



2015 Annual Passenger Counts

Board of Directors
May 7, 2015
Agenda Item 17



Presentation Outline

- Purpose and Count Methodology
- 2015 Count Results
- Summary
- Next Steps



Purpose of Ridership Counts

- Provide a measurement relative to previous years
- Data for evaluating service changes
 - Identify trends: station, time, train, direction
- Allocate resources to address capacity issues
- Validate revenue-based ridership estimates

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Data Collection Methodology

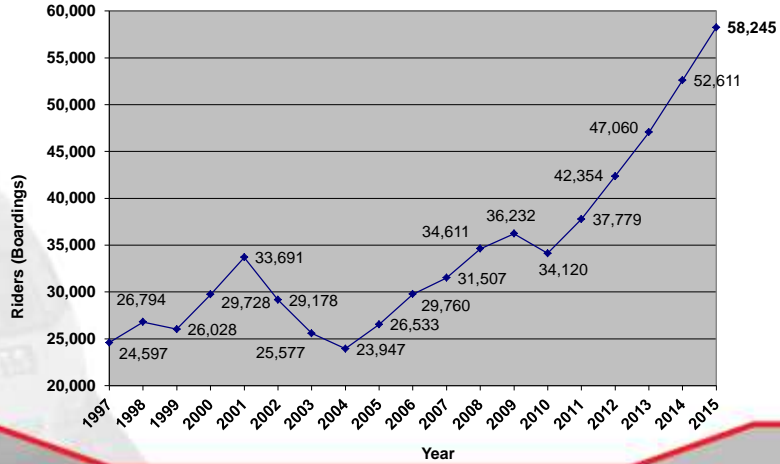
- Headcount on every weekday train averaged over 5 weekdays
- Headcount on every weekend train for one weekend
- Differs from monthly revenue-based average weekday ridership calculations
- Fourth year for “bikes denied boarding” count

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Average Weekday Ridership

10.7% increase



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Riders by Time Period: 2014 vs. 2015

	Feb 2014 92 Trains	Feb 2015 92 Trains	Difference	% Change
Traditional Peak	25,767	29,143	3,376	13.1%
Middy	6,551	6,998	437	6.7%
Reverse Peak	17,044	18,842	1,798	10.5%
Night	3,250	3,272	22	0.7%
TOTAL	52,611	58,245	5,633	10.7%

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2015 Station Ridership

28 stations increased weekday ridership 2014 vs. 2015

San Francisco	1,411	Belmont	30	Lawrence	69
22 nd Street	202	San Carlos	63	Santa Clara	97
Bayshore	8	Redwood City	286	San Jose Diridon	447
South SF	40	Menlo Park	94	Tamien	132
San Bruno	150	Palo Alto	1,014	Capitol	10
Millbrae	245	California Ave.	145	Blossom Hill	37
Burlingame	45	San Antonio	142	Morgan Hill	23
San Mateo	211	Mountain View	295	San Martin	14
Hayward Park	17	Sunnyvale	226	Gilroy	13
Hillsdale	151				

1 station decreased weekday ridership 2014 vs. 2015

College Park <10>

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Top 10 Stations (Weekdays Boardings)

Station	2014 92 trains		2015 92 trains		Change In AWR	% AWR Growth
	Rank	AWR	Rank	AWR		
San Francisco	1	12,160	1	13,571	1,411	11.6%
Palo Alto	2	6,156	2	7,197	1,041	16.9%
Mountain View	3	4,274	3	4,570	295	6.9%
San Jose Diridon	4	3,714	4	4,160	447	12.0%
Millbrae	5	3,291	5	3,536	245	7.4%
Redwood City	6	2,947	6	3,233	286	9.7%
Sunnyvale	7	2,655	7	2,881	226	8.5%
Hillsdale	8	2,555	8	2,706	151	5.9%
San Mateo	9	1,851	9	2,061	210	11.3%
Menlo Park	10	1,668	10	1,762	94	5.7%

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County-by-county Comparison

All counties saw increases in ridership

County	2014 AWR	2015 AWR	Change	%
San Francisco	13,833	15,454	1,621	11.7%
San Mateo	16,620	17,952	1,332	8.0%
Santa Clara	22,158	24,839	2,681	12.1%
TOTAL	52,611	58,245	5,634	10.7%

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Gilroy Extension Ridership*

- Gilroy extension ridership was declining prior to introduction of Baby Bullet service
 - 2001: 1,524 (highest)
 - 2005: 598 (last year of 4 round trips)
 - 2010: 323 (lowest)
 - 2014: 463 (+41 AWR)
 - 2015: 559 (+96 AWR)
- Ridership increased 20.7% since last year

* Numbers represent cumulative ridership for 5 stations

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2015 Riders per Train Type

Peak-period average ridership per train type

Train Type	Feb 2014	Feb 2015	Percent Change
Baby Bullet	725	798	10.1%
Limited	649	735	13.3%
Local	318	358	12.6%

- Continued growth for all train travel times
- Most growth for Limited train travel

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2015 Maximum Loads: Top Trains

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%

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2015 Maximum Loads: Top Trains

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%

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Last Service Change: October 2014

- Added 5 stops at 22nd Street station for limited-stop trains
 - NB Trains: 267, 277, 287
 - SB Trains: 216, 226
- At 22nd Street station: added 28 to 66 riders per train
- Increase in Total Boardings was generally more than increase in average limited-stop train growth

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Average Trip Length

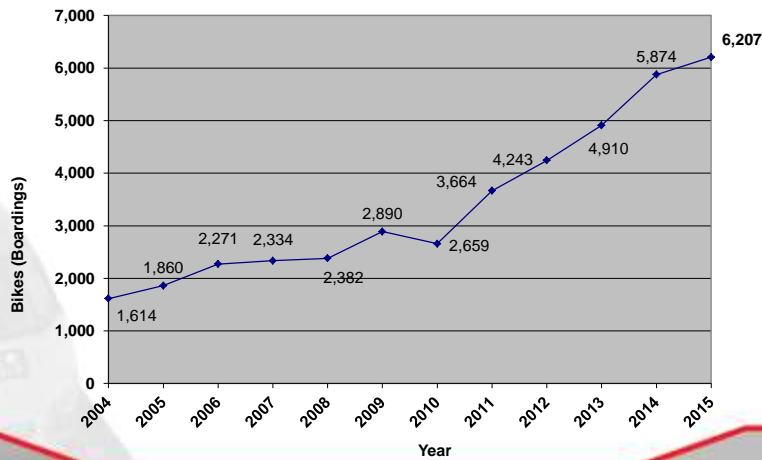
Weekday average trip length for 2015 is slightly higher than 2014

Train Type	Average Trip Length (miles)
Weekday	22.7
Baby Bullet	28.0
Peak Non-Baby Bullet	20.3
Off Peak	20.7
All Locals	20.2



Average Weekday Bike Ridership

5.7% increase





Bicycle Boardings: Top 5 Stations

Station	2014	2015	% change
San Francisco	1,371	1,442	5.1%
Palo Alto	732	796	8.7%
Mountain View	520	551	6.1%
San Jose Diridon	361	407	12.8%
Redwood City	332	359	8.1%

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2015 Bicycle Top 10 Max Load

No.	Type	Departs		Max Load	AWBR
* 375	G	5:23 PM	SJ	90	104
* 324	G	8:14 AM	SF	82	93
* 217	G	6:57 AM	SJ	82	145
332	G	8:57 AM	SF	81	93
* 220	G	7:44 AM	SF	79	116
* 225	G	7:50 AM	SJ	78	123
279	G	5:39 PM	SJ	77	107
385	G	6:23 PM	SJ	77	92
230	G	8:44 AM	SF	75	99
* 269	G	4:39 PM	SJ	73	102
G - Gallery Train					
* - Max Load Top 10 Trains					

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Bikes: Denied Boardings

- Fourth year counted with annual count
- 214 bikes were denied boarding from the more than 525 trains counted
- Carried approximately 32,625 bikes on the trains counted
- Denied boardings were observed at 11 stations
- Denials on 7 northbound trains and 12 southbound trains

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Weekend Service

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

Average Boardings at Weekend-only Stations

	2014	2015	Change
Broadway	135	217	60.7%
Atherton	136	111	-18.4%

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Weekend Baby Bullet Service

Northbound (Sat + Sun)			
Train	Feb 2014	Feb 2015	Change
427	751	820	9.2%
801*	735	936	27.3%
429	913	900	-1.4%
441	739	732	-0.9%
803*	446	575	28.9%
443	561	583	3.9%

*Weekend Baby Bullet

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Weekend Baby Bullet Service

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

*Weekend Baby Bullet

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Summary

- Ridership is at an all-time high: 71% increase since 2010
- Ridership growth continues to strain capacity in peak periods – many trains are full
- Even though NB/SB counts are not balanced, Caltrain has a strong reverse-peak ridership
- All but one station saw growth
- All three counties saw increases
- Weekend ridership shows a increase on Saturdays but an decrease on Sundays

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Next Steps

- FY2016 Operating and Capital budgets must support the required resources to meet demand
- Increasing capacity FY2016 – FY2020 is essential to continue ridership/revenue growth
 - Agency purchased rail cars that will undergo refurbishment, select trains will become 6-car sets
 - Includes increase in bike capacity to Bombardier trains from 48 to 72 per train to address demand
- Future service planning requires use of ridership data to develop potential service scenarios to improve capacity pre-/post-electrification

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