017	1154	13.5%
225	939	1055	12.3%
227	1152	1317	14.3%
329	1008	1178	16.9%
231	705	770	9.3%
233	1075	1135	5.6%
135	652	735	12.8%
237	464	508	9.5%
139	378	360	-4.8%
241	0	0	-
143	401	437	9.0%
245	0	0	-
147	399	391	-2.1%
249	0	0	-
151	376	410	9.0%
253	0	0	-
155	416	453	8.9%
257	326	321	-1.7%
159	518	524	1.3%
261	676	777	15.0%
263	344	360	4.5%
365	602	719	19.4%
267	400	522	30.5%
269	836	970	16.0%
371	538	591	9.8%
273	520	532	2.3%
375	787	940	19.4%
277	638	662	3.9%
279	682	757	11.0%
381	539	528	-2.1%
283	307	340	10.9%
385	562	650	15.7%
287	286	326	14.0%
289	379	396	4.4%
191	280	311	11.2%
193	460	417	-9.3%
195	376	378	0.5%
197	282	286	1.4%
199	179	118	-33.9%

In Oct 2014, 22nd Station stop was added to Trains 267, 277, 287

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2014	2015	
102	94	125	34.0%
104	186	187	0.2%
206	386	414	7.3%
208	379	418	10.2%
210	706	761	7.8%
312	485	549	13.2%
314	643	689	7.3%
216	467	541	15.8%
218	545	556	2.1%
220	759	938	23.7%
322	696	700	0.7%
324	709	732	3.2%
226	460	544	18.4%
228	414	469	13.2%
230	670	705	5.2%
332	553	607	9.9%
134	425	450	5.8%
236	384	412	7.2%
138	362	435	20.1%
240	0	0	-
142	403	427	6.0%
244	0	0	-
146	379	373	-1.5%
248	0	0	-
150	380	421	10.8%
152	489	456	-6.6%
254	317	398	25.8%
156	827	1029	24.4%
258	677	797	17.7%
360	641	748	16.6%
262	659	771	17.0%
264	658	752	14.3%
366	992	1150	15.9%
268	1319	1500	13.8%
370	891	972	9.1%
272	892	983	10.2%
274	658	693	5.3%
376	1151	1093	-5.0%
278	924	1111	20.3%
380	708	766	8.2%
282	547	646	18.1%
284	297	369	24.3%
386	627	693	10.5%
288	655	739	12.8%
190	617	684	11.0%
192	535	597	11.7%
194	382	359	-6.1%
196	247	268	8.2%
198	172	165	-4.3%

In Oct 2014, 22nd Station stop was added to Trains 216, 226

**Caltrain 2015 Annual Count  
PERCENT CAPACITY BY TIME PERIOD  
AT MAXIMUM LOAD POINT**

**Northbound Summary**

Time Period	Max.	Cap.	% Cap.
AM NB	9,323	11,050	84.4%
Off Peak NB	2,965	7,800	38.0%
PM NB	7,269	11,050	65.8%
ALL NB	19,557	29,900	65.4%

**Southbound Summary**

Time Period	Max.	Cap.	% Cap.
AM SB	6,512	10,400	62.6%
Off Peak SB	3,515	8,450	41.6%
PM SB	9,836	11,050	89.0%
ALL SB	19,863	29,900	66.4%

**Overall Summary**

Time Period	Max.	Cap.	% Cap.
Traditional	19,159	22,100	86.7%
Reverse	13,782	21,450	64.3%
Off Peak	6,480	16,250	39.9%
ALL TRAINS	39,420	59,800	65.9%

# Caltrain 2015 Annual Count

## BOARDINGS BY TIME PERIOD

<b>Traditional Peak</b>	
AM Northbound	14,332
PM Southbound	14,812
Total	29,143

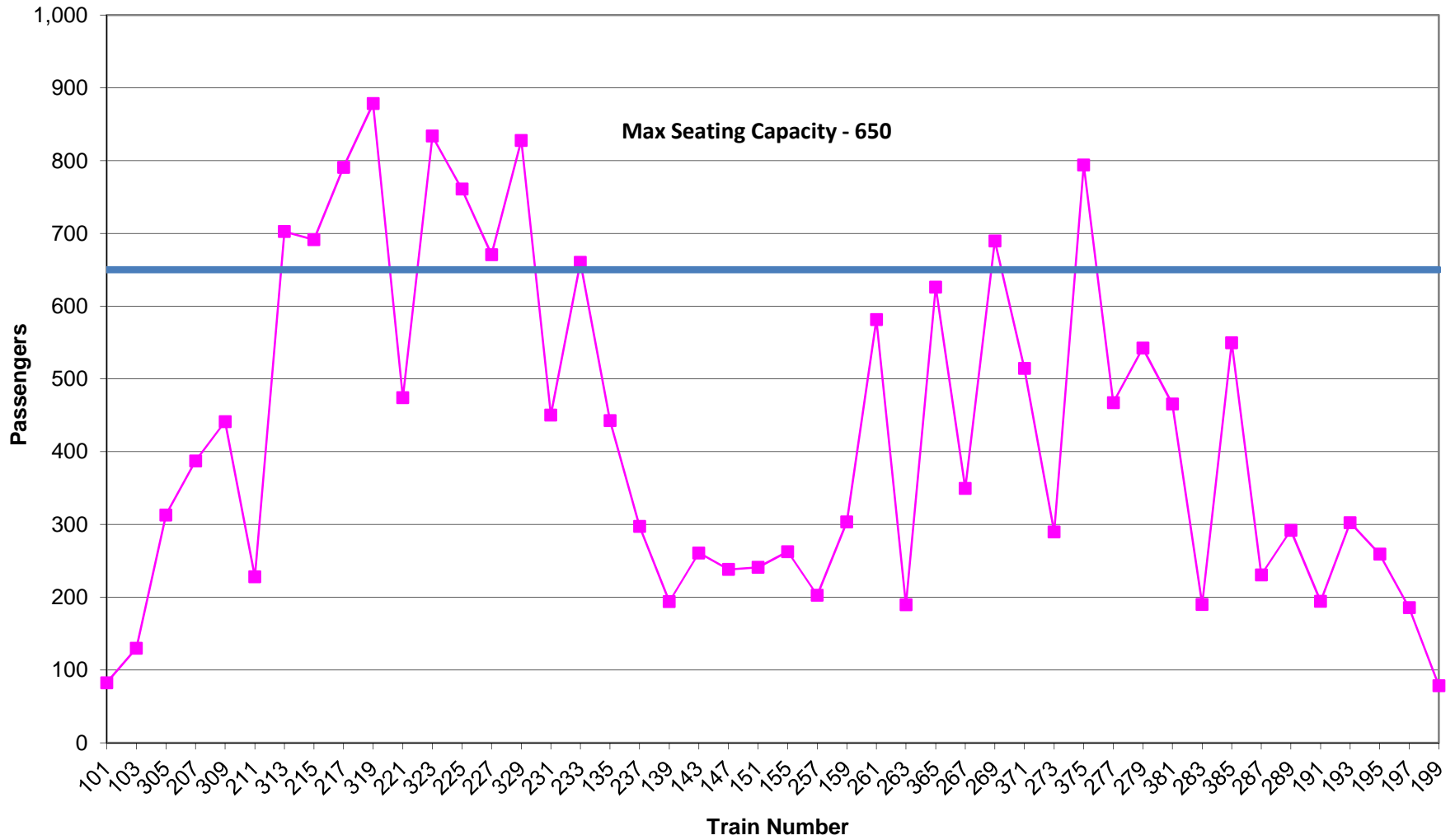
<b>Reverse Peak</b>	
AM Southbound	8,937
PM Northbound	9,905
Total	18,842

<b>Midday</b>	
Northbound	3,614
Southbound	3,373
Total	6,988

<b>Evening</b>	
Northbound	1,199
Southbound	2,073
Total	3,272

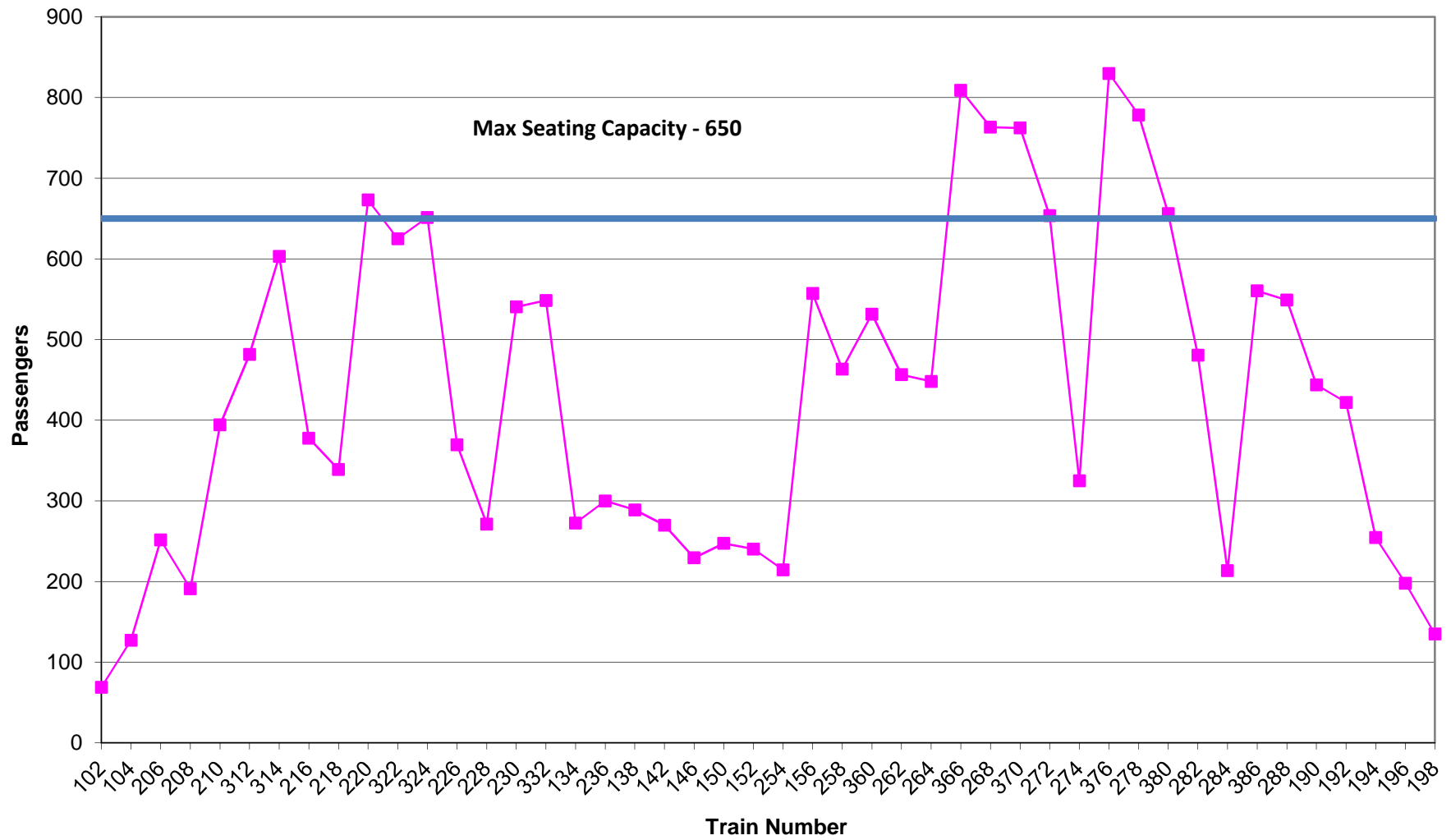
<b>Total</b>	
Northbound	29,050
Southbound	29,195
Total	58,245

### Maximum Loads - Northbound Caltrain 2015 Annual Count





### Maximum Loads - Southbound Caltrain 2015 Annual Count



# Caltrain 2015 Annual Count

## AVERAGE WEEKDAY BICYCLE RIDERSHIP BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,375	1,442	0	1,442	1,375
22nd Street	2	286	223	2	225	288
Bayshore	4	19	22	4	26	23
South SF	23	45	45	21	68	67
San Bruno	20	38	38	18	58	56
Millbrae	34	129	118	43	152	172
Burlingame	48	52	51	48	99	100
San Mateo	107	97	96	106	203	203
Hayward Park	23	17	24	26	47	44
Hillsdale	148	121	109	135	257	256
Belmont	48	48	47	55	95	102
San Carlos	76	61	67	74	143	135
Redwood City	210	140	148	206	359	346
Menlo Park	128	100	90	132	218	231
Palo Alto	501	286	295	540	796	826
California Ave.	161	86	90	133	251	219
San Antonio	103	35	37	101	140	136
Mountain View	460	78	91	467	551	545
Sunnyvale	262	28	42	270	303	297
Lawrence	110	21	25	110	134	131
Santa Clara	102	6	6	109	108	115
College Park	2	1	0	4	2	4
San Jose Diridon	391	5	15	398	407	403
Tamien	74	9	2	75	76	85
Capitol	6	1	0	5	7	6
Blossom Hill	6	1	1	6	7	8
Morgan Hill	20	0	0	20	20	20
San Martin	5	0	0	4	5	4
Gilroy	10	0	0	10	10	10
<b>TOTAL</b>	<b>3,085</b>	<b>3,085</b>	<b>3,122</b>	<b>3,122</b>	<b>6,207</b>	<b>6,207</b>

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

**Caltrain 2015 Annual Count**  
**SATURDAY PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	4,800	4,374	0	4,374	4,800
22nd Street	7	316	288	15	295	331
Bayshore	21	148	120	15	141	163
South SF	66	122	106	73	172	195
San Bruno	86	152	132	93	218	245
Millbrae	139	1,061	997	109	1,136	1,170
Broadway	77	90	77	55	154	145
Burlingame	253	217	218	201	471	418
San Mateo	365	305	298	326	663	631
Hayward Park	113	82	78	112	191	194
Hillsdale	441	253	249	410	690	663
Belmont	213	82	76	170	289	252
San Carlos	274	122	85	224	359	346
Redwood City	719	294	292	651	1,011	945
Atherton	67	36	22	62	89	98
Menlo Park	334	150	176	270	510	420
Palo Alto	1,209	408	388	1,100	1,597	1,508
California Ave.	403	96	103	348	506	444
San Antonio	321	64	48	274	369	338
Mountain View	1,041	128	164	978	1,205	1,106
Sunnyvale	813	50	53	845	866	895
Lawrence	205	29	20	176	225	205
Santa Clara	451	17	6	425	457	442
San Jose Diridon	1,404	0	0	1,438	1,404	1,438
<b>TOTAL</b>	<b>9,022</b>	<b>9,022</b>	<b>8,370</b>	<b>8,370</b>	<b>17,392</b>	<b>17,392</b>

**Caltrain 2015 Annual Count**  
**SUNDAY PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,950	2,301	0	2,301	1,950
22nd Street	3	119	168	3	171	122
Bayshore	6	57	128	7	134	64
South SF	26	44	47	34	73	78
San Bruno	32	79	75	36	107	115
Millbrae	52	549	703	54	755	603
Broadway	25	51	38	26	63	77
Burlingame	94	110	122	85	216	195
San Mateo	151	174	152	175	303	349
Hayward Park	52	42	33	53	85	95
Hillsdale	146	126	152	173	298	299
Belmont	105	59	60	131	165	190
San Carlos	107	71	68	108	175	179
Redwood City	293	147	132	344	425	491
Atherton	16	21	6	25	22	46
Menlo Park	159	95	118	152	277	247
Palo Alto	520	227	202	604	722	831
California Ave.	183	58	49	211	232	269
San Antonio	132	26	31	168	163	194
Mountain View	561	68	79	592	640	660
Sunnyvale	331	29	30	375	361	404
Lawrence	108	18	13	119	121	137
Santa Clara	241	10	12	250	253	260
San Jose Diridon	787	0	0	994	787	994
<b>TOTAL</b>	<b>4,130</b>	<b>4,130</b>	<b>4,719</b>	<b>4,719</b>	<b>8,849</b>	<b>8,849</b>

# Caltrain 2015 Annual Count

## SATURDAY BOARDINGS BY NUMERIC CHANGE 2014 TO 2015

STATION	2014 Boardings	2015 Boardings	Numeric Change	Percentage Change
San Francisco	2,803	4,374	1,571	56.0%
San Jose Diridon	964	1,404	440	45.6%
Sunnyvale	500	866	366	73.2%
Palo Alto	1,250	1,597	347	27.8%
Mountain View	887	1,205	318	35.9%
Redwood City	747	1,011	264	35.3%
Millbrae	938	1,136	198	21.1%
Hillsdale	498	690	192	38.6%
Burlingame	289	471	182	63.0%
San Mateo	514	663	149	29.0%
California Ave.	363	506	143	39.4%
San Antonio	271	369	98	36.2%
San Bruno	124	218	94	75.8%
Santa Clara	370	457	87	23.5%
Broadway	69	154	85	123.2%
South SF	91	172	81	89.0%
Menlo Park	430	510	80	18.6%
Belmont	216	289	73	33.8%
22nd Street	226	295	69	30.5%
Bayshore	85	141	56	65.9%
Hayward Park	143	191	48	33.6%
San Carlos	327	359	32	9.8%
Atherton	79	89	10	12.7%
Lawrence	225	225	0	0.0%
<b>TOTAL</b>	<b>12,409</b>	<b>17,392</b>	<b>4,983</b>	<b>40.2%</b>

**Caltrain 2015 Annual Count**  
**SUNDAY BOARDING BY NUMERIC CHANGE 2014 TO 2015**

STATION	2014 Boardings	2015 Boardings	Numeric Change	Percentage Change
Bayshore	85	134	49	57.6%
22nd Street	162	171	9	5.6%
Broadway	66	63	-3	-4.5%
Menlo Park	309	277	-32	-10.4%
South SF	108	73	-35	-32.4%
San Bruno	142	107	-35	-24.6%
Atherton	57	22	-35	-61.4%
Hayward Park	126	85	-41	-32.5%
Lawrence	167	121	-46	-27.5%
Belmont	231	165	-66	-28.6%
Burlingame	313	216	-97	-31.0%
San Carlos	273	175	-98	-35.9%
Santa Clara	354	253	-101	-28.5%
California Ave.	341	232	-109	-32.0%
San Jose Diridon	897	787	-110	-12.3%
San Antonio	279	163	-116	-41.6%
Hillsdale	426	298	-128	-30.0%
San Mateo	433	303	-130	-30.0%
Mountain View	807	640	-167	-20.7%
Millbrae	926	755	-171	-18.5%
Redwood City	644	425	-219	-34.0%
Sunnyvale	607	361	-246	-40.5%
Palo Alto	1,104	722	-382	-34.6%
San Francisco	3,266	2,301	-965	-29.5%
<b>TOTAL</b>	<b>12,123</b>	<b>8,849</b>	<b>-3,274</b>	<b>-27.0%</b>

**Caltrain 2015 Annual Count**  
**SATURDAY BOARDINGS BY TRAIN 2014 vs. 2015**

**SATURDAY NORTHBOUND**

<b>SJ Depart</b>	<b>Train</b>	<b>2014 AWR</b>	<b>2015 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
7:00 a	421	225	283	58	25.8%
8:00 a	423	278	448	170	61.2%
9:00 a	425	365	716	351	96.2%
10:00 a	427	346	594	248	71.7%
10:35 a	801	324	722	398	122.8%
11:00 a	429	403	658	255	63.3%
12:00 p	431	485	610	125	25.8%
1:00 p	433	405	707	302	74.6%
2:00 p	435	447	633	186	41.6%
3:00 p	437	468	668	200	42.7%
4:00 p	439	480	644	164	34.2%
5:00 p	441	422	439	17	4.0%
5:35 a	803	267	362	95	35.6%
6:00 p	443	320	374	54	16.9%
7:00 p	445	321	357	36	11.2%
8:00 p	447	292	333	41	14.0%
9:00 p	449	201	264	63	31.3%
10:30 p	451	229	210	-19	-8.3%
<b>Total</b>		<b>6,278</b>	<b>9,022</b>	<b>2,744</b>	<b>43.7%</b>

**SATURDAY SOUTHBOUND**

<b>SF Depart</b>	<b>Train</b>	<b>2014 AWR</b>	<b>2015 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
8:15 a	422	304	420	116	38.2%
9:15 a	424	331	354	23	6.9%
10:15 a	426	329	425	96	29.2%
11:15 a	428	280	382	102	36.4%
11:59 a	802	321	247	-74	-23.1%
12:15 p	430	273	312	39	14.3%
1:15 p	432	379	391	12	3.2%
2:15 p	434	431	434	3	0.7%
3:15 p	436	420	482	62	14.8%
4:15 p	438	528	757	229	43.4%
5:15 p	440	599	770	171	28.5%
6:15 p	442	375	693	318	84.8%
6:59 p	804	206	515	309	150.0%
7:15 p	444	210	365	155	73.8%
8:15 p	446	291	492	201	69.1%
9:15 p	448	306	498	192	62.7%
10:15 p	450	255	429	174	68.2%
12:01 a	454	293	404	111	37.9%
<b>Total</b>		<b>6,131</b>	<b>8,370</b>	<b>2,239</b>	<b>36.5%</b>

**Caltrain 2015 Annual Count**  
**SUNDAY BOARDINGS BY TRAIN 2014 vs. 2015**

**SUNDAY NORTHBOUND**

<b>SJ Depart</b>	<b>Train</b>	<b>2014 AWR</b>	<b>2015 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
8:00 a	423	378	224	-154	-40.7%
9:00 a	425	455	280	-175	-38.5%
10:00 a	427	405	226	-179	-44.2%
10:35 a	801	411	214	-197	-47.9%
11:00 a	429	510	242	-268	-52.5%
12:00 p	431	542	315	-227	-41.9%
1:00 p	433	474	253	-221	-46.6%
2:00 p	435	437	321	-116	-26.5%
3:00 p	437	467	351	-116	-24.8%
4:00 p	439	402	293	-109	-27.1%
5:00 p	441	317	293	-24	-7.6%
5:35 p	803	179	213	34	19.0%
6:00 p	443	241	209	-32	-13.3%
7:00 p	445	259	238	-21	-8.1%
8:00 p	447	207	253	46	22.2%
9:00 p	449	202	205	3	1.5%
<b>Total</b>		<b>5,886</b>	<b>4,130</b>	<b>-1,756</b>	<b>-29.8%</b>

**SUNDAY SOUTHBOUND**

<b>SF Depart</b>	<b>Train</b>	<b>2014 AWR</b>	<b>2015 AWR</b>	<b>Difference</b>	<b>Percent Change</b>
8:15 a	422	216	186	-30	-13.9%
9:15 a	424	304	265	-39	-12.8%
10:15 a	426	348	241	-107	-30.7%
11:15 a	428	330	282	-48	-14.5%
11:59 a	802	286	257	-29	-10.1%
12:15 p	430	285	208	-77	-27.0%
1:15 p	432	389	358	-31	-8.0%
2:15 p	434	391	330	-61	-15.6%
3:15 p	436	467	378	-89	-19.1%
4:15 p	438	503	466	-37	-7.4%
5:15 p	440	642	426	-216	-33.6%
6:15 p	442	491	353	-138	-28.1%
6:59 p	804	363	277	-86	-23.7%
7:15 p	444	288	194	-94	-32.6%
8:15 p	446	481	254	-227	-47.2%
9:15 p	448	453	244	-209	-46.1%
<b>Total</b>		<b>6,237</b>	<b>4,719</b>	<b>-1,518</b>	<b>-24.3%</b>