Caltrain 2018 Annual Passenger Count
Key Findings

Table of Contents

Attachments

Attachment 1 – Caltrain System Map

Attachment 2 – Caltrain Service History

Attachment 3 – Caltrain Gilroy Service Impacts

Attachment 4 – Weather Data

Attachment 5 – Caltrain Bike Bump Report

Attachment 6 – Tables and Figures

Tables

Figures

Key Findings
Caltrain 2018 Annual Passenger Count

Background

Caltrain is a fixed guideway commuter rail system serving San Francisco, San Mateo and Santa Clara counties that spans 77.3 miles[1] and includes 32 stations — 29 of which are weekday service, 24 which are weekend service (including two weekend-only stations), and one special event service station which serves Stanford Stadium. Name, location, and days of service of these stations are presented the Caltrain System Map in **Attachment 1**.

The 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 boarding and alighting at each station for each train. Bikes denied boarding are recorded, not averaged, thus 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 figures of **Attachment 6** located at the end of this report.

Methodology

The Caltrain 2018 Annual Passenger Count was conducted from Tuesday, January 16, 2018 to Thursday, February 8, 2018. Physical headcounts of all boarding and alighting passengers, bicycles, and passengers needing assistance (PNA) are collected on each train at each station. Surveyors are staged at each train door for the entire train trip length to collect data. The onboard counting method has been used since the counts commenced in 1994. The weekday counts are then averaged and presented as average weekday results. On weekends, each train is counted once on Saturday and once on Sunday.

Counts are conducted during this time period each year to avoid special events, especially Giants baseball games at AT&T Park in San Francisco, which can distort average ridership and interfere with regular service planning. Other days the count is typically suspended include SF Giants Fan Fest and the President's Day Holiday. Limited counts are done on days with SJ Sharks Games so that additional special event ridership does not skew survey data.

Changes to Weekday Count Methodology

All counts conducted prior to this year counted all weekday trains for five times each, once each weekday, Monday through Friday. However, due to budget constraints and rising cost to conduct the survey in the San Francisco Bay Area's competitive job market, it became more challenging to survey all weekday trains on all five days, a total of 460 weekday trains. This project requires an experienced team to manage a large number of temporary surveyors in order to get the job completed in a limited time. In order to address these issues, the methodology for the weekday train counts was revised. For the 2018 Count survey, all weekday

---

[1]Caltrain Employee Timetable No. 7 Effective 7/10/16
(Caltrain- Physical Characteristics, Table of Key Mile Posts and Geographic Coordinate Data)

trains were counted twice each on two of three mid-weekdays (Tuesday, Wednesday, or Thursday), a total of 184 weekday trains.

There was concern that focusing on mid-weekdays train count would result in overestimating the average weekday passenger volume. This is because Caltrain ridership on Mondays and Fridays are generally lower compared to mid-weekdays. Based on survey data from the last 5 Annual Counts (2013 through 2017), boardings for the average mid-weekdays were approximately equivalent for all 3 days. Monday boardings were approximately 1 percent lower and Friday boardings were approximately 9 percent lower than the mid-weekday average. As a result, the 5-day average weekday ridership was approximately 2 percent lower than average mid-weekday ridership.

Using the average mid-weekday ridership as a basis for Caltrain operations captures the true demand of passengers likely to be onboard and not underestimating it. It allows Caltrain to plan for current and future daily operations to ensure that capacity of Caltrain trains meet the trip demand along the corridor to the best extent.

The change in weekday methodology made year-to-year comparison challenging due to absence of Monday and Friday data. For comparing this year's Count and the last year's Count, one data set had to be calibrated in order to have an equivalent comparison. In order to do so, this year Count result was compared to the mid-weekday average in last year's Count results, computed by deducting surveys results conducted on Mondays and Fridays and calculating average of results from the surveys conducted on Tuesday, Wednesday, and Thursday.

Results and analysis of the ridership in following categories are directly based on the results from the Count survey:

- Denied bicycle boardings (number of all occurrences on both weekdays and weekends)
- PNA boardings (number of all occurrences on both weekdays and weekends)
- Saturday and Sunday count results, as physical headcounts were conducted on each train once on Saturday and then on Sunday.

Due to advantages both in use of average mid-weekday ridership for operations planning as well as the budget and resource constraints, the revised weekday count methodology will be used for Caltrain's Annual Counts moving forward.

Survey Count Days

There were several survey crews that conducted the survey counts on different trains on different dates. There were just a few recounts on trains due to unexpected events which would deter the accuracy of the survey results.

Annual Count Weather Data

During the Count survey, weather in each of the 3 counties was monitored and tracked due to different microclimates along the corridor. Weather data according to the National Weather Service as measured at the San Francisco International Airport (SFO), in Redwood City and at the San Jose International Airport (SJC) is presented in **Attachment 4**.

The survey for the Count this year took place in a period of time when the weather stayed mild and sunny compared to the weather during the survey in 2017, which was the record wettest winter with abnormally high precipitation. During the 2017 survey period, it rained on 20 out of 50 days (40 percent of the days) that surveys were conducted while it rained on only 3 days out of 15 days (20 percent of the days) when the survey was conducted this year.

Post-Survey Analysis

As a part of the Annual Count, additional analyses were performed using the Count survey data to capture the usage trends and extract data needed for the daily operations and future planning. Whereas almost all of these analyses were conducted simply by grouping the average or actual boarding and alighting volumes in certain ways, there are some analyses that require additional calculations. These items include but are not limited to:

- Passenger load: total number of the passengers, bikes, or PNAs on board on each train between adjacent station stop
  - Maximum load: location and number of passengers onboard when the loads on any given trains reach to the highest during the scheduled trip
  - Train capacity (measured as seat occupancy percentage): computed from passenger load divided by seating capacity of the assigned train consist
  - Average trip length: computed from passengers onboard between two geographically-adjacent stations multiplied by the distance between these two stations
- Bike bump occurrence (measured as bike bumps per 1,000 bikes boarded): computed from number of all bikes denied boarding divided by all bicycle boardings during the survey period.

Naming Convention and Assumptions

- Weekday Ridership Metrics:
  - Average Weekday Ridership (AWR): trains counts conducted on all five weekdays (Monday, Tuesday, Wednesday, Thursday and Friday) and then averaged
  - Average Mid-Weekday Ridership (AMWR): new terminology introduced with the 2018 Annual Count for train counts conducted twice on mid-weekdays (Tuesday, Wednesday and Thursday) and then averaged. This term is referenced throughout the report findings.
- Caltrain captures and analyzes the demand by categorizing the weekday into several markets. In this report, weekday markets are defined by time of day:
  - Peak trains: trains departing from its origin station; San Francisco (southbound) or San Jose/Tamien/Gilroy (northbound) from the beginning of the service day until before 9:00 a.m. (morning peak) and trains departing its origin station; San Francisco (southbound) or San Jose/Tamien (northbound) starting at 3:00 p.m. until before 7:00 p.m. (afternoon peak);
  - Midday trains: off-peak trains departing its origin station; from San Francisco (southbound) or San Jose/Tamien (northbound) between the end of the morning peak period and the beginning of the afternoon peak period; starting at 9:00 a.m. until before 3:00 p.m.
  - Evening trains: off-peak trains departing its origin station from San Francisco (southbound) or San Jose/Tamien (northbound) after the end of the afternoon peak period; starting at 7:00 p.m. until end of the service day
- Peak market and trains are further categorized into two groups:
  - Traditional Peak: northbound morning peak trains and southbound afternoon peak trains, and;
  - Reverse Peak: northbound morning peak trains and southbound afternoon peak trains.

- Caltrain operates trains in several stopping patterns as defined in the train timetable, namely, Baby Bullet Express, Limited, and Local. In this report, train types are:
  - Baby Bullet Express trains: trains with numbers in 300s (weekdays) and 800s (weekends) stopping at a few popular stations and travels between San Francisco and San Jose in about an hour;
  - Limited trains: trains with numbers in 200s, which further broken down into:
    - Express-Local trains: trains stopping at all stations for one half of the corridor and become express for the other half, or vice versa;
    - Unified Limited trains: trains skipping stations for the entire length of the scheduled trip;
  - Local trains: trains with numbers in 100s (weekdays) and 400s (weekends) stopping at all stations
- Caltrain's coach car pool consists of two different models (Gallery and Bombardier). Due to the varying interior design configurations and onboard amenities (which include onboard bathrooms, bicycle racks, luggage racks and wheelchair accessible cars), there is different seating capacity on each train consist. In this report, passenger and bike capacity for each consist configurations are assumed as follows:
  - 5-car Gallery train: average seating capacity of 650 and bike capacity of 80 with two bike cars
  - 6-car Gallery train: average seating capacity of 760 and bike capacity of 80 with two bike cars
  - 6-car Bombardier train: average seating capacity of 760 and bike capacity of 72 with three bike cars

Latest Service Operations Changes (through February 2018)

During weekday service Caltrain currently operates a mixed fleet of twelve 5-car Gallery trains, two 6-car Gallery trains and six 6-car Bombardier trains. During weekend service all trains are programmed to operate as 6-car trains. Caltrain continues to be challenged with capacity and service with the existing number of aging railcars and locomotives that often need ongoing maintenance and repairs. Previous Caltrain service levels and service changes throughout the years are described in **Attachment 2** of this report.

In the long-term, Caltrain looks forward to addressing the on-going capacity issues with the electrification of the system, which will allow for more frequent service to stations.

After the 2017 Annual Count Survey was completed, Caltrain updated its weekday timetable on Monday April 10, 2017 to support construction activities for the Peninsula Corridor Electrification Project (PCEP) and Caltrain's entire capital improvement program, which includes the Los Gatos Creek Bridge Replacement Project, the South San Francisco Station Improvement Project, the 25th Avenue Grade Separation Project, and Guadalupe Bridge Replacement Project. In addition, several other weekday changes were made to improve service and operations as well as increase ridership. Weekday changes included schedule adjustments, additional station stops, transit connection improvements, change in departure and operations sequence of southbound trains during the morning peak period to improve efficiency (triggering revised train numbers: as shown in **Figure 1** and **Figure 2**, departure time adjustments during off-peak periods to enable all train meets to occur at control points that will allow flexibility to the operation to accommodate PCEP work windows, minor revisions for clock face departures, added dwell time to top high-use stations during the peak hours and elimination of stations on trains with very low ridership.

Figure 1: EXCERPT OF SOUTHBOUND TIMETABLE (MORNING COMMUTE HOURS) BEFORE APRIL 10, 2017 SERVICE CHANGE

Zone	Southbound Train No.	102	104	206	208	210	312	314	216	218	220	322	324	226	228	230	332	134
1	San Francisco	4:55	5:25	6:06	6:24	6:44	6:56	7:12	7:19	7:24	7:44	7:56	8:12	8:19	8:24	8:44	8:56	9:00
1	22nd Street	5:00	5:30	6:11	6:29	6:50	7:02	7:18	7:25	7:29	7:50	8:02	8:18	8:25	8:29	8:50	9:02	9:05
1	Bayshore	5:05	5:35	—	6:35	—	—	—	—	7:35	—	—	—	—	8:35	—	—	9:10
1	So. San Francisco	5:11	5:41	—	6:41	—	—	—	—	7:41	—	—	—	—	8:41	—	—	9:15
1	San Bruno	5:15	5:45	—	6:44	—	—	—	7:37	7:44	—	—	—	8:37	8:44	—	—	9:18
2	Millbrae	5:19	5:49	6:24	6:49	7:02	7:17	7:32	—	7:49	8:02	8:17	8:32	—	8:49	9:02	9:17	9:22
2	Burlingame	5:23	5:53	6:28	6:53	—	—	—	7:44	7:53	—	—	—	8:44	8:53	—	—	9:27
2	San Mateo	5:28	5:58	6:32	6:56	7:09	—	—	7:48	7:56	8:09	—	—	8:48	8:56	9:09	—	9:30
2	Hayward Park	5:31	6:01	—	7:00	—	—	—	—	8:00	—	—	—	—	9:00	—	—	9:33
2	Hillsdale	5:34	6:04	6:36	7:04	—	—	7:42	7:52	8:04	—	—	8:42	8:52	9:04	—	—	9:37
2	Belmont	5:37	6:07		7:07	—	—	—	—	8:07	—	—	—	—	9:07	—	—	9:41
2	San Carlos	5:40	6:10	6:40	7:11	7:16	—	—	7:58	8:11	8:16	—	—	8:58	9:11	9:16	—	9:44
2	Redwood City	5:45	6:15	6:45	7:15	7:22	7:32	—	—	8:15	8:22	8:32	—	—	9:15	9:22	9:32	9:48
3	Menlo Park	5:50	6:20	6:50	—	7:28	7:38	—	8:06	—	8:28	8:38	—	9:06	—	9:28	9:38	9:53
3	Palo Alto	5:53	6:23	6:53	7:22	7:32	7:41	7:54	8:09	8:22	8:32	8:41	8:54	9:09	9:22	9:32	9:41	9:58
3	California Ave	5:57	6:27	6:57	—	7:35	—	—	—	—	8:35	—	—	—	—	9:35	—	10:01
3	San Antonio	6:01	6:31	—	—	7:40	—	—	—	—	8:40	—	—	—	—	9:40	—	10:06
3	Mountain View	6:05	6:35	7:03	—	7:44	7:49	8:01	8:17	—	8:44	8:49	9:01	9:17	—	9:44	9:49	10:10
3	Sunnyvale	6:10	6:40		—	7:49	—	—	—	—	8:49	—	—	—	—	9:49		10:15
4	Lawrence	6:14	6:44	7:08	—	7:55+	—	—	8:24	—	8:55+	—	—	9:24	—	9:55+	—	10:20
4	Santa Clara	6:19	6:49	—	7:36	8:02+	—	—	—	8:36	9:02+	—	—	—	9:36	10:02+	—	10:25
4	College Park	—	—	—	—	8:05+	—	—	—	—	—	—	—	—	—	—	—	—
4	San Jose Diridon	6:28	6:58	7:20	7:45	8:11	8:03	8:16	8:34	8:45	9:10	9:03	9:16	9:34	9:45	10:10	10:03	10:34
4	Tamien		7:05		7:52	8:18				8:52	9:17		—		9:52	10:17		

Zone	Southbound Train No.	102	104	206	208	310	212	314	216	218	320	222	324	226	228	330	232	134
1	San Francisco	4:55	5:25	6:05	6:15	6:35	6:45	6:59	7:05	7:15	7:35	7:45	7:59	8:05	8:15	8:35	8:45	9:00
1	22nd Street	4:59	5:29	6:09	6:19	6:39	6:51	7:03	7:10	7:19	7:39	7:51	8:03	8:10	8:19	8:39	8:49	9:05
1	Bayshore	5:04	5:34	–	6:24	–	–	–	–	7:24	–	–	–	–	8:24	–	–	9:10
1	So. San Francisco	5:10	5:40	–	6:31	–	–	–	–	7:31	–	–	–	–	8:31	–	–	9:17
1	San Bruno	5:14	5:44	–	6:35	–	–	–	7:20	7:35	–	–	–	8:20	8:35	–	–	9:21
2	Millbrae	5:18	5:48	6:22	6:39	6:52	7:04	7:16	–	7:39	7:52	8:04	8:16	–	8:39	8:52	9:02	9:25
2	Burlingame	5:22	5:53	6:26	6:44	–	–	–	7:27	7:44	–	–	–	8:27	8:44	–	–	9:29
2	San Mateo	5:25	5:57	6:30	6:48	–	7:11	–	7:31	7:48	–	8:11	–	8:31	8:48	–	9:09	9:32
2	Hayward Park	5:28	6:00	–	6:51	–	–	–	–	7:51	–	–	–	–	8:51	–	–	9:36
2	Hillsdale	5:32	6:03	6:34	6:54	–	–	7:24	7:35	7:54	–	–	8:24	8:35	8:54	–	9:13	9:39
2	Belmont	5:35	6:07	–	6:58	–	–	–	–	7:58	–	–	–	–	8:58	–	–	9:43
2	San Carlos	5:38	6:10	6:39	7:02	–	7:18	–	7:40	8:02	–	8:18	–	8:40	9:02	–	9:18	9:46
2	Redwood City	5:41	6:15	6:44	7:06	7:11	7:23	7:31	–	8:06	8:11	8:23	8:31	–	9:06	9:11	9:23	9:51
3	Menlo Park	5:47	6:20	6:50	–	7:17	7:29	–	7:48	–	8:17	8:29	–	8:48	–	9:17	9:29	9:56
3	Palo Alto	5:51	6:24	6:54	7:14	7:21	7:33	7:37	7:52	8:14	8:21	8:33	8:37	8:52	9:14	9:21	9:33	10:00
3	California Ave	5:55	6:28	6:57	–	–	7:37	–	–	–	–	8:37	–	–	–	–	9:37	10:04
3	San Antonio	5:59	6:32	–	–	–	7:41	–	–	–	–	8:41	–	–	–	–	9:41	10:08
3	Mountain View	6:04	6:37	7:04	–	7:28	7:46	7:50	7:59	–	8:28	8:46	8:50	8:59	–	9:28	9:46	10:13
3	Sunnyvale	6:10	6:42	–	–	–	7:51	–	–	–	–	8:51	–	–	–	–	9:51	10:18
4	Lawrence	6:15	6:46	7:09	–	–	7:56	–	8:07	–	–	8:56	–	9:07	–	–	9:56	10:22
4	Santa Clara	6:22	6:51	–	7:27	–	8:03	–	–	8:27	–	9:03	–	–	9:27	–	10:03	10:27
4	College Park	–	–	–	–	–	8:06	–	–	–	–	–	–	–	–	–	–	–
4	San Jose Diridon	6:31	7:01	7:19	7:36	7:43	8:12	8:05	8:20	8:36	8:43	9:12	9:05	9:20	9:36	9:43	10:11	10:35
4	Tamien		7:06		7:48						8:48					9:48		

Caltrain also updated its weekend timetable on Saturday July 15, 2017 to support construction activities for the Peninsula Corridor Electrification Project (PCEP) and Caltrain's entire capital improvement program. Caltrain changed local train service headways from 60 minutes to 90 minutes, thereby reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24. The Weekend Service Reduction was a "Major Service Change" under the 2016 Caltrain Title VI Program. In order to mitigate impacts to riders, the range of service (in the a.m. and p.m.) provided was maintained, the 4 weekend Baby bullet trains (2 in each direction) were maintained, all weekend trains were programmed to operate with six car sets, and special event service (Giants, 49ers, etc.) would continue to be provided. The weekend timetable changes were implemented to help facilitate the PCEP work windows without requiring more drastic options such as termination of all weekend Caltrain service.

In conjunction with a Caltrain Fare Increase and Timetable update, on Monday October 1, 2017, Caltrain implemented minor adjustments to the weekday schedule to enhance operational efficiency. The 2018 Annual Count provides survey data for Caltrain's current weekday and weekend timetable.

<div align="center">**Results**</div>

Weekday Ridership

Average mid-weekday ridership (AMWR) was 65,095, a 1.5 percent increase from the AMWR in 2017 (64,114), computed based on the 2017 Annual Count survey data.

As depicted in **Figure 3**, average daily ridership on weekdays went back to the increasing ridership trend as seen in each year during the current economic cycle since the introduction of Baby Bullet Express service in 2004.

<div align="center">**Figure 3: CALTRAIN AVERAGE WEEKDAY RIDERSHIP TREND**</div>
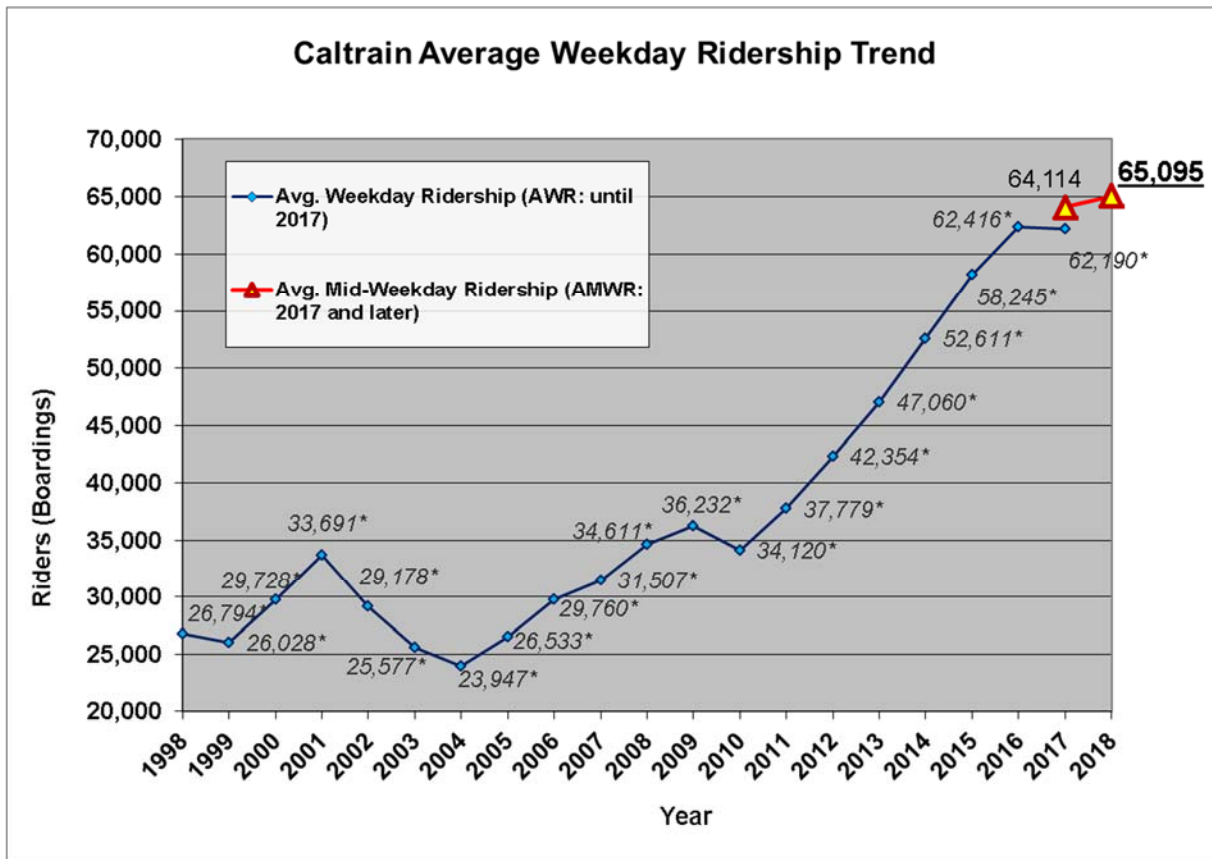
Note: Numbers for years in 2017 and prior (in italics with an asterisk) are Average Weekday Ridership (AWR); Numbers in non-italic with no asterisk are Average Mid-weekday Ridership (AMWR).

Station Boardings

When ranked by average mid-weekday boardings, 9 of the top 10 stations remained the same from 2017 to 2018. Menlo Park Station became the11th busiest station by average weekday boardings while 22nd Street Station moved up to the 10th from 11th. All of the top 10 ridership stations are served by Baby Bullet service. From 2017 to 2018, average mid-weekday boardings decreased at 3 of the top 10 stations, namely, San Francisco, Sunnyvale, and Millbrae.

Other changes in the station ranking by average mid-weekday boardings include:

- Sunnyvale moved from 7th to 6th

- Millbrae moved from 6th to 7th
- Belmont moved from 20th to 19th
- San Bruno moved from 19th to 20th
- Hayward Park moved from 22nd to 21st
- South San Francisco moved from 21st to 22nd
- Gilroy moved from 25th to 23rd
- Bayshore moved from 23rd to 24th
- Morgan Hill moved from 24th to 25th

The numeric change in AMWR from 2017 to 2018 among the 10 stations with the highest Average Weekday Ridership is presented in **Table 1**.

Table 1: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2017 TO 2018

Station	2017		2018		Change in AMWR
	Rank	AMWR	Rank	AMWR	
San Francisco	1	15,666	1	15,427	-239
Palo Alto	2	7,640	2	7,764	124
San Jose Diridon	3	4,815	3	4,876	61
Mountain View	4	4,773	4	4,810	37
Redwood City	5	3,941	5	4,212	271
Sunnyvale	7	3,419	6	3,364	-55
Millbrae	6	3,441	7	3,340	-102
Hillsdale	8	3,044	8	3,229	185
San Mateo	9	2,141	9	2,291	149
22nd Street	11	1,772	10	1,977	205

Note: *Menlo Park was the 10th busiest station by average weekday boardings in 2017 (average mid-weekday boardings decreased from 1,801 in 2017 tp 1,728 this year).*

The 10 stations with the highest AMWR and percentage of system total AMWR in 2017 and 2018 are listed in **Table 2**.

Table 2: TOP 10 RIDERSHIP STATIONS – % COMPARISON 2017 TO 2018

Station	2017 AMWR	% of Total AMWR	2018 AMWR	% of Total AMWR	Change in % of Total
San Francisco	15,666	24.4%	15,427	23.7%	-0.7%
Palo Alto	7,640	11.9%	7,764	11.9%	0.0%
San Jose Diridon	4,815	7.5%	4,876	7.5%	0.0%
Mountain View	4,773	7.4%	4,810	7.4%	-0.1%
Redwood City	3,941	6.1%	4,212	6.5%	0.3%
Sunnyvale	3,419	5.3%	3,364	5.2%	-0.2%
Millbrae	3,441	5.4%	3,340	5.1%	-0.2%
Hillsdale	3,044	4.7%	3,229	5.0%	0.2%
San Mateo	2,141	3.3%	2,291	3.5%	0.2%
22nd Street	1,772	2.8%	1,977	3.0%	0.3%
TOTAL		**78.4%**		**78.8%**	**-0.2%**

Note: Menlo Park was the 10th busiest station by average mid-weekday boardings in 2017 (2.8 percent of total boardings).

The top 10 stations with the largest absolute change in AMWR from 2017 to 2018 and the resulting percentage change are provided in **Table 3**.

Table 3: TOP 10 STATIONS – LARGEST ABSOLUTE CHANGE IN RIDERS

Largest Absolute Change (AMWR) 2017 to 2018		Percent Change
Redwood City	271	6.9%
San Francisco	-239	-1.5%
22nd Street	205	11.5%
Hillsdale	185	6.1%
San Mateo	149	7.0%
Palo Alto	124	1.6%
Millbrae	-102	-2.9%
San Jose Diridon	61	1.3%
Sunnyvale	-55	-1.6%
Mountain View	37	0.8%

Note: AMWR at Menlo Park, the 10th busiest station by average mid-weekday boardings in 2017, decreased by 73 or 4.1 percent.

Baby Bullet Station Boardings

The change in AMWR at stations with Baby Bullet service between 2017 and 2018 is shown in **Table 4**.

Table 4: BABY BULLET STATION RIDERSHIP COMPARISON

Station	2017 AMWR	2018 AMWR	Percent Change
San Francisco	15,666	15,427	-1.5%
22nd Street	1,772	1,977	11.5%
Millbrae	3,441	3,340	-2.9%
San Mateo	2,141	2,291	7.0%
Hillsdale	3,044	3,229	6.1%
Redwood City	3,941	4,212	6.9%
Menlo Park	1,801	1,728	-4.1%
Palo Alto	7,640	7,764	1.6%
Mountain View	4,773	4,810	0.8%
Sunnyvale	3,419	3,364	-1.6%
San Jose Diridon	4,815	4,876	1.3%
Tamien	1,326	1,286	-3.0%
TOTAL	**53,778**	**54,301**	**1.0%**

The stations with Baby Bullet express service show a mixture of increases, decreases and nearly no change in ridership. Overall Baby Bullet station ridership is increased by 1 percent from last year, slightly less than the system-wide AMWR increase. This could potentially be due to patterns observed in the year-to-year boarding volume change this year, including:

- 10 out of 18 stations where the mid-weekday boardings were increased from the last year are the ones not served by Baby Bullet express service.
- 4 of 5 stations where the mid-weekday boardings were decreased the most from the last year are the ones served by the Baby Bullet, and total amount of the decrease at these 4 stations accounted for nearly 70 percent of the boarding volume decrease.
- Significant growth occurred at some stations not served by the Baby Bullet, such as at Hayward Park (197 or 51.2 percent increase from 2017 AMWR) and Belmont (181 or 30.1 percent increase).

Ridership at Baby Bullet stations makes up approximately 83 percent of total weekday boardings at all stations in 2018 compared with 84 percent in 2017.

Passenger Boardings, Alightings and Load

Total weekday passenger boardings (ons) and alightings (offs) at each station and passenger load (onboard passengers) between each pair of adjacent stations in each direction are summarized in **Figure 4** (northbound) and **Figure 5** (southbound). San Francisco and San Jose are the most popular origin and destination of the system. Palo Alto, Redwood City, and Millbrae are popular mid-line destinations for Caltrain riders as northbound alighting volume and southbound boarding volume at these stations are substantially higher than those at other stations.

Boardings and alightings volumes at each station are the most critical factor that impact passenger loads on each direction. For instance, daily total passenger load in the northbound direction increases moving toward San Francisco station, but the rate of load increase decreases after California Avenue station because there are relatively large number of

northbound passengers getting off at Palo Alto and Redwood City stations. Also, the load drops at Millbrae station due to relatively high volume of alighting passengers at the station. Conversely, daily total passenger load in the southbound direction increases due to relatively high boarding volume at Millbrae station and start decreasing at Redwood City station. The significant decrease in the load is observed at Palo Alto, Mountain View, and Sunnyvale stations.

Figure 4: TOTAL PASSENGER BOARDINGS, ALIGHTINGS AND LOAD – AVERAGE MID-WEEKDAY NORTHBOUND (ALL DAY)
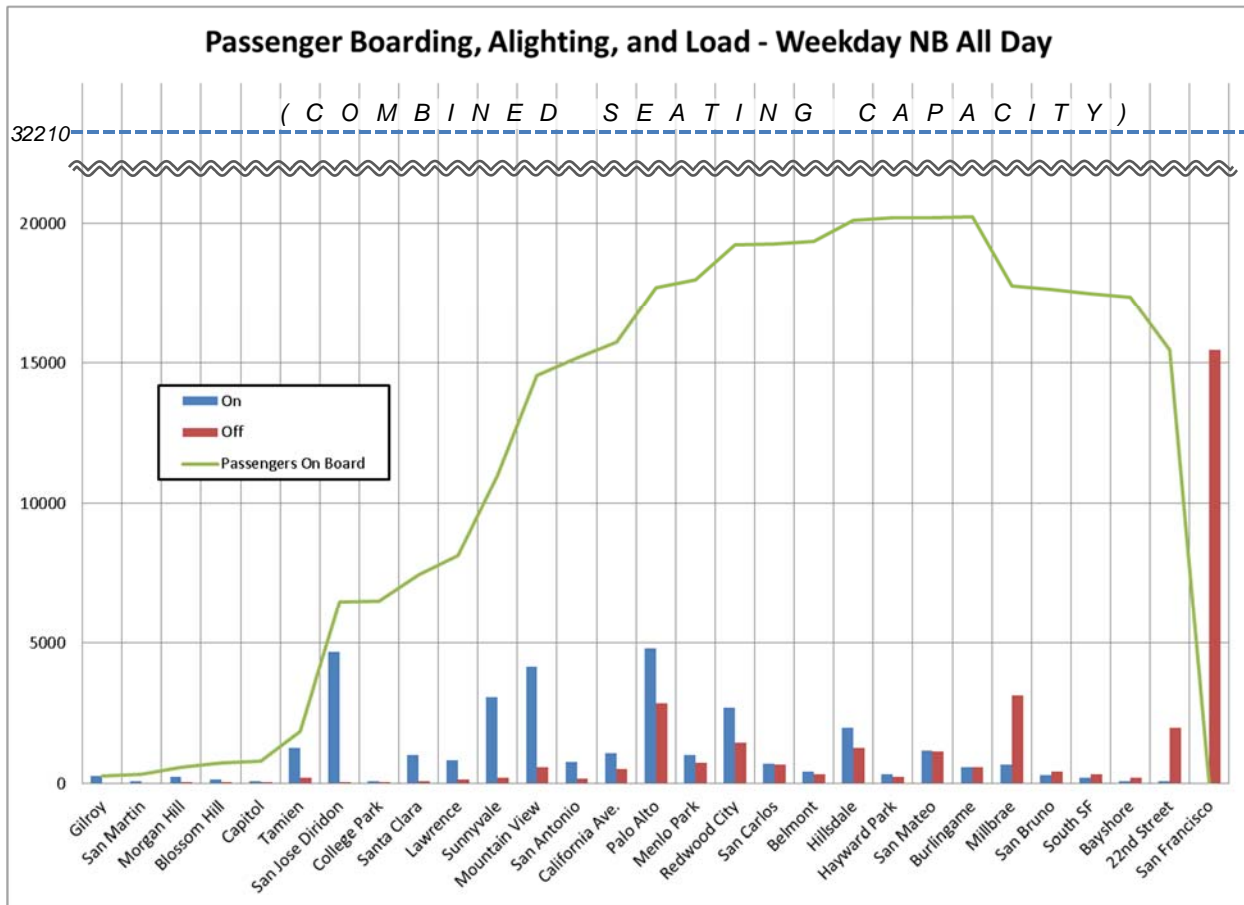
Figure 5: TOTAL PASSENGER BOARDINGS, ALIGHTINGS AND LOAD – AVERAGE MID-WEEKDAY SOUTHBOUND (ALL DAY)
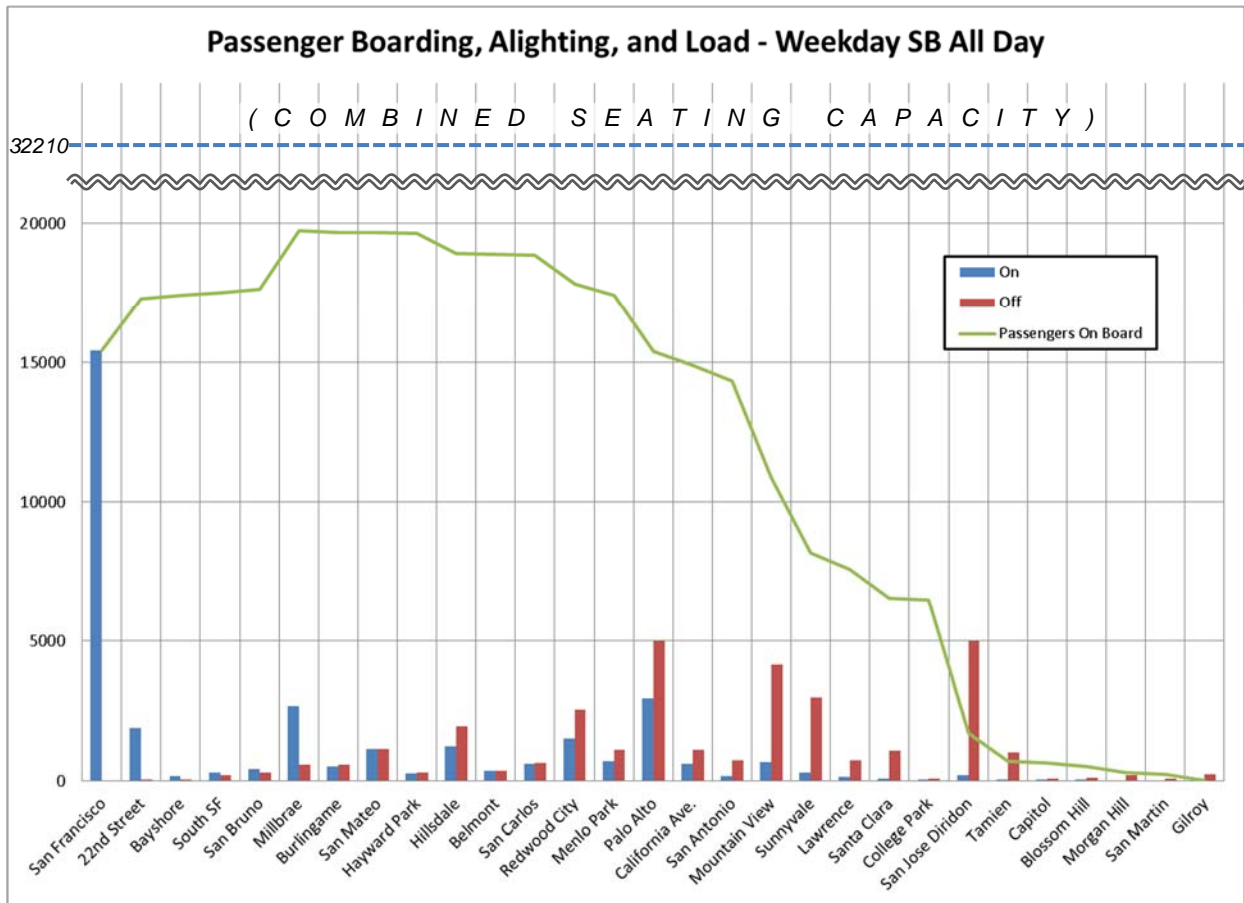
Average boardings per train in each service pattern and the comparison of those in the 2017 Count is summarized in **Table 5** and **Table 6**.

Table 5: WEEKDAY PASSENGERS BY TRAIN TYPE (AVERAGE BOARDINGS PER TRAIN) – NORTHBOUND

Service Type	Northbound (AMWR)			
	2017	2018	Change	Change %
Baby Bullet	900	906	6	0.6%
Express/Local	863	940	77	8.9%
Uniform Limited	722	725	3	0.3%
Local	379	357	-22	-5.7%
All Trains	697	712	15	2.2%

**Table 6: WEEKDAY PASSENGERS BY TRAIN TYPE
(AVERAGE BOARDINGS PER TRAIN) – SOUTHBOUND**

Service Type	Southbound (AMWR)			
	2017	2018	Change	Change %
Baby Bullet	907	922	15	1.6%
Express/Local	790	806	16	2.0%
Uniform Limited	733	761	28	3.8%
Local	429	405	-23	-5.4%
All Trains	697	703	6	0.9%

Time-of-Day Ridership Breakdown

Table 7 shows the AMWR broken down by market (direction/time of day) and change since 2017. It indicates that while overall ridership grew, the peak period ridership showed relatively stronger growth from 2017 to 2018, whereas the off-peak period ridership decreased. The result also indicates that increase in passenger volume in reverse peak market was greater than that in traditional peak period.

Table 7: WEEKDAY PASSENGERS BY MARKET – COMPARISION TO 2017

Market	2017 AMWR	2018 AMWR	Difference	% Change
Traditional Peak (AM Peak NB + PM Peak SB)	33,548	34,373	825	2.5%
Midday	7,316	6,642	-674	-9.2%
Reverse Peak (AM Peak SB + PM Peak NB)	19,736	20,745	1,009	5.1%
Evening	3,514	3,335	-179	-5.1%
TOTAL	64,114	65,095	981	1.5%

There was a slight difference in ridership growth between traditional peak and reverse peak. The split of the peak ridership between traditional direction and reverse direction is approximately 62:38; it was 63:37 in 2017, 62:38 in 2016, and 61:39 in 2015. Data from past years indicates that the ratio is traditionally approximately 60:40.

Peak Trains

The average number of passengers on each type of service in 2017 and 2018 is summarized in **Table 8**. The total peak-period ridership on an average mid-weekday this year increased by 2.1% percent compared to 2017 for the average mid-weekday. Unlike last year, ridership for all three service types increased. The ridership on services types serving more stations increased more than that for ones serving fewer stations. This could be potentially due to continued overcrowding on Baby Bullet trains, off-shifting of regular work hours (Local trains are scheduled during shoulders of peak hours), and passengers taking trains from or to non-Baby Bullet stations.

Table 8: PASSENGERS PER TRAIN BY SERVICE TYPE (PEAK PERIODS)

Service Type	2017 (AMWR)	2018 (AMWR)	Percent Change
Baby Bullet	904	914	1.1%
Express/Local	827	873	5.6%
Uniform Limited	794	828	4.3%
Local	351	412	17.5%

Total passenger boardings and alightings at each station and passenger load between each pair of adjacent stations in the northbound direction during morning (AM) peak period are summarized in **Figure 6.** The graph showing the same information in the southbound direction during morning peak period are summarized in **Figure 7.** These figures depict overall trends in train usage in each direction during peak periods.

The results for the traditional AM peak direction indicate the following:

- San Jose station is not a popular destination station in the traditional AM peak direction (northbound) because alighting volume at San Jose is relatively small compared to total traditional peak boardings between Gilroy and Tamien.
- Sunnyvale and Mountain View stations are popular mid-line origin stations.
- Alighting volume at Palo Alto station is substantially higher than other mid-line stations, creating the first dip in passenger load.
- The highest total passenger load is observed between Burlingame and Millbrae stations.
- Even though alighting volume at Millbrae station is higher than any other stations in San Mateo County, passenger load does not dip as noticeable as the load decrease observed in the daily total passenger load change (depicted in **Figure 4** and **Figure 5**). This could potentially imply that not many traditional peak passengers boarding at the stations south of Millbrae transfer to BART.
- San Francisco station is the most popular destination station in traditional AM peak direction.

The results for the reverse AM peak direction indicate the following:

- San Francisco Station is the most popular origin station in the reverse peak direction.
- Unlike in the traditional peak direction, passenger load changes (increases) at Millbrae station. This could potentially imply that unlike traditional peak passengers, relatively high number of reverse peak passengers heading to stations south of Millbrae transfer between BART and Caltrain at Millbrae.
- The highest total passenger load is observed between San Carlos and Redwood City stations.
- Palo Alto and Mountain View stations have the highest volume of alighting passengers in the reverse peak direction; nearly half of all passengers alight at these stations.
- San Jose station does not to attract as many alighting passengers as popular mid-line destination stations (Palo Alto, Mountain View, or even Redwood City stations).

**Figure 6: TOTAL PASSENGER BOARDINGS, ALIGHTTINGS AND LOAD –
AVERAGE MID-WEEKDAY TRADITIONAL PEAK (AM PEAK NORTHBOUND)**

Passenger Boarding, Alighting, and Load - Weekday NB AM Peak
(COMBINED SEATING CAPACITY = 11,900)
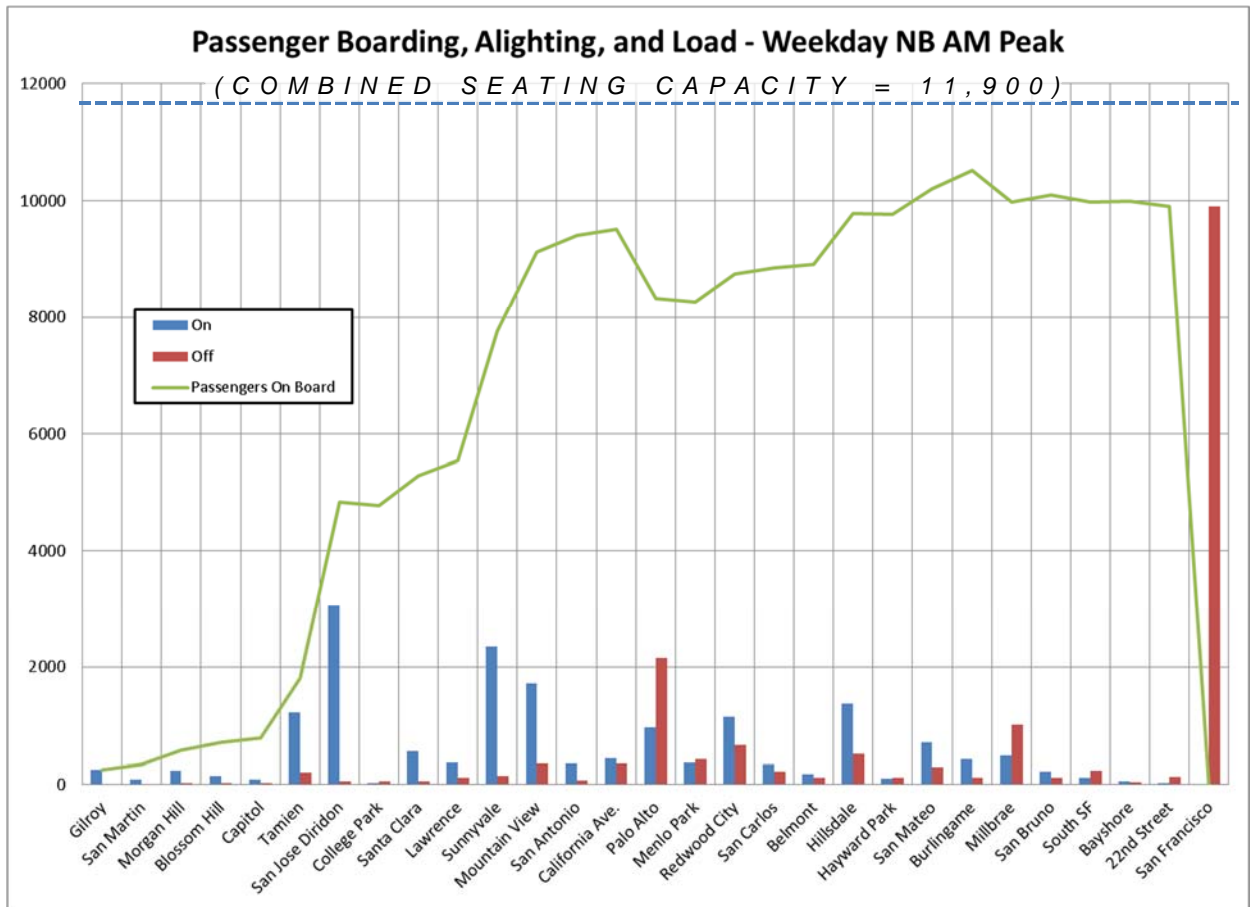
**Figure 7: TOTAL PASSENGER BOARDINGS, ALIGHTTINGS AND LOAD –
AVERAGE MID-WEEKDAY REVERSE PEAK (AM PEAK SOUTHBOUND)**
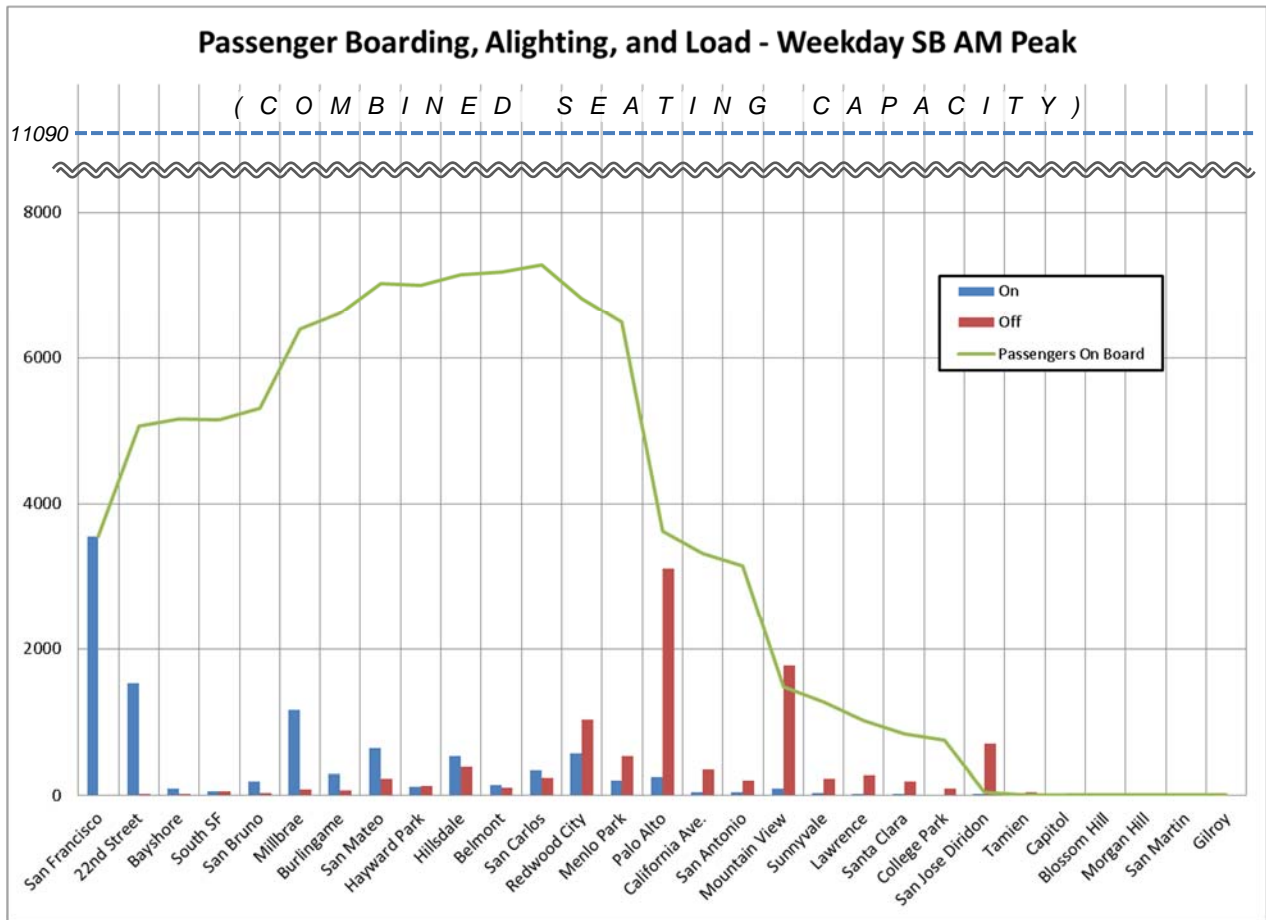
Average Passenger Trip Length

The average passenger trip length for various types of train service for 2017 and 2018 is presented in **Table 9**. For comparison purposes, station mileposts are used to determine distances between stations. This year, trip lengths decreased from 0.1 to 0.5 miles.

Table 9: AVERAGE PASSENGER TRIP LENGTH BY WEEKDAY TRAIN TYPE

	Average Trip Length (mi)		
Train Type	2018 (AMWR-Based)	2017 (AMWR-Based)	Difference
Weekday	22.9	23.4	-0.5
Baby Bullet	27.5	28.3	-0.8
Peak Non-Baby Bullet	20.8	20.9	-0.1
Off Peak	21.5	21.9	-0.4
All Locals	21.0	21.6	-0.5

Train Capacity

The total of maximum load on all trains for each time period and total seated capacity is presented in **Table 10**. The results indicate that in general, maximum load on the traditional peak trains is near seated capacity while there are approximately 30 percent of seats available on trains in reverse peak direction.

Table 10: TOTAL MAXIMUM LOAD BY MARKET

Time Period	Total Max Load	Total Capacity	Percent of Seated Capacity
Traditional Peak (AM Peak NB + PM Peak SB)	22,595	23,750	95.1%
Reverse Peak (AM Peak SB + PM Peak NB)	15,395	22,120	69.6%
Off-Peak (Midday + Evening)	6,664	18,550	35.9%
ALL TRAINS	44,654	64,420	69.3%

However, as Count results from previous years show, there are trains during peak periods operating above the seated capacity in some segments during the scheduled trip. Data presented in **Table 11** and **Table 12** shows that there were 25 trains operating with very high passenger loads (defined as 95 percent seated capacity – 585 seated passengers or above on the 5-car Gallery Car train and 722 seated passengers or above on the 6-car train) at the maximum load points.

Table 11: FULLEST TRAINS – NORTHBOUND (AT 95% SEATED CAPACITY OR ABOVE)

	Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Seated Capacity
			Northbound			
g	221	7:23 AM	Mountain View	845	650	130%
b	329	8:04 AM	Sunnyvale	968	760	127%
g	217	6:59 AM	Hillsdale	950	760	125%
	215	6:54 AM	San Bruno	810	650	125%
	225	7:54 AM	San Bruno	943	760	124%
b	319	7:04 AM	Sunnyvale	936	760	123%
	227	7:59 AM	Hillsdale	790	650	121%
b	323	7:49 AM	Mountain View	894	760	118%
b	313	6:49 AM	Hillsdale	822	760	108%
	269	4:40 PM	Redwood City	773	760	102%
	233	8:39 AM	San Antonio	772	760	102%

"g" = Gilroy train; "b" = Baby Bullet express train

Note: *Train capacity is average seated capacity and based on the scheduled fleet assignment. Trains with capacity of 760 are the ones which 6-car consist is assigned.*

Table 12: FULLEST TRAINS – SOUTHBOUND (AT 95% SEATED CAPACITY OR ABOVE)

	Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Seated Capacity
			Southbound			
b	366	4:38 PM	Palo Alto	1,066	760	140%
b	376	5:38 PM	Millbrae	952	760	125%
b	324	7:59 AM	Millbrae	898	760	118%
	360	4:12 PM	Palo Alto	767	650	118%
	278	5:58 PM	Millbrae	885	760	116%
g	268	4:58 PM	California Ave.	853	760	112%
	330	8:35 AM	Millbrae	712	650	110%
b	370	5:16 PM	Millbrae	823	760	108%
	272	5:27 PM	San Francisco	822	760	108%
	262	4:23 PM	California Ave.	692	650	106%
	258	3:34 PM	California Ave.	679	650	104%
b	380	6:16 PM	San Francisco	678	650	104%

"g" = Gilroy train; "b" = Baby Bullet express train

Note: *Train capacity is average seated capacity and based on the scheduled fleet assignment. Trains with capacity of 760 are the ones which 6-car consist is assigned.*

On average, trains with heaviest load in each direction are at approximately 115 percent of seated capacity; which is similar percentage as last year. This year, 25 trains operated at or above 95 percent capacity during the survey period, 3 more trains than last year. Train operating at or over the seated capacity continues to be an issue on selected trains during peak periods, especially on several traditional peak trains even though there has been additional capacity has been provided over last several years, by namely:

- Implementing 6-car Bombardier train sets in the fleet starting in 2015, and;
- 6-car Gallery Car train sets as of November 2016,

Moreover, ridership in the peak summer months (High Season) is higher than ridership in the winter. Based on fare revenue and ticket sales ridership reporting, ridership during the 2016 2017, 2018 summer months was approximately 7 to 8 percent higher than the months that Annual Count for each year was conducted. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

Number of passenger boarded, alighted and on each of these 25 busiest trains by the maximum passenger load (> 95 percent capacity) is depicted in the passenger boarding, alighting, and load graphs in **Attachment 6**.

Based on the graphical representation of passenger boarding and alighting on these busiest trains, initial standees do not stand for the entire time that standees are onboard. For instance, in the northbound direction, stations where trains reach seating capacity include Sunnyvale, Mountain View, Redwood City, Hillsdale and Burlingame. The stations where many passengers get off trains and allow for initial standees to get a seat (and in some cases generate new standees) include Palo Alto, Redwood City, San Carlos, Hillsdale, San Mateo and Millbrae. In the southbound direction, stations where trains reach seating capacity include San Francisco, Millbrae, San Mateo, Palo Alto and California Avenue. The stations where many passengers

get off trains and allow for initial standees to get a seat (and in some cases generate new standees) include Millbrae, San Mateo, Hillsdale, San Carlos, Redwood City, Menlo Park, Palo Alto, California Avenue, San Antonio, Mountain View and Sunnyvale.

Impacts from Service Changes

As discussed in earlier section, two kinds of changes are made in the April 2017, namely:

- Stops were added to some trains, mostly during the peak periods, and;
- The operating sequence of the southbound trains during the morning peak period (reverse peak direction) was modified.

Details of these changes and impacts to passenger boardings, alightings, and passenger loads as observed in the 2018 Annual Count result are summarized below.

Trains with Stops Added

Number of passenger boarded onto and alighted from these trains with stops added in April 2017 as well as total boardings on these trains in 2017, all based on the mid-weekday average, are presented in **Table 13** (northbound) and **Table 14** (southbound). These indicate that total boardings on most of these trains increased, but the increase or decrease in total boardings does not correlate to the additional passenger boardings or alightings at the added stop.

Table 13: BOARDINGS AND ALIGHTINGS FOR TRAINS WITH STOP(S) ADDED (NORTHBOUND)

Train#	Stop Added	At Added Stop		Total Boardings			
		Boardings	Alightings	2017	2018	Difference	% Difference
211	California Ave.	12	11	435	527	92	21.1%
221	California Ave.	56	74	1,065	1,836	771	72.4%
371	Redwood City	116	47	621	702	81	13.0%
381	Redwood City	113	72	506	707	200	39.5%
287	Sunnyvale	27	9	339	410	71	21.1%
289	Tamien	2	0	428	365	-64	-14.9%

Table 14: BOARDINGS AND ALIGHTINGS FOR TRAINS WITH STOP(S) ADDED (SOUTHBOUND)

Train Number		Stop Added	At Added Stop		Total Boardings			
2017	2018		Boardings	Alightings	2017	2018	Difference	% Difference
312	310	Tamien	0	2	545	326	-219	-40.1%
314	314	Redwood City	52	104	622	778	156	25.1%
322	320	Tamien	0	4	755	667	-88	-11.6%
324	324	Redwood City	70	181	802	1,093	291	36.2%
230	232	Hillsdale	23	28	735	935	199	27.1%
332	330	Tamien	0	3	663	829	166	25.0%
262	262	Santa Clara	2	126	843	1,118	275	32.6%
366	366	California Ave.	49	53	1,412	1,545	132	9.4%
272	272	Santa Clara	6	88	1,133	1,196	63	5.5%
376	376	California Ave.	20	75	1,449	1,206	-243	-16.8%

Maximum passenger load and the location where the maximum load was observed on these trains with stop(s) added are also summarized in **Table 15** (northbound) and **Table 16** (southbound). These indicate that even though the maximum loads on these trains differ between 2017 and 2018, location where these maximum load were observed largely remained the same except for two northbound trains (trains 371 and 381).

This is likely because of the location of these stops added relative to the location where the maximum load was observed in the 2017 and characteristics of the station in terms of boardings and alightings. Trains 371 and 381 are the only trains which satisfy the following condition which could potentially shift the maximum load location:

- These are northbound trains in afternoon peak period ("Reverse Peak"), which serves work-to-home commuters working in the South Bay;
- Additional stop (Redwood City) is located north of the previous maximum load location (both Palo Alto), and;
- Boardings at additional stop are higher than alightings.

Table 15: COMPARISON OF MAXIMUM LOAD FOR TRAINS WITH STOP(S) ADDED (NORTHBOUND, 2017-2018)

| Train# | Stop Added | Max Load | | | |
| | | 2017 | | 2018 | |
		Location	Load	Location	Load
211	California Ave.	Burlingame	235	Burlingame	299
221	California Ave.	Mountain View	487	Mountain View	845
371	Redwood City	Palo Alto	530	Redwood City	564
381	Redwood City	Palo Alto	436	Redwood City	548
287	Sunnyvale	Menlo Park	248	Menlo Park	305
289	Tamien	Redwood City	315	Redwood City	270

Table 16: COMPARISON OF MAXIMUM LOAD FOR TRAINS WITH STOP(S) ADDED (SOUTHBOUND, 2017-2018)

| Train Number | | Stop Added | Max Load | | | |
| 2017 | 2018 | | 2017 | | 2018 | |
			Location	Load	Location	Load
312	310	Tamien	Millbrae	463	Millbrae	266
314	314	Redwood City	Hillsdale	516	Hillsdale	632
322	320	Tamien	Millbrae	646	Millbrae	552
324	324	Redwood City	Hillsdale	684	Millbrae	898
230	232	Hillsdale	Millbrae	549	Millbrae	688
332	330	Tamien	Millbrae	579	Millbrae	712
262	262	Santa Clara	California Ave.	540	California Ave.	692
366	366	California Ave.	Palo Alto	1,021	Palo Alto	1,066
272	272	Santa Clara	San Francisco	815	San Francisco	822
376	376	California Ave.	Millbrae	1,079	Millbrae	952

AM Peak Southbound Sequence Change

To address the overcrowding on some southbound trains during the morning peak period, departing sequence of trains at San Francisco Station, as depicted in **Figure 8**. Before April 2017 service change, the hourly service pattern for the southbound service during morning peak period consists of five trains (three limited trains and two Baby Bullet Express trains). Based on the departure time of these trains at San Francisco Station, 3 limited trains were scheduled to depart first followed by two Baby Bullet trains back to back.

While the service after the April 2017 change was implemented still consists of the same number of trains with the same breakdown between limited trains and Baby Bullet Express trains, slots for the first Baby Bullet trains of the hour (Trains 312, 322, and 332 in pre-April 2017 schedule) and one of the limited trains of the hour (Trains 210, 220, and 230 in pre-April 2017 schedule) were swapped so that the first Baby Bullet trains of the hour departs San Francisco before the third limited trains of the hour.

Figure 8: AM PEAK SOUTHBOUND SERVICE STRUCTURE IN BEFORE APRIL 2017 SERVICE CHANGE (ABOVE) AND AFTER APRIL 2017 SERVICE CHANGE (BELOW)

○ = All of trains stop; □ = Only some trains stop; Yellow = Stops added
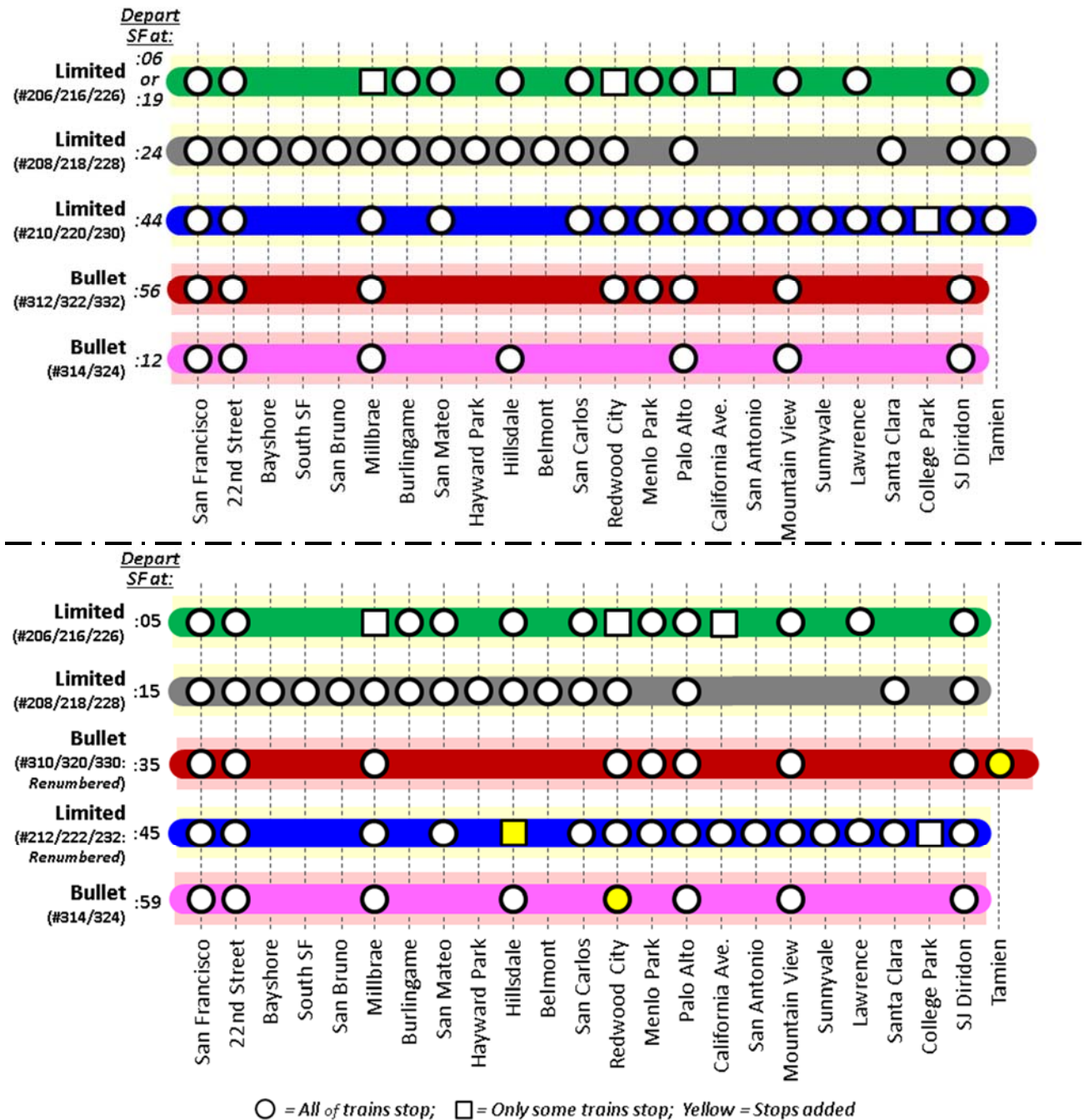
When comparing 2017 and 2018 data, passenger loads on southbound trains operating during the morning peak period appeared to be distributed more evenly among the 5 trains operated in each hour during the period, as summarized in **Figure 9**.

Figure 9: AM PEAK SOUTHBOUND PASSENGER LOAD SPLIT BETWEEN STOPPING PATTERNS (PERIOD AVERAGE – AT MAXIMUM LOAD LOCATION)
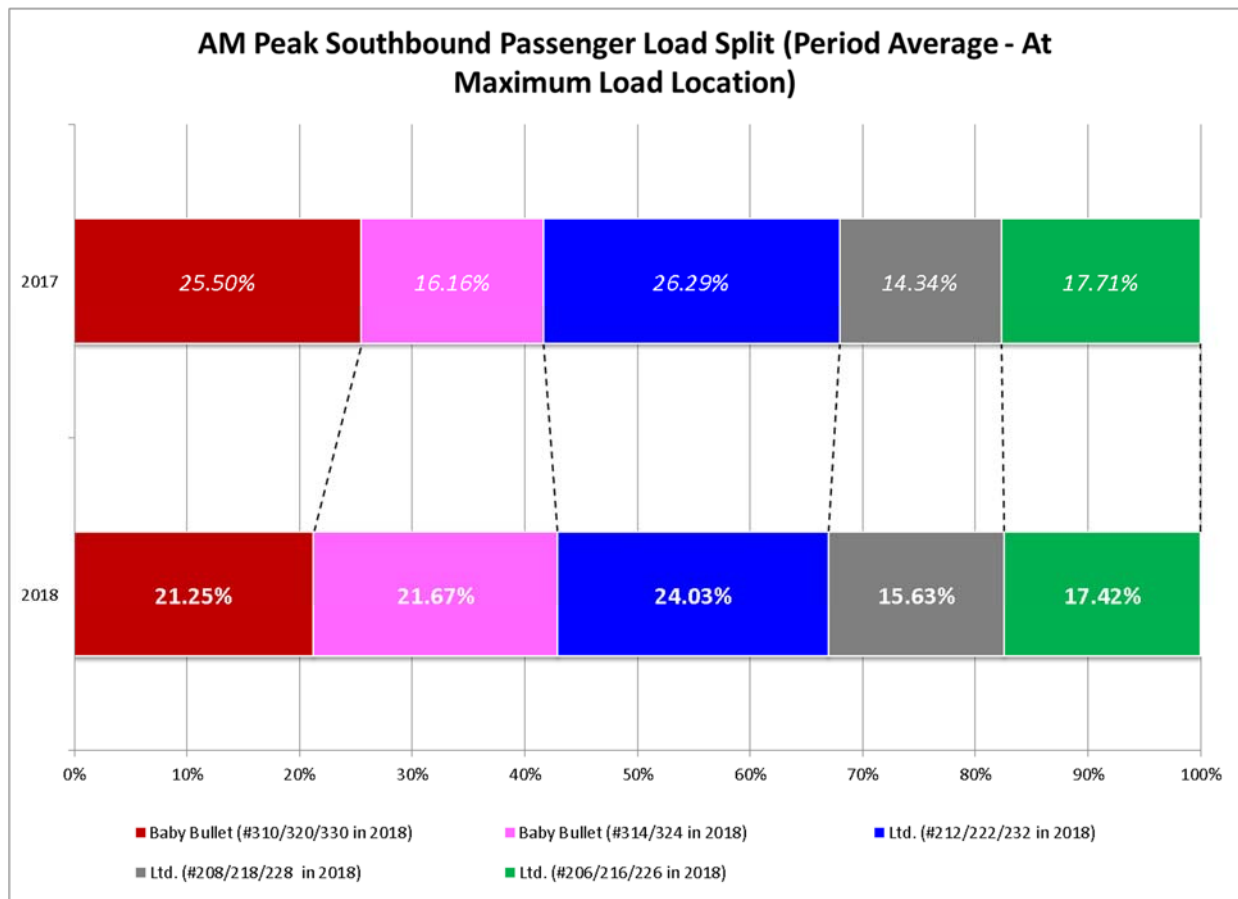
In 2017, split of passenger load between these 5 trains in each hour during the morning peak period were skewed; Baby Bullet Express trains 312, 322, and 332 and Limited trains in express-local pattern (numbers 210, 220, and 230) were very popular among the reverse-peak commuters and thus the passenger loads on these trains were significantly higher than the passenger load on other trains. Likely reasons of this skewed loads include:

- Limited trains 210, 220, and 230 were scheduled to operate right before Baby Bullet trains 312, 322, and 332 and in similar stopping pattern north of Redwood City, making made the trains 210, 220, and 230 "sweep" passengers for these Baby Bullet trains;
- Baby Bullet trains 314 and 324 were scheduled to operate only 16 minutes after another series of the Baby Bullet trains (numbers 312, 322, and 332), making trains 312, 322, and 332 to "sweep" passengers for the trains 314 and 324, and;
- Slots for each series of trains in the hourly patterns were unevenly distributed in a way that created a 20 minute service gap between the second and the third limited trains of the hour whereas other trains were scheduled only 5 to 15 minutes after the previous trains based on the departure time at San Francisco.

With this service change, passenger loads are more evenly distributed to each service type than was observed during the 2017 Count. Two Baby Bullet trains receive passenger loads nearly

evenly while some of the loads that used to be concentrated onto the Limited trains 212, 222, and 232 (renumbered from 210, 220, 230, respectively) and in current schedule to be distributed to other trains. This is likely because:

- The first Baby Bullet trains of the hour (trains 310, 320, and 330 in April 2017 schedule) are scheduled to depart San Francisco before the third limited train of the hour (trains 212, 222, and 232 in April 2017 schedule) and "sweep" for the limited trains 212, 222, and 232 instead;
- Slots for two Baby Bullet trains of the hour (trains 310/320/330 and 314/324) being further separated and made trains 314 and 324 to cover significantly larger amount of demands for trains 310, 320, and 330;
- Separation between two other limited trains of the hour (trains 206/216/226 and trains 208/218/228) are doubled from 5 minutes to 10 minutes based on departure time at San Francisco Station and increased amount of demands to be covered by trains 206, 216, and 226.

Gilroy Extension Ridership

Service from/to Gilroy is provided as a weekday-only, traditional-peak only service with 6 trips a day: 3 northbound trains during the morning peak period and 3 southbound trains during the afternoon peak period. **Table 17** shows the AWR (2017 and prior) and AMWR (2017 and later) for the Gilroy extension, which serves the five stations south of Tamien (Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy). The historic trend of Gilroy extension ridership is also depicted in **Figure 10.** Unlike last year, ridership of the Gilroy extension increased significantly (15.4 percent) this year. The increase in Gilroy ridership may be attributed to the increased cost of housing along the Peninsula which forced people to move to the south county for more affordable housing.

Table 17: GILROY EXTENSION BOARDINGS BY YEAR 2014 – 2017

Year	2014	2015	2016	2017	2018
Boardings (AWR)	463	559	630	590	N/A
Boardings (AMWR)	N/A	N/A	N/A	693	800
Change	*9.7%*	*20.7%*	*12.7%*	*-6.3%*	15.4%

Note: *Year-to-Year change prior to 2017 (in italic) are based on AWR; that after 2017 are based on AMWR.*

Figure 10: GILROY WEEKDAY RIDERSHIP TREND
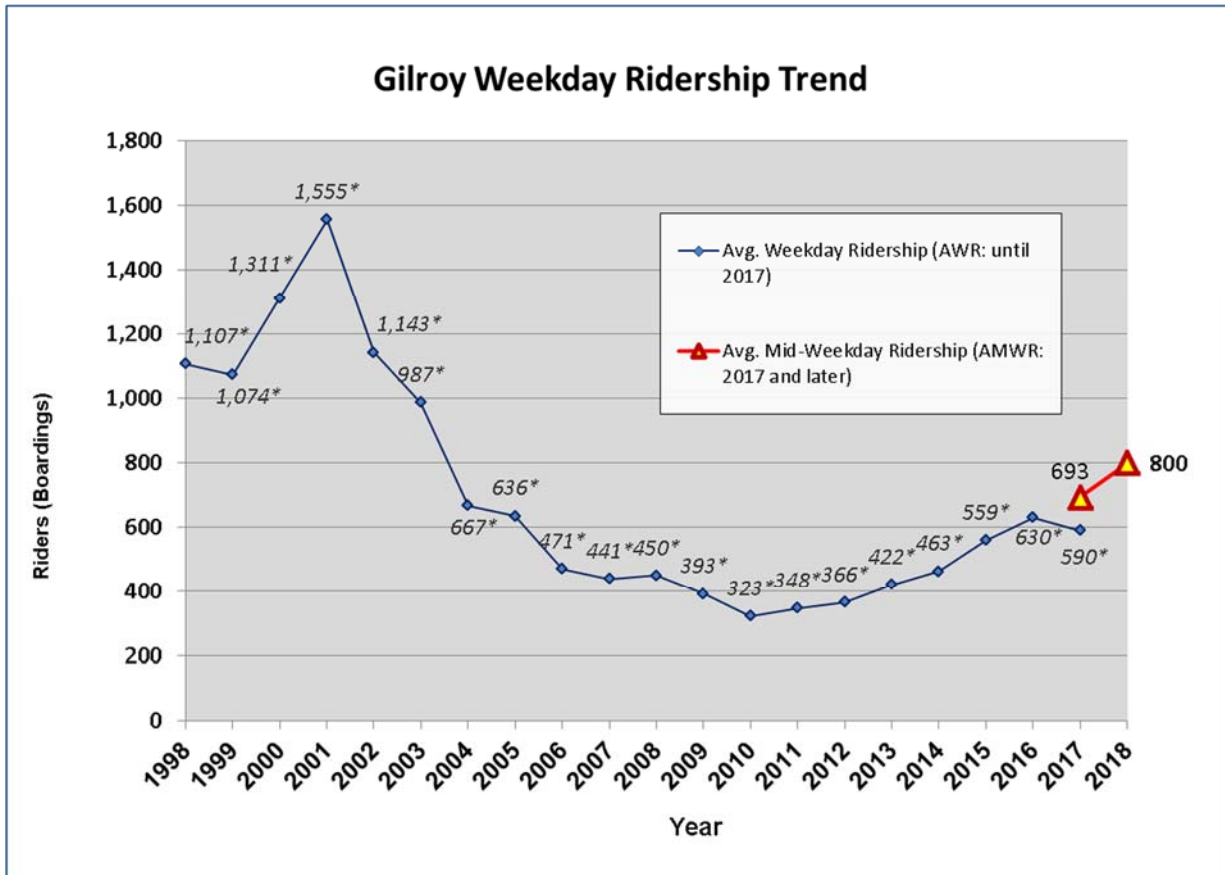
Note: Numbers for years in 2017 and prior (in italics with an asterisk) are Average Weekday Ridership (AWR); Numbers in non-italic with no asterisk are Average Mid-weekday Ridership (AMWR).

As the change in boardings show, AWR/AMWR for the Gilroy extension has been changing year by year. The ridership increased significantly during the dot-com boom but sharply declined after the dot-com bust and widening of 101 Freeway in Coyote Valley area in South San Jose, completed in 2003. To normalize the passenger load, the service level of the Gilroy extension was decreased from six round trips per weekday to four round trips per weekday in August 2005.

Even though the ridership appeared to be back to the increasing trend again, the result of this year's count was far lower than it was recorded during the dot com bubble. Ridership on the Gilroy extension continued to decline from 2002 to 2010, with a small increase seen in 2008. Since the peak in 2001 (from the .dot com bubble), the Gilroy ridership has decreased by 755 daily passengers, a loss of approximately 49 percent of the riders even when compared to the AMWR of Gilroy extension this year. From 2011 to 2017, there has been a steady increase in ridership. Due to this increasing trend, Caltrain will begin service planning with the VTA in concert with the Caltrain Business Plan.

South Santa Clara County Commuters also have the alternative option of using VTA's express buses that originate in Gilroy and complete their route in different locations in the heart of Silicon Valley. Currently VTA operates three express buses from Gilroy:

- Line 121 (Gilroy Transit Center to Lockheed Martin Transit Center)
- Line 168 (Gilroy Transit Center to SJ Diridon Transit Center)
- Line 185 (Gilroy Transit Center to Mt View Transit Center)

Evolution of Caltrain service from/to Gilroy is summarized in **Attachment 3**.

Midday Ridership

Overall ridership for the midday period decreased in both directions. Ridership of all midday trains in 2017 and 2018 are compared in **Table 18**.

Table 18: MIDDAY RIDERSHIP (AMWR) – COMPARISON 2017 TO 2018

NORTHBOUND				SOUTHBOUND			
	Total Boardings				**Total Boardings**		
Train	**2017**	**2018**	**Change**	**Train**	**2017**	**2018**	**Change**
135	835	607	-27.3%	**134**	414	643	55.1%
237	584	509	-12.9%	**236**	448	507	13.2%
139	373	310	-17.0%	**138**	348	328	-5.8%
143	411	373	-9.4%	**142**	448	365	-18.6%
147	374	332	-11.3%	**146**	412	338	-18.1%
151	420	316	-24.8%	**150**	401	350	-12.6%
155	439	462	5.0%	**152**	457	446	-2.3%
257	310	183	-41.0%	**254**	642	577	-10.2%
Total	3747	3090	**-17.5%**	Total	3569	3552	**-0.5%**

Boardings by County

The following tables provide the AMWR by county. **Table 19** displays the AMWR by county for the entire day. **Table 20** provides the AMWR by county for the morning peak only. **Table 21** provides the AMWR by county for the evening peak only.

Table 19: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	2017 AMWR	% of Total AMWR	2018 AMWR	% of Total AMWR	Difference '17 vs '18	% Change '17 vs '18
San Francisco	17,686	27.6%	17,651	27.1%	-36	-0.2%
San Mateo	18,970	29.6%	19,757	30.4%	787	4.2%
Santa Clara	27,458	42.8%	27,687	42.5%	229	0.8%
TOTAL	64,114	100.0%	65,095	100.0%	980	1.5%
Gilroy Extension #	693	1.1%	800	1.2%	107	15.5%

 # = Included in Santa Clara County Total

Table 20: AM PEAK BOARDINGS BY COUNTY

County	2017 AMWR	% of Total AMWR	2018 AMWR	% of Total AMWR
San Francisco	4,927	19.2%	5,245	19.3%
San Mateo	8,740	34.0%	9,621	35.4%
Santa Clara	12,017	46.8%	12,321	45.3%

Note: Santa Clara AM peak boardings include the Gilroy extension stations.

Table 21: PM PEAK BOARDINGS BY COUNTY

County	2017 AMWR	% of Total AMWR	2018 AMWR	% of Total AMWR
San Francisco	9,469	34.3%	9,350	33.5%
San Mateo	6,967	25.2%	7,171	25.7%
Santa Clara	11,164	40.4%	11,411	40.9%

Note: Santa Clara PM peak boardings include the Gilroy extension stations.

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 first Count conducted after the weekend service level was reduced from 60-minute frequency to 90-minute frequency (with 2 roundtrips of Weekend Baby Bullet express trains) due to increased track access for the construction activities for the electrification project. With the service reduction, Saturday and Sunday service was decreased by 4 roundtrips (8 trains) to 14 roundtrips (28 trains) on Saturdays (22 percent reduction) and also by 4 roundtrips (8 trains) to 12 roundtrips (24 trains – 25 percent reduction).

It should be also noted that this was also the seventh year of operating Baby Bullet express service on weekends, with two Baby Bullet trains in each direction per weekend day. Evolution of the Caltrain weekend service is summarized in **Attachment 2**.

Combined Saturday and Sunday ridership has decreased 12.3 percent from last year's total, more sharply than last year (2.3 percent decrease). Saturday ridership and Sunday ridership decreased 10.6 percent and 14.5 percent from 2017 to 2018, respectively. Even though the amount of ridership decrease appears to be substantial on both Saturday and Sunday this year compared to previous years, it was not proportional to the 22 to 25 percent service reduction. **Table 22** provides a comparison of weekend ridership from 2017 to 2018.

Table 22: ONE-YEAR RIDERSHIP COMPARISON – 2017 TO 2018

	2017	2018	Numeric Difference	Percent Change
Saturday	15,612	13,954	-1,658	-10.6%
Sunday	11,274	9,637	-1,637	-14.5%
TOTAL	**26,886**	**23,591**	**-3,295**	**-12.3%**

Table 23 and Table 24 show boardings on the weekend Baby Bullet trains and boardings of the chronologically-adjacent trains for the northbound and southbound directions, respectively. It should be noted that departure time of these trains are shifted due to weekend service change which went into effect in summer 2017.

.

Table 23: NORTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Northbound (Sat + Sun)			
Train ('17 / '18)	**2017**	**2018**	**Change**
427 / 423	864	1,021	18.2%
801*	949	1,342	41.4%
429 / 425	939	1,033	10.0%
441 / 433	716	907	26.7%
803*	642	804	25.2%
443 / 435	539	524	-2.8%
*Weekend Baby Bullet			

Table 24: SOUTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Southbound (Sat + Sun)			
Train ('17 / '18)	**2017**	**2018**	**Change**
428 / 426	664	855	28.8%
802*	649	783	20.6%
430 / 428	546	816	49.5%
442 / 436	1194	1130	-5.4%
804*	667	872	30.7%
444 / 438	544	615	13.1%
*Weekend Baby Bullet			

The Count result shows that boardings on all Weekend Baby Bullet trains increased significantly from 2017. Also similar significant increases in ridership was observed all trains scheduled before and after the Weekend Baby Bullet trains except for northbound Train 435 (scheduled to operate after Train 803) and southbound Train 436 (scheduled to operate before Train 804).

There are several factors that could potentially contribute to these significant ridership changes. The increase in train separations (50 percent increase from 60 minute to 90 minute headways) between all-stop local trains could potentially increase amount of trip demand to be covered by each train. When the weekend service was reduced, departure time of some trains from origin stations is shifted. This shift might put some trains into more or less attractive departure and arrival time for more customers compared to the pre-Summer 2017 schedule and potentially resulted in higher boardings.

Moreover, change in time separation between Weekend Baby Bullet trains and one train before and after the Baby Bullet could contribute in increasing or decreasing share of the trip demand to be captured by each of these trains. In the pre-Summer 2017 schedule, time separation between those trains was as follows:

- Northbound Weekend Baby Bullet trains were scheduled to depart from San Jose Diridon Station 35 minutes after the one local train before and 25 minutes before the very next local train.
- Southbound Weekend Baby Bullet trains were scheduled to depart from San Francisco 4th/King Station 44 minutes after the one local train before and 16 minutes before the very next local train.

In the current weekend schedule, the time separations were changed as follows:

- Northbound Weekend Baby Bullet trains were scheduled to depart from San Jose Diridon Station 1 hour and 13 minutes after the one local train before and 17 minutes before the very next local train.
- Southbound Weekend Baby Bullet trains were scheduled to depart from San Francisco 4th/King Station 57 minutes after the one local train before and 33 minutes before the very next local train.

These changes in train intervals around the Weekend Baby Bullet trains could potentially change passengers' choice of trains and result in significant increase in Weekend Baby Bullet train ridership as well as share of boardings between those trains.

Two (2) of twenty-nine (29) Caltrain stations currently in service, namely, Broadway and Atherton, are Weekend-Only Stations. **Table 25** shows the average weekend boardings for these stations. This year boardings at both Weekend-Only Stations decreased more significantly than the decreased service.

Table 25: AVERAGE BOARDINGS – WEEKEND ONLY STATIONS

	2017	**2018**	**Change**
Broadway	166	114	-31.3%
Atherton	154	114	-26.0%

Five most utilized trains by maximum passenger load in each direction on Saturday and Sunday are listed in **Table 26** and **Table 27**. Most popular trains on Saturday carry volumes of passengers that could fill all seats on Caltrain's 5-car consists at the maximum load point. With

the Summer 2017 weekend service change, in order to mitigate impacts of the service reduction and provide additional capacity Caltrain operates all 6-car consists during weekends. The data indicates that lengthening consists for the weekend service helped relieve overcrowding on those most popular trains.

Table 26: TOP 5 FULLEST TRAINS – PASSENGER, WEEKEND NORTHBOUND

	Saturday					Sunday		
Train Number	**Depart SJ**	**Leaving Station**	**Max Load**		**Train Number**	**Depart SJ**	**Leaving Station**	**Max Load**
b 801	9:51 AM	San Mateo	668	b	801	9:51 AM	San Mateo	492
427	11:38 AM	Broadway	608		427	11:38 AM	Burlingame	420
429	1:08 PM	San Mateo	519		429	1:08 PM	San Mateo	384
431	2:38 PM	San Mateo	496		431	2:38 PM	Belmont	332
803	5:21 PM	San Mateo	457		423	8:38 AM	San Mateo	311

"b" = Weekend Baby Bullet express train

Table 27: TOP 5 FULLEST TRAINS – PASSENGER, WEEKEND SOUTHBOUND

	Saturday					Sunday		
Train Number	**Depart SF**	**As Leaving:**	**Max Load**		**Train Number**	**Depart SF**	**As Leaving:**	**Max Load**
434	5:07 PM	Burlingame	679		434	5:07 PM	Millbrae	494
432	3:37 PM	Hayward Park	507		430	2:07 PM	Burlingame	408
436	6:37 PM	Burlingame	483		432	3:37 PM	Burlingame	397
b 804	7:34 PM	Millbrae	414		436	6:37 PM	Millbrae	370
440	9:37 PM	Millbrae	391	b	804	7:34 PM	San Mateo	354

"b" = Weekend Baby Bullet express train

Bicycles

Weekday Bicycle Ridership

The Caltrain 2018 count showed 5,919 average mid-weekday bike ridership (AMWBR). This is a 6.0 percent increase from the average mid-weekday bike boardings (5,584) based on the 2017 Count results.

Correlating this to average mid-weekday boardings (passengers), 9.1 percent of mid-weekdays riders brought their bike onboard the train. The share of passengers bringing bikes on board also increased slightly from 8.4 percent in 2017. Some potential reasons bike ridership has increased include:

- On-board bike capacity on all Caltrain revenue-service consists increased to 72 or more;
- 2017-2018 winter was relatively drier winter compared to 2016-2017, the wettest winter on record.

Since 2004, Caltrain average weekday bike ridership (AWBR) has increased as shown in **Figure 11**. Although there were two consecutive years of bike ridership declines until 2017, bike ridership remains a significant part of the Caltrain service operation. Caltrain's bike program is still a national model, with the rail agency boasting the most bike-friendly system in the country.

Figure 11: CALTRAIN AVERAGE WEEKDAY BICYCLE RIDERSHIP TREND
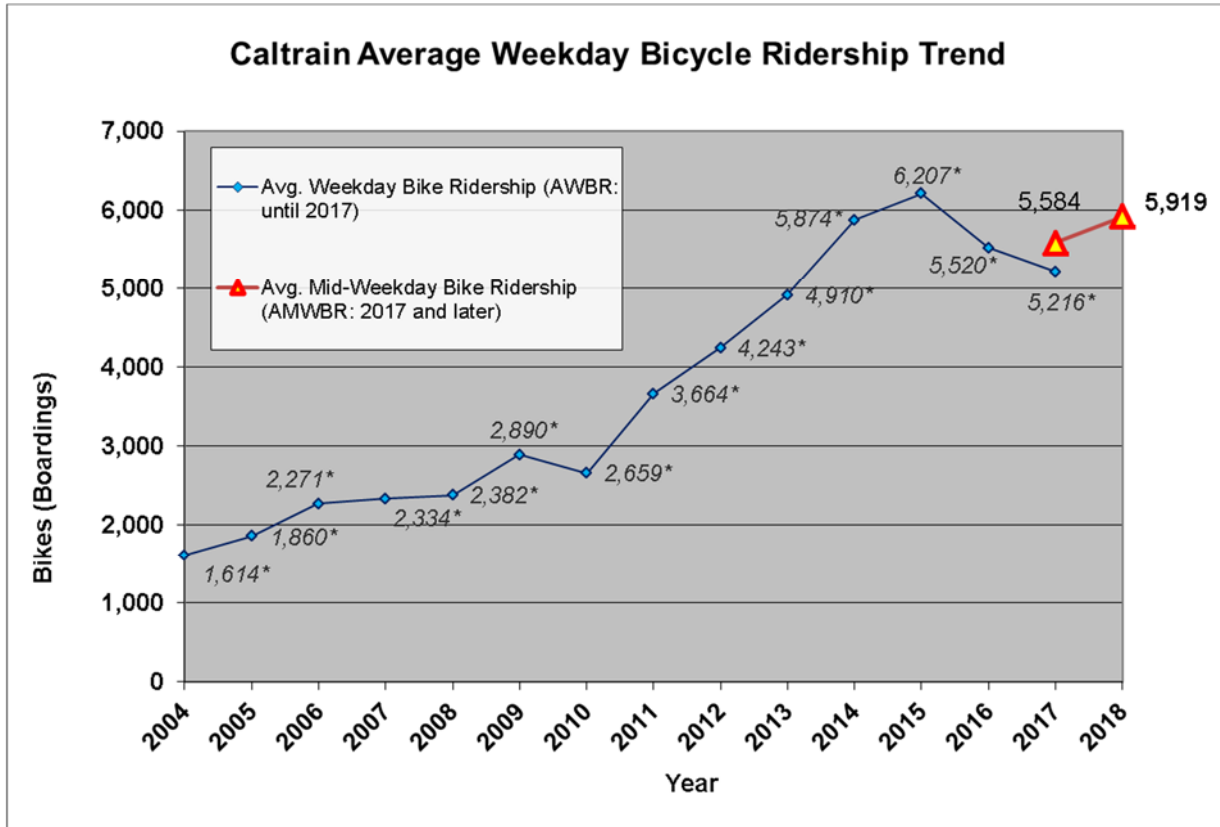
Note: Numbers for years in 2017 and prior (in italics with an asterisk) are Average Weekday Ridership (AWR); Numbers in non-italic with no asterisk are Average Mid-weekday Ridership (AMWR).

In mid-2016 Caltrain began the planning process for the Caltrain Bike Parking Management Plan as part of the Bicycle Access and Parking Plan Implementation Strategy that identified several challenges related to bicycle parking and access in 2014. The objectives of the plan include identifying the mobility needs of bicyclist using the Caltrain System, defining customer service and financial performance measures for the Caltrain bike parking system, supporting capital planning activities related to current, planned and potential bike parking facilities, analyzing different management strategies and administrative options to improve the performance of Caltrain's bike parking system and recommending a set of management and administrative reforms and strategies to optimize Caltrain's bike parking system.

After an extensive outreach effort to gather feedback on findings and draft plan from staff, advisory committees and stakeholders, the Caltrain Bike Parking Management Plan was finalized and adopted by the Peninsula Corridor Joint Powers Board on November 2, 2017. As part of the plan, a third party vendor (yet to be hired) specializing in bike parking facilities and services will hold primary responsibilities for Caltrain's bike parking system. In August 2018, Caltrain also hired a dedicated station and access project manager that will be responsible for managing the procurement process for hiring the third party vendor, pursuing funding for the

bike parking system as well as managing and coordinating with all internal and external stakeholders.

The final plan is posted to dedicated Caltrain webpage: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

The average mid-weekday bike ridership (AMWBR) for the top ten stations are listed in **Table 28**. The top ten stations for bike use are the same as last year.

Table 28: TOP 10 STATIONS FOR BIKE USAGE

Station	AMWBR
San Francisco	1,442
Palo Alto	796
Mountain View	551
Redwood City	407
San Jose Diridon	359
Sunnyvale	303
Hillsdale	257
22nd Street	251
California Ave.	225
San Mateo	218

Based on the survey results, the following trains were the 10 fullest trains by maximum bike loads (listed from the most fullest to the 10th fullest):

1. Train 232, a southbound Limited train departing San Francisco at 8:45 AM
2. Train 269, a northbound Limited train departing Tamien at 4:32 PM (San Jose at 4:40 PM)
3. Train 324, a southbound Baby Bullet Express train departing San Francisco at 7:59 AM
4. Train 278, a southbound Limited train departing San Francisco at 5:58 PM
5. Train 225, a northbound Limited train departing San Jose at 7:54 PM
6. Train 217, a northbound Limited train departing Gilroy at 6:06 AM (San Jose at 6:59 AM)
7. Train 226, a southbound Limited train departing San Francisco at 8:05 AM
8. Train 227, a northbound Limited train departing Gilroy at 7:06 AM (San Jose at 7:59 AM)
9. Train 233, a northbound Limited train departing Tamien at 8:28 AM (San Jose at 8:39 AM)
10. Train 233, a northbound Limited train departing Tamien at 3:32 PM (San Jose at 3:40 PM)

The following tables provide the AWBR by county. **Table 29** shows the AWBR by county for the entire day. **Table 30** and **Table 31** show average bike boadings per trains in each market and train types.

Table 29: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BIKE BOARDINGS

County	2017 AMWBR	% of Total AMWBR	2018 AMWBR	% of Total AMWBR	Difference '17 vs '18	% Change '17 vs '18
San Francisco	1,478	26.5%	1,610	27.2%	132	8.9%
San Mateo	1,428	25.6%	1,616	27.3%	188	13.1%
Santa Clara	2,678	48.0%	2,694	45.5%	15	0.6%
TOTAL	5,584	100.0%	5,919	100.0%	334	6.0%
Gilroy Extension #	44	0.8%	42	0.7%	-2	-5.3%

 # = Included in Santa Clara County Total

Table 30: WEEKDAY BIKES BY MARKET AND TRAIN TYPE (AVERAGE BOARDINGS PER TRAIN) – NORTHBOUND

Service Type	Northbound				
	All Day	AM Peak	Midday	PM Peak	Night
Baby Bullet	74	74	N/A	75	N/A
Express/Local	91	101	N/A	81	N/A
Uniform Limited	70	109	33	60	N/A
Local	33	20	34	49	34
All Trains	65	83	34	72	34

Table 31: WEEKDAY BIKES BOARDINGS BY MARKET AND TRAIN TYPE (AVERAGE BOARDINGS PER TRAIN) – SOUTHBOUND

Service Type	Southbound				
	All Day	AM Peak	Midday	PM Peak	Night
Baby Bullet	76	73	N/A	78	N/A
Express/Local	78	81	N/A	75	N/A
Uniform Limited	71	71	50	81	N/A
Local	36	27	35	60	36
All Trains	63	70	39	77	36

<u>Weekend Bicycle Ridership</u>

Bike ridership on Saturday and Sunday during the 2018 Count is presented and compared to the 2017 Count results in **Table 32**. While the weekend passenger ridership decreased as mentioned earlier in this report, the bicycle ridership on both Saturday and Sunday increased from last year. This could be potentially due to the good weather during the survey period this year; there was no precipitation (rain) recorded during the weekend survey period this year whereas it rained all but one weekend during the survey period for the 2017 Count.

Table 32: ONE-YEAR BIKE RIDERSHIP COMPARISON – 2017 TO 2018

Bikes	2017	2018	Numeric Difference	Percent Change
Saturday	752	796	44	5.9%
Sunday	562	607	45	8.0%
TOTAL	1,314	1,403	89	6.8%

Five most utilized trains by maximum bicycle load in each direction on Saturday and Sunday are listed in **Table 33** and **Table 34**. Data indicates that bike capacity is not an issue on the weekends.

Table 33: TOP 5 FULLEST TRAINS – BICYCLE, WEEKEND NORTHBOUND

	Saturday			Sunday	
	Train Number	Depart SJ		Train Number	Depart SJ
	423	8:38 AM		429	1:08 PM
	427	11:38 AM		431	2:38 PM
	421	7:00 AM		433	4:08 PM
b	801	9:51 AM	b	801	9:51 AM
	431	2:38 PM		427	11:38 AM

"b" = Weekend Baby Bullet express train

Table 34: TOP 5 FULLEST TRAINS – BICYCLE, WEEKEND SOUTHBOUND

	Saturday			Sunday	
	Train Number	Depart SF		Train Number	Depart SF
	434	5:07 PM	b	804	7:34 PM
	436	6:37 PM		434	5:07 PM
	440	9:37 PM		436	6:37 PM
	422	8:07 AM		422	8:07 AM
	430	2:07 PM		432	3:37 PM

"b" = Weekend Baby Bullet express train

Denied Bike Boardings ('Bike Bumps')

For the seventh year, data collection for the annual count included a tally of passengers with bicycles who were denied boarding on trains (also known 'bike bumps') 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 35** shows the summary of the denied bicycle boardings that occurred during this year's count in each direction. 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 two days of data.

Table 35: PASSENGERS WITH BIKES DENIED BOARDING SUMMARY

				Northbound								
Day	Date	Direction	Train	#	Station	#	Station	#	Station	#	Station	Total
Wed	01/17/18	NB	269	1	California Av.	2	Palo Alto	1	San Carlos	-	-	**4**
Tues	01/23/18	NB	269	5	Palo Alto	3	Menlo Park	1	Redwood City	-	-	**9**
Tues	01/30/18	NB	225	2	San Mateo	6	Burlingame	-	-	-	-	**8**

Though the survey period and coverage were shorter this year, both number and rate of denied boardings decreased from the 2017 Count. There were total of 21 bikes denied boarding on 2 northbound trains over 3 weekdays (3 trains total). The denied boardings were not observed on any southbound trains on weekdays or any trains on weekends for the entire duration of the Count survey. Denied boardings were observed at 7 stations.

In order to more accurately compare bike bumps year to year, the rate of occurrence (bumps) per 1,000 bike boardings is computed and depicted in **Figure 12**. The observed rate was significantly down from 3.19 denials per 1,000 bikes boarded last year to 1.59 denials per 1,000 bikes boarded this year. Last year in 2017, there were a total of 87 bikes denied boarding on 8 northbound trains and 4 southbound trains (including bikes denied boarding on the same train on different days of the week).

Figure 12: CALTRAIN DENIED BICYCLE BOARDINGS TREND
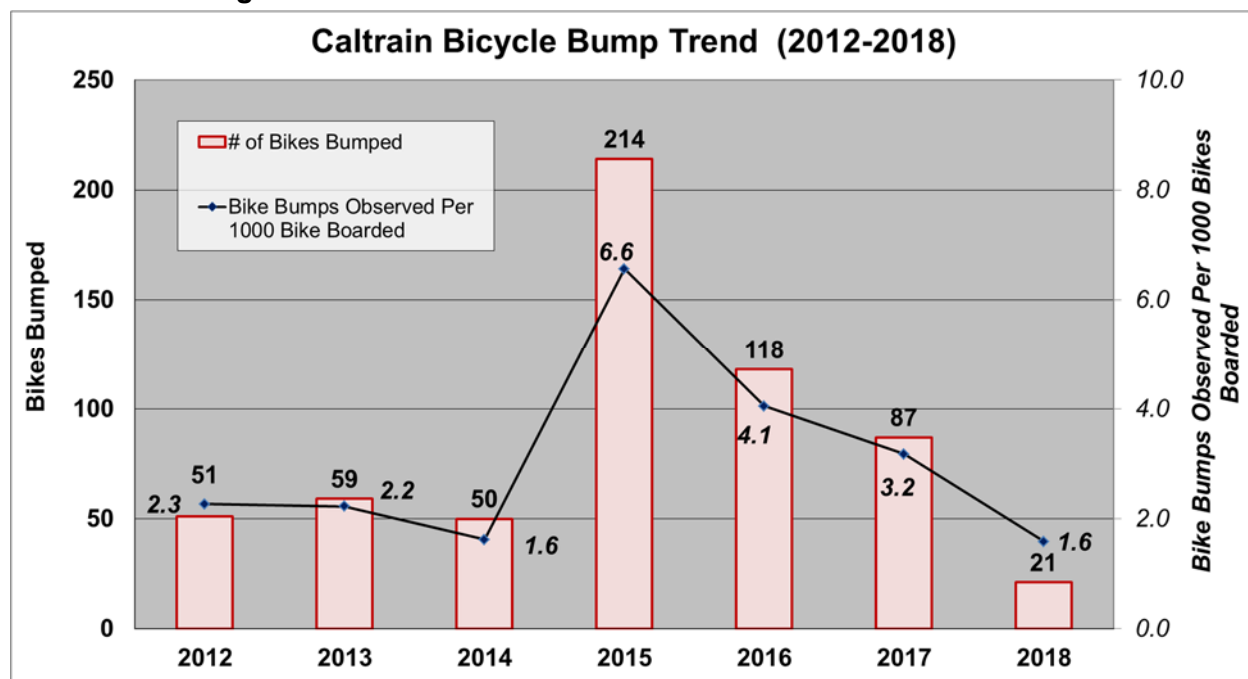
2018: Bike Bumps were observed on a total of 184 mid-weekday trains (Tues, Wed or Thur)
2012-2017: Bike Bumps were observed on a total of 460 weekday trains (Mon-Fri)

To address bikes denied boarding due to capacity constraints as a result of increased bike ridership in April 2015 Caltrain launched an online Bike Bump form, a tool for cyclist to report when they have been denied boarding on trains due to overcrowding issue. The form is available online at www.caltrain.com/bikebump and is accessible from mobile devices. The bike bump form contains information fields related to train departure time, date, boarding station, direction of train and train number, if known. There is also a comment section provided for additional feedback.

When the mobile form is used, a notification will go out from Caltrain's Twitter account alerting cyclists about capacity issues. The bike bump form is used to assist Caltrain in determining boarding trends and as a way to inform cyclists about daily ridership levels.

Caltrain's Twitter feed www.twitter.com/bikesoncaltrain also posts other relevant information, such as dispatch notifications of full bike cars and other bike car-related news and updates.

Caltrain has been committed to increase bike capacity onboard trains. To minimize bike bumps, the following measures have been implemented:

- On April 4, 2016 Caltrain implemented a third car on its Bombardier trains for bike storage, resulting in 72 bike spaces.
- Caltrain dedicated two bike cars on its 5-car and 6-car Gallery trains (80 bike spaces) and dedicated three bikes cars on its 6-car Bombardier trains (72 bike spaces).

With these measures, all of Caltrain's revenue-service consists now operates with capacity of at least 72 bikes during the weekday peak periods. The 2018 Annual Count is the second time bike bumps have been counted since adding the 3rd bike car to Bombardier trains. The increase in bike capacity likely contributed to the decrease in bike bumps this year. Bike riders choose to ride trains with more bike capacity in order to avoid getting bumped.

The Caltrain Bike Bump Report updated as of March 14, 2018 can be found in **Attachment 5**. In comparing the self-reported Bike Bump Report data to the Bike Bumps counted during the same time period as the Annual Count, there a discrepancy between the two sets of data collected. During the Annual Count, there were a total of 11 to 21 self-reported bike bumps from two occasions (on 2 trains at 2 stations, reported by 4 different passengers) whereas there were a total of 21 bike bumps on specific trains that were surveyed during the same time period. While all self-reported bike bumps reported during the survey period occurred on Tuesday, January 30th, those 21 bike bumps observed by the Count surveyors occurred on three separate days during the period.

These discrepancies between the self-reported data and observed data occur due to several factors:

- Self-reporting system setup: The existing system allows multiple unique users to report the bumps occurring on exactly the same train on exactly the same day. There is a potential for multiple submittals of bumps by various riders.
- Self-reporting system reports bumps if reported: The self-reporting system relies on riders to report each time they are bumped and to accurately report information in the field (including # of additional riders). There potentially may be more bumps than reported.
- Survey methodology and coverage: Due to the resource and budget constraints, field surveys for the Annual Count covers all trains twice on 2 of 3 the mid-weekdays over 4 weeks instead of deploying the surveyors to cover all trains on the same 2 mid-weekdays; this makes difficult to capture the bumps occurred on the train which surveyors are not on board.

In order to collect better bike bump data, Rail Operations Management plans to implement a process for train conductors to track and record bike bumps on a daily basis in order to provide more reliable and consistent data.

Passengers Needing Assistance

The number of passengers needing assistance (PNAs) or ADA lift users that boarded and alighted at each station was documented. A PNA is determined by use of the mechanical lift (on Gallery cars), plank in conjunction with the mini-high platform (on Bombardier cars), or manual lift which are stored at the stations. All PNA boardings observed during the survey period are listed in **Table 36.** On mid-weekdays when the count was conducted, there was a total of 69 PNAs that boarded trains or approximate average of 35 PNAs that boarded trains per weekday

(17 on northbound trains, 18 on southbound trains). On Saturday there were 14 PNAs per day and on Sunday there were 12 PNAs per day.

In comparison to 2017, weekday passengers needing assistance (Ons) decreased approximately 24 percent and weekend passengers needing assistance (Ons) increased approximately 19 percent. Overall passengers needing assistance (Ons) decreased approximately 16 percent by count result.

Table 36: PASSENGERS NEEDING ASSISTANCE

	2017 Annual Count		2018 Annual Count (Count Result)		% Difference (2017-2018)
	PNAs		PNAs		
	On	Off	On	Off	
Tuesday NB	15	15	12	12	-20.0%
Tuesday SB	17	17	15	15	-11.8%
Wednesday NB[A]	9	9	12	11	33.3%
Wednesday SB[C]	13	13	8	9	-38.5%
Thursday NB	19	19	11	11	-42.1%
Thursday SB	18	18	11	11	-38.9%
Total Weekday (Mid-Week)	91	91	69	69	-24.2%
Saturday NB	6	6	4	4	-33.3%
Saturday SB	7	7	10	10	42.9%
Sunday NB[B]	2	2	3	4	50.0%
Sunday SB	6	6	8	8	33.3%
Total Weekend	21	21	25	26	19.0%
Total Counts - Mid-Weekday and Weekends	112	112	94	95	-16.1%

2018 Count Observations:

A - One PAX boarded using lift, but walked off. Counted at an alighting PAX at depature station

B - One PAX walked on, but required PNA lift to alight. Counted as a normal boarding passenger at station

C - One PAX walked on, but required PNA lift to alight. Counted as a normal boarding passenger at station

Average Mid-Weekday PNA Usage Trends

As summarized in **Table 37**, there are 7 stations with more than one PNA boarding on an average weekday. Three trains with more than one PNA on board at the maximum PNA load point on an average weekday are listed in **Table 38** and **Table 39**.

Table 37: STATIONS WITH MORE THAN ONE AVERAGE MID-WEEKDAY PNA BOARDINGS

Station	AWPR
San Jose Diridon	10
San Francisco	7
Palo Alto	5
Millbrae	3
California Ave.	2
Redwood City	2
Santa Clara	2

Table 38: NORTHBOUND TRAINS WITH MORE THAN ONE PNA ON BOARD AT MAXIMUM PNA LOAD POINT (AVERAGE MID-WEEKDAY)

Northbound				
Train Number	Depart SJ	Leaving Station	PNA Max Load	PNA Boardings
139	10:13 AM	Santa Clara	3	3

Table 39: SOUTHTHBOUND TRAINS WITH MORE THAN ONE PNA ON BOARD AT MAXIMUM PNA LOAD POINT (AVERAGE MID-WEEKDAY)

	Southbound				
	Train Number	Depart SF	Leaving Station	PNA Max Load	PNA Boardings
	156	3:00 PM	San Jose Diridon	2	2
b	360	4:12 PM	Palo Alto	2	2

b" = Baby Bullet express train

Average mid-weekday PNA boarding and alighting volume at each station on each train is presented in **Attachment 6**.

Weekend PNA Usage Trends

Based on the Count survey results, usage of Caltrain service by PNA customers can be summarized as follows:

- PNA boardings were observed at 8 stations on Saturday.
- There were more than one PNA boarding at 2 of these 8 stations (4 at San Francisco and 4 at Hayward Park) on Saturday.
- There were 3 trains (2 on Train 428; 4 on Train 430; 2 on Train 434) with more than one PNA on board at the PNA maximum load point on Saturday.
- PNA boardings were observed at 8 stations on Sunday.
- There were more than one PNA boarding at 4 of these 8 stations (3 at Palo Alto, 2 at Redwood City, and 2 at San Francisco) on Sunday.
- There was 1 train (2 on Train 428) with more than one PNA on board at the PNA maximum load point on Sunday.

The survey results showing the PNA volume on each train during weekend are presented in **Attachment 6**.

Caltrain 2018 Annual Passenger Count
Key Findings Attachments

Caltrain 2018 Annual Passenger Count – Key Findings

Attachments

ATTACHMENT 1 – Caltrain System Map

ATTACHMENT 2 – Caltrain Service History

The following is a summary of service history from 1991 to October 2017 (the last service change before the 2018 Annual Count).

October 2017

- Operating
  o 92 Weekday trains
  o 28 Saturday trains
  o 24 Sunday trains
- Impacts/Changes to Service
  o Minor adjustments to the weekday timetable to enhance operational efficiency

July 2017

- Operating
  o 92 Weekday trains
  o 28 Saturday trains
  o 24 Sunday trains
- Impacts/Changes to Service
  o Reduced Weekend local train service headways from 60 minute to 90 minute to support construction activities for the Peninsula Corridor Electrification Project (PCEP) and Caltrain's entire capital improvement program, which includes the Los Gatos Creek Bridge Replacement Project, the South San Francisco Station Improvement Project and the 25th Avenue Grade Separation Project.
  o Maintained 4 Weekend Baby Bullet Trains
  o Kept range of Weekend service (AM and PM times)
  o All trains Six car train sets for Weekend service

April 2017

- Operating
  o 92 Weekday trains
  o 36 Saturday trains
  o 32 Sunday trains
- Impacts/Changes to Service
  o Revised the Weekday Schedule to support construction activities for the Peninsula Corridor Electrification Project (PCEP) and Caltrain's entire capital improvement program, which includes the Los Gatos Creek Bridge Replacement Project, the South San Francisco Station Improvement Project and the 25th Avenue Grade Separation Project.

- Changes to the weekday morning commute schedule:
  o Adjust trains 101 & 103 for same *a*rrival of current schedule at the San Francisco Caltrain Station
  o Additional California Avenue stops for trains 211 & 221
  o Additional Redwood City stops for trains 314 & 324
  o Additional Hillsdale stop for train 230
  o Adjust train 102 at the Mountain View station to improve VTA connection

- o Adjust train 233's schedule to improve ACE Rail and Capital Corridor connections at the Santa Clara station
- o Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- o Revised Train Numbers and Departure Times:
  - Existing train 210 becomes proposed train 212
  - Existing train 312 becomes proposed train 310
  - Existing train 220 becomes proposed train 222
  - Existing train 322 becomes proposed train 320
  - Existing train 230 becomes proposed train 232
  - Existing train 332 becomes proposed train 330
- Changes to the weekday evening commute schedule:
  - o Additional Sunnyvale stop for train 287
  - o Additional Redwood City stops for trains 371 & 381
  - o Additional California Avenue stops for trains 366 & 376
  - o Additional Santa Clara stops for trains 262 & 272 for improved ACE and Amtrak connections
  - o Adjust train 198 for later departure out of San Francisco station
- Additional changes include:
  - o Departure time adjustments during off-peak periods to enable all train meets to occur at control points that will allow flexibility to the operation to accommodate PCEP work windows
  - o Minor revisions for clock face departures
  - o Added dwell time to Top High-use Stations during the Peak Hours
  - o Hourly reverse peak service to Tamien:
    - Eliminate Tamien Station service due to very low ridership:
      - ➢ AM Reverse Peak Trains: 208, 218, 228
      - ➢ PM Reverse Peak Trains: 263, 273, 283, 287
    - Add Tamien Station service for various trains:
      - ➢ AM Peak Trains: 310, 320, 330
      - ➢ PM Peak Trains: 289
- Revised train equipment cycles to prioritize trains with greatest passengers seating capacity on the busiest trains.
- The 6-car sets will be on the following weekday trains:
  - o Northbound Trains 309, 313, 217, 319, 323, 225, 329, 233, 139, 143, 155, 257, 261, 365, 269, 375, 287, 289, 191, 193, 195, 199
  - o Southbound Trains 104, 206, 310, 324, 228, 232, 134, 236, 152, 254, 366, 268, 370, 272, 376, 278, 386, 190, 192, 196, 198
- The 6-car sets will be on the following weekend trains:
  - o Northbound Trains 801, 803, 429
  - o Southbound Trains 802, 804

November 14, 2016

- Operating
  - o 92 Weekday trains
  - o 36 Saturday trains

- o   32 Sunday trains
- Replaced two 5-car gallery trains with two 6-car gallery trains (with 2 bike cars).
- Designated 6-car Gallery trains:
  - o   Equipment turns: 194, 103, 314, 135, 272, 191
  - o   Equipment turns: 195, 220, 263, 278
- The 5-car Gallery Train configuration (with 2 bikes cars): North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Coach – Locomotive
- The 6-car Gallery Train configuration (with 2 bikes cars):
  - o   North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Coach – Coach – Locomotive
- The 6-car Bombardier Train configuration (with 3 bikes cars):
  - o   North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Bike – Coach – Locomotive
- The 6-car sets will be on the following weekend trains:
  - o   Northbound Trains 801, 803, 429
  - o   Southbound Trains 802, 804

July 25, 2016
- Operating
  - o   92 Weekday trains
  - o   36 Saturday trains
  - o   32 Sunday trains
- Impacts/Changes to Service (No Timetable schedule changes)
  - o   Caltrain put into service one additional 6-car Bombardier sets equipped with 3 bike cars (its sixth 6-car Bombardier set). An existing 5-car Gallery set was swapped out for State of Good Repairs.
- Revised train equipment cycles to mitigate customer capacity issues on Gilroy Trains 217 (AM Peak) and Train 268 (PM Peak)
- The 6-car sets will be on the following weekday trains:
  - o   Northbound Trains 313, 319, 323, 225, 329, 139, 257, 261, 269, 375, 287, 289, 193, 199 Added Northbound Trains: 217, 155
  - o   Southbound Trains 104, 206, 324, 228, 142, 152, 254, 366, 370, 376, 386, 190, 192,198 Added Southbound Trains: 134, 268
- The 6-car sets will be on the following weekend trains:
  - o   Northbound Trains 801, 803, 429
  - o   Southbound Trains 802, 804
- The 6-car Bombardier Train configuration (with 3 bikes cars):
  - o   North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Bike – Coach – Locomotive

July 16, 2016

- Operating
  - o   92 Weekday trains
  - o   36 Saturday trains
  - o   32 Sunday trains
- Added Train 429 as a designated 6-car train due to high passenger loads
- The 6-car sets will be on the following weekend trains:
  - o   Northbound Trains 801, 803, 429
  - o   Southbound Trains 802, 804
- The 6-car Bombardier Train configuration (with 3 bikes cars):

o North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Bike – Coach – Locomotive

April 2016

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Updated Timetable schedule to improve schedule reliability for customers
  - Caltrain added a third bike car to the Bombardier train sets to accommodate growing bicycle ridership.
  - Updated bike capacity on Bombardiers sets to 72 bikes (compared with 80 bikes on Gallery sets)
- Revised train equipment cycles to prioritize trains with greatest passengers seating capacity on the busiest trains.
- The 6-car sets will be on the following weekday trains:
  - Northbound Trains 313, 319, 323, 225, 329, 139, 257, 261, 269, 375, 287, 289, 193, 197 Southbound Trains 104, 206, 324, 228, 142, 152, 254, 366, 370, 376, 386, 190, 192,198
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803
  - Southbound Trains 802, 804

June 2015

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Caltrain put into service one additional 6-car Bombardier set (equipped with 2 bike cars) for a total of five Bombardier sets
- The one additional 6-car set will be on the following weekday trains:
  - Northbound Trains 309, 273
  - Southbound Trains 218, 288
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803
  - Southbound Trains 802, 804

May 2015

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Caltrain put into service four 6-car Bombardier sets (equipped with 2 bike cars)
- The 6-car sets will be on the following weekday trains:
  - Northbound Trains 305, 313, 319, 323, 135, 257, 267, 371, 287, 289, 197, 199 Southbound Trains 102, 206, 314, 228, 138, 146, 366, 370, 380, 282, 194, 198

October 2014

- Operating
  - o 92 Weekday trains
  - o 36 Saturday trains
  - o 32 Sunday trains
- Impacts/Changes to Service
  - o 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
  - o 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
  - o Single Tracking changes:
    - ▪ Train 237 departs 10 minutes later
    - ▪ Trains 135, 139 and 155 depart 5 minutes later
  - o 22nd Street station stop:
    - ▪ Added to Trains 267, 277, 287, 216 and 226
    - ▪ Schedules adjusted accordingly to accommodate the station stop
  - o 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)
  - o 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
  - o 92 Weekday trains
  - o 36 Saturday trains
  - o 32 Sunday trains
- Impacts/Changes to Service
  - o 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
  - o 86 Weekday trains
  - o 36 Saturday trains

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

August 2009

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

March 2009

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

March 2008

- Operating
  - o 98 Weekday trains
  - o 32 Saturday trains
  - o 28 Sunday trains
- Impacts/Changes to Service
  - o 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
  - o 96 Weekday trains
  - o 32 Saturday trains
  - o 28 Sunday trains
- Impacts/Changes to Service
  - o Bay Meadows station eliminated with improvements to Hillsdale

August 2005

- Operating

- o 96 Weekday trains
- o 32 Saturday trains
- o 28 Sunday trains
- Impacts/Changes to Service
  - o Suspension of service to Paul Avenue
  - o 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
  - o Saturday
    - Shift early morning train to 9 p.m. out of San Francisco
  - o Sunday
    - Eliminated first train in each direction

May 2005

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

June 2004

- Operating
  - o 86 Weekday trains
  - o 32 Saturday trains
  - o 30 Sunday trains
- Impacts/Changes to Service
  - o 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
  - o One Local train per hour
  - o Two limited stop trains per peak hour
- Saturday restored to 32 trains
- Sunday restored and increased from 20 to 30 trains

2002

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

April 2001

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

November 2000 to February 2001

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

September 2000

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

April 1999

- Operating
    - o 68 Weekday trains
    - o 28 Saturday trains
    - o 20 Sunday trains
- Impacts/Changes to Service
    - o Added 2 weekday trains
    - o Added 1 Sunday train

July 1997

- Operating
    - o 66 Weekday trains
    - o 28 Saturday trains
    - o 19 Sunday trains
- Impacts/Changes to Service
    - o Added 6 weekday trains
    - o 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 3 – Caltrain Gilroy Service Impacts

Service Description and Background:

"Gilroy Service" includes Caltrain service to stations south of Tamien (Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy). Caltrain's current Gilroy service includes 3 round trips per day (northbound trains 217, 221 and 227 in the morning and southbound trains 156, 268 and 274 in the afternoon).

Gilroy Service Levels, Ridership & Key Events
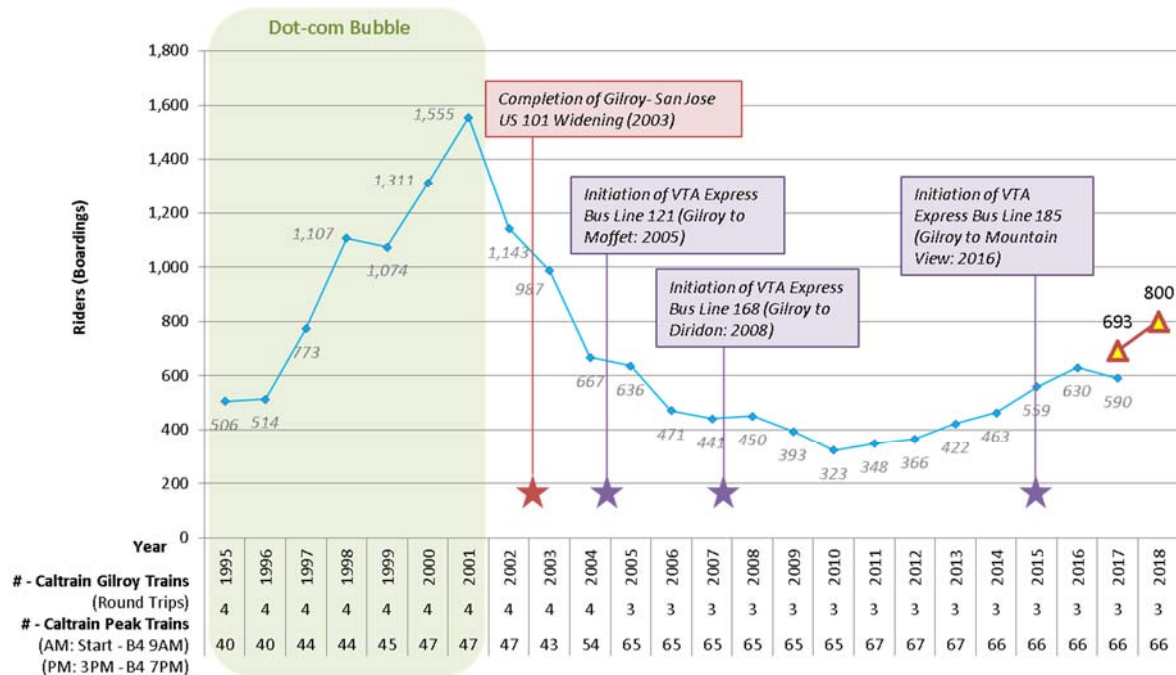
Note: *Ridership presented for years prior to 2017 (navy line; faded label) are based on average weekday ridership. Ridership presented for 2017 and 2018 (red line) are based on average mid-weekday ridership.*

Key Events:
- Jan 1976: VTA Local Bus Line 68 (Gilroy Transit Center to SJ Diridon Transit Center)
- 1995 - 2001: Dot-com bubble
- November 2000 to February 2001: Pilot Program for Weekend Gilroy Service
- May 2003: US -101 Widening (Gilroy to San Jose): Construction completed & opened to public
- June 2004: Start of Caltrain Baby Bullet Service
- Jan 2005: Start of VTA Express Bus Line 121 (Gilroy Transit Center to Lockheed Martin Transit Center)
- Jan 2008: Start of VTA Express Bus Line 168 (Gilroy Transit Center to SJ Diridon Transit Center)
- March 2013: Gilroy Transit Center Open House: Caltrain promoted Gilroy service & VTA promoted their Gilroy express bus service
- Jan 2017: Start of VTA express Bus Line 185 (Gilroy Transit Center to Mt View)

ATTACHMENT 4 – Weather Data

Date	Day	24-hr Precipitation (in)			Ave Temp (F)		Ave Wind Speed (MPH)		Visibility (mi)	
		SFO	RWC	SJC	SFO	SJC	SFO	SJC	SFO	SJC
1/16/2018	Tuesday	0	0	0	57	62	10	6	8	8
1/17/2018	Wednesday	0	0	0	55	61	3	5	5	8
1/18/2018	Thursday	0.05	0.03	0.03	50	60	10	10	7	7
1/19/2018	Friday									
1/20/2018	Saturday	0	0	0	53	53	9.4	7.7	10	8
1/21/2018	Sunday									
1/22/2018	Monday									
1/23/2018	Tuesday	0	0	0	50	55	5	4	8	8
1/24/2018	Wednesday	0.05	0.05	0.05	53	52	10	7	6	8
1/25/2018	Thursday	0.29	0.31	0.49	53	52	10	8.5	10	10
1/26/2018	Friday									
1/27/2018	Saturday	0	0	0	51	53	5	6.5	10	10
1/28/2018	Sunday									
1/29/2018	Monday									
1/30/2018	Tuesday	0	0	0	55	57	8	5	10	10
1/31/2018	Wednesday	0	0	0	55	56	8	5	10	10
2/1/2018	Thursday	0	0	0	60		6	5	10	10
2/2/2018	Friday									
2/3/2018	Saturday	0	0	0	62	65	6	6	10	10
2/4/2018	Sunday	0	0	0	64	68	6	6	10	10
2/5/2018	Monday									
2/6/2018	Tuesday	0	0	0	64	63	5	9	10	10
2/7/2018	Wednesday	0	0	0	61	63	5	6	10	10
2/8/2018	Thursday	0	0	0	61	63	6	6	9	10

ATTACHMENT 5 – Caltrain Bike Bump Report

Bike Bump Report 2018 - YTD as of March 13, 2018							
Timestamp	**Date Bumped**	**Station boarding**	**Destination**	**Train #**	**Direction**	**Train Departure Time**	**Additional Bikes Bumped**
1/30/2018 8:53:03	1/30	22nd St	Mountain View		SB	8:49:00 AM	10
1/30/2018 9:15:35	1/30	22nd St	San Antonio	232	SB	8:50:00 AM	14
1/30/2018 16:54:03	1/30	22nd St	San Mateo		SB	8:49:00 AM	20
1/30/2018 17:28:03	1/30	Menlo Park	San Francisco	269	NB	5:23:00 PM	1
2/9/2018 17:38:52	2/9	Redwood City	22nd St	269	NB	5:29:00 AM	3
2/12/2018 8:26:06	2/12	Palo Alto	San Francisco		NB	8:24:00 AM	2
2/12/2018 8:45:26	2/12	San Mateo	San Francisco	225	NB	8:38:00 AM	5
2/27/2018 9:44:14	2/21	San Francisco	San Jose Diridon	370	SB	5:16:00 PM	12
2/27/2018 17:31:49	2/27	Palo Alto	San Francisco	269	NB	5:20:00 PM	10
2/27/2018 17:34:00	2/27	Palo Alto	San Francisco	269	NB	5:20:00 PM	2
3/6/2018 8:08:36	3/6	22nd St	Palo Alto	324	SB	8:03:00 AM	12
3/6/2018 8:26:02	3/6	22nd St	Mountain View	222	SB	7:51:00 AM	10
3/6/2018 8:27:33	3/6	22nd St	Mountain View	324	SB	8:03:00 AM	6
3/12/2018 8:53:08	3/12	22nd St	Sunnyvale	232	SB	8:51:00 AM	15
3/12/2018 8:54:01	3/12	22nd St	Palo Alto		SB	8:49:00 AM	20
3/12/2018 8:55:17	3/12	22nd St	Palo Alto	232	SB	8:49:00 AM	15
3/12/2018 9:30:19	3/12	22nd St	Palo Alto	232	SB	8:49:00 AM	12

Bike Bump Reports	17
Additional Bikes Reported Bumped:	169
Total 2018 Bikes Reported Bumped YTD:	186

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

ATTACHMENT 6 – Tables and Graphs

List of Tables and Graphs

I: Average Weekday & Mid-Weekday Passenger Boardings by Station, 2014 - 2018

STATION	AVERAGE WEEKDAY RIDERSHIP (AWR)				AVG. MID-WEEKDAY RIDERSHIP (AMWR)			% change (Feb '17 vs. Feb '18)	difference (Feb '17 vs. Feb '18)
	Feb. '14	Feb. '15	Feb. '16	Feb. '17	Feb. '17	Feb. '18			
San Francisco	12,160	13,571	14,769	15,220	15,666	15,427	-1.5%	-239	
22nd Street	1,427	1,629	1,715	1,696	1,772	1,977	11.5%	205	
Bayshore	246	254	253	246	248	247	-0.5%	-1	
So. San Francisco	432	472	471	501	514	468	-8.9%	-46	
San Bruno	532	682	717	704	682	695	1.9%	13	
Millbrae	3,291	3,536	3,606	3,378	3,441	3,340	-2.9%	-102	
Burlingame	953	998	1,054	1,061	1,088	1,104	1.4%	15	
San Mateo	1,851	2,061	2,179	2,103	2,141	2,291	7.0%	149	
Hayward Park	350	367	427	379	385	583	51.2%	197	
Hillsdale	2,555	2,706	2,958	2,959	3,044	3,229	6.1%	185	
Belmont	669	699	664	607	599	780	30.1%	181	
San Carlos	1,372	1,435	1,475	1,326	1,334	1,331	-0.2%	-3	
Redwood City	2,947	3,233	3,814	3,872	3,941	4,212	6.9%	271	
Menlo Park	1,668	1,762	1,796	1,740	1,801	1,728	-4.1%	-73	
Palo Alto	6,156	7,197	7,424	7,404	7,640	7,764	1.6%	124	
California Ave.	1,408	1,553	1,628	1,668	1,758	1,693	-3.7%	-65	
San Antonio	730	872	942	905	954	943	-1.2%	-12	
Mountain View	4,274	4,570	4,659	4,585	4,773	4,810	0.8%	37	
Sunnyvale	2,655	2,881	3,190	3,312	3,419	3,364	-1.6%	-55	
Lawrence	788	856	901	906	967	949	-1.9%	-18	
Santa Clara	909	1,006	1,093	1,023	1,033	1,097	6.1%	63	
College Park	92	82	56	78	82	108	31.7%	26	
San Jose Diridon	3,714	4,160	4,712	4,662	4,815	4,876	1.3%	61	
Tamien	970	1,102	1,283	1,264	1,326	1,286	-3.0%	-40	
Capitol	33	43	64	56	65	78	19.4%	13	
Blossom Hill	83	120	127	109	128	146	14.1%	18	
Morgan Hill	149	172	183	183	213	237	11.3%	24	
San Martin	57	71	77	69	81	87	7.4%	6	
Gilroy	140	153	178	173	205	252	22.7%	47	
TOTAL	**52,611**	**58,245**	**62,416**	**62,190**	**64,114**	**65,095**	10.7%	5,634	
	11.80%	*10.71%*	*7.2%*	*6.8%*	*2.7%*	*1.5%*			
Gilroy Extension	463	559	630	590	693	800	20.8%	96	
	9.66%	*20.82%*	*12.7%*	*5.5%*	*9.9%*	*15.5%*			
San Francisco	13,833	15,454	16,737	17,162	17,686	17,651	11.7%	1,621	
San Mateo	16,620	17,952	19,160	18,630	18,970	19,757	8.0%	1,332	
Santa Clara (Inc. Gilroy)	22,158	24,839	26,518	26,397	27,458	27,687	12.1%	2,680	
San Francisco	26.3%	26.5%	26.8%	27.6%	27.6%	27.1%			
San Mateo	31.6%	30.8%	30.7%	30.0%	29.6%	30.4%			
Santa Clara (Inc. Gilroy)	42.1%	42.6%	42.5%	42.4%	42.8%	42.5%			

2018 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

II: Average Mid-Weekday Passenger Activity - All Day

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	15,456	15,427	0	15,427	15,456
22nd Street	89	1,985	1,889	24	1,977	2,009
Bayshore	66	213	181	40	247	252
South SF	188	339	281	193	468	532
San Bruno	286	408	409	292	695	700
Millbrae	681	3,132	2,659	566	3,340	3,698
Burlingame	588	579	516	579	1,104	1,158
San Mateo	1,163	1,140	1,128	1,122	2,291	2,262
Hayward Park	326	243	257	293	583	535
Hillsdale	1,996	1,255	1,233	1,960	3,229	3,215
Belmont	427	327	353	368	780	695
San Carlos	713	669	619	649	1,331	1,318
Redwood City	2,691	1,452	1,521	2,557	4,212	4,009
Menlo Park	1,024	734	704	1,116	1,728	1,850
Palo Alto	4,809	2,845	2,955	4,979	7,764	7,823
California Ave.	1,089	527	604	1,108	1,693	1,634
San Antonio	770	155	173	726	943	881
Mountain View	4,146	576	665	4,152	4,810	4,728
Sunnyvale	3,066	208	298	2,979	3,364	3,187
Lawrence	810	147	139	743	949	890
Santa Clara	1,025	63	72	1,088	1,097	1,151
College Park	78	56	31	88	108	144
San Jose Diridon	4,671	57	206	4,991	4,876	5,048
Tamien	1,271	194	15	1,017	1,286	1,210
Capitol	76	3	2	77	78	80
Blossom Hill	143	3	3	114	146	117
Morgan Hill	237	1	0	212	237	213
San Martin	87	0	0	71	87	71
Gilroy	252	0	0	234	252	234
TOTAL	32,761	32,761	32,334	32,334	65,095	65,095

2018 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

III: Station Rank By Mid-Weekday All Day Passenger Boardings

STATION	TOTAL ON	% OF TOTAL	2017 AMWR RANK	2018 AMWR RANK
San Francisco	15,427	23.70%	1	1
Palo Alto	7,764	11.93%	2	2
San Jose Diridon	4,876	7.49%	3	3
Mountain View	4,810	7.39%	4	4
Redwood City	4,212	6.47%	5	5
Sunnyvale	3,364	5.17%	7	6
Millbrae	3,340	5.13%	6	7
Hillsdale	3,229	4.96%	8	8
San Mateo	2,291	3.52%	9	9
22nd Street	1,977	3.04%	11	10
Menlo Park	1,728	2.65%	10	11
California Ave.	1,693	2.60%	12	12
San Carlos	1,331	2.04%	13	13
Tamien	1,286	1.97%	14	14
Burlingame	1,104	1.70%	15	15
Santa Clara	1,097	1.68%	16	16
Lawrence	949	1.46%	17	17
San Antonio	943	1.45%	18	18
Belmont	780	1.20%	20	19
San Bruno	695	1.07%	19	20
Hayward Park	583	0.89%	22	21
South SF	468	0.72%	21	22
Gilroy	252	0.39%	25	23
Bayshore	247	0.38%	23	24
Morgan Hill	237	0.36%	24	25
Blossom Hill	146	0.22%	26	26
College Park	108	0.17%	27	27
San Martin	87	0.13%	28	28
Capitol	78	0.12%	29	29
TOTAL	65,095	100.00%		

2018 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

IV: Average Mid-Weekday Morning Peak Passenger Activity

STATION	NORTHBOUND On	NORTHBOUND Off	SOUTHBOUND On	SOUTHBOUND Off	TOTAL On	TOTAL Off
San Francisco	0	9,910	3,555	0	3,555	9,910
22nd Street	27	119	1,523	12	1,550	130
Bayshore	47	31	94	2	140	33
South SF	117	229	48	54	165	282
San Bruno	217	107	191	33	408	140
Millbrae	481	1,018	1,159	76	1,640	1,094
Burlingame	423	108	285	62	708	170
San Mateo	717	284	634	218	1,350	502
Hayward Park	100	108	109	132	208	240
Hillsdale	1,377	511	529	387	1,906	898
Belmont	168	109	144	107	312	216
San Carlos	329	220	332	239	660	459
Redwood City	1,140	666	569	1,027	1,709	1,693
Menlo Park	361	420	196	524	557	944
Palo Alto	967	2,150	250	3,118	1,217	5,268
California Ave.	446	345	46	352	492	696
San Antonio	354	71	36	201	390	272
Mountain View	1,723	351	92	1,770	1,814	2,120
Sunnyvale	2,353	134	23	230	2,376	363
Lawrence	358	110	19	275	377	385
Santa Clara	556	44	5	191	561	234
College Park	8	56	0	87	8	143
San Jose Diridon	3,074	56	3	700	3,077	755
Tamien	1,217	194	0	45	1,217	239
Capitol	76	3	0	0	76	3
Blossom Hill	143	3	0	0	143	3
Morgan Hill	237	1	0	0	237	1
San Martin	87	0	0	0	87	0
Gilroy	252	0	0	0	252	0
TOTAL	17,350	17,350	9,837	9,837	27,187	27,187

2018 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

V: Average Mid-Weekday Afternoon Peak Passenger Activity

	NORTHBOUND		SOUTHBOUND		TOTAL	
STATION	On	Off	On	Off	On	Off
San Francisco	0	3,900	9,172	0	9,172	3,900
22nd Street	58	1,622	86	9	144	1,631
Bayshore	6	110	29	32	35	142
South SF	51	54	191	96	241	150
San Bruno	36	207	113	196	149	403
Millbrae	145	1,586	886	411	1,030	1,997
Burlingame	93	313	118	367	211	680
San Mateo	308	678	324	643	632	1,321
Hayward Park	156	82	107	77	262	159
Hillsdale	473	605	578	1,288	1,051	1,893
Belmont	155	138	129	141	284	279
San Carlos	304	358	212	289	516	647
Redwood City	1,203	520	711	1,043	1,914	1,563
Menlo Park	501	188	382	350	883	538
Palo Alto	3,132	274	2,296	1,028	5,428	1,302
California Ave.	417	53	452	467	869	520
San Antonio	242	38	100	345	342	383
Mountain View	1,902	122	488	1,824	2,390	1,946
Sunnyvale	311	28	237	2,329	547	2,357
Lawrence	305	22	108	338	413	360
Santa Clara	202	12	61	664	262	676
College Park	70	0	31	1	100	1
San Jose Diridon	831	2	200	3,507	1,031	3,508
Tamien	11	0	15	874	26	874
Capitol	0	0	2	77	2	77
Blossom Hill	0	0	3	114	3	114
Morgan Hill	0	0	0	212	0	212
San Martin	0	0	0	71	0	71
Gilroy	0	0	0	234	0	234
TOTAL	10,908	10,908	17,023	17,023	27,931	27,931

2018 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

VI: Northbound - Percent of Passenger Capacity and Boardings by Train

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:28a	Burlingame	87	650	13%	129
103	5:03a	San Bruno	124	650	19%	210
305	5:45a	Hillsdale	323	650	50%	419
207	5:59a	Hillsdale	460	650	71%	633
309	6:04a	San Mateo	553	760	73%	759
211	6:23a	Burlingame	299	650	46%	527
313	6:49a	Hillsdale	822	760	108%	1,120
215	6:54a	San Bruno	810	650	125%	1,060
217	6:59a	Hillsdale	950	760	125%	1,544
319	7:04a	Sunnyvale	936	760	123%	1,358
221	7:23a	Mountain View	845	650	130%	1,836
323	7:49a	Mountain View	894	760	118%	1,363
225	7:54a	San Bruno	943	760	124%	1,288
227	7:59a	Hillsdale	790	650	121%	1,559
329	8:04a	Sunnyvale	968	760	127%	1,337
231	8:23a	Mountain View	521	650	80%	886
233	8:39a	San Antonio	772	760	102%	1,325
135	9:13a	San Antonio	388	650	60%	607
237	9:50a	San Antonio	331	650	51%	509
139	10:13a	San Antonio	175	650	27%	310
143	11:13a	Burlingame	220	760	29%	373
147	12:13p	Hayward Park	204	650	31%	332
151	1:13p	Burlingame	199	650	31%	316
155	2:13p	Hillsdale	317	760	42%	462
257	2:24p	Hillsdale	128	760	17%	183
159	3:13p	Hayward Park	505	650	78%	849
261	3:40p	San Carlos	681	760	90%	825
263	4:12p	San Mateo	349	650	54%	578
365	4:24p	Redwood City	678	760	89%	766
267	4:30p	Menlo Park	389	650	60%	603
269	4:40p	Redwood City	773	760	102%	1,067
371	4:45p	Redwood City	564	650	87%	702
273	5:08p	San Carlos	406	650	62%	705
375	5:20p	Redwood City	713	760	94%	858
277	5:30p	Menlo Park	593	650	91%	781
279	5:40p	Redwood City	555	650	85%	767
381	5:45p	Redwood City	548	650	84%	707
283	6:08p	San Carlos	212	650	33%	355
385	6:20p	Redwood City	487	650	75%	574
287	6:35p	Menlo Park	305	760	40%	410
289	6:45p	Redwood City	270	760	35%	365
191	7:07p	San Carlos	263	760	35%	379
193	7:45p	Redwood City	251	760	33%	359
195	8:45p	Hayward Park	262	760	34%	379
197	9:45p	Belmont	139	650	21%	198
199	10:30p	San Carlos	74	760	10%	99
			22,064	32,210	68%	32,761

VII: Southbound - Percent of Passenger 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	88	650	14%	110
104	5:25a	Menlo Park	127	760	17%	179
206	6:05a	San Carlos	239	760	31%	316
208	6:15a	Redwood City	243	650	37%	344
310	6:35a	Millbrae	266	760	35%	326
212	6:45a	Redwood City	385	650	59%	588
314	6:59a	Hillsdale	632	650	97%	778
216	7:05a	San Carlos	482	650	74%	594
218	7:15a	San Carlos	512	650	79%	848
320	7:35a	Millbrae	552	650	85%	667
222	7:45a	Redwood City	633	650	97%	891
324	7:59a	Millbrae	898	760	118%	1,093
226	8:05a	San Carlos	534	650	82%	702
228	8:15a	San Mateo	382	760	50%	641
330	8:35a	Millbrae	712	650	110%	829
232	8:45a	Millbrae	688	760	90%	935
134	9:00a	Burlingame	445	760	58%	643
236	9:45a	Millbrae	391	760	51%	507
138	10:00a	Burlingame	231	650	36%	328
142	11:00a	Hillsdale	259	650	40%	365
146	12:00p	Burlingame	210	650	32%	338
150	1:00p	San Mateo	200	650	31%	350
152	2:00p	Millbrae	231	760	30%	446
254	2:43p	California Ave.	324	760	43%	577
156	3:00p	Mountain View	535	650	82%	997
258	3:34p	California Ave.	679	650	104%	1,106
360	4:12p	Palo Alto	767	650	118%	1,086
262	4:23p	California Ave.	692	650	106%	1,118
264	4:32p	Menlo Park	513	650	79%	862
366	4:38p	Palo Alto	1,066	760	140%	1,545
268	4:58p	California Ave.	853	760	112%	1,605
370	5:16p	Millbrae	823	760	108%	1,120
272	5:27p	San Francisco	822	760	108%	1,196
274	5:32p	Menlo Park	318	650	49%	695
376	5:38p	Millbrae	952	760	125%	1,206
278	5:58p	Millbrae	885	760	116%	1,198
380	6:16p	San Francisco	678	650	104%	796
282	6:23p	San Francisco	601	650	92%	731
284	6:32p	Millbrae	211	650	32%	354
386	6:38p	San Francisco	582	760	77%	698
288	6:58p	Millbrae	530	650	82%	714
190	7:30p	Millbrae	457	760	60%	654
192	8:30p	Millbrae	367	760	48%	523
194	9:30p	Millbrae	330	650	51%	417
196	10:40p	Millbrae	172	760	23%	210
198	12:05a	Millbrae	102	760	13%	120
			22,590	32,210	70%	32,334

VIII: Total Passenger Boardings (Mid-Weekday Average) - Percent Change 2017 to 2018

NORTHBOUND				SOUTHBOUND				
Train Number	Total Boardings		% Change	Train Number		Total Boardings		% Change
	2017	2018		2017	2018	2017	2018	
101	119	129	7.7%	102		98	110	12.2%
103	227	210	-7.6%	104		161	179	10.6%
305	412	419	1.6%	206		370	316	-14.7%
207	579	633	9.3%	208		408	344	-15.7%
309	731	759	3.8%	210	310	722	326	-54.9%
211	435	527	21.1%	312	212	545	588	8.0%
313	1077	1120	3.9%	314		622	778	25.1%
215	975	1060	8.7%	216		647	594	-8.2%
217	1555	1544	-0.7%	218		589	848	43.8%
319	1459	1358	-6.9%	220	320	1027	667	-35.0%
221	1065	1836	72.4%	322	222	755	891	18.0%
323	1354	1363	0.7%	324		802	1093	36.2%
225	1159	1288	11.1%	226		575	702	22.1%
227	1648	1559	-5.4%	228		485	641	32.0%
329	1475	1337	-9.4%	230	330	735	829	12.7%
231	893	886	-0.8%	332	232	663	935	40.9%
233	1316	1325	0.7%	134		414	643	55.1%
135	835	607	-27.3%	236		448	507	13.2%
237	584	509	-12.9%	138		348	328	-5.8%
139	373	310	-17.0%	142		448	365	-18.6%
143	411	373	-9.4%	146		412	338	-18.1%
147	374	332	-11.3%	150		401	350	-12.6%
151	420	316	-24.8%	152		457	446	-2.3%
155	439	462	5.0%	254		642	577	-10.2%
257	310	183	-41.0%	156		1048	997	-4.9%
159	541	849	56.8%	258		1170	1106	-5.4%
261	859	825	-4.1%	360		951	1086	14.1%
263	426	578	35.7%	262		843	1118	32.6%
365	745	766	2.8%	264		824	862	4.7%
267	632	603	-4.6%	366		1412	1545	9.4%
269	1143	1067	-6.6%	268		1583	1605	1.4%
371	621	702	13.0%	370		1120	1120	-0.1%
273	555	705	27.1%	272		1133	1196	5.5%
375	903	858	-5.0%	274		769	695	-9.6%
277	756	781	3.2%	376		1449	1206	-16.8%
279	846	767	-9.4%	278		1241	1198	-3.5%
381	506	707	39.5%	380		858	796	-7.3%
283	355	355	0.0%	282		769	731	-4.9%
385	616	574	-6.8%	284		358	354	-1.3%
287	339	410	21.1%	386		803	698	-13.0%
289	428	365	-14.9%	288		738	714	-3.3%
191	261	379	45.4%	190		777	654	-15.8%
193	441	359	-18.6%	192		696	523	-25.0%
195	456	379	-17.1%	194		374	417	11.4%
197	254	198	-22.0%	196		268	210	-21.9%
199	148	99	-33.4%	198		99	120	21.2%

IX: Percent Capacity by Time Period at Maximum Load Point (Passenger: Mid-Weekday Average)

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	11,091	11,930	93.0%
Off Peak NB	2,948	9,220	32.0%
PM NB	8,025	11,060	72.6%
ALL NB	22,064	32,210	68.5%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	7,370	11,060	66.6%
Off Peak SB	3,716	9,330	39.8%
PM SB	11,504	11,820	97.3%
ALL SB	22,590	32,210	70.1%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	22,595	23,750	95.1%
Reverse	15,395	22,120	69.6%
Off Peak	6,664	18,550	35.9%
ALL TRAINS	44,654	64,420	69.3%

X: Passenger Boardings by Time Period (Mid-Weekday Average)

Traditional Peak	
AM Northbound	17,350
PM Southbound	17,023
Total	34,373

Reverse Peak	
AM Southbound	9,837
PM Northbound	10,908
Total	20,745

Midday	
Northbound	3,090
Southbound	3,552
Total	6,642

Evening	
Northbound	1,413
Southbound	1,923
Total	3,335

Total	
Northbound	32,761
Southbound	32,334
Total	65,095

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

XI: Maximum Passenger Load – Northbound
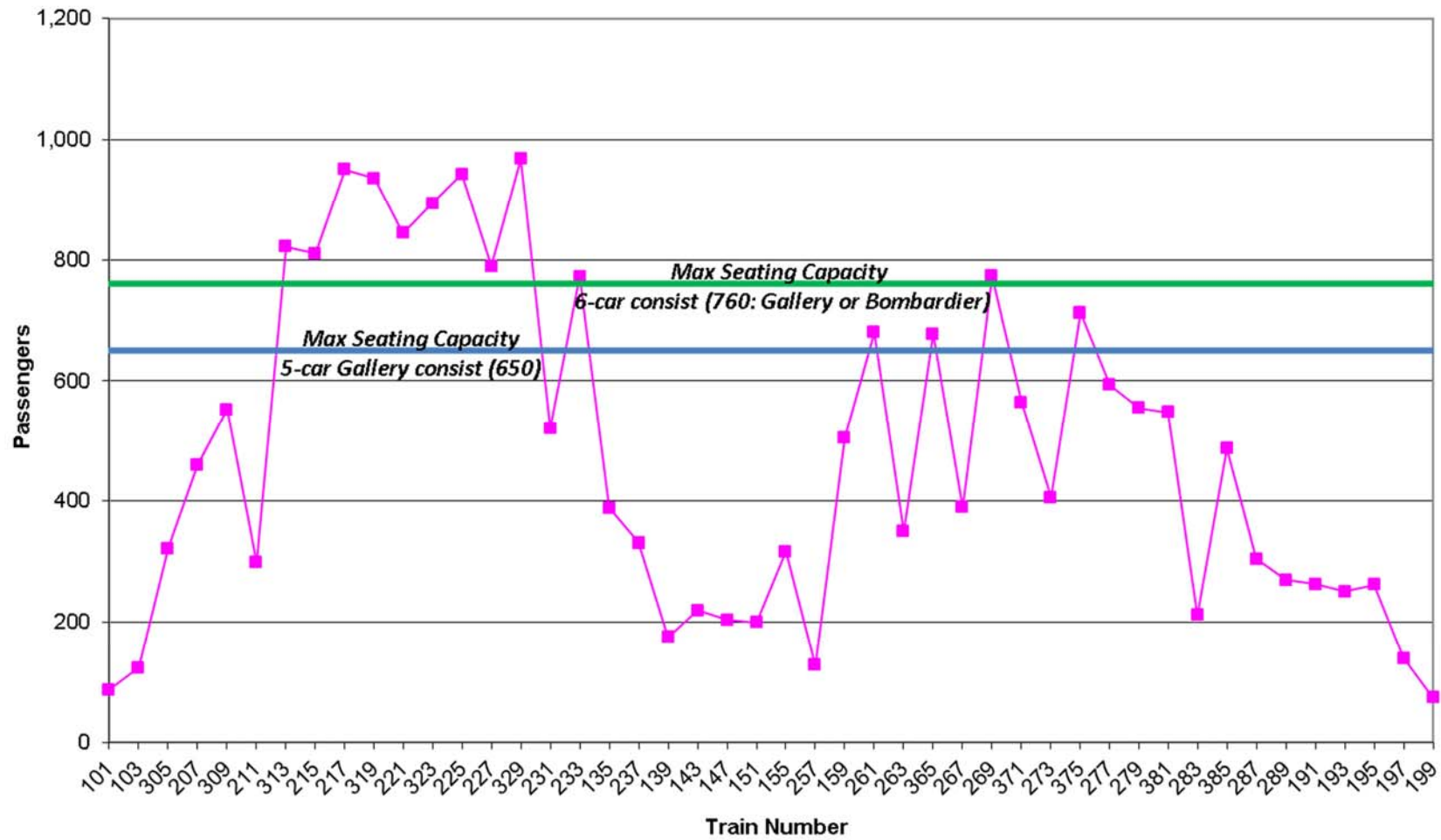
XII: Maximum Passenger Load – Southbound
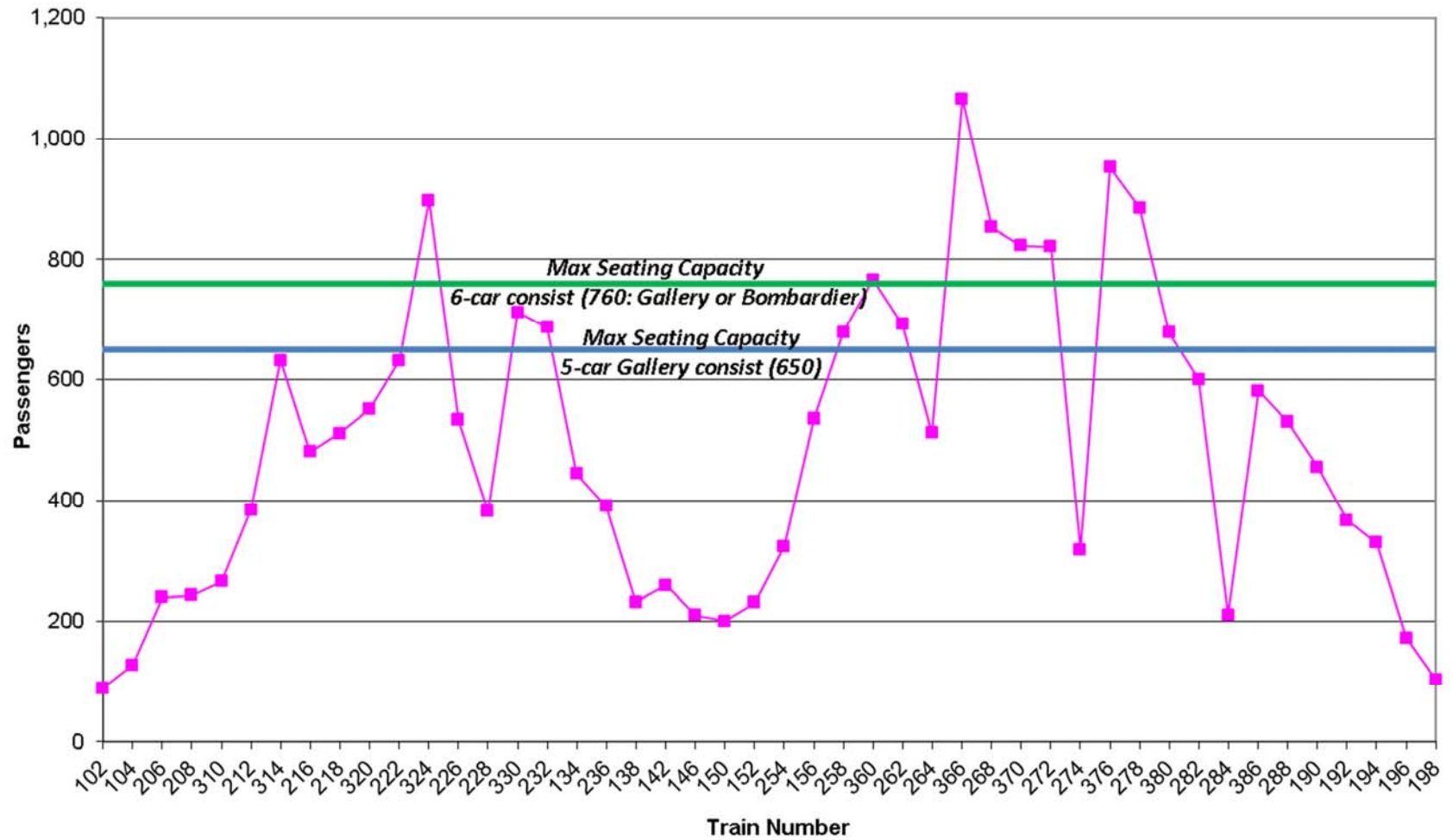
XIII: 25 Fullest Trains (Mid-Weekday) – Onboard Capacity by Train Number

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Train 221
(Gilroy to San Francisco)
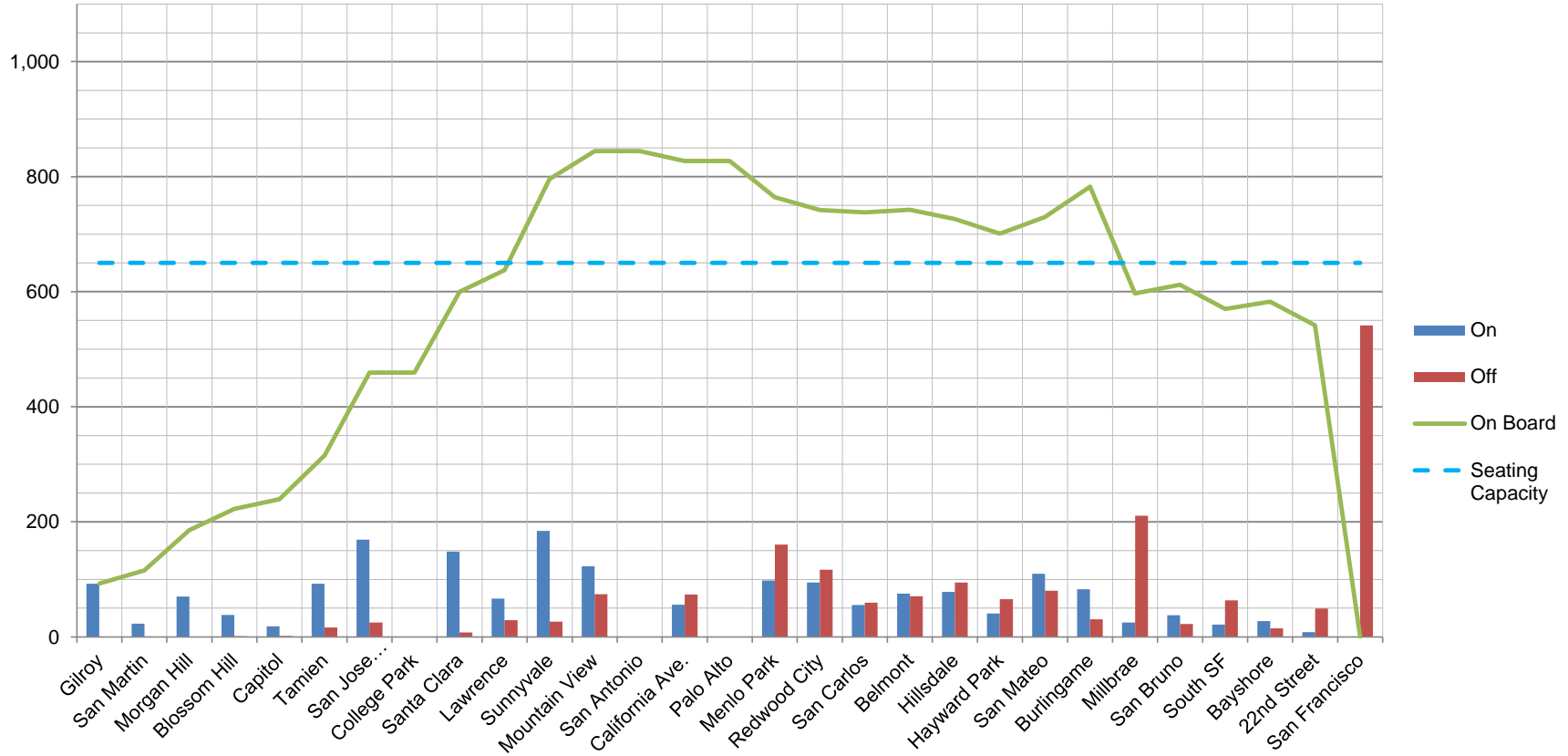
Maximum Load = 845 (At Mountain View)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 129.9%

Train 329
(Tamien to San Francisco)
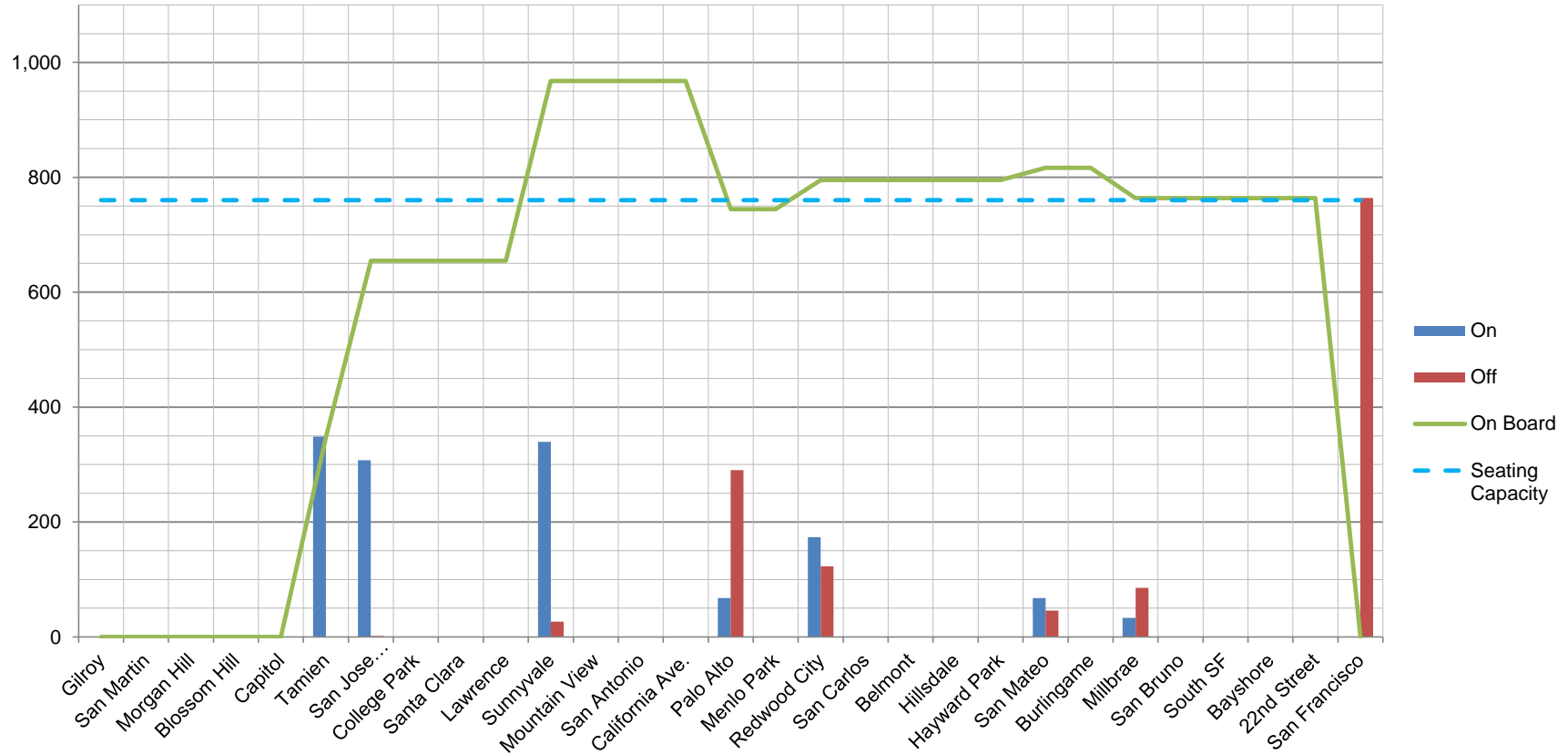
Maximum Load = 968 (At Sunnyvale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 127.3%

Train 217
(Gilroy to San Francisco)
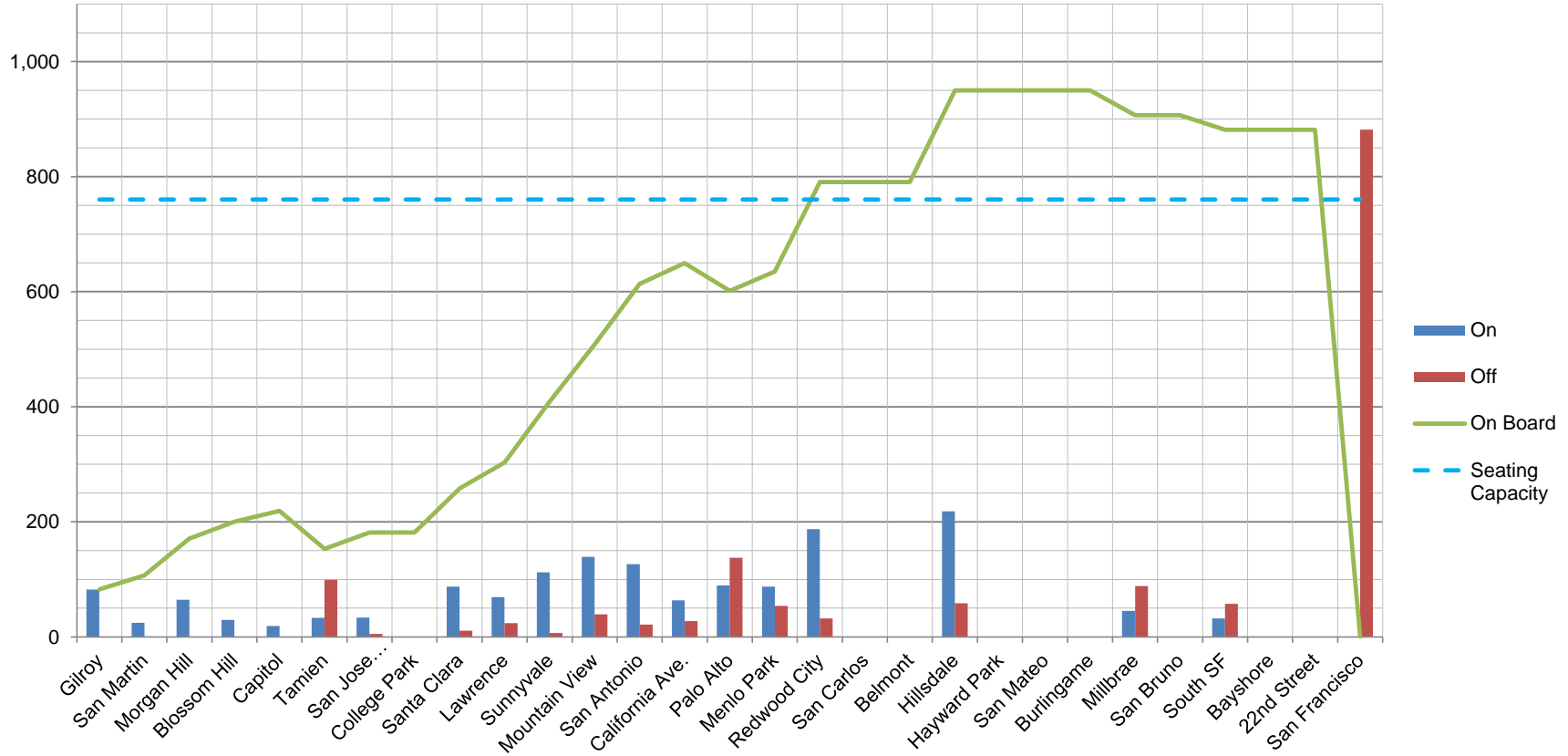
Maximum Load = 950 (At Hillsdale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 125.0%

Train 215
(San Jose Diridon to San Francisco)
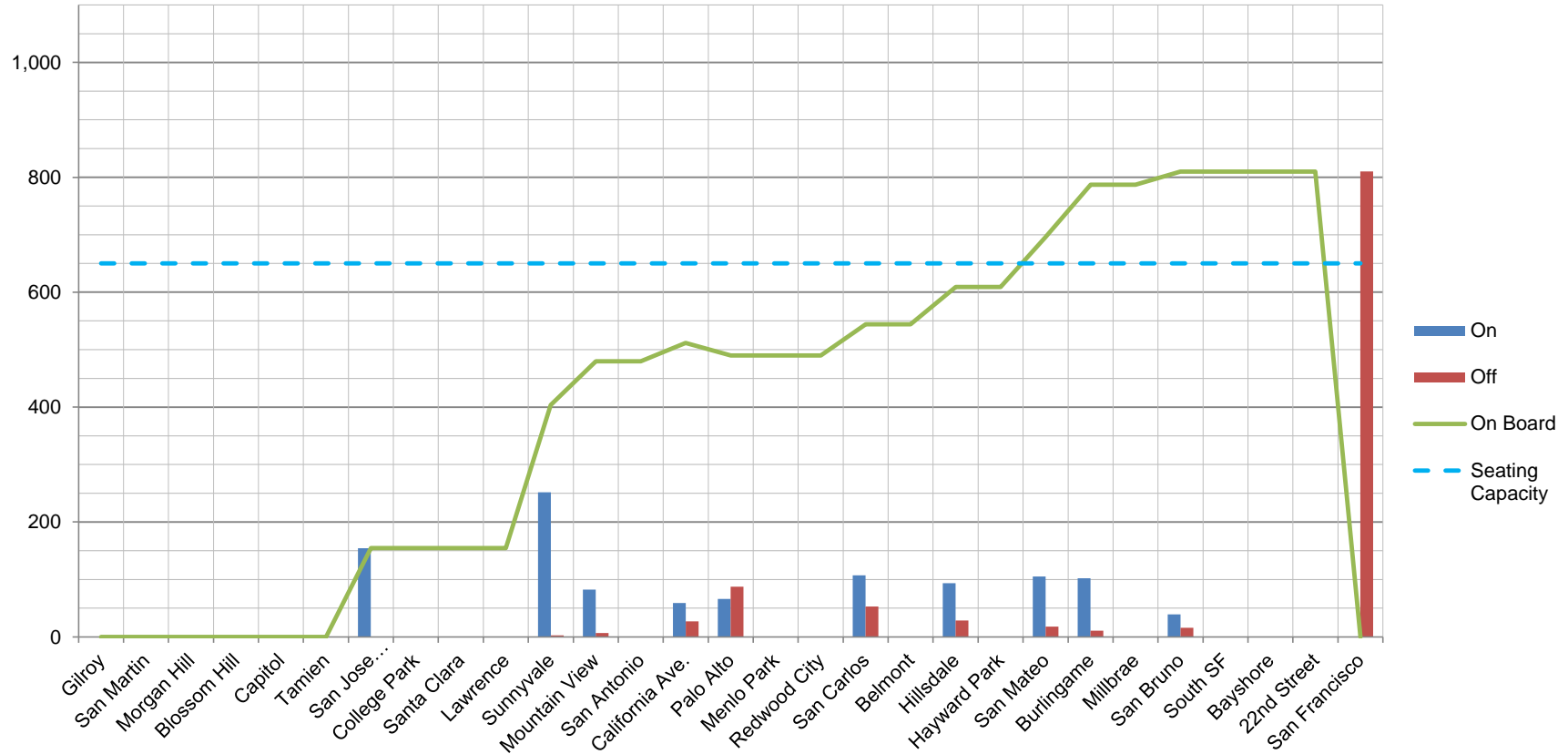
Maximum Load = 810 (At San Bruno)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 124.6%

Train 225
(San Jose Diridon to San Francisco)
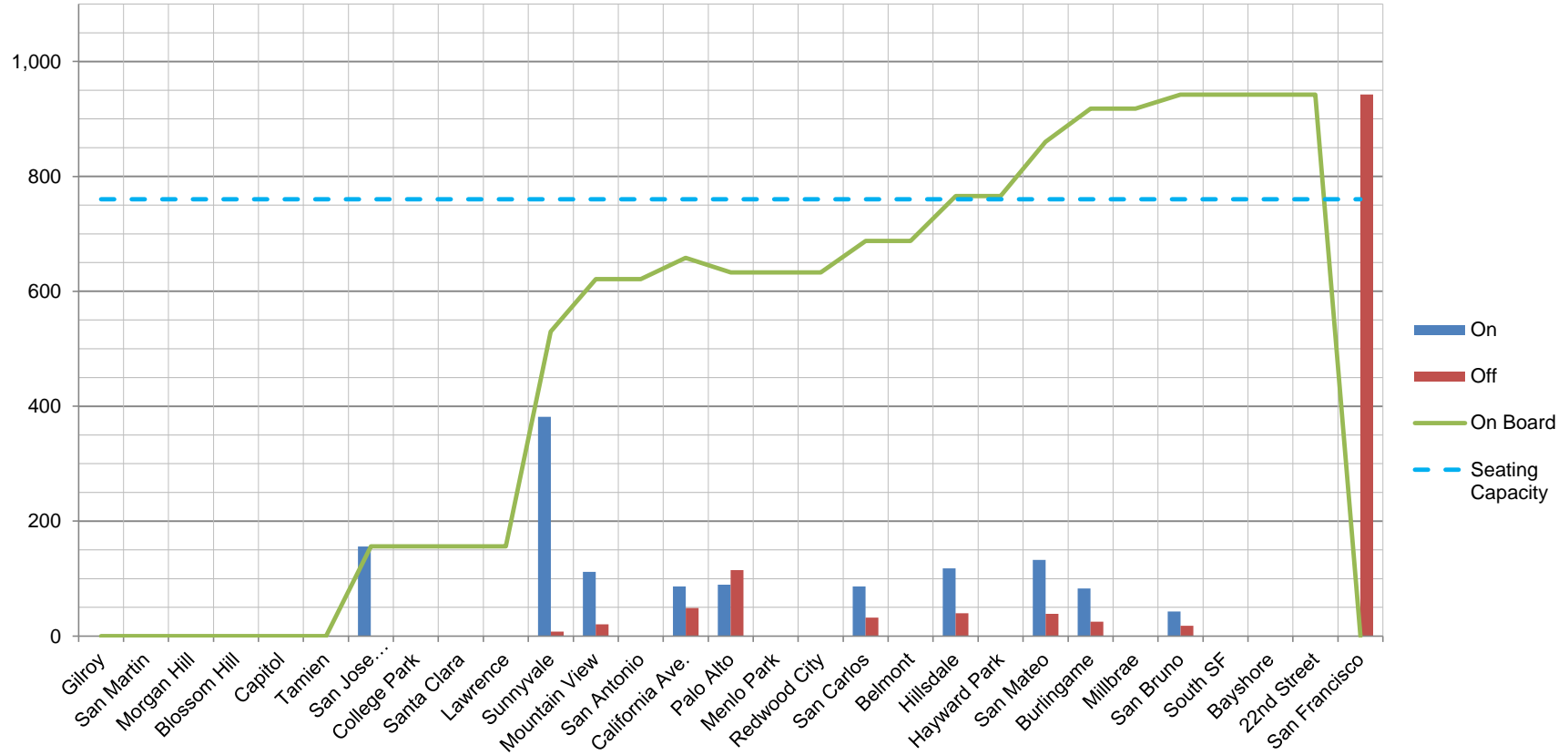
Maximum Load = 943 (At San Bruno)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 124.0%

Train 319
(Tamien to San Francisco)
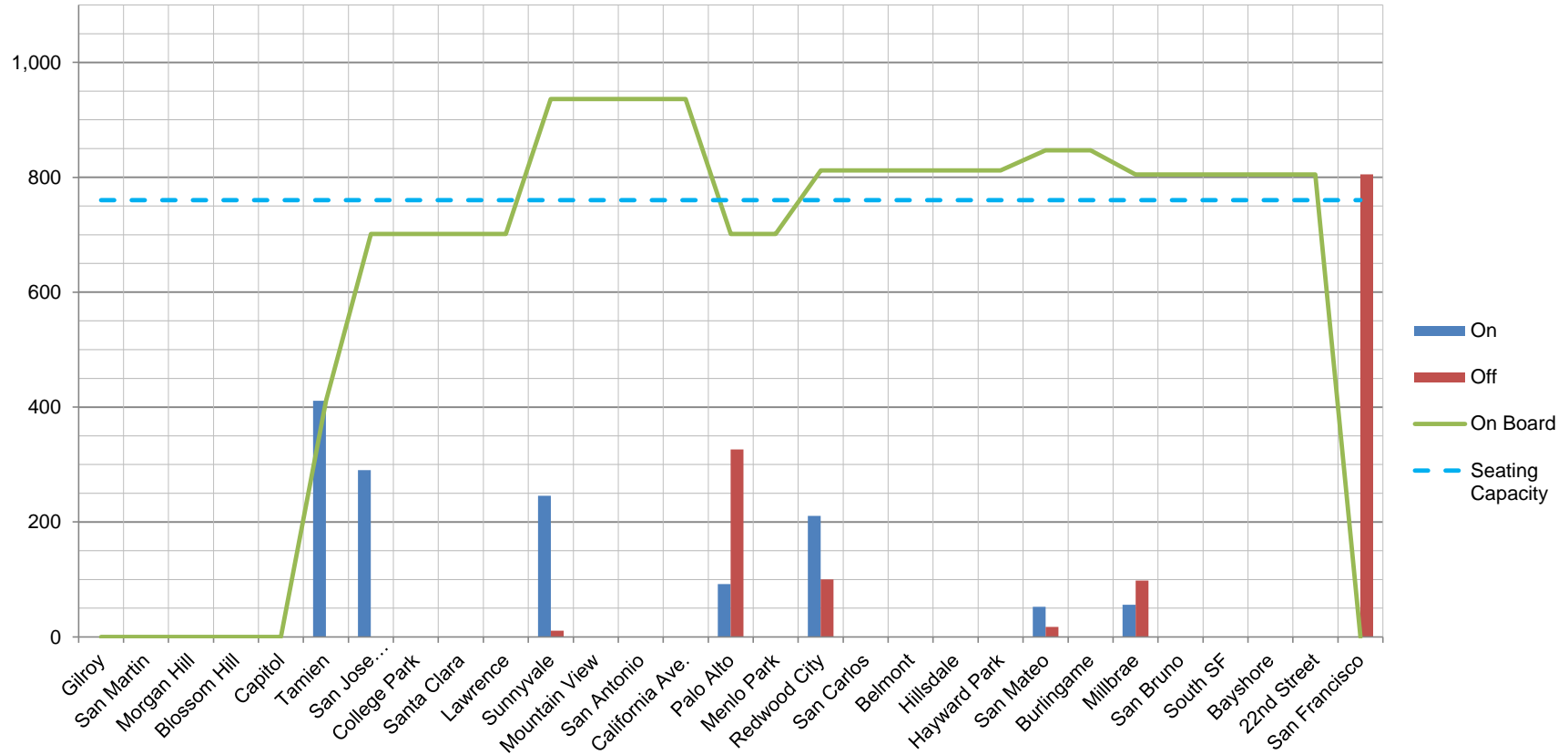
Maximum Load = 936 (At Sunnyvale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 123.2%

Train 227
(Gilroy to San Francisco)
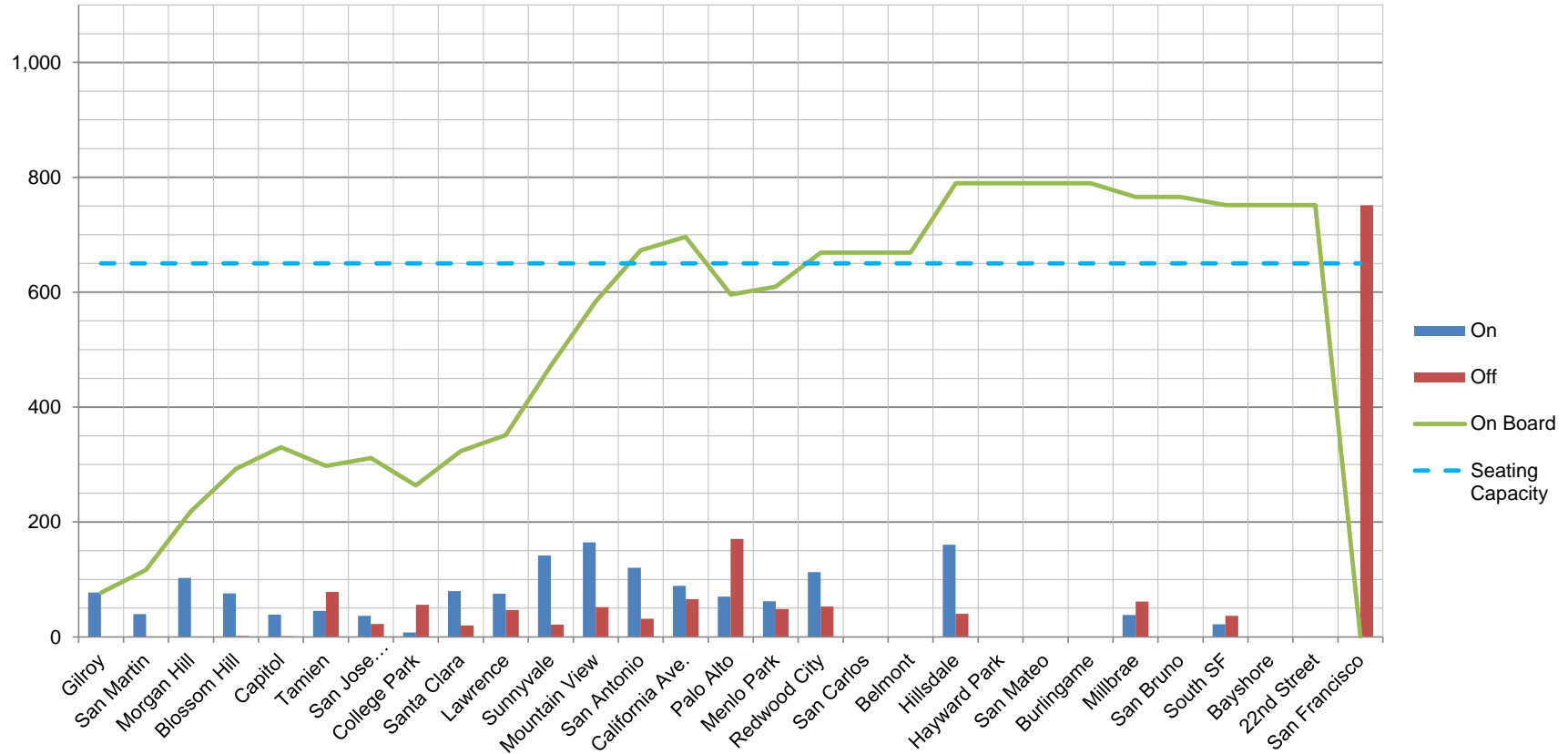
Maximum Load = 790 (At Hillsdale)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 121.5%

Train 323
(San Jose Diridon to San Francisco)
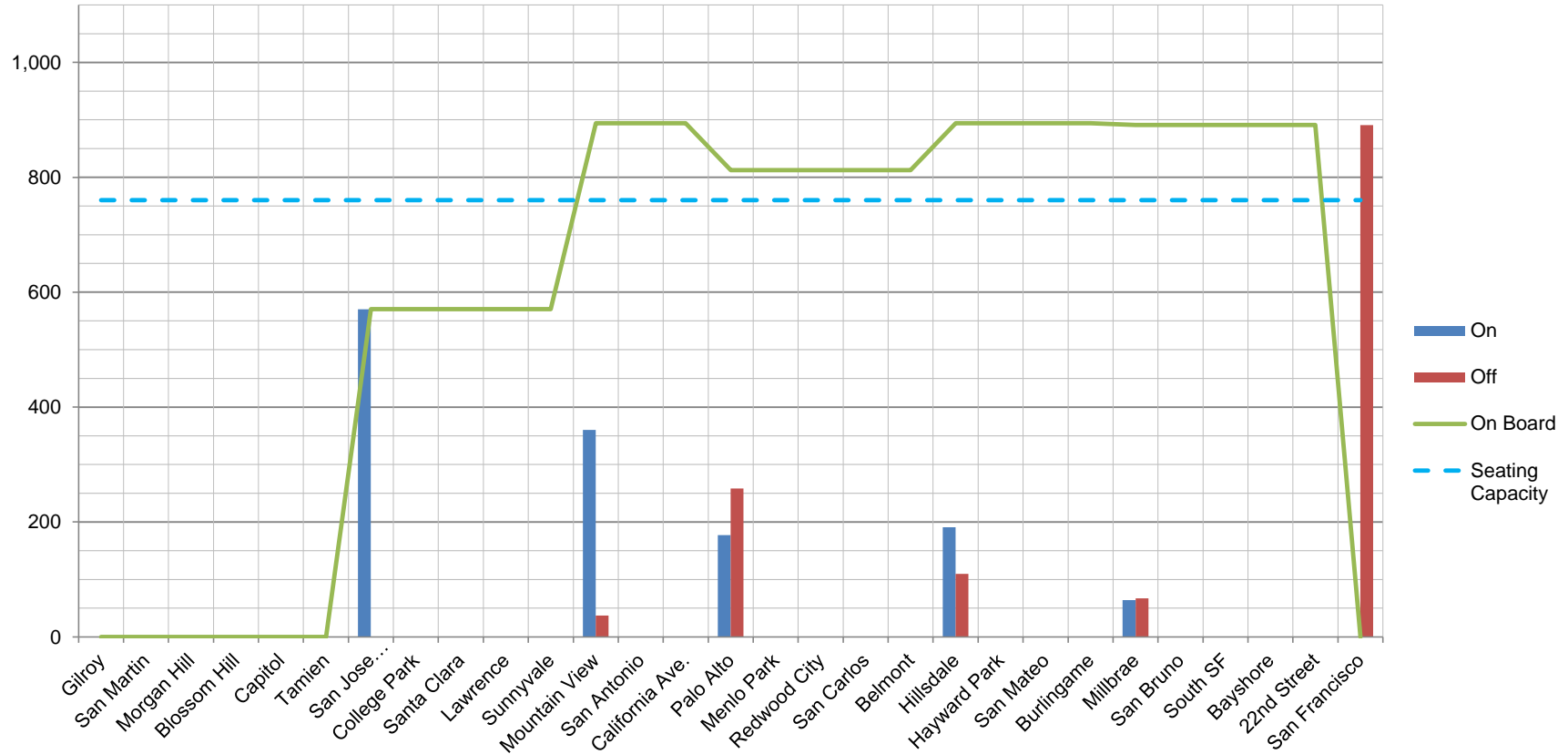
Maximum Load = 894 (At Mountain View)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 117.6%

**Train 313
(San Jose Diridon to San Francisco)**
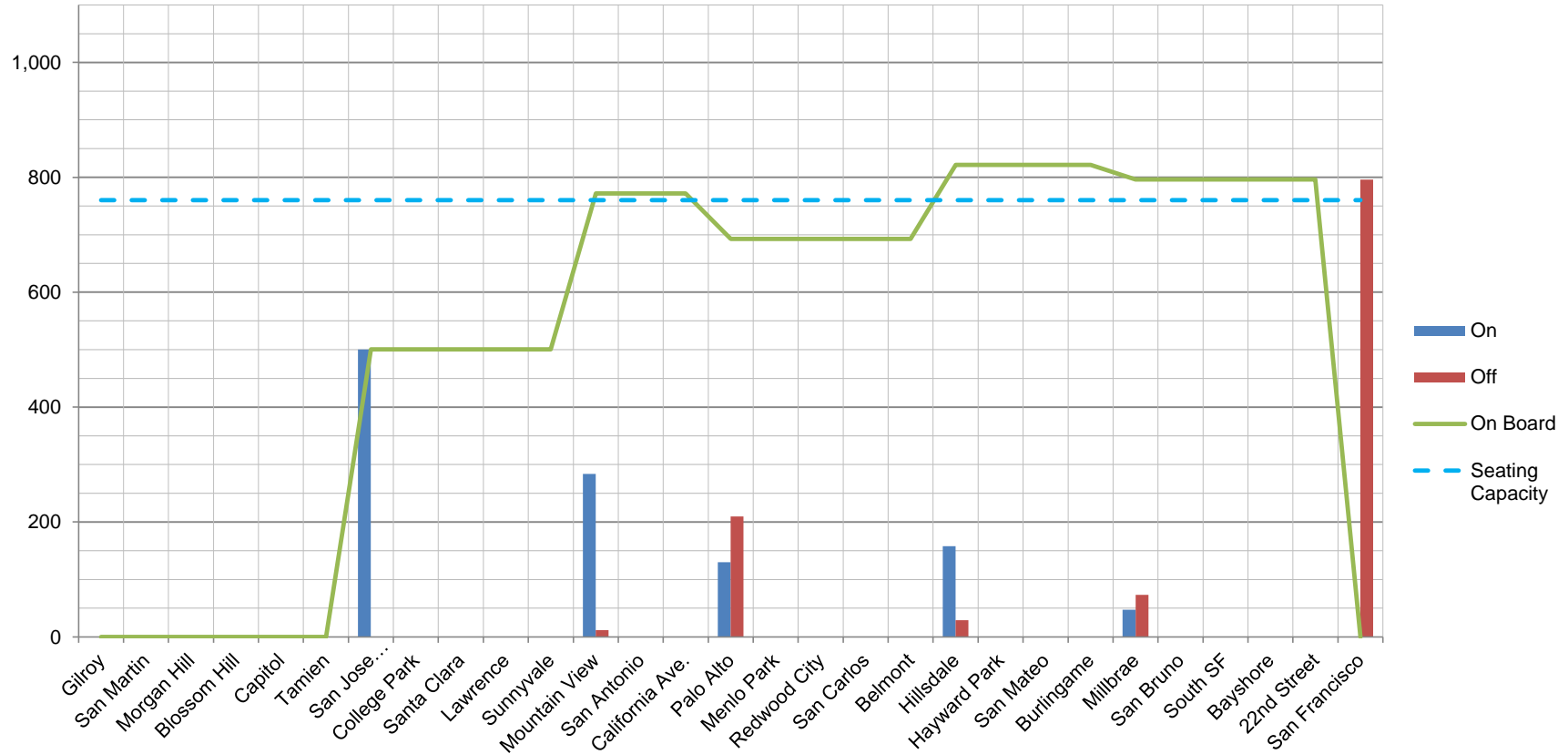
**Maximum Load = 822 (At Hillsdale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 108.1%**

Train 269
(Tamien to San Francisco)
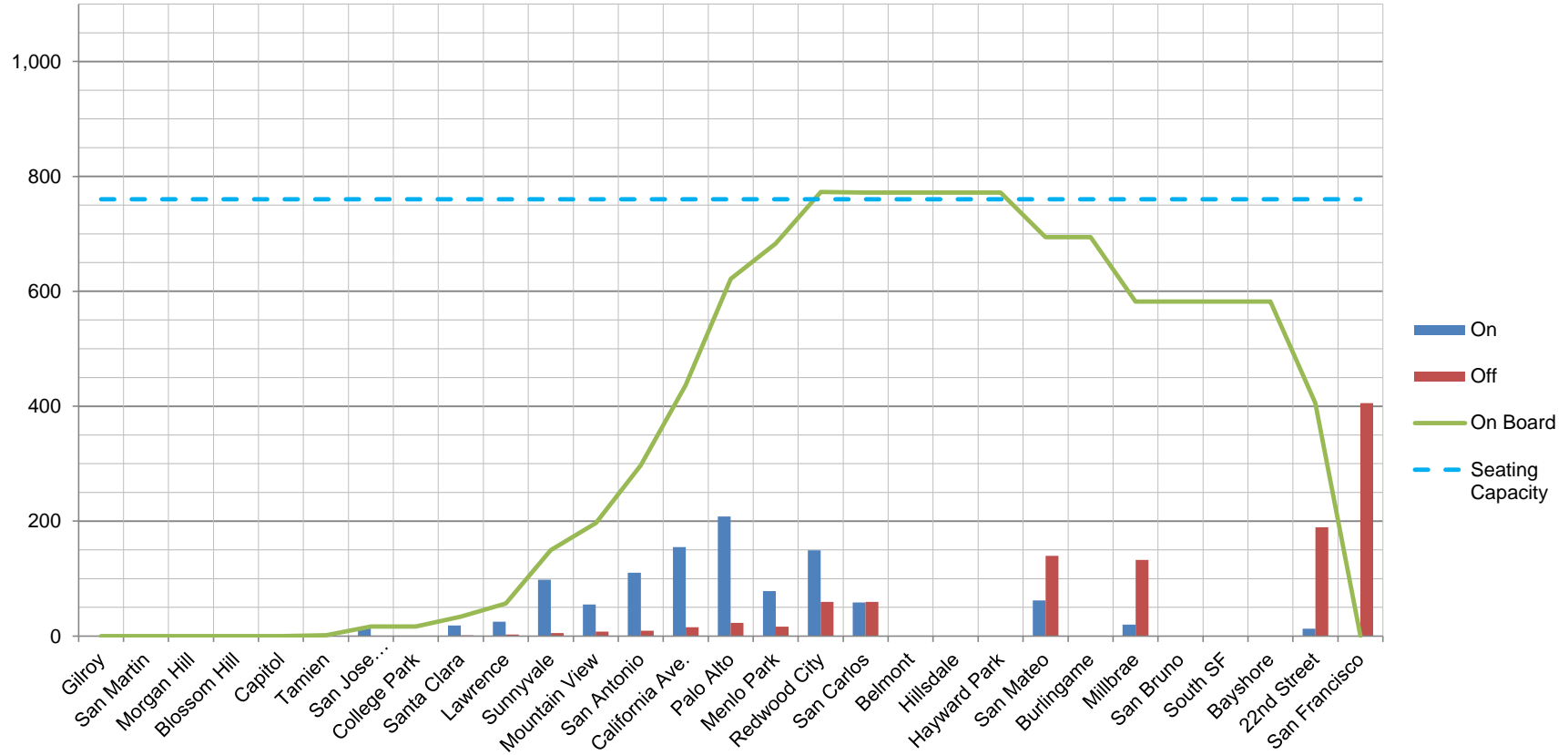
Maximum Load = 773 (At Redwood City)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 101.7%

Train 233
(Tamien to San Francisco)
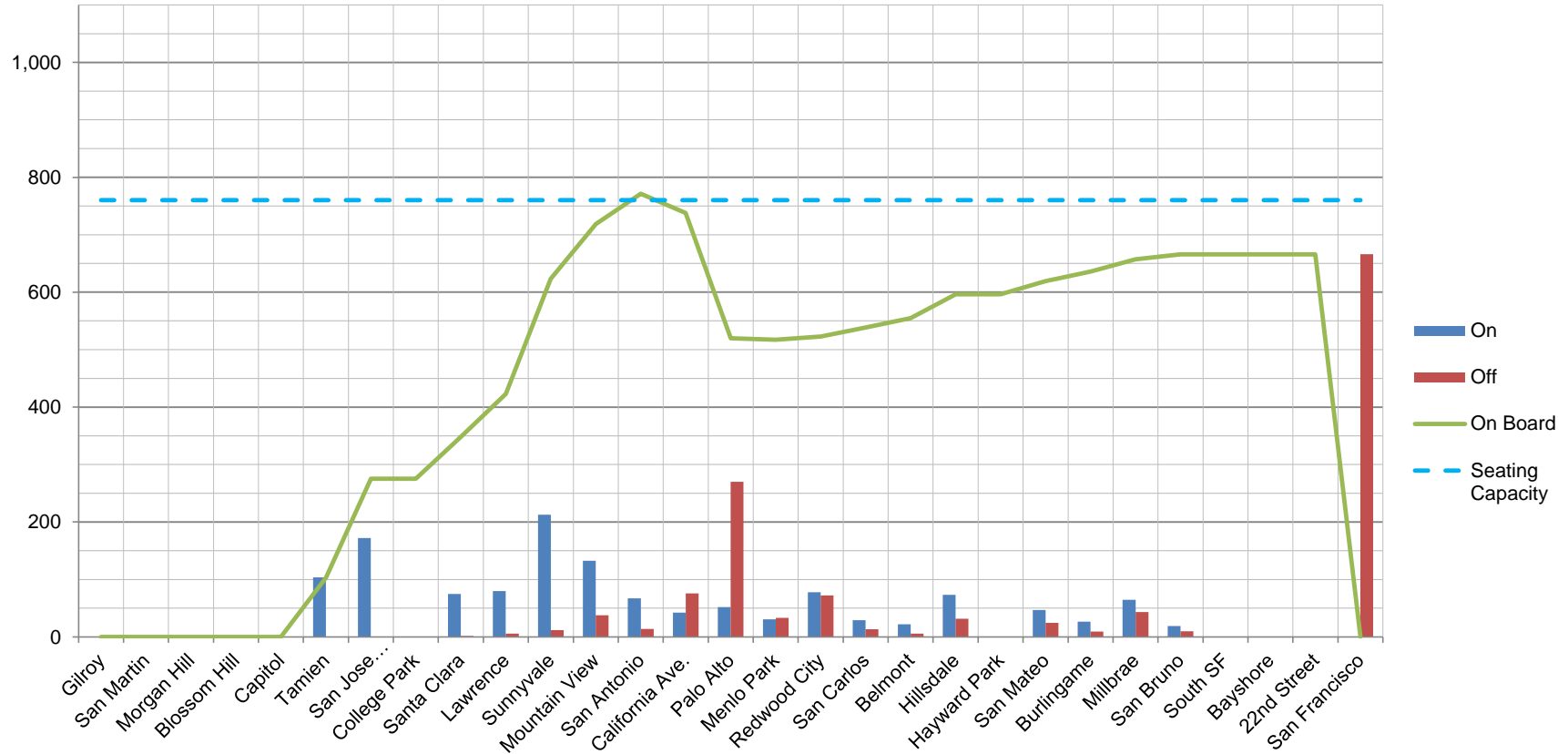
Maximum Load = 772 (At San Antonio)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 101.5%

Train 366
(San Francisco to Tamien)
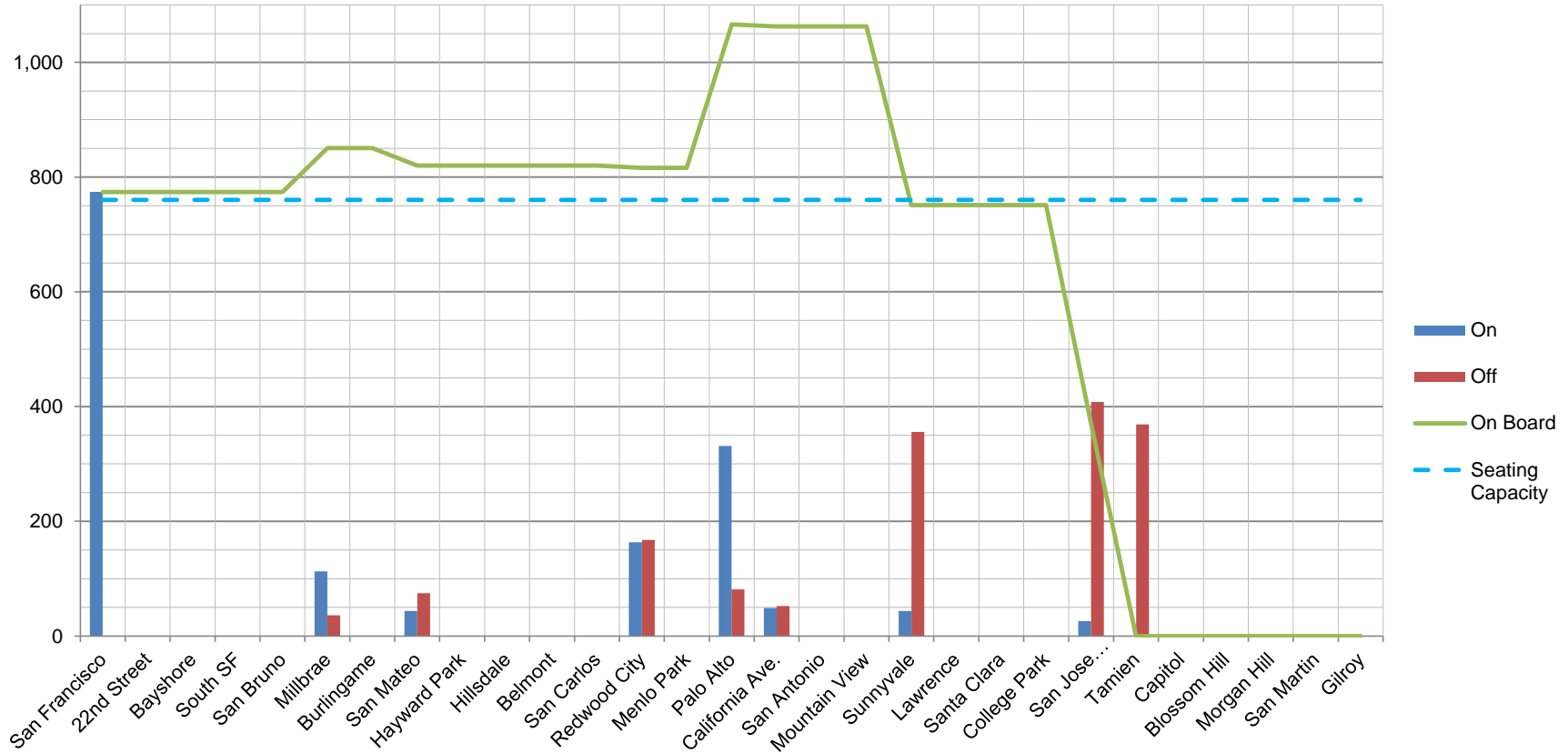
Maximum Load = 1,066 (At Palo Alto)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 140.3%

Train 376
(San Francisco to Tamien)
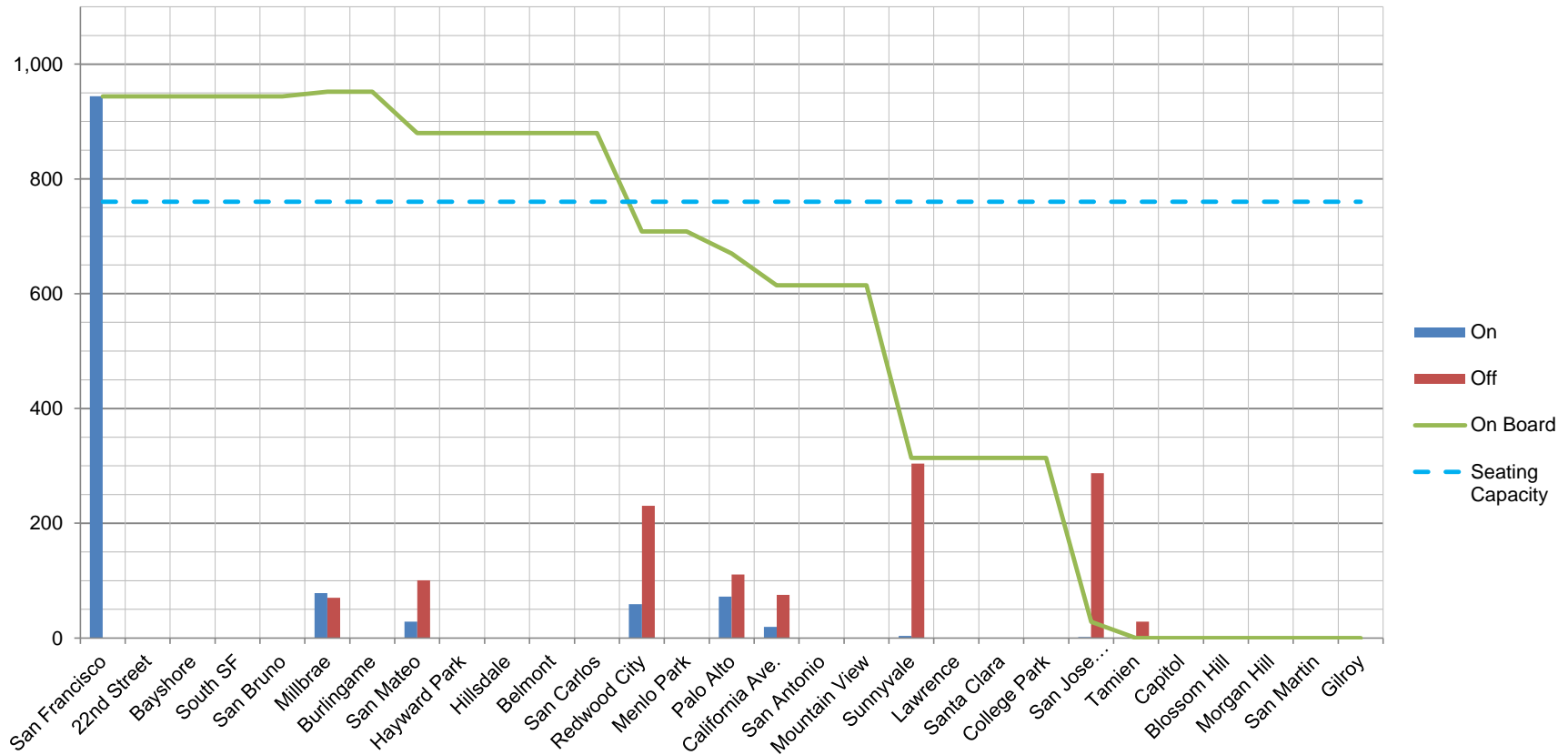
Maximum Load = 952 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 125.3%

Train 324
(San Francisco to San Jose Diridon)
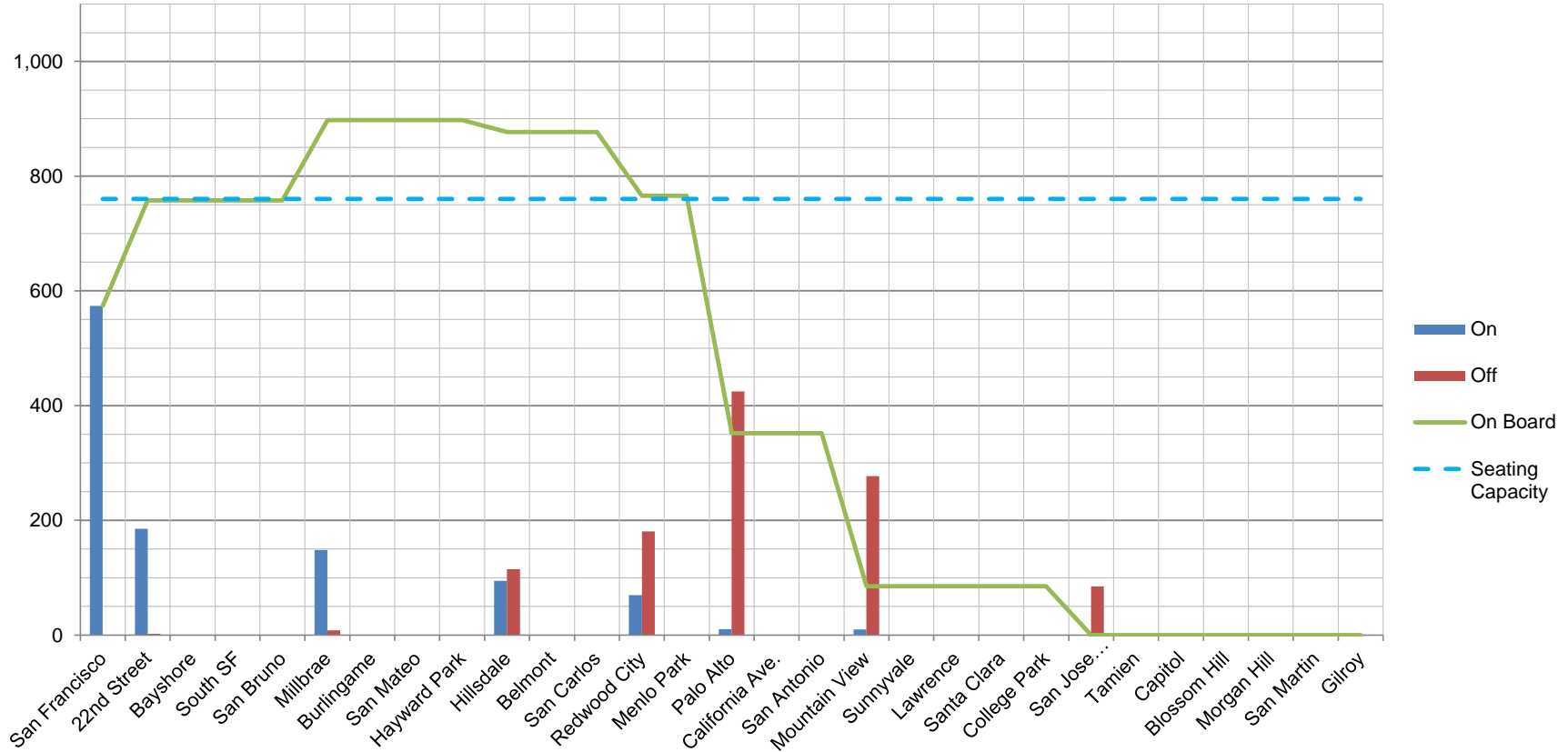
Maximum Load = 898 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 118.1%

Train 360
(San Francisco to San Jose Diridon)
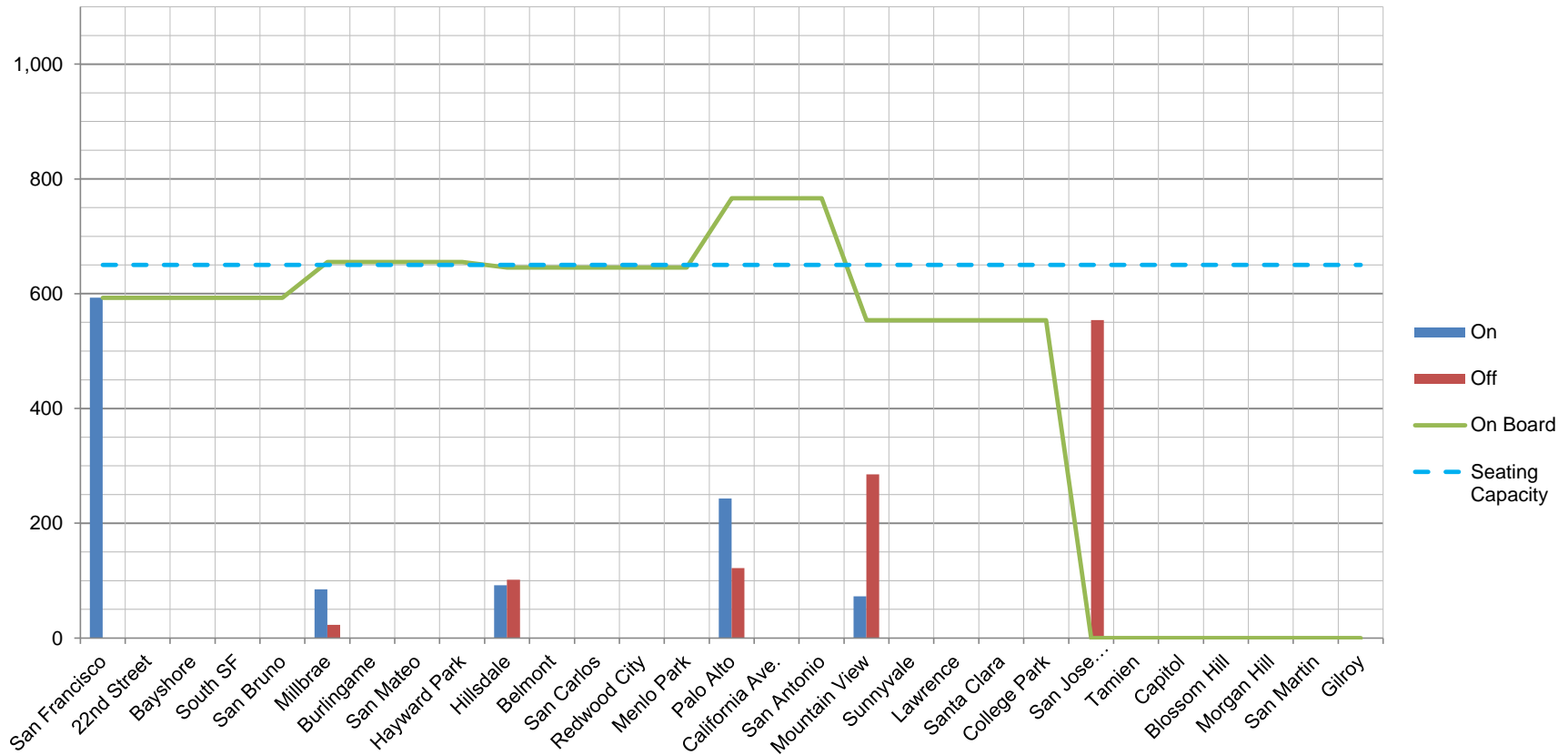
Maximum Load = 767 (At Palo Alto)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 117.9%

Train 278
(San Francisco to Tamien)
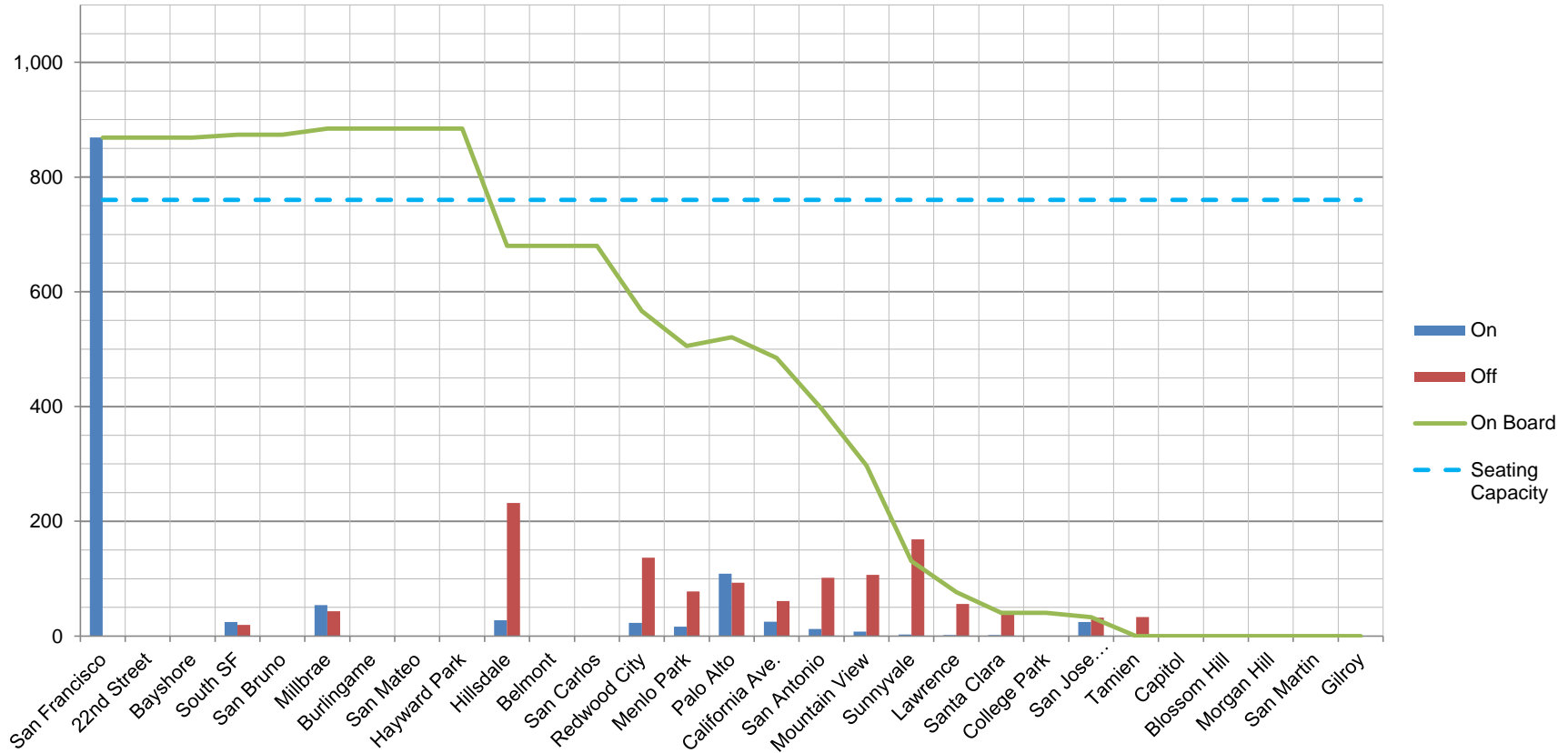
Maximum Load = 885 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 116.4%

**Train 268
(San Francisco to Gilroy)**
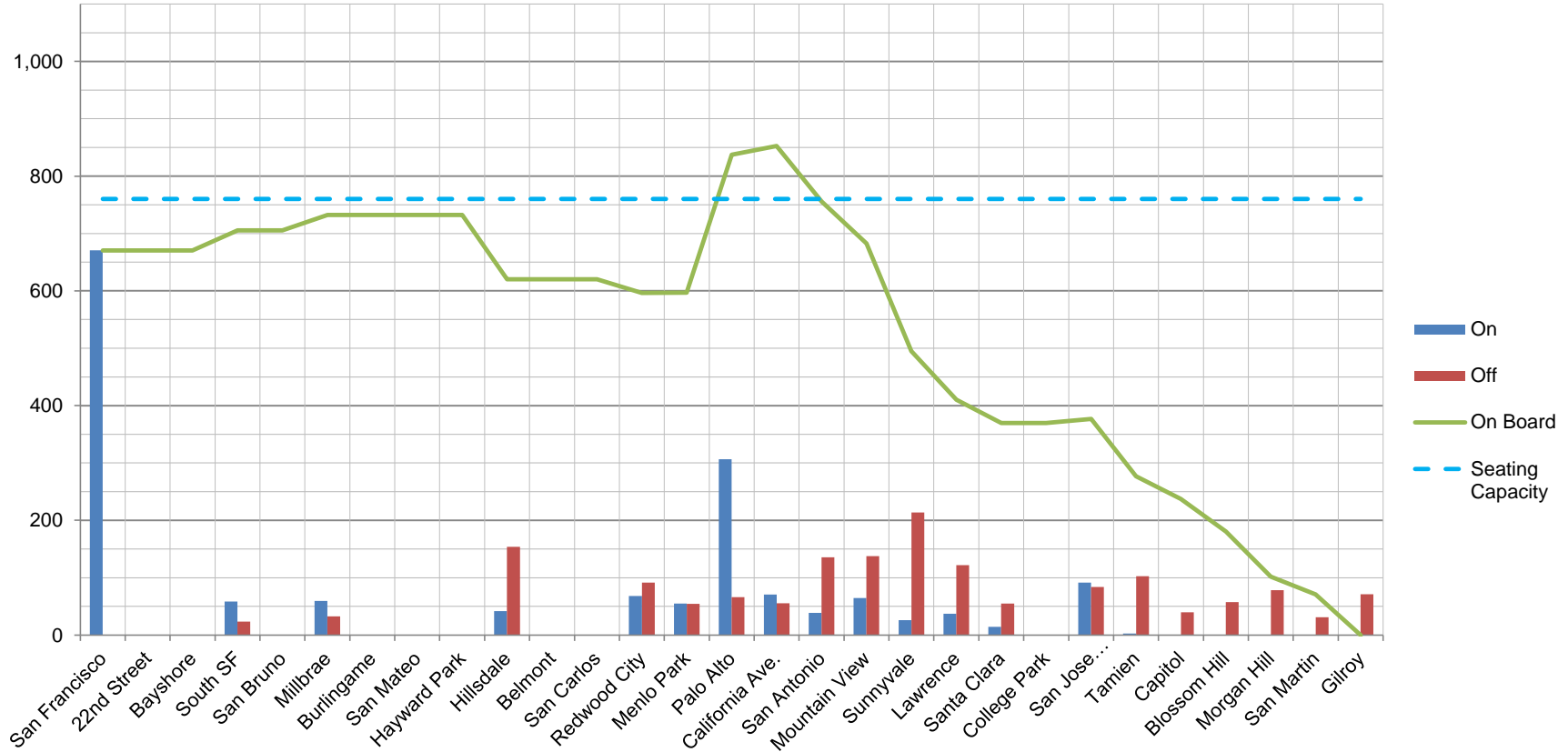
**Maximum Load = 853 (At California Ave.)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 112.2%**

**Train 330
(San Francisco to Tamien)**
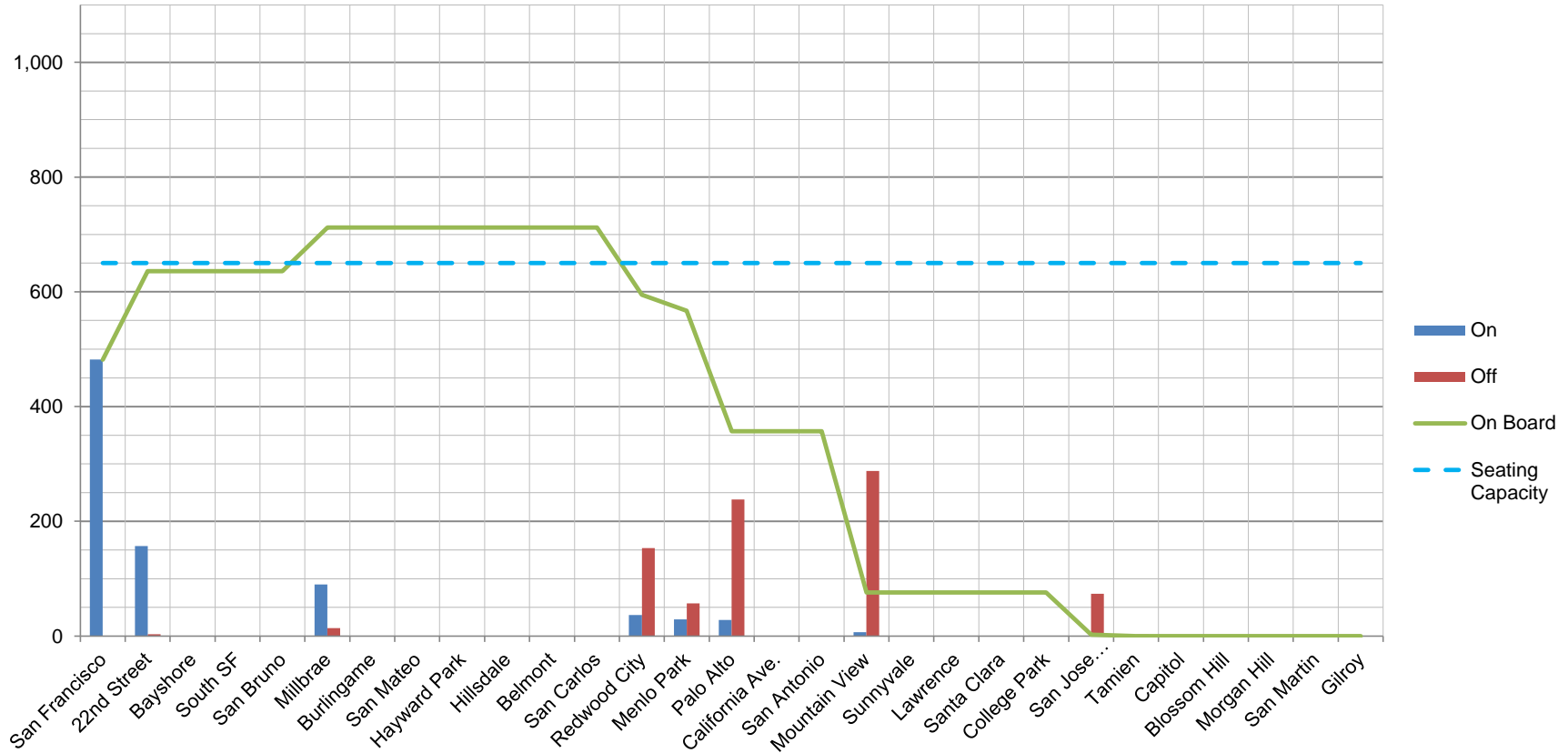
**Maximum Load = 712 (At Millbrae)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 109.5%**

Train 370
(San Francisco to San Jose Diridon)
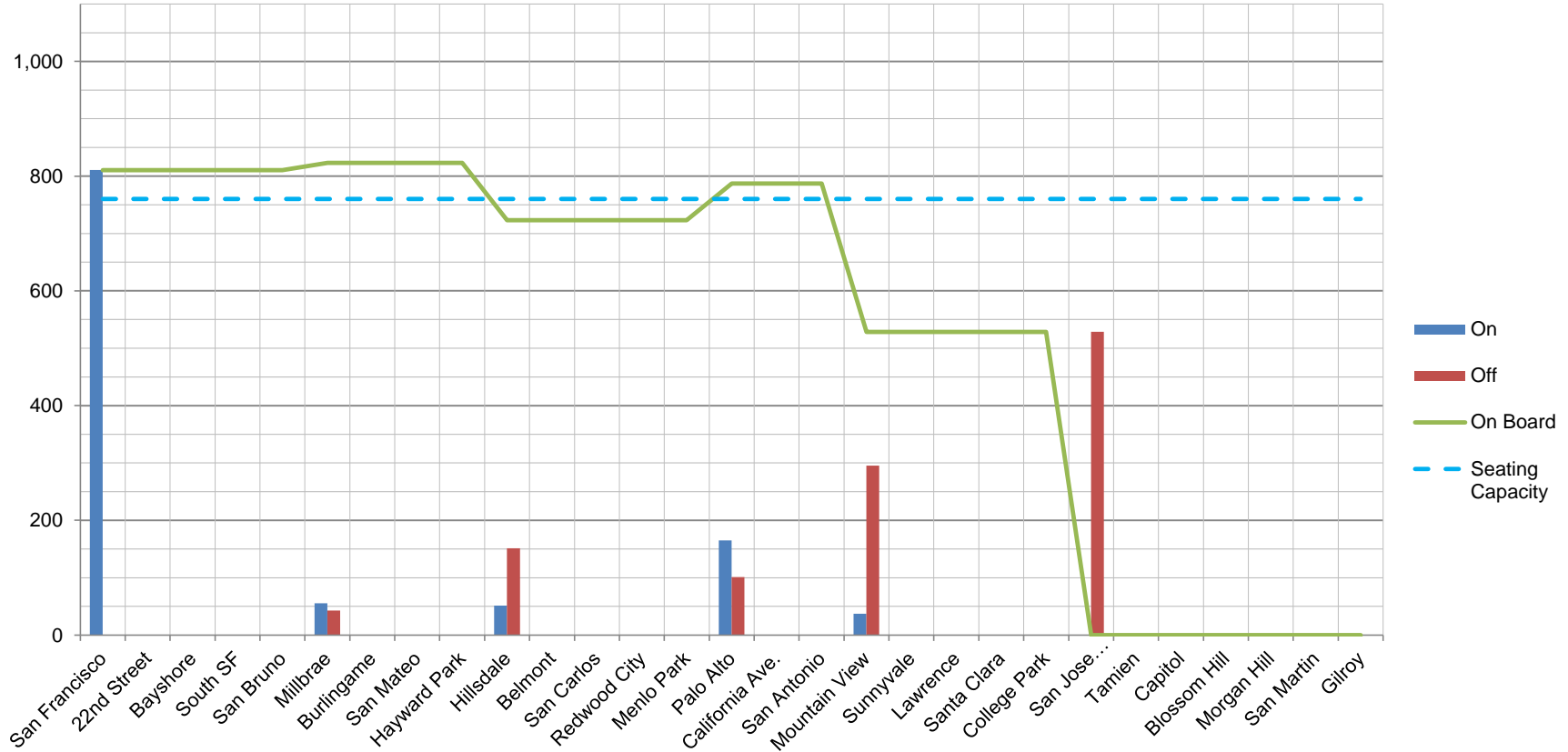
Maximum Load = 823 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 108.3%

**Train 272
(San Francisco to San Jose Diridon)**
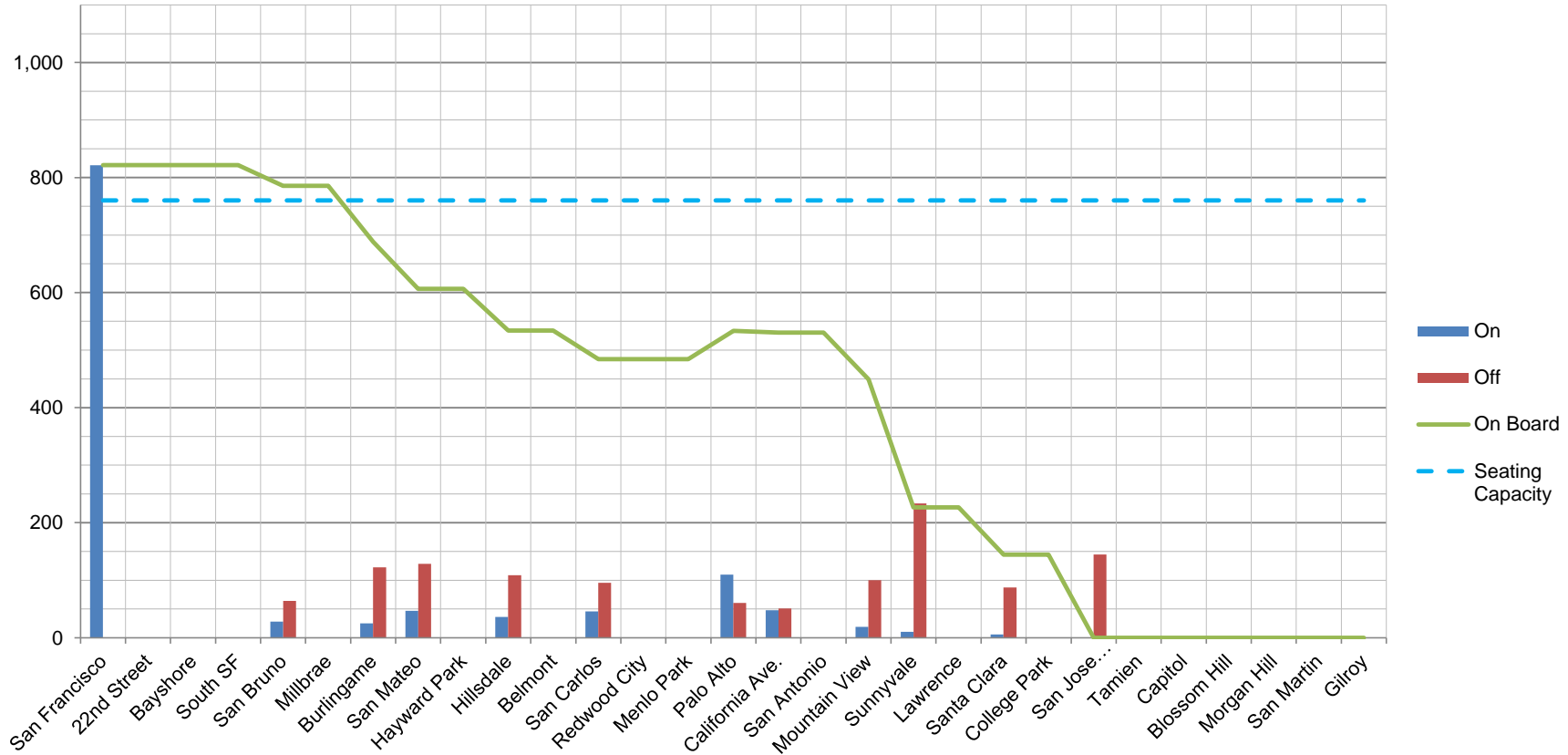
**Maximum Load = 822 (At San Francisco)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 108.1%**

Train 262
(San Francisco to San Jose Diridon)
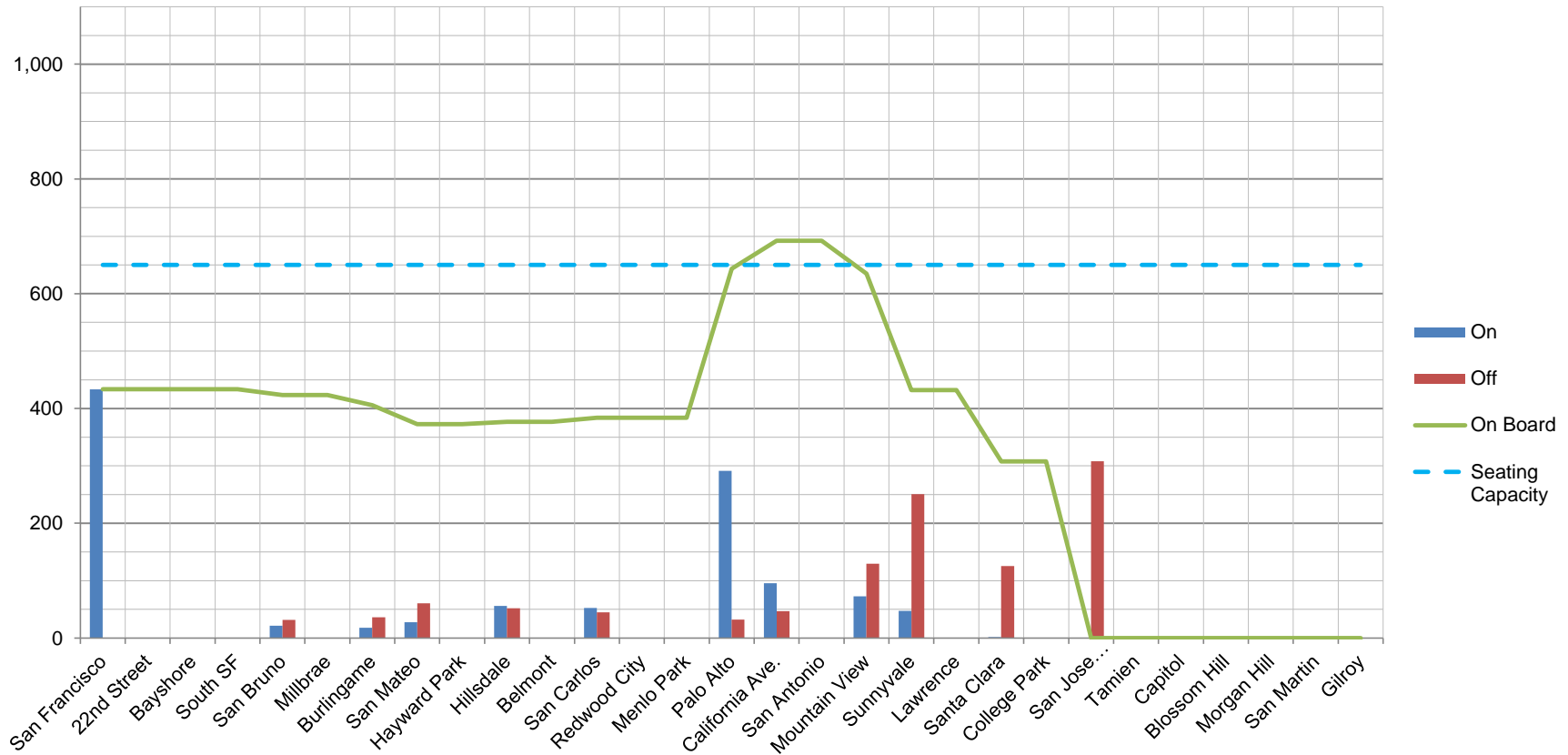
Maximum Load = 692 (At California Ave.)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 106.5%

Train 258
(San Francisco to Tamien)
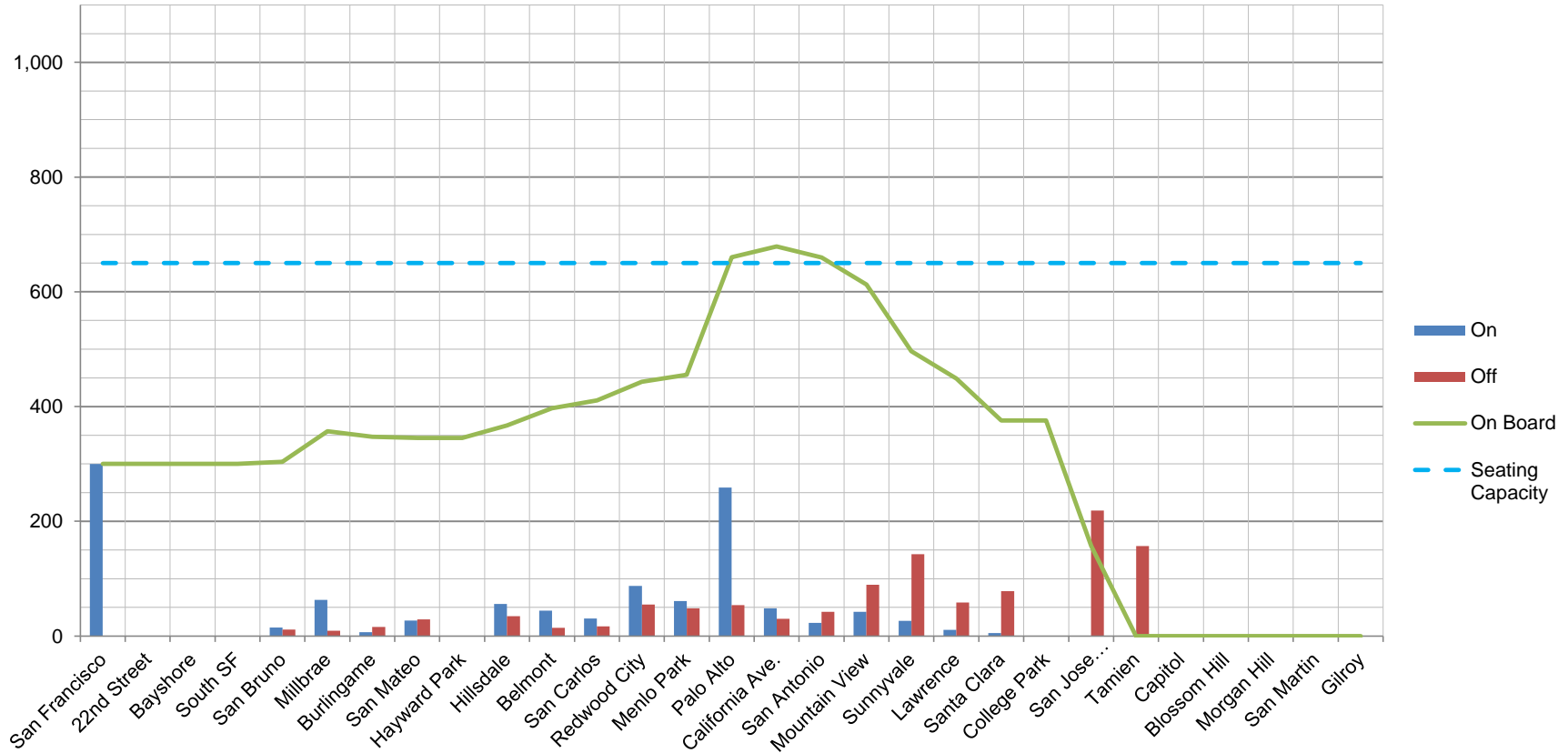
Maximum Load = 679 (At California Ave.)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 104.5%

Train 380
(San Francisco to San Jose Diridon)
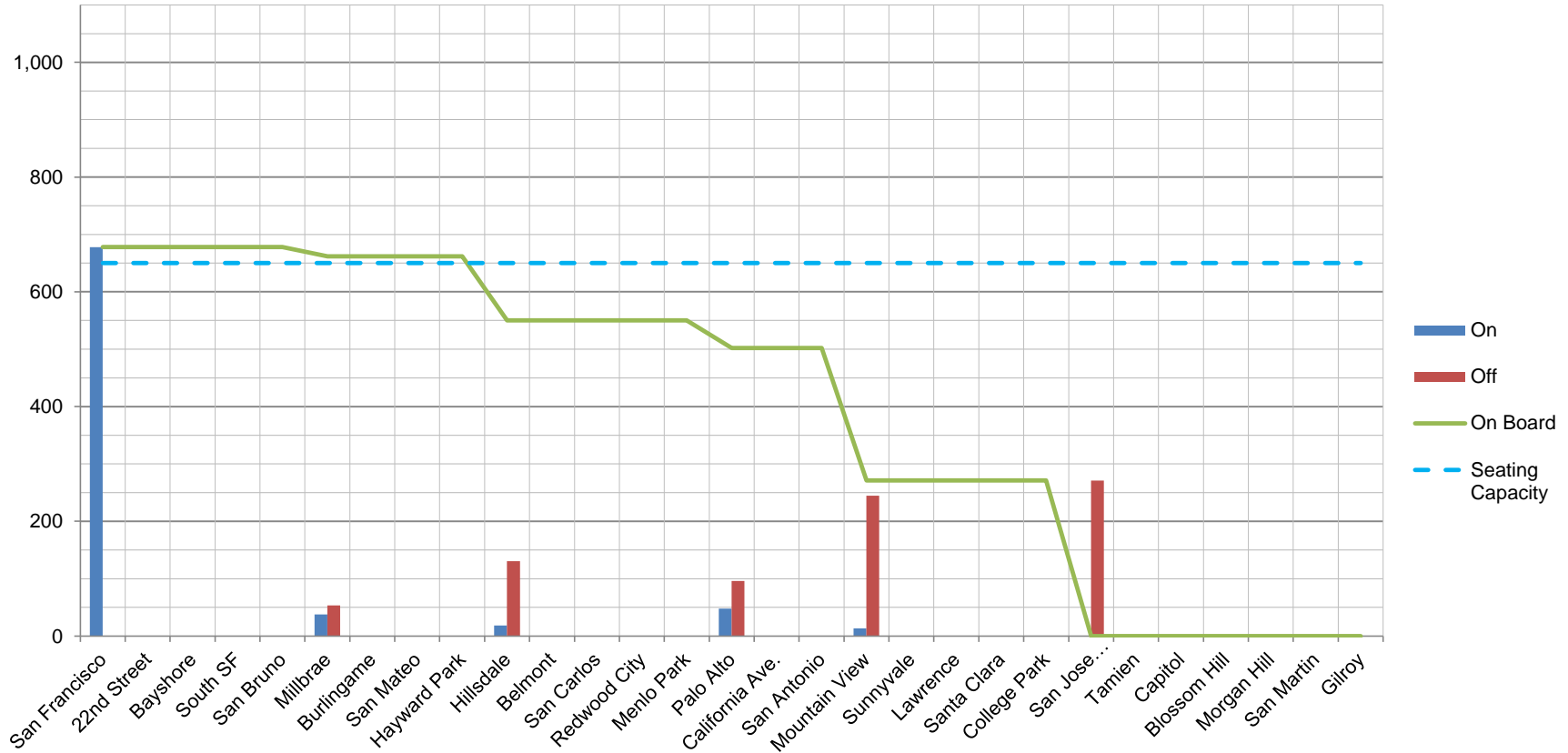
Maximum Load = 678 (At San Francisco)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 104.3%

Train 222
(San Francisco to San Jose Diridon)
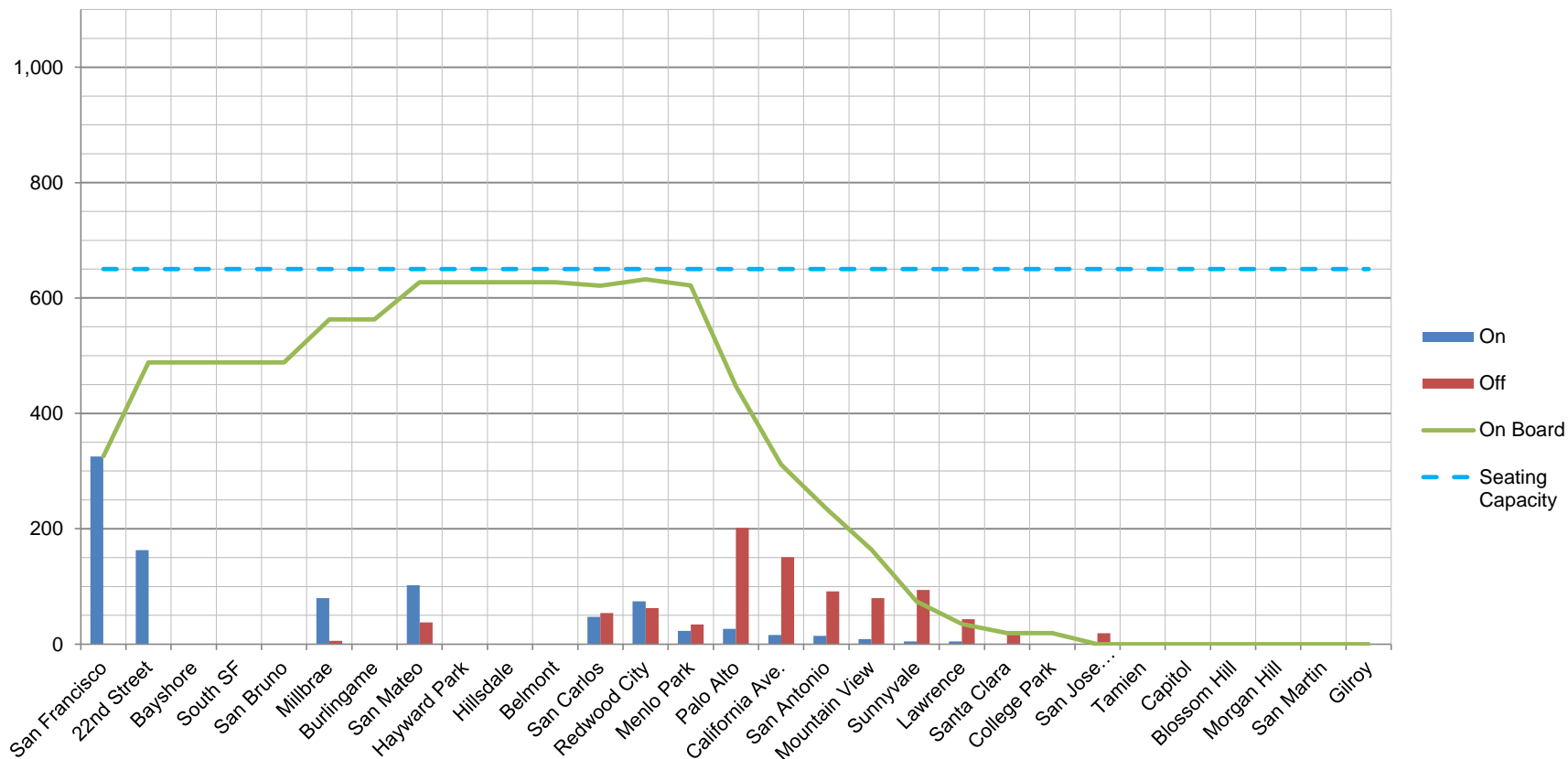
Maximum Load = 633 (At Redwood City)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 97.3%

Train 314
(San Francisco to San Jose Diridon)
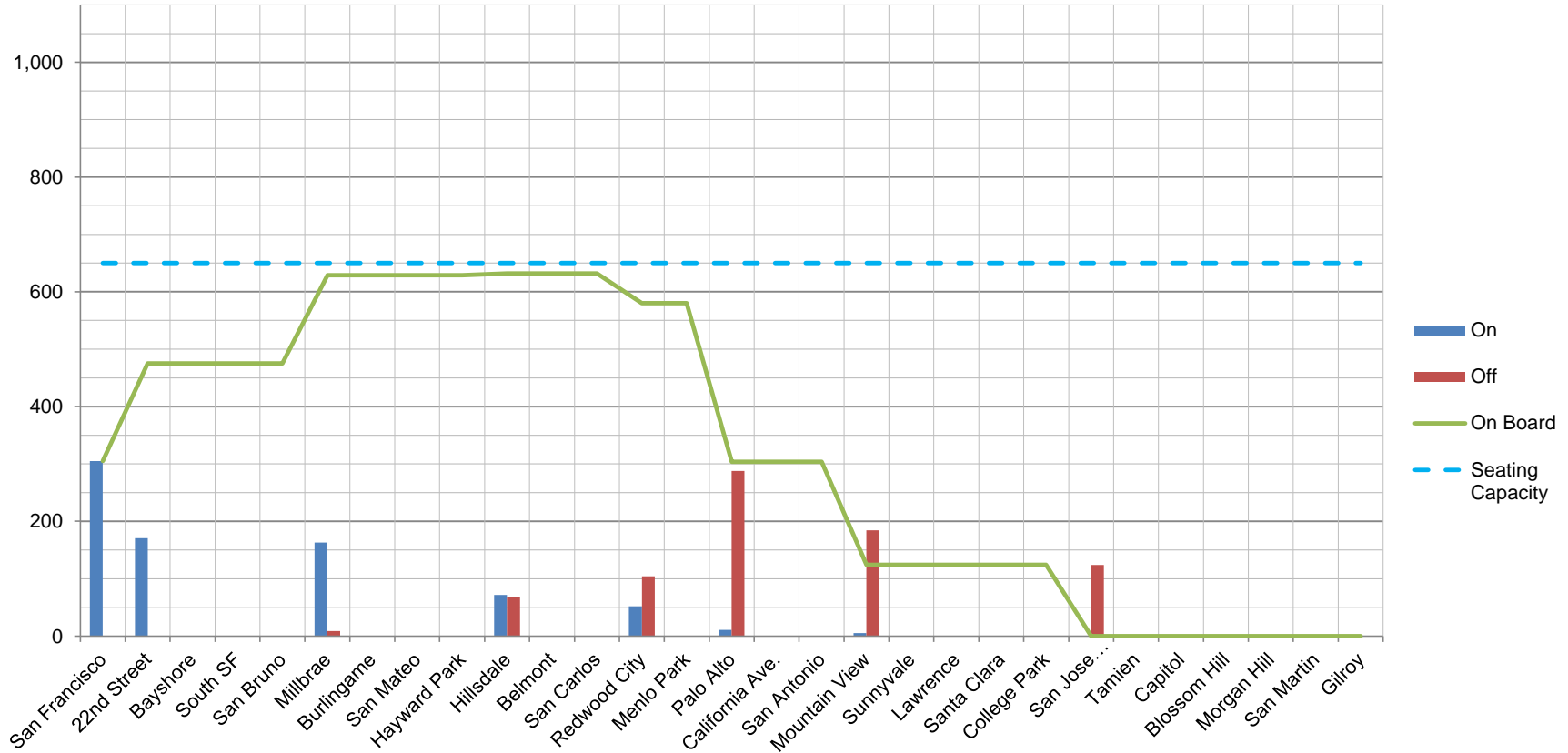
Maximum Load = 632 (At Hillsdale)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 97.2%

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

XIV: Average Mid-Weekday Bicycle Ridership by Station - All Day

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,308	1,344	0	1,344	1,308
22nd Street	10	290	234	1	244	291
Bayshore	4	14	18	6	22	19
South SF	24	40	32	24	55	64
San Bruno	16	35	41	22	56	57
Millbrae	44	117	77	45	120	162
Burlingame	45	41	42	44	86	85
San Mateo	101	108	98	110	199	218
Hayward Park	36	25	29	25	64	50
Hillsdale	152	104	113	168	265	271
Belmont	33	36	33	34	65	69
San Carlos	68	54	63	65	131	119
Redwood City	231	164	164	211	394	375
Menlo Park	105	82	77	121	182	202
Palo Alto	521	324	265	541	786	865
California Ave.	127	89	89	115	215	204
San Antonio	127	32	36	95	163	127
Mountain View	404	73	64	403	468	476
Sunnyvale	276	35	45	247	320	281
Lawrence	114	25	24	105	138	129
Santa Clara	81	6	11	80	91	86
College Park	1	0	0	1	1	1
San Jose Diridon	380	3	13	358	392	361
Tamien	77	10	2	61	79	71
Capitol	2	1	1	1	2	2
Blossom Hill	6	1	1	5	7	6
Morgan Hill	14	0	0	13	14	13
San Martin	5	0	0	4	5	4
Gilroy	15	0	0	11	15	11
TOTAL	3,010	3,010	2,909	2,909	5,919	5,919

2018 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

XV: Station Rank by Mid-Weekday Bike Boardings

STATION	TOTAL ON	% OF TOTAL	2017 AMWR RANK	2018 AMWR RANK
San Francisco	1,442	23.22%	1	1
Palo Alto	796	12.82%	2	2
Mountain View	551	8.88%	3	3
Redwood City	407	6.55%	4	4
San Jose Diridon	359	5.78%	5	5
Sunnyvale	303	4.89%	6	6
Hillsdale	257	4.14%	7	7
22nd Street	251	4.04%	8	8
California Ave.	225	3.62%	9	9
San Mateo	218	3.52%	11	10
Menlo Park	203	3.27%	10	11
San Antonio	152	2.44%	13	12
Lawrence	143	2.31%	12	13
San Carlos	140	2.26%	14	14
Millbrae	134	2.16%	15	15
Santa Clara	108	1.74%	16	16
Burlingame	99	1.60%	17	17
Tamien	95	1.54%	18	18
Belmont	76	1.22%	20	19
Hayward Park	68	1.10%	22	20
San Bruno	58	0.93%	21	21
South SF	47	0.76%	19	22
Bayshore	26	0.41%	23	23
Gilroy	20	0.32%	25	24
Morgan Hill	10	0.16%	24	25
Blossom Hill	7	0.11%	28	26
San Martin	7	0.11%	27	27
Capitol	5	0.07%	26	28
College Park	2	0.03%	29	29
TOTAL	6,208	100.00%		

XVI: Northbound - Percent of Bike Capacity and Boardings by Train

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:28a	Hayward Park	8	80	9%	13
103	5:03a	San Mateo	13	80	16%	28
305	5:45a	Millbrae	29	80	36%	39
207	5:59a	Hillsdale	52	80	65%	67
309	6:04a	San Mateo	30	80	38%	48
211	6:23a	San Bruno	33	80	41%	59
313	6:49a	Hillsdale	47	72	65%	65
215	6:54a	Burlingame	46	80	58%	64
217	6:59a	Millbrae	76	72	105%	121
319	7:04a	San Mateo	68	72	94%	93
221	7:23a	Mountain View	68	80	84%	144
323	7:49a	Millbrae	60	72	83%	103
225	7:54a	Burlingame	81	72	112%	125
227	7:59a	Hillsdale	74	80	93%	132
329	8:04a	Sunnyvale	59	80	73%	98
231	8:23a	Mountain View	48	80	60%	86
233	8:39a	San Antonio	73	72	101%	139
135	9:13a	San Antonio	44	80	54%	68
237	9:50a	San Antonio	30	80	37%	49
139	10:13a	San Antonio	16	80	20%	29
143	11:13a	San Mateo	15	72	21%	31
147	12:13p	Mountain View	12	80	14%	22
151	1:13p	Menlo Park	11	80	13%	22
155	2:13p	Palo Alto	19	72	26%	35
257	2:24p	Menlo Park	9	72	13%	17
159	3:13p	Hayward Park	34	80	43%	49
261	3:40p	San Carlos	73	72	101%	91
263	4:12p	Belmont	23	80	29%	43
365	4:24p	Redwood City	63	80	79%	75
267	4:30p	Hillsdale	48	80	59%	76
269	4:40p	San Carlos	88	72	122%	118
371	4:45p	Palo Alto	51	80	64%	70
273	5:08p	San Carlos	43	80	54%	77
375	5:20p	Redwood City	56	72	77%	80
277	5:30p	San Carlos	64	80	80%	86
279	5:40p	San Carlos	71	80	88%	117
381	5:45p	Redwood City	50	80	62%	85
283	6:08p	San Carlos	23	80	28%	44
385	6:20p	Redwood City	56	80	69%	67
287	6:35p	Menlo Park	29	72	40%	41
289	6:45p	San Carlos	29	72	40%	36
191	7:07p	Palo Alto	27	80	33%	40
193	7:45p	Palo Alto	29	72	40%	49
195	8:45p	Menlo Park	29	80	36%	43
197	9:45p	Palo Alto	16	80	20%	26
199	10:30p	Menlo Park	9	72	12%	13
			1,922	3,552	54%	3,010

XVII: Southbound - Percent of Bike 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	14	80	18%	18
104	5:25a	Menlo Park	24	80	30%	37
206	6:05a	Menlo Park	33	72	45%	44
208	6:15a	Redwood City	30	80	38%	46
310	6:35a	Millbrae	29	72	40%	36
212	6:45a	Redwood City	44	80	55%	64
314	6:59a	Millbrae	58	80	72%	76
216	7:05a	Hillsdale	59	80	73%	75
218	7:15a	Redwood City	36	80	44%	62
320	7:35a	Redwood City	64	80	80%	79
222	7:45a	Redwood City	67	80	84%	102
324	7:59a	Millbrae	88	80	109%	107
226	8:05a	San Carlos	75	80	93%	94
228	8:15a	San Mateo	36	72	50%	78
330	8:35a	Millbrae	54	80	68%	66
232	8:45a	Hayward Park	95	72	131%	135
134	9:00a	Redwood City	40	72	55%	57
236	9:45a	Burlingame	43	72	59%	60
138	10:00a	Hillsdale	28	80	34%	41
142	11:00a	Millbrae	22	80	27%	31
146	12:00p	Hillsdale	14	80	17%	27
150	1:00p	Palo Alto	10	80	12%	22
152	2:00p	California Ave.	18	72	25%	32
254	2:43p	California Ave.	23	72	31%	41
156	3:00p	San Antonio	26	80	32%	60
258	3:34p	San Antonio	44	80	54%	93
360	4:12p	Palo Alto	42	80	53%	76
262	4:23p	California Ave.	48	80	60%	90
264	4:32p	Mountain View	27	80	33%	55
366	4:38p	Millbrae	65	72	90%	130
268	4:58p	South SF	48	72	67%	114
370	5:16p	Millbrae	48	72	67%	64
272	5:27p	San Bruno	44	80	54%	79
274	5:32p	Menlo Park	28	80	34%	54
376	5:38p	Millbrae	62	72	85%	80
278	5:58p	San Francisco	82	80	103%	113
380	6:16p	San Francisco	51	80	64%	60
282	6:23p	San Francisco	46	80	58%	64
284	6:32p	Millbrae	20	80	25%	39
386	6:38p	San Francisco	49	72	68%	61
288	6:58p	South SF	44	80	55%	78
190	7:30p	South SF	33	72	46%	62
192	8:30p	South SF	29	72	40%	52
194	9:30p	22nd Street	25	80	31%	35
196	10:40p	Millbrae	15	80	18%	20
198	12:05a	San Bruno	9	72	13%	11
			1,878	3,552	53%	2,909

XVIII: Total Bike Boardings (Mid-Weekday Average) - Percent Change 2017 to 2018

NORTHBOUND				SOUTHBOUND				
Train Number	Total Boardings		% Change	Train Number		Total Boardings		% Change
	2017	2018		2017	2018	2017	2018	
101	10	13	25.8%	102		20	18	-8.5%
103	21	28	33.1%	104		26	37	42.2%
305	33	39	15.5%	206		42	44	5.6%
207	51	67	29.5%	208		40	46	12.8%
309	34	48	41.1%	210	310	64	36	-44.5%
211	31	59	90.8%	312	212	45	64	40.1%
313	62	65	4.3%	314		70	76	8.6%
215	57	64	10.8%	216		67	75	11.9%
217	131	121	-7.6%	218		45	62	37.8%
319	74	93	25.1%	220	320	109	79	-27.3%
221	90	144	60.6%	322	222	81	102	24.8%
323	91	103	12.6%	324		97	107	9.8%
225	90	125	38.4%	226		72	94	31.2%
227	147	132	-10.0%	228		47	78	67.1%
329	95	98	3.0%	230	330	78	66	-15.0%
231	80	86	6.4%	332	232	75	135	79.2%
233	134	139	3.4%	134		45	57	25.6%
135	70	68	-2.9%	236		53	60	12.3%
237	42	49	15.5%	138		44	41	-6.8%
139	34	29	-16.2%	142		45	31	-30.6%
143	26	31	18.8%	146		22	27	20.9%
147	29	22	-24.1%	150		18	22	21.7%
151	25	22	-14.0%	152		31	32	1.6%
155	34	35	1.9%	254		43	41	-5.1%
257	32	17	-47.4%	156		71	60	-15.9%
159	44	49	10.5%	258		81	93	14.8%
261	90	91	0.2%	360		69	76	10.1%
263	28	43	51.8%	262		65	90	38.5%
365	47	75	58.5%	264		69	55	-20.6%
267	46	76	62.9%	366		89	130	45.0%
269	113	118	4.7%	268		116	114	-1.7%
371	55	70	27.1%	370		66	64	-3.3%
273	48	77	59.4%	272		96	79	-17.9%
375	81	80	-2.3%	274		65	54	-17.3%
277	91	86	-5.5%	376		104	80	-23.6%
279	106	117	10.3%	278		94	113	20.2%
381	54	85	56.5%	380		55	60	7.5%
283	40	44	10.0%	282		44	64	46.6%
385	71	67	-5.2%	284		22	39	77.7%
287	56	41	-26.3%	386		60	61	0.8%
289	51	36	-29.9%	288		61	78	28.6%
191	35	40	13.9%	190		68	62	-10.0%
193	49	49	-0.7%	192		58	52	-11.7%
195	49	43	-12.8%	194		31	35	10.1%
197	29	26	-10.3%	196		21	20	-6.2%
199	23	13	-44.9%	198		5	11	135.7%

XIX: Percent Capacity by Time Period at Maximum Load Point (Bike: Mid-Weekday Average)

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	861	1,312	65.6%
Off Peak NB	263	1,000	26.3%
PM NB	798	1,240	64.4%
ALL NB	1,922	3,552	54.1%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	803	1,248	64.3%
Off Peak SB	305	984	30.9%
PM SB	771	1,320	58.4%
ALL SB	1,878	3,552	52.9%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	1,632	2,632	62.0%
Reverse	1,601	2,488	64.3%
Off Peak	568	1,984	28.6%
ALL TRAINS	3,800	7,104	53.5%

XX: Bike Boardings by Time Period (Mid-Weekday Average)

Traditional Peak	
AM Northbound	1,419
PM Southbound	1,306
Total	2,725

Reverse Peak	
AM Southbound	1,116
PM Northbound	1,150
Total	2,266

Midday	
Northbound	271
Southbound	309
Total	580

Evening	
Northbound	170
Southbound	179
Total	349

Total	
Northbound	3,010
Southbound	2,909
Total	5,919

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Caltrain 2018 Annual Count

XXI: Maximum Bike Load – Northbound
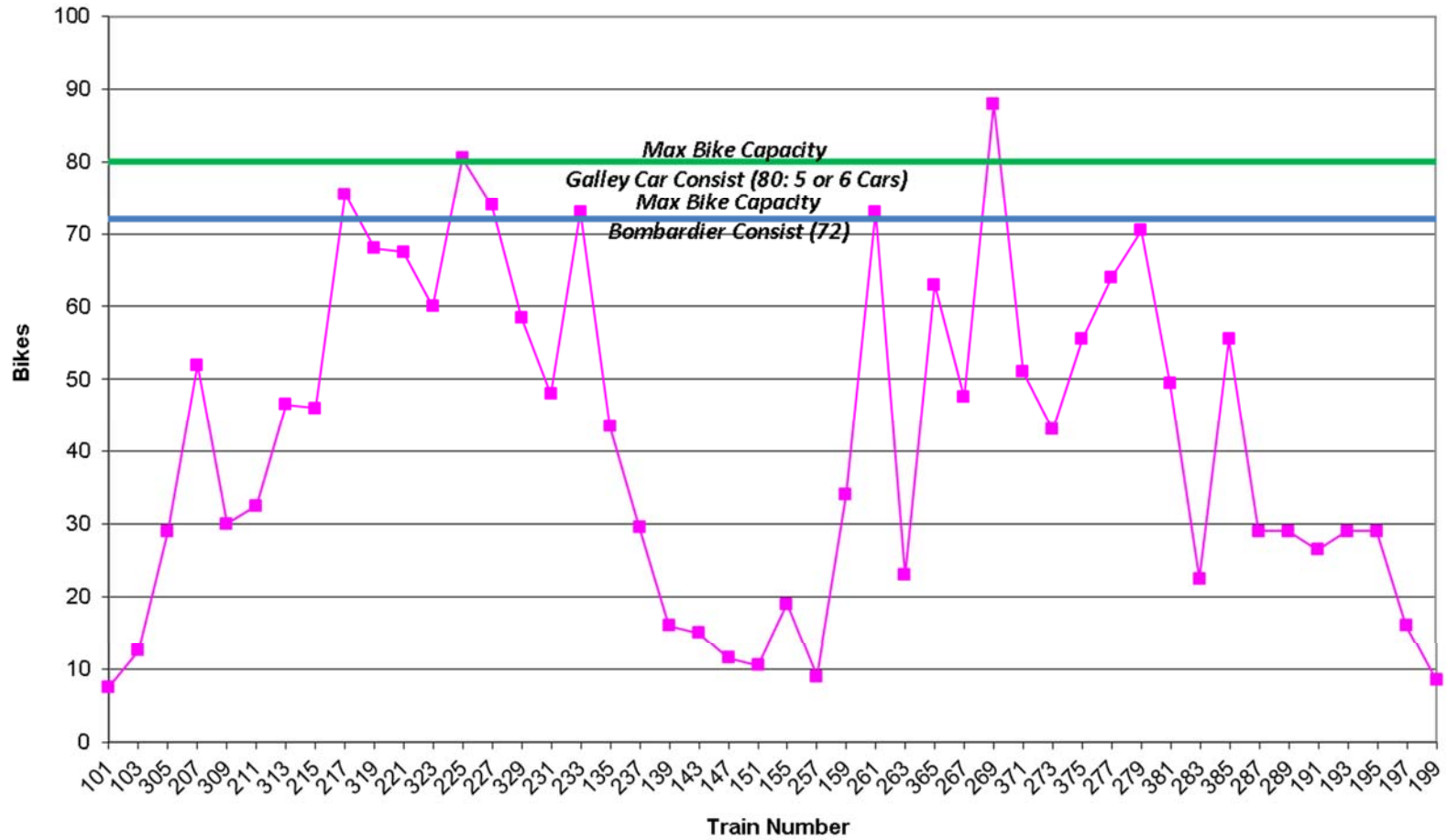
Caltrain 2018 Annual Count

XXII: Maximum Bike Load – Southbound
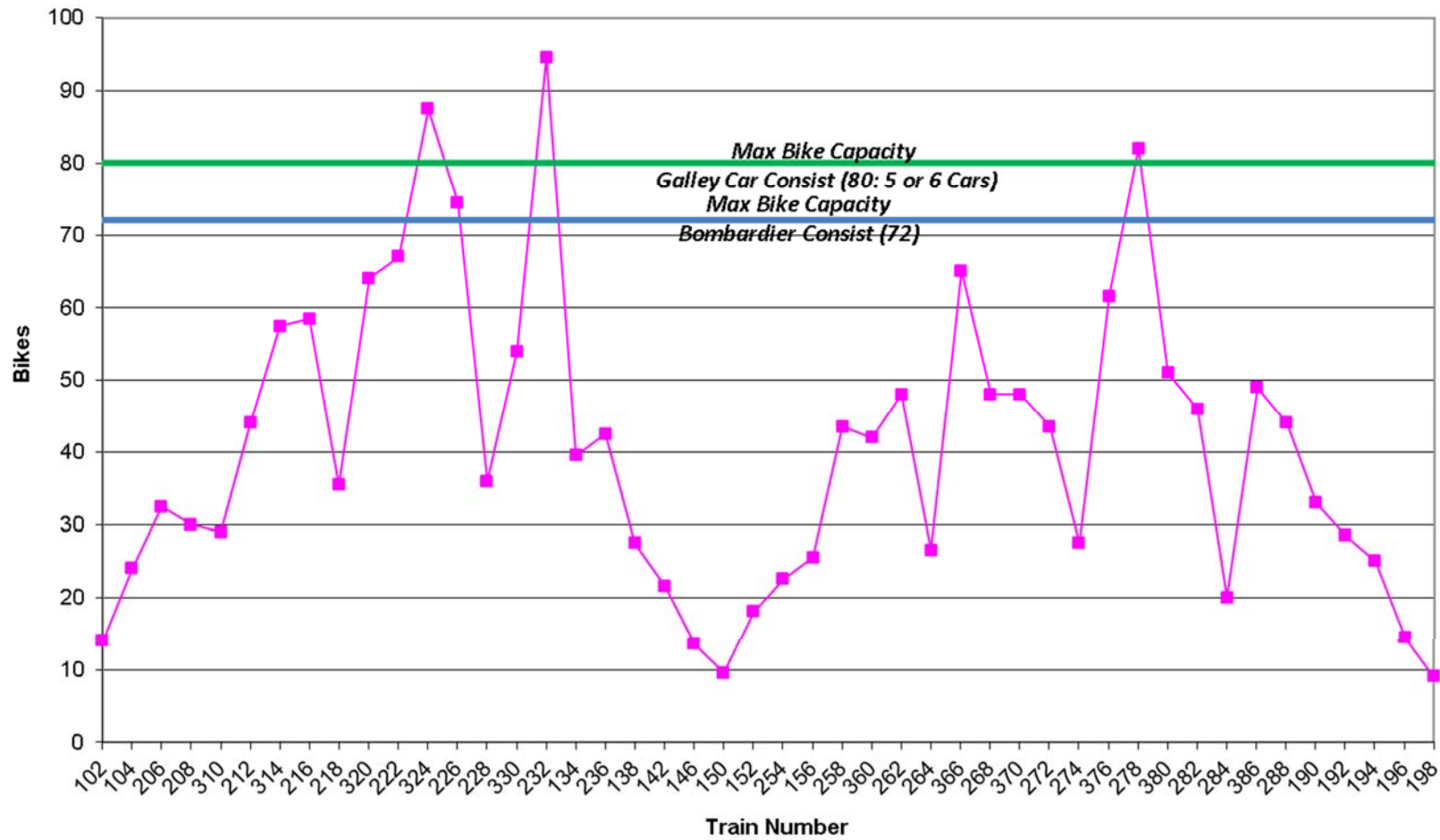
XXIII: Saturday Passenger Activity

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	4,075	3,783	0	3,783	4,075
22nd Street	53	302	261	4	314	306
Bayshore	11	117	103	1	114	118
South SF	20	49	57	45	77	94
San Bruno	73	121	129	68	202	189
Millbrae	162	756	697	96	859	852
Broadway	27	34	51	40	78	74
Burlingame	163	195	175	115	338	310
San Mateo	298	193	214	256	512	449
Hayward Park	79	35	46	84	125	119
Hillsdale	278	196	155	255	433	451
Belmont	123	87	58	112	181	199
San Carlos	168	79	84	125	252	204
Redwood City	573	237	262	576	835	813
Atherton	57	20	8	45	65	65
Menlo Park	248	80	127	229	375	309
Palo Alto	1,001	314	347	946	1,348	1,260
California Ave.	350	69	74	274	424	343
San Antonio	248	39	32	258	280	297
Mountain View	803	66	91	773	894	839
Sunnyvale	774	46	46	720	820	766
Lawrence	136	18	19	161	155	179
Santa Clara	378	4	3	335	381	339
San Jose Diridon	1,109	0	0	1,304	1,109	1,304
TOTAL	7,132	7,132	6,822	6,822	13,954	13,954

XXIV: Sunday Passenger Activity

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,361	2,640	0	2,640	2,361
22nd Street	2	181	221	4	223	185
Bayshore	5	79	118	13	123	92
South SF	21	48	36	23	57	71
San Bruno	46	95	95	36	141	131
Millbrae	112	554	573	48	685	602
Broadway	15	42	21	24	36	66
Burlingame	80	122	139	90	219	212
San Mateo	160	148	168	195	328	343
Hayward Park	52	23	51	64	103	87
Hillsdale	135	143	135	199	270	342
Belmont	81	60	56	83	137	143
San Carlos	89	56	53	132	142	188
Redwood City	349	133	198	418	547	551
Atherton	26	18	23	38	49	56
Menlo Park	193	65	108	200	301	265
Palo Alto	596	216	250	654	846	870
California Ave.	183	54	50	196	233	250
San Antonio	148	43	41	166	189	209
Mountain View	568	71	72	618	640	689
Sunnyvale	516	24	29	612	545	636
Lawrence	134	7	5	109	139	116
Santa Clara	217	6	5	256	222	262
San Jose Diridon	822	0	0	909	822	909
TOTAL	4,550	4,549	5,087	5,087	9,637	9,636

XXV: Saturday Boardings Numeric Change 2017 to 2018

STATION	2017 Boardings	2018 Boardings	Numeric Change	Percentage Change
San Francisco	3,979	3,783	-196	-4.9%
22nd Street	327	314	-13	-4.0%
Bayshore	102	114	12	11.8%
South SF	92	77	-15	-16.3%
San Bruno	257	202	-55	-21.4%
Millbrae	1,018	859	-159	-15.6%
Broadway	88	78	-10	-11.4%
Burlingame	415	338	-77	-18.6%
San Mateo	593	512	-81	-13.7%
Hayward Park	151	125	-26	-17.2%
Hillsdale	515	433	-82	-15.9%
Belmont	298	181	-117	-39.3%
San Carlos	297	252	-45	-15.2%
Redwood City	955	835	-120	-12.6%
Atherton	98	65	-33	-33.7%
Menlo Park	523	375	-148	-28.3%
Palo Alto	1,471	1,348	-123	-8.4%
California Ave.	384	424	40	10.4%
San Antonio	312	280	-32	-10.3%
Mountain View	1,109	894	-215	-19.4%
Sunnyvale	824	820	-4	-0.5%
Lawrence	203	155	-48	-23.6%
Santa Clara	429	381	-48	-11.2%
San Jose Diridon	1,172	1,109	-63	-5.4%
TOTAL	15,612	13,954	-1,658	-10.6%

XXVI: Sunday Boardings Numeric Change 2017 to 2018

STATION	2017 Boardings	2018 Boardings	Numeric Change	Percentage Change
San Francisco	3,148	2,640	-508	-16.1%
22nd Street	223	223	0	0.0%
Bayshore	135	123	-12	-8.9%
South SF	104	57	-47	-45.2%
San Bruno	158	141	-17	-10.8%
Millbrae	741	685	-56	-7.6%
Broadway	78	36	-42	-53.8%
Burlingame	268	219	-49	-18.3%
San Mateo	376	328	-48	-12.8%
Hayward Park	94	103	9	9.6%
Hillsdale	375	270	-105	-28.0%
Belmont	172	137	-35	-20.3%
San Carlos	178	142	-36	-20.2%
Redwood City	607	547	-60	-9.9%
Atherton	56	49	-7	-12.5%
Menlo Park	328	301	-27	-8.2%
Palo Alto	953	846	-107	-11.2%
California Ave.	336	233	-103	-30.7%
San Antonio	199	189	-10	-5.0%
Mountain View	770	640	-130	-16.9%
Sunnyvale	625	545	-80	-12.8%
Lawrence	150	139	-11	-7.3%
Santa Clara	290	222	-68	-23.4%
San Jose Diridon	910	822	-88	-9.7%
TOTAL	11,274	9,637	-1,637	-14.5%

XXVII: Saturday Boardings by Train 2017 vs. 2018
(Northbound)

SJ Depart	2017 Train	2018 Train	2017 Boardings	2018 Boardings	Difference	Percent Change
7:00 a	421	421	274	376	102	37.2%
8:00 a	423		457		N/A	N/A
8:38 a		423		595	N/A	N/A
9:00 a	425		585		N/A	N/A
9:51 a		801		758	N/A	N/A
10:00 a	427		517		N/A	N/A
10:08 a		425		583	N/A	N/A
10:35 a	801		506		N/A	N/A
11:00 a	429		467		N/A	N/A
11:38 a		427		828	N/A	N/A
12:00 p	431		709		N/A	N/A
1:00 p	433		573		N/A	N/A
1:08 p		429		816	N/A	N/A
2:00 p	435		560		N/A	N/A
2:38 p		431		723	N/A	N/A
3:00 p	437		536		N/A	N/A
4:00 p	439		493		N/A	N/A
4:08 p		433		623	N/A	N/A
5:00 p	441		446		N/A	N/A
5:21 p		803		530	N/A	N/A
5:35 p	803		418		N/A	N/A
5:38 p		435		341	N/A	N/A
6:00 p	443		347		N/A	N/A
7:00 p	445		349		N/A	N/A
7:08 p		437		432	N/A	N/A
8:00 p	447		269		N/A	N/A
8:38 p		439		307	N/A	N/A
9:00 p	449		304		N/A	N/A
10:08 p		441		152	N/A	N/A
10:30 p	451	443	168	68	-100	-59.5%
Total	18 Trns	14 Trns	7,978	7,132	-846	-10.6%

Train number in red background = Weekend Baby Bullet Express trains

Caltrain 2018 Annual Count

(Southbound)

SF Depart	2017 Train	2018 Train	2017 Boardings	2018 Boardings	Difference	Percent Change
8:07 a		422		382	N/A	N/A
8:15 a	422		361		N/A	N/A
9:15 a	424		374		N/A	N/A
9:37 a		424		473	N/A	N/A
10:15 a	426		487		N/A	N/A
11:07 a		426		467	N/A	N/A
11:15 a	428		354		N/A	N/A
11:59 a	802		333		N/A	N/A
12:04 p		802		408	N/A	N/A
12:15 p	430		299		N/A	N/A
12:37 p		428		338	N/A	N/A
1:15 p	432		417		N/A	N/A
2:07 p		430		580	N/A	N/A
2:15 p	434		499		N/A	N/A
3:15 p	436		591		N/A	N/A
3:37 p		432		785	N/A	N/A
4:15 p	438		631		N/A	N/A
5:07 p		434		954	N/A	N/A
5:15 p	440		680		N/A	N/A
6:15 p	442		619		N/A	N/A
6:37 p		436		653	N/A	N/A
6:59 p	804		339		N/A	N/A
7:15 p	444		319		N/A	N/A
7:34 p		804		472	N/A	N/A
8:07 p		438		373	N/A	N/A
8:15 p	446		364		N/A	N/A
9:15 p	448		426		N/A	N/A
9:37 p		440		489	N/A	N/A
10:15 p	450		301		N/A	N/A
10:51 p		442		221	N/A	N/A
12:01 a	454		240		N/A	N/A
12:05 a		444		227	N/A	N/A
Total	18 Trns	14 Trns	7,634	6,822	-812	-10.6%

Train number in red background = Weekend Baby Bullet Express trains

XXVIII: Sunday Boardings by Train 2017 vs. 2018
(Northbound)

SJ Depart	2017 Train#	2018 Train#	2017 Boardings	2018 Boardings	Difference	Percent Change
8:00 a	423		300		N/A	N/A
8:38 a		423		426	N/A	N/A
9:00 a	425		392		N/A	N/A
9:51 a		**801**		584	N/A	N/A
10:00 a	427		347		N/A	N/A
10:08 a		425		450	N/A	N/A
10:35 a	**801**		443		N/A	N/A
11:00 a	429		472		N/A	N/A
11:38 a		427		601	N/A	N/A
12:00 p	431		453		N/A	N/A
1:00 p	433		373		N/A	N/A
1:08 p		429		529	N/A	N/A
2:00 p	435		330		N/A	N/A
2:38 p		431		479	N/A	N/A
3:00 p	437		419		N/A	N/A
4:00 p	439		369		N/A	N/A
4:08 p		433		284	N/A	N/A
5:00 p	441		270		N/A	N/A
5:21 p		**803**		274	N/A	N/A
5:35 p	**803**		224		N/A	N/A
5:38 p		435		183	N/A	N/A
6:00 p	443		192		N/A	N/A
7:00 p	445		313		N/A	N/A
7:08 p		437		277	N/A	N/A
8:00 p	447		240		N/A	N/A
8:38 p		439		391	N/A	N/A
9:00 p	449		235		N/A	N/A
10:08 p		441		71	N/A	N/A
Total	16 Trns	12 Trns	5,372	4,549	-823	-15.3%

Train number in red background = Weekend Baby Bullet Express trains

Caltrain 2018 Annual Count

(Southbound)

SF Depart	2017 Train#	2018 Train#	2017 Boardings	2018 Boardings	Difference	Percent Change
8:07 a		422		254	N/A	N/A
8:15 a	422		217		N/A	N/A
9:15 a	424		340		N/A	N/A
9:37 a		424		437	N/A	N/A
10:15 a	426		319		N/A	N/A
11:07 a		426		388	N/A	N/A
11:15 a	428		310		N/A	N/A
11:59 a	802		316		N/A	N/A
12:04 p		802		375	N/A	N/A
12:15 p	430		247		N/A	N/A
12:37 p		428		478	N/A	N/A
1:15 p	432		408		N/A	N/A
2:07 p		430		566	N/A	N/A
2:15 p	434		404		N/A	N/A
3:15 p	436		419		N/A	N/A
3:37 p		432		581	N/A	N/A
4:15 p	438		524		N/A	N/A
5:07 p		434		678	N/A	N/A
5:15 p	440		633		N/A	N/A
6:15 p	442		575		N/A	N/A
6:37 p		436		477	N/A	N/A
6:59 p	804		328		N/A	N/A
7:15 p	444		225		N/A	N/A
7:34 p		804		400	N/A	N/A
8:07 p		438		242	N/A	N/A
8:15 p	446		324		N/A	N/A
9:15 p	448		313		N/A	N/A
9:37 p		440		211	N/A	N/A
Total	16 Trns	12 Trns	5,902	5,087	-815	-13.8%

Train number in red background = Weekend Baby Bullet Express trains

Caltrain 2018 Annual Count

XXIX: Weekday Northbound Passenger and Bicycle Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Passenger

		Train 101 Local AM Peak Gallery, 5 Cars — 650					Train 103 Local AM Peak Gallery, 5 Cars — 650					Train 305 Local AM Peak Gallery, 5 Cars — 650					Train 207 Express-Local AM Peak Gallery, 5 Cars — 650					Train 309 Local AM Peak Gallery, 6 Cars — 760					Train 211 Express-Local AM Peak Gallery, 5 Cars — 650				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%	Stop	15	0	15	2.2%		0	0	0	0.0%	Stop	13	0	13	1.9%	Stop	156	0	156	20.5%		0	0	0	0.0%
San Jose Diridon	Stop	13	0	13	1.9%	Stop	25	0	39	6.0%	Stop	180	0	180	27.6%	Stop	23	2	34	5.2%	Stop	159	0	315	41.4%	Stop	67	0	67	10.2%
College Park		0	0	13	1.9%		0	0	39	6.0%		0	0	180	27.6%		0	0	34	5.2%		0	0	315	41.4%		0	0	67	10.2%
Santa Clara	Stop	8	1	19	2.9%	Stop	6	0	45	6.8%		0	0	180	27.6%	Stop	31	0	65	9.9%		0	0	315	41.4%	Stop	22	0	89	13.6%
Lawrence	Stop	11	1	29	4.5%	Stop	9	1	53	8.2%		0	0	180	27.6%	Stop	27	4	88	13.5%		0	0	315	41.4%		21	0	110	16.8%
Sunnyvale	Stop	12	1	40	6.1%	Stop	15	2	66	10.1%		0	0	180	27.6%	Stop	49	0	137	21.1%	Stop	197	6	506	66.5%	Stop	53	1	162	24.8%
Mountain View	Stop	7	0	46	7.1%	Stop	7	1	72	11.0%	Stop	108	2	285	43.8%	Stop	75	5	207	31.8%		0	0	506	66.5%	Stop	26	15	172	26.5%
San Antonio	Stop	3	1	48	7.3%	Stop	2	0	73	11.2%		0	0	285	43.8%	Stop	36	3	240	36.9%		0	0	506	66.5%		0	0	172	26.5%
California Ave.	Stop	2	2	48	7.4%	Stop	3	6	70	10.8%		0	0	285	43.8%	Stop	33	8	265	40.8%		0	0	506	66.5%	Stop	12	11	173	26.5%
Palo Alto	Stop	3	5	46	7.1%	Stop	7	30	45	6.8%	Stop	49	66	268	41.2%	Stop	29	48	246	37.8%	Stop	49	136	419	55.1%		0	0	173	26.5%
Menlo Park	Stop	1	3	45	6.8%	Stop	7	4	47	7.2%		0	0	268	41.2%	Stop	51	20	277	42.6%		0	0	419	55.1%	Stop	13	28	158	24.2%
Redwood City	Stop	13	2	56	8.5%	Stop	21	2	66	10.2%		0	0	268	41.2%	Stop	93	19	351	54.0%	Stop	96	35	480	63.2%	Stop	42	18	182	27.9%
San Carlos	Stop	5	2	59	9.0%	Stop	9	4	71	10.9%		0	0	268	41.2%		0	0	351	54.0%		0	0	480	63.2%	Stop	18	24	175	26.9%
Belmont	Stop	4	1	62	9.5%	Stop	8	0	79	12.1%		0	0	268	41.2%		0	0	351	54.0%		0	0	480	63.2%	Stop	30	15	190	29.2%
Hillsdale	Stop	15	2	75	11.5%	Stop	17	2	94	14.4%	Stop	64	9	323	49.6%	Stop	127	19	460	70.7%		0	0	480	63.2%	Stop	32	9	213	32.7%
Hayward Park	Stop	3	1	77	11.8%	Stop	2	4	92	14.1%		0	0	323	49.6%		0	0	460	70.7%		0	0	480	63.2%	Stop	30	10	233	35.8%
San Mateo	Stop	9	1	85	13.1%	Stop	10	2	100	15.4%		0	0	323	49.6%		0	0	460	70.7%	Stop	86	14	553	72.7%	Stop	42	19	255	39.2%
Burlingame	Stop	4	3	87	13.3%	Stop	20	2	118	18.2%		0	0	323	49.6%		0	0	460	70.7%		0	0	553	72.7%	Stop	55	11	299	45.9%
Millbrae	Stop	5	16	76	11.6%	Stop	7	21	104	16.0%	Stop	20	33	309	47.5%	Stop	33	47	446	68.6%	Stop	17	52	518	68.1%	Stop	8	65	242	37.2%
San Bruno	Stop	3	4	75	11.5%	Stop	24	5	124	19.0%		0	0	309	47.5%		0	0	446	68.6%		0	0	518	68.1%	Stop	31	14	259	39.8%
South SF	Stop	2	2	75	11.5%	Stop	2	8	118	18.1%		0	0	309	47.5%	Stop	15	31	430	66.2%		0	0	518	68.1%	Stop	14	21	252	38.8%
Bayshore	Stop	1	2	74	11.3%	Stop	0	3	115	17.6%		0	0	309	47.5%		0	0	430	66.2%		0	0	518	68.1%	Stop	13	10	255	39.2%
22nd Street	Stop	11	4	80	12.3%	Stop	3	8	110	16.9%		0	0	309	47.5%		0	0	430	66.2%		0	0	518	68.1%	Stop	3	32	225	34.6%
San Francisco	Stop	0	80	0	0.0%	Stop	0	110	0	0.0%	Stop	0	309	0	0.0%	Stop	0	430	0	0.0%	Stop	0	518	0	0.0%	Stop	0	225	0	0.0%
TOTAL		129	129				210	210				419	419				633	633				759	759				527	527		

Bike

	Train 101 Local AM Peak Gallery, 5 Cars — 80					Train 103 Local AM Peak Gallery, 5 Cars — 80					Train 305 Local AM Peak Gallery, 5 Cars — 80					Train 207 Express-Local AM Peak Gallery, 5 Cars — 80					Train 309 Local AM Peak Gallery, 6 Cars — 80					Train 211 Express-Local AM Peak Gallery, 5 Cars — 80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%	Stop	2	0	2	2.5%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	5	0	5	6.3%		0	0	0	0.0%
San Jose Diridon	Stop	2	0	2	1.9%	Stop	5	0	7	8.8%	Stop	16	0	16	19.4%	Stop	4	0	4	5.0%	Stop	11	0	16	20.0%	Stop	8	0	8	9.4%
College Park		0	0	2	1.9%		0	0	7	8.8%		0	0	16	19.4%		0	0	4	5.0%		0	0	16	20.0%		0	0	8	9.4%
Santa Clara	Stop	0	1	1	1.3%	Stop	2	0	9	10.6%		0	0	16	19.4%	Stop	6	0	10	12.5%		0	0	16	20.0%	Stop	2	0	10	11.9%
Lawrence	Stop	1	1	1	1.3%	Stop	2	1	10	12.5%		0	0	16	19.4%	Stop	4	1	13	15.6%		0	0	16	20.0%		3	0	12	15.0%
Sunnyvale	Stop	0	0	1	1.3%	Stop	2	0	12	14.4%		0	0	16	19.4%	Stop	2	0	15	18.1%	Stop	14	2	28	35.0%	Stop	9	0	21	25.6%
Mountain View	Stop	1	0	2	2.5%	Stop	1	0	12	15.0%	Stop	10	1	25	30.6%	Stop	8	2	20	25.0%		0	0	28	35.0%	Stop	3	5	19	23.8%
San Antonio	Stop	1	0	3	3.1%	Stop	0	0	12	15.0%		0	0	25	30.6%	Stop	4	3	22	26.9%		0	0	28	35.0%		0	0	19	23.8%
California Ave.	Stop	0	0	3	3.1%	Stop	0	4	9	10.6%		0	0	25	30.6%	Stop	6	2	26	31.9%		0	0	28	35.0%	Stop	2	4	17	21.3%
Palo Alto	Stop	1	1	3	3.8%	Stop	1	6	4	5.0%	Stop	7	6	25	31.3%	Stop	6	3	29	35.6%	Stop	4	8	25	30.6%		0	0	17	21.3%
Menlo Park	Stop	0	1	2	2.5%	Stop	2	0	6	7.5%		0	0	25	31.3%	Stop	12	0	40	50.0%		0	0	25	30.6%	Stop	2	3	16	20.0%
Redwood City	Stop	4	1	5	6.3%	Stop	3	1	8	10.0%		0	0	25	31.3%	Stop	8	2	46	56.9%	Stop	9	6	28	34.4%	Stop	6	4	18	22.5%
San Carlos	Stop	1	0	6	7.5%	Stop	1	1	8	10.0%		0	0	25	31.3%		0	0	46	56.9%		0	0	28	34.4%	Stop	2	3	17	20.6%
Belmont	Stop	0	0	6	7.5%	Stop	1	0	9	11.3%		0	0	25	31.3%		0	0	46	56.9%		0	0	28	34.4%	Stop	5	1	21	26.3%
Hillsdale	Stop	2	1	7	8.8%	Stop	3	1	12	14.4%	Stop	5	3	27	33.8%	Stop	9	2	52	65.0%		0	0	28	34.4%	Stop	2	1	22	27.5%
Hayward Park	Stop	1	0	8	9.4%	Stop	0	0	12	14.4%		0	0	27	33.8%		0	0	52	65.0%		0	0	28	34.4%	Stop	1	0	23	28.8%
San Mateo	Stop	0	0	8	9.4%	Stop	2	1	13	15.6%		0	0	27	33.8%		0	0	52	65.0%	Stop	4	1	30	37.5%	Stop	5	2	26	32.5%
Burlingame	Stop	0	1	7	8.1%	Stop	0	0	13	15.6%		0	0	27	33.8%		0	0	52	65.0%		0	0	30	37.5%	Stop	6	0	32	40.0%
Millbrae	Stop	2	1	8	9.4%	Stop	0	2	11	13.1%	Stop	3	1	29	36.3%	Stop	0	4	48	60.0%	Stop	2	3	30	36.9%	Stop	0	2	31	38.1%
San Bruno	Stop	0	1	7	8.8%	Stop	2	2	11	13.8%		0	0	29	36.3%		0	0	48	60.0%		0	0	30	36.9%	Stop	2	0	33	40.6%
South SF	Stop	0	0	7	8.8%	Stop	1	3	9	11.3%		0	0	29	36.3%	Stop	1	6	43	53.8%		0	0	30	36.9%	Stop	3	6	29	36.3%
Bayshore	Stop	0	0	7	8.8%	Stop	0	1	8	10.0%		0	0	29	36.3%		0	0	43	53.8%		0	0	30	36.9%	Stop	1	1	29	36.3%
22nd Street	Stop	0	1	6	7.5%	Stop	0	2	7	8.1%		0	0	29	36.3%		0	0	43	53.8%		0	0	30	36.9%	Stop	0	8	22	26.9%
San Francisco	Stop	0	6	0	0.0%	Stop	0	7	0	0.0%	Stop	0	29	0	0.0%	Stop	0	43	0	0.0%	Stop	0	30	0	0.0%	Stop	0	22	0	0.0%
TOTAL		13	13				28	28				39	39				67	67				48	48				59	59		

Passenger

Avg Mid-Weekday Passengers	Train 313 Stop?	On	Off	On Board	% Seats Occupied	Train 215 Stop?	On	Off	On Board	% Seats Occupied	Train 217 Stop?	On	Off	On Board	% Seats Occupied	Train 319 Stop?	On	Off	On Board	% Seats Occupied	Train 221 Stop?	On	Off	On Board	% Seats Occupied	Train 323 Stop?	On	Off	On Board	% Seats Occupied
Stopping Pattern		Local					Unified Limited					Express-Local					Local					Express-Local					Local			
Time of Day		AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak			
Consist		Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars			
Seating Capacity		760					650					760					760					650					760			
Gilroy		0	0	0	0.0%		0	0	0	0.0%	Stop	83	0	83	10.9%		0	0	0	0.0%	Stop	93	0	93	14.2%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%	Stop	25	0	107	14.1%		0	0	0	0.0%	Stop	23	0	116	17.8%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%	Stop	65	1	171	22.5%		0	0	0	0.0%	Stop	70	0	186	28.5%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%	Stop	30	1	200	26.3%		0	0	0	0.0%	Stop	38	1	223	34.2%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%	Stop	19	0	219	28.8%		0	0	0	0.0%	Stop	19	2	240	36.8%		0	0	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%	Stop	33	99	153	20.1%	Stop	411	0	411	54.1%	Stop	93	17	316	48.5%		0	0	0	0.0%
San Jose Diridon	Stop	501	0	501	65.9%	Stop	155	0	155	23.8%	Stop	34	5	182	23.9%	Stop	291	0	702	92.3%	Stop	169	25	460	70.7%	Stop	571	0	571	75.1%
College Park		0	0	501	65.9%		0	0	155	23.8%		0	0	182	23.9%		0	0	702	92.3%		0	0	460	70.7%		0	0	571	75.1%
Santa Clara		0	0	501	65.9%		0	0	155	23.8%	Stop	88	11	258	33.9%		0	0	702	92.3%	Stop	148	8	600	92.3%		0	0	571	75.1%
Lawrence		0	0	501	65.9%		0	0	155	23.8%	Stop	69	24	303	39.9%		0	0	702	92.3%	Stop	67	29	638	98.1%		0	0	571	75.1%
Sunnyvale		0	0	501	65.9%	Stop	252	3	404	62.1%	Stop	112	7	409	53.8%	Stop	246	11	936	123.2%	Stop	185	27	796	122.4%		0	0	571	75.1%
Mountain View	Stop	284	12	772	101.6%	Stop	83	7	480	73.8%	Stop	139	39	509	66.9%		0	0	936	123.2%	Stop	123	74	845	129.9%	Stop	361	37	894	117.6%
San Antonio		0	0	772	101.6%		0	0	480	73.8%	Stop	127	22	614	80.7%		0	0	936	123.2%		0	0	845	129.9%		0	0	894	117.6%
California Ave.		0	0	772	101.6%	Stop	59	27	512	78.7%	Stop	64	28	650	85.5%		0	0	936	123.2%	Stop	56	74	827	127.2%		0	0	894	117.6%
Palo Alto	Stop	130	210	693	91.1%	Stop	66	88	490	75.4%	Stop	90	138	602	79.1%	Stop	92	327	702	92.3%		0	0	827	127.2%	Stop	177	259	813	106.9%
Menlo Park		0	0	693	91.1%		0	0	490	75.4%	Stop	88	54	635	83.6%		0	0	702	92.3%	Stop	98	161	765	117.6%		0	0	813	106.9%
Redwood City		0	0	693	91.1%		0	0	490	75.4%	Stop	188	32	791	104.0%	Stop	211	100	812	106.8%	Stop	95	117	742	114.2%		0	0	813	106.9%
San Carlos		0	0	693	91.1%	Stop	107	53	544	83.7%		0	0	791	104.0%		0	0	812	106.8%	Stop	56	60	738	113.5%		0	0	813	106.9%
Belmont		0	0	693	91.1%		0	0	544	83.7%		0	0	791	104.0%		0	0	812	106.8%	Stop	75	71	743	114.2%		0	0	813	106.9%
Hillsdale	Stop	158	29	822	108.1%	Stop	94	29	609	93.7%	Stop	218	59	950	125.0%		0	0	812	106.8%	Stop	78	95	726	111.7%	Stop	191	110	894	117.6%
Hayward Park		0	0	822	108.1%		0	0	609	93.7%		0	0	950	125.0%		0	0	812	106.8%	Stop	41	66	701	107.8%		0	0	894	117.6%
San Mateo		0	0	822	108.1%	Stop	105	18	696	107.1%		0	0	950	125.0%	Stop	53	18	847	111.4%	Stop	110	81	730	112.3%		0	0	894	117.6%
Burlingame		0	0	822	108.1%	Stop	102	11	787	121.1%		0	0	950	125.0%		0	0	847	111.4%	Stop	83	31	783	120.4%		0	0	894	117.6%
Millbrae	Stop	48	73	796	104.7%		0	0	787	121.1%	Stop	46	89	907	119.3%	Stop	56	98	805	105.9%	Stop	25	211	597	91.8%	Stop	64	67	891	117.2%
San Bruno		0	0	796	104.7%	Stop	39	16	810	124.6%		0	0	907	119.3%		0	0	805	105.9%	Stop	38	23	612	94.2%		0	0	891	117.2%
South SF		0	0	796	104.7%		0	0	810	124.6%	Stop	32	58	882	116.0%		0	0	805	105.9%	Stop	22	64	570	87.7%		0	0	891	117.2%
Bayshore		0	0	796	104.7%		0	0	810	124.6%		0	0	882	116.0%		0	0	805	105.9%	Stop	28	15	583	89.6%		0	0	891	117.2%
22nd Street		0	0	796	104.7%		0	0	810	124.6%		0	0	882	116.0%		0	0	805	105.9%	Stop	9	50	542	83.3%		0	0	891	117.2%
San Francisco	Stop	0	796	0	0.0%	Stop	0	810	0	0.0%	Stop	0	882	0	0.0%	Stop	0	805	0	0.0%	Stop	0	542	0	0.0%	Stop	0	891	0	0.0%
TOTAL		1120	1120				1060	1060				1544	1544				1358	1358				1836	1836				1363	1363		

Bike

Avg Mid-Weekday Bikes	Train 313 Stop?	On	Off	On Board	% Slots Occupied	Train 215 Stop?	On	Off	On Board	% Slots Occupied	Train 217 Stop?	On	Off	On Board	% Slots Occupied	Train 319 Stop?	On	Off	On Board	% Slots Occupied	Train 221 Stop?	On	Off	On Board	% Slots Occupied	Train 323 Stop?	On	Off	On Board	% Slots Occupied
Stopping Pattern		Local					Unified Limited					Express-Local					Local					Express-Local					Local			
Time of Day		AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak			
Consist		Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars			
Seating Capacity		72					80					72					72					80					72			
Gilroy		0	0	0	0.0%		0	0	0	0.0%	Stop	5	0	5	6.3%		0	0	0	0.0%	Stop	5	0	5	5.6%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%	Stop	3	0	8	10.4%		0	0	0	0.0%	Stop	1	0	5	6.3%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%	Stop	3	0	10	13.9%		0	0	0	0.0%	Stop	7	0	12	15.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%	Stop	2	0	12	16.7%		0	0	0	0.0%	Stop	2	0	14	17.5%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%	Stop	1	0	13	18.1%		0	0	0	0.0%	Stop	1	1	14	17.5%		0	0	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%	Stop	6	5	14	19.4%	Stop	23	0	23	31.9%	Stop	6	3	17	20.6%		0	0	0	0.0%
San Jose Diridon	Stop	29	0	29	39.6%	Stop	7	0	7	8.8%	Stop	4	1	17	22.9%	Stop	10	0	33	45.1%	Stop	14	0	30	37.5%	Stop	39	0	39	53.5%
College Park		0	0	29	39.6%		0	0	7	8.8%		0	0	17	22.9%		0	0	33	45.1%		0	0	30	37.5%		0	0	39	53.5%
Santa Clara		0	0	29	39.6%		0	0	7	8.8%	Stop	10	1	25	34.7%		0	0	33	45.1%	Stop	10	0	40	50.0%		0	0	39	53.5%
Lawrence		0	0	29	39.6%		0	0	7	8.8%	Stop	6	4	27	37.5%		0	0	33	45.1%	Stop	3	6	37	46.3%		0	0	39	53.5%
Sunnyvale		0	0	29	39.6%	Stop	13	1	19	23.1%	Stop	7	0	34	47.2%	Stop	23	0	56	77.1%	Stop	23	5	55	68.8%		0	0	39	53.5%
Mountain View	Stop	16	2	43	59.0%	Stop	5	1	23	28.1%	Stop	8	4	39	53.5%		0	0	56	77.1%	Stop	15	3	68	84.4%	Stop	29	8	60	82.6%
San Antonio		0	0	43	59.0%		0	0	23	28.1%	Stop	17	4	52	72.2%		0	0	56	77.1%		0	0	68	84.4%		0	0	60	82.6%
California Ave.		0	0	43	59.0%	Stop	7	4	26	31.9%	Stop	6	5	53	73.6%		0	0	56	77.1%	Stop	7	17	57	71.3%		0	0	60	82.6%
Palo Alto	Stop	13	9	46	63.9%	Stop	4	3	26	32.5%	Stop	11	15	49	68.1%	Stop	7	14	48	66.7%		0	0	57	71.3%	Stop	17	25	52	71.5%
Menlo Park		0	0	46	63.9%		0	0	26	32.5%	Stop	8	2	55	75.7%		0	0	48	66.7%	Stop	7	21	43	53.8%		0	0	52	71.5%
Redwood City		0	0	46	63.9%		0	0	26	32.5%	Stop	11	3	63	86.8%	Stop	25	6	68	93.8%	Stop	7	7	43	53.8%		0	0	52	71.5%
San Carlos		0	0	46	63.9%	Stop	6	3	30	36.9%		0	0	63	86.8%		0	0	68	93.8%	Stop	4	4	43	53.1%		0	0	52	71.5%
Belmont		0	0	46	63.9%		0	0	30	36.9%		0	0	63	86.8%		0	0	68	93.8%	Stop	4	7	40	50.0%		0	0	52	71.5%
Hillsdale	Stop	6	5	47	64.6%	Stop	3	3	30	37.5%	Stop	14	2	75	103.5%		0	0	68	93.8%	Stop	7	6	41	50.6%	Stop	15	7	60	82.6%
Hayward Park		0	0	47	64.6%		0	0	30	37.5%		0	0	75	103.5%		0	0	68	93.8%	Stop	3	4	39	48.8%		0	0	60	82.6%
San Mateo		0	0	47	64.6%	Stop	11	3	38	47.5%		0	0	75	103.5%	Stop	4	3	68	94.4%	Stop	13	6	47	58.1%		0	0	60	82.6%
Burlingame		0	0	47	64.6%	Stop	8	0	46	57.5%		0	0	75	103.5%		0	0	68	94.4%	Stop	6	1	53	66.3%		0	0	60	82.6%
Millbrae	Stop	3	3	46	63.9%		0	0	46	57.5%	Stop	3	2	76	104.9%	Stop	3	4	67	93.1%	Stop	1	2	52	64.4%	Stop	4	3	60	83.3%
San Bruno		0	0	46	63.9%	Stop	1	1	46	57.5%		0	0	76	104.9%		0	0	67	93.1%	Stop	1	4	49	60.6%		0	0	60	83.3%
South SF		0	0	46	63.9%		0	0	46	57.5%	Stop	1	6	71	98.6%		0	0	67	93.1%	Stop	2	5	45	56.3%		0	0	60	83.3%
Bayshore		0	0	46	63.9%		0	0	46	57.5%		0	0	71	98.6%		0	0	67	93.1%	Stop	1	1	45	56.3%		0	0	60	83.3%
22nd Street		0	0	46	63.9%		0	0	46	57.5%		0	0	71	98.6%		0	0	67	93.1%	Stop	0	4	42	51.9%		0	0	60	83.3%
San Francisco	Stop	0	46	0	0.0%	Stop	0	46	0	0.0%	Stop	0	71	0	0.0%	Stop	0	67	0	0.0%	Stop	0	42	0	0.0%	Stop	0	60	0	0.0%
TOTAL		65	65				64	64				121	121				93	93				144	144				103	103		

Passenger

Avg Mid-Weekday Passengers	Train 225 Unified Limited / AM Peak / Bomb, 6 Cars / Seating Capacity 760					Train 227 Express-Local / AM Peak / Gallery, 5 Cars / 650					Train 329 Local / AM Peak / Gallery, 6 Cars / 760					Train 231 Express-Local / AM Peak / Gallery, 5 Cars / 650					Train 233 Unified Limited / AM Peak / Bomb, 6 Cars / 760					Train 135 Local / Midday / Gallery, 5 Cars / 650				
	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.
Gilroy		0	0	0	0.0%	Stop	77	0	77	11.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%	Stop	40	0	117	17.9%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%	Stop	103	1	219	33.6%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%	Stop	76	2	293	45.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%	Stop	39	1	330	50.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%	Stop	46	78	298	45.8%	Stop	349	0	349	45.9%		0	0	0	0.0%	Stop	104	0	104	13.6%		0	0	0	0.0%
San Jose Diridon	Stop	156	0	156	20.5%	Stop	37	23	312	47.9%	Stop	308	2	655	86.1%	Stop	220	0	220	33.8%	Stop	172	0	276	36.3%	Stop	173	0	173	26.6%
College Park		0	0	156	20.5%	Stop	8	56	264	40.5%		0	0	655	86.1%		0	0	220	33.8%		0	0	276	36.3%		0	0	173	26.6%
Santa Clara		0	0	156	20.5%	Stop	80	20	324	49.8%		0	0	655	86.1%	Stop	100	3	317	48.7%	Stop	75	2	349	45.9%	Stop	57	1	229	35.2%
Lawrence		0	0	156	20.5%	Stop	75	47	352	54.1%		0	0	655	86.1%		0	0	317	48.7%	Stop	80	6	423	55.7%	Stop	34	3	260	40.0%
Sunnyvale	Stop	382	8	530	69.7%	Stop	142	22	472	72.5%	Stop	340	27	968	127.3%	Stop	159	10	466	71.7%	Stop	213	12	624	82.0%	Stop	88	13	335	51.5%
Mountain View	Stop	112	21	621	81.7%	Stop	165	52	584	89.8%	Stop	0	0	968	127.3%	Stop	105	50	521	80.2%	Stop	133	38	719	94.5%	Stop	71	38	367	56.5%
San Antonio		0	0	621	81.7%	Stop	121	32	673	103.5%		0	0	968	127.3%		0	0	521	80.2%	Stop	67	14	772	101.5%	Stop	34	13	388	59.7%
California Ave.	Stop	87	49	659	86.6%	Stop	89	66	697	107.2%		0	0	968	127.3%		0	0	521	80.2%	Stop	42	76	738	97.1%	Stop	20	42	367	56.4%
Palo Alto	Stop	90	115	633	83.3%	Stop	70	171	596	91.7%	Stop	68	291	745	98.0%	Stop	0	0	521	80.2%	Stop	52	270	520	68.4%	Stop	25	128	264	40.5%
Menlo Park		0	0	633	83.3%	Stop	62	49	610	93.8%		0	0	745	98.0%	Stop	11	70	463	71.2%	Stop	31	33	518	68.1%	Stop	11	21	253	38.9%
Redwood City		0	0	633	83.3%	Stop	113	53	669	102.9%	Stop	174	123	795	104.6%	Stop	20	94	389	59.8%	Stop	78	72	523	68.8%	Stop	21	48	226	34.7%
San Carlos	Stop	87	32	688	90.5%		0	0	669	102.9%		0	0	795	104.6%	Stop	20	33	376	57.8%	Stop	29	14	539	70.9%	Stop	7	14	219	33.6%
Belmont		0	0	688	90.5%		0	0	669	102.9%		0	0	795	104.6%	Stop	30	17	389	59.8%	Stop	22	6	555	73.0%	Stop	7	6	220	33.8%
Hillsdale	Stop	118	40	766	100.8%	Stop	161	40	790	121.5%		0	0	795	104.6%	Stop	34	41	382	58.7%	Stop	73	32	597	78.5%	Stop	15	18	217	33.4%
Hayward Park		0	0	766	100.8%		0	0	790	121.5%		0	0	795	104.6%	Stop	25	28	379	58.2%		0	0	597	78.5%	Stop	9	12	214	32.8%
San Mateo	Stop	133	39	860	113.2%		0	0	790	121.5%	Stop	68	46	817	107.4%	Stop	56	24	411	63.2%	Stop	47	25	619	81.4%	Stop	12	16	209	32.2%
Burlingame	Stop	83	25	918	120.8%		0	0	790	121.5%		0	0	817	107.4%	Stop	51	17	445	68.4%	Stop	27	10	636	83.7%	Stop	7	5	211	32.5%
Millbrae		0	0	918	120.8%	Stop	38	62	766	117.8%	Stop	33	86	764	100.5%	Stop	19	58	406	62.5%	Stop	65	44	657	86.4%	Stop	7	25	193	29.7%
San Bruno	Stop	43	18	943	124.0%		0	0	766	117.8%		0	0	764	100.5%	Stop	21	19	409	62.8%	Stop	19	10	666	87.6%	Stop	8	4	197	30.3%
South SF		0	0	943	124.0%	Stop	22	37	752	115.6%		0	0	764	100.5%	Stop	9	10	408	62.7%		0	0	666	87.6%	Stop	3	9	192	29.5%
Bayshore		0	0	943	124.0%		0	0	752	115.6%		0	0	764	100.5%	Stop	6	1	413	63.5%		0	0	666	87.6%	Stop	3	3	192	29.5%
22nd Street		0	0	943	124.0%		0	0	752	115.6%		0	0	764	100.5%	Stop	2	26	389	59.8%		0	0	666	87.6%	Stop	0	14	178	27.4%
San Francisco	Stop	0	943	0	0.0%	Stop	0	752	0	0.0%	Stop	0	764	0	0.0%	Stop	0	389	0	0.0%	Stop	0	666	0	0.0%	Stop	0	178	0	0.0%
TOTAL		1288	1288				1559	1559				1337	1337				886	886				1325	1325				607	607		

Bike

Avg Mid-Weekday Bikes	Train 225 Unified Limited / AM Peak / Bomb, 6 Cars / Seating Capacity 72					Train 227 Express-Local / AM Peak / Gallery, 5 Cars / 80					Train 329 Local / AM Peak / Gallery, 6 Cars / 80					Train 231 Express-Local / AM Peak / Gallery, 5 Cars / 80					Train 233 Unified Limited / AM Peak / Bomb, 6 Cars / 72					Train 135 Local / Midday / Gallery, 5 Cars / 80				
	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.
Gilroy		0	0	0	0.0%	Stop	6	0	6	7.5%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%	Stop	1	0	7	8.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%	Stop	5	0	12	14.4%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%	Stop	2	1	13	16.3%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%	Stop	0	0	13	16.3%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%	Stop	3	2	14	16.9%	Stop	23	0	23	28.1%		0	0	0	0.0%	Stop	7	0	7	9.0%		0	0	0	0.0%
San Jose Diridon	Stop	22	0	22	29.9%	Stop	6	2	18	21.9%	Stop	22	0	44	55.0%	Stop	21	0	21	26.3%	Stop	17	0	23	31.9%	Stop	18	0	18	21.9%
College Park		0	0	22	29.9%	Stop	1	0	19	23.1%		0	0	44	55.0%		0	0	21	26.3%		0	0	23	31.9%		0	0	18	21.9%
Santa Clara		0	0	22	29.9%	Stop	5	3	21	25.6%		0	0	44	55.0%	Stop	5	0	26	31.9%	Stop	9	0	32	44.4%	Stop	6	0	24	29.4%
Lawrence		0	0	22	29.9%	Stop	6	7	20	24.4%		0	0	44	55.0%		0	0	26	31.9%	Stop	3	2	36	49.3%	Stop	5	1	28	34.4%
Sunnyvale	Stop	27	3	46	63.2%	Stop	10	2	28	35.0%	Stop	22	8	59	73.1%	Stop	14	3	37	46.3%	Stop	21	2	54	75.0%	Stop	10	1	37	45.6%
Mountain View	Stop	15	4	56	77.8%	Stop	21	4	45	55.6%	Stop	0	0	59	73.1%	Stop	15	4	48	60.0%	Stop	16	5	66	91.0%	Stop	11	5	42	52.5%
San Antonio		0	0	56	77.8%	Stop	13	7	51	63.8%		0	0	59	73.1%		0	0	48	60.0%	Stop	9	2	73	101.4%	Stop	5	3	44	54.4%
California Ave.	Stop	14	8	63	86.8%	Stop	11	1	61	76.3%		0	0	59	73.1%		0	0	48	60.0%	Stop	9	11	71	97.9%	Stop	4	5	42	52.5%
Palo Alto	Stop	15	14	64	88.9%	Stop	7	22	46	57.5%	Stop	7	26	40	49.4%	Stop	0	0	48	60.0%	Stop	6	31	45	62.5%	Stop	4	27	19	23.8%
Menlo Park		0	0	64	88.9%	Stop	7	3	50	62.5%		0	0	40	49.4%	Stop	3	11	41	50.6%	Stop	6	6	45	62.5%	Stop	2	4	17	20.6%
Redwood City		0	0	64	88.9%	Stop	9	5	54	67.5%	Stop	18	4	54	66.9%	Stop	2	6	36	45.0%	Stop	11	9	47	65.3%	Stop	0	5	12	15.0%
San Carlos	Stop	4	5	63	87.5%		0	0	54	67.5%		0	0	54	66.9%	Stop	5	5	36	44.4%	Stop	3	2	49	67.4%	Stop	1	1	12	15.0%
Belmont		0	0	63	87.5%		0	0	54	67.5%		0	0	54	66.9%	Stop	2	2	36	44.4%	Stop	1	2	48	66.7%	Stop	1	1	12	15.0%
Hillsdale	Stop	12	6	69	95.8%	Stop	21	1	74	92.5%		0	0	54	66.9%	Stop	5	1	39	48.8%	Stop	7	3	52	72.2%	Stop	2	1	14	16.9%
Hayward Park		0	0	69	95.8%		0	0	74	92.5%		0	0	54	66.9%	Stop	4	4	40	49.4%		0	0	52	72.2%	Stop	1	3	12	14.4%
San Mateo	Stop	11	4	77	106.3%		0	0	74	92.5%	Stop	5	3	56	69.4%	Stop	6	1	44	55.0%	Stop	6	3	55	76.4%	Stop	1	1	12	14.4%
Burlingame	Stop	5	1	81	111.8%		0	0	74	92.5%		0	0	56	69.4%	Stop	3	3	44	55.0%	Stop	3	1	57	79.2%	Stop	1	1	12	14.4%
Millbrae		0	0	81	111.8%	Stop	2	4	73	90.6%	Stop	2	1	57	70.6%	Stop	0	0	44	55.0%	Stop	2	1	58	80.6%	Stop	1	2	11	13.1%
San Bruno	Stop	1	3	79	109.7%		0	0	73	90.6%		0	0	57	70.6%	Stop	2	0	46	56.9%	Stop	4	0	62	85.4%	Stop	1	0	12	14.4%
South SF		0	0	79	109.7%	Stop	1	4	70	86.9%		0	0	57	70.6%	Stop	2	3	45	55.6%		0	0	62	85.4%	Stop	0	0	12	14.4%
Bayshore		0	0	79	109.7%		0	0	70	86.9%		0	0	57	70.6%	Stop	0	0	45	55.6%		0	0	62	85.4%	Stop	0	0	12	14.4%
22nd Street		0	0	79	109.7%		0	0	70	86.9%		0	0	57	70.6%	Stop	1	4	41	51.3%		0	0	62	85.4%	Stop	0	2	10	12.5%
San Francisco	Stop	0	79	0	0.0%	Stop	0	70	0	0.0%	Stop	0	57	0	0.0%	Stop	0	41	0	0.0%	Stop	0	62	0	0.0%	Stop	0	10	0	0.0%
TOTAL		125	125				132	132				98	98				86	86				139	139				68	68		

Passenger

	Train 237					Train 139					Train 143					Train 147					Train 151					Train 155				
Stopping Pattern	Unified Limited					Local					Local					Local					Local					Local				
Time of Day	Midday					Midday					Midday					Midday					Midday					Midday				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	650					650					760					650					650					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	38	0	38	5.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Jose Diridon	Stop	98	0	136	20.9%	Stop	54	0	54	8.2%	Stop	73	0	73	9.5%	Stop	61	0	61	9.4%	Stop	47	0	47	7.2%	Stop	96	0	96	12.6%
College Park		0	0	136	20.9%		0	0	54	8.2%		0	0	73	9.5%		0	0	61	9.4%		0	0	47	7.2%		0	0	96	12.6%
Santa Clara	Stop	36	1	171	26.2%	Stop	26	1	79	12.1%	Stop	26	1	98	12.8%	Stop	16	2	76	11.6%	Stop	20	0	67	10.3%	Stop	13	2	107	14.1%
Lawrence	Stop	23	2	192	29.5%	Stop	12	2	89	13.6%	Stop	16	3	111	14.6%	Stop	12	0	88	13.5%	Stop	5	0	72	11.1%	Stop	10	1	116	15.3%
Sunnyvale	Stop	70	8	254	39.1%	Stop	43	4	128	19.6%	Stop	28	6	133	17.4%	Stop	36	3	121	18.5%	Stop	27	2	98	15.0%	Stop	26	1	141	18.5%
Mountain View	Stop	71	17	308	47.3%	Stop	40	7	161	24.7%	Stop	36	5	164	21.5%	Stop	33	7	147	22.5%	Stop	27	4	121	18.5%	Stop	40	3	178	23.4%
San Antonio	Stop	27	4	331	50.8%	Stop	17	3	175	26.9%	Stop	18	3	179	23.5%	Stop	9	2	153	23.5%	Stop	8	3	126	19.3%	Stop	10	3	185	24.3%
California Ave.	Stop	14	27	318	48.9%	Stop	16	17	174	26.8%	Stop	22	14	187	24.5%	Stop	15	6	162	24.9%	Stop	15	7	134	20.6%	Stop	21	5	200	26.3%
Palo Alto	Stop	26	87	258	39.6%	Stop	20	56	138	21.2%	Stop	36	41	181	23.8%	Stop	50	32	180	27.6%	Stop	59	18	175	26.9%	Stop	82	16	267	35.1%
Menlo Park	Stop	18	15	261	40.1%	Stop	9	11	136	20.9%	Stop	13	13	182	23.9%	Stop	14	8	186	28.5%	Stop	11	10	177	27.2%	Stop	30	10	287	37.7%
Redwood City	Stop	26	40	247	37.9%	Stop	26	16	146	22.5%	Stop	34	20	196	25.7%	Stop	29	18	197	30.3%	Stop	31	19	189	29.0%	Stop	38	19	306	40.2%
San Carlos	Stop	6	7	246	37.8%	Stop	2	4	145	22.2%	Stop	9	7	198	26.1%	Stop	9	8	198	30.5%	Stop	5	7	187	28.7%	Stop	15	12	309	40.6%
Belmont	Stop	10	2	253	38.9%	Stop	11	6	150	23.1%	Stop	11	7	202	26.6%	Stop	9	7	200	30.7%	Stop	10	7	190	29.2%	Stop	16	12	313	41.1%
Hillsdale	Stop	21	12	262	40.2%	Stop	6	7	149	22.9%	Stop	18	8	212	27.9%	Stop	15	12	203	31.2%	Stop	18	13	194	29.8%	Stop	18	13	317	41.7%
Hayward Park		0	0	262	40.2%	Stop	3	5	147	22.6%	Stop	6	3	215	28.3%	Stop	4	3	204	31.3%	Stop	3	3	194	29.8%	Stop	14	14	317	41.6%
San Mateo	Stop	17	14	264	40.6%	Stop	10	7	150	23.0%	Stop	16	15	216	28.4%	Stop	13	14	203	31.2%	Stop	11	14	191	29.3%	Stop	11	23	305	40.1%
Burlingame	Stop	3	12	256	39.3%	Stop	3	4	148	22.8%	Stop	8	4	220	28.9%	Stop	4	8	199	30.6%	Stop	13	4	199	30.6%	Stop	12	69	248	32.6%
Millbrae	Stop	6	34	228	35.0%	Stop	6	32	123	18.8%	Stop	3	48	175	23.0%	Stop	4	47	156	23.9%	Stop	5	52	152	23.3%	Stop	4	60	192	25.2%
San Bruno	Stop	3	9	222	34.1%	Stop	4	5	122	18.7%	Stop	3	4	173	22.8%	Stop	2	8	150	23.0%	Stop	2	9	144	22.2%	Stop	5	11	186	24.5%
South SF		0	0	222	34.1%	Stop	4	6	120	18.5%	Stop	1	4	170	22.4%	Stop	1	3	148	22.7%	Stop	3	5	142	21.8%	Stop	2	11	178	23.4%
Bayshore		0	0	222	34.1%	Stop	2	3	119	18.3%	Stop	1	4	167	21.9%	Stop	1	5	144	22.1%	Stop	3	5	140	21.5%	Stop	3	15	166	21.8%
22nd Street		0	0	222	34.1%	Stop	1	10	110	16.9%	Stop	0	12	155	20.4%	Stop	0	22	122	18.7%	Stop	1	14	127	19.5%	Stop	0	28	138	18.1%
San Francisco	Stop	0	222	0	0.0%	Stop	0	110	0	0.0%	Stop	0	155	0	0.0%	Stop	0	122	0	0.0%	Stop	0	127	0	0.0%	Stop	0	138	0	0.0%
TOTAL		509	509				310	310				373	373				332	332				316	316				462	462		

Bike

	Train 237					Train 139					Train 143					Train 147					Train 151					Train 155				
Stopping Pattern	Unified Limited					Local					Local					Local					Local					Local				
Time of Day	Midday					Midday					Midday					Midday					Midday					Midday				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	80					80					72					80					80					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	1	0	1	1.3%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Jose Diridon	Stop	12	0	13	15.6%	Stop	9	0	9	10.6%	Stop	5	0	5	6.9%	Stop	3	0	3	3.1%	Stop	2	0	2	2.5%	Stop	6	0	6	8.3%
College Park		0	0	13	15.6%		0	0	9	10.6%		0	0	5	6.9%		0	0	3	3.1%		0	0	2	2.5%		0	0	6	8.3%
Santa Clara	Stop	2	0	15	18.1%	Stop	1	0	10	11.9%	Stop	2	0	7	9.7%	Stop	0	0	3	3.1%	Stop	1	0	3	3.8%	Stop	0	0	6	8.3%
Lawrence	Stop	3	0	18	21.9%	Stop	1	1	10	11.9%	Stop	1	0	8	11.1%	Stop	3	0	5	6.3%	Stop	1	0	4	5.0%	Stop	2	0	8	11.1%
Sunnyvale	Stop	7	3	22	27.5%	Stop	2	1	11	13.1%	Stop	3	1	10	13.2%	Stop	4	0	9	10.6%	Stop	2	0	6	6.9%	Stop	1	0	9	11.8%
Mountain View	Stop	7	3	27	33.1%	Stop	7	2	16	19.4%	Stop	1	1	9	12.5%	Stop	4	1	12	14.4%	Stop	2	1	7	8.8%	Stop	5	0	14	18.8%
San Antonio	Stop	4	1	30	36.9%	Stop	1	1	16	20.0%	Stop	3	1	11	15.3%	Stop	1	1	11	13.8%	Stop	1	0	8	9.4%	Stop	1	0	14	19.4%
California Ave.	Stop	2	7	25	30.6%	Stop	2	2	16	19.4%	Stop	2	3	10	13.9%	Stop	1	1	11	13.8%	Stop	1	1	8	10.0%	Stop	2	1	16	21.5%
Palo Alto	Stop	2	8	19	23.1%	Stop	2	8	10	11.9%	Stop	4	5	9	12.5%	Stop	3	7	7	8.1%	Stop	4	3	9	11.3%	Stop	7	3	19	26.4%
Menlo Park	Stop	2	3	18	22.5%	Stop	0	1	9	11.3%	Stop	2	0	11	14.6%	Stop	0	1	6	7.5%	Stop	3	1	11	13.1%	Stop	3	3	19	26.4%
Redwood City	Stop	3	5	17	20.6%	Stop	3	2	10	12.5%	Stop	2	1	11	15.3%	Stop	2	1	7	8.1%	Stop	1	4	8	10.0%	Stop	2	4	17	23.6%
San Carlos	Stop	1	1	16	20.0%	Stop	0	1	10	11.9%	Stop	2	2	12	16.0%	Stop	0	0	7	8.1%	Stop	1	2	7	8.8%	Stop	1	2	16	22.2%
Belmont	Stop	1	0	17	21.3%	Stop	1	1	9	11.3%	Stop	1	0	13	17.4%	Stop	0	0	7	8.1%	Stop	1	1	7	8.8%	Stop	1	1	16	22.2%
Hillsdale	Stop	3	1	19	23.8%	Stop	1	0	10	11.9%	Stop	2	1	14	18.8%	Stop	2	1	8	10.0%	Stop	2	1	9	10.6%	Stop	2	1	17	22.9%
Hayward Park		0	0	19	23.8%	Stop	1	1	10	11.9%	Stop	2	1	15	20.1%	Stop	1	0	9	10.6%	Stop	0	1	8	10.0%	Stop	2	1	17	23.6%
San Mateo	Stop	0	2	18	21.9%	Stop	1	1	9	11.3%	Stop	1	0	15	20.8%	Stop	1	0	10	11.9%	Stop	1	1	8	10.0%	Stop	1	1	17	23.6%
Burlingame	Stop	0	0	18	21.9%	Stop	0	0	9	11.3%	Stop	1	1	15	20.8%	Stop	1	1	10	11.9%	Stop	1	0	9	11.3%	Stop	2	3	16	22.2%
Millbrae	Stop	0	1	17	20.6%	Stop	1	1	9	11.3%	Stop	0	3	13	17.4%	Stop	1	1	9	11.3%	Stop	1	2	8	9.4%	Stop	0	2	14	19.4%
San Bruno	Stop	0	3	14	16.9%	Stop	0	1	8	10.0%	Stop	0	2	11	15.3%	Stop	0	1	8	10.0%	Stop	0	1	7	8.8%	Stop	1	1	15	20.1%
South SF		0	0	14	16.9%	Stop	0	0	8	10.0%	Stop	0	0	11	15.3%	Stop	0	0	8	10.0%	Stop	0	0	7	8.8%	Stop	0	1	14	18.8%
Bayshore		0	0	14	16.9%	Stop	0	0	8	10.0%	Stop	1	0	12	16.0%	Stop	0	0	8	10.0%	Stop	0	0	7	8.8%	Stop	0	0	14	18.8%
22nd Street		0	0	14	16.9%	Stop	0	2	7	8.1%	Stop	0	2	10	13.2%	Stop	0	1	7	8.8%	Stop	0	1	6	7.5%	Stop	0	4	10	13.9%
San Francisco	Stop	0	14	0	0.0%	Stop	0	7	0	0.0%	Stop	0	10	0	0.0%	Stop	0	7	0	0.0%	Stop	0	6	0	0.0%	Stop	0	10	0	0.0%
TOTAL		49	49				29	29				31	31				22	22				22	22				35	35		

Passenger

Avg Mid-Weekday Passengers	Train 257 Stop?	On	Off	On Board	% Seats Occ	Train 159 Stop?	On	Off	On Board	% Seats Occ	Train 261 Stop?	On	Off	On Board	% Seats Occ	Train 263 Stop?	On	Off	On Board	% Seats Occ	Train 365 Stop?	On	Off	On Board	% Seats Occ	Train 267 Stop?	On	Off	On Board	% Seats Occ
Stopping Pattern	Unified Limited					Local					Express-Local					Express-Local					Local					Unified Limited				
Time of Day	Midday					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Gallery, 5 Cars				
Seating Capacity	760					650					760					650					760					650				
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	4	0	4	0.5%		0	0	0	0.0%	Stop	5	0	5	0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Jose Diridon	Stop	18	0	22	2.9%	Stop	32	0	32	4.9%	Stop	64	1	69	9.0%	Stop	27	0	27	4.2%	Stop	97	0	97	12.7%	Stop	20	0	20	3.0%
College Park		0	0	22	2.9%	Stop	70	0	102	15.6%		0	0	69	9.0%		0	0	27	4.2%		0	0	97	12.7%		0	0	20	3.0%
Santa Clara	Stop	5	1	26	3.4%	Stop	16	6	112	17.2%	Stop	14	2	81	10.6%	Stop	36	0	63	9.6%		0	0	97	12.7%		0	0	20	3.0%
Lawrence	Stop	4	1	29	3.8%	Stop	10	5	117	18.0%	Stop	23	1	102	13.4%		0	0	63	9.6%		0	0	97	12.7%	Stop	74	2	92	14.2%
Sunnyvale	Stop	11	1	39	5.1%	Stop	37	5	149	22.9%	Stop	58	3	157	20.7%		0	0	63	9.6%		0	0	97	12.7%		0	0	92	14.2%
Mountain View	Stop	24	3	61	8.0%	Stop	94	24	219	33.6%	Stop	87	3	241	31.6%		0	0	63	9.6%	Stop	228	7	318	41.8%	Stop	120	3	209	32.2%
San Antonio	Stop	6	1	66	8.6%	Stop	18	8	228	35.1%	Stop	42	4	279	36.7%		0	0	63	9.6%		0	0	318	41.8%		0	0	209	32.2%
California Ave.	Stop	7	3	70	9.1%	Stop	32	10	250	38.5%	Stop	71	5	346	45.5%		0	0	63	9.6%		0	0	318	41.8%		0	0	209	32.2%
Palo Alto	Stop	39	8	101	13.2%	Stop	138	24	364	56.0%	Stop	230	18	558	73.4%	Stop	203	9	256	39.4%	Stop	250	16	552	72.6%	Stop	166	11	365	56.1%
Menlo Park	Stop	12	5	108	14.2%	Stop	74	32	406	62.5%	Stop	49	9	597	78.6%		0	0	256	39.4%	Stop	49	12	588	77.4%	Stop	37	13	389	59.8%
Redwood City	Stop	21	10	119	15.7%	Stop	63	37	433	66.5%	Stop	105	27	675	88.8%	Stop	62	30	288	44.2%	Stop	132	43	678	89.1%		0	0	389	59.8%
San Carlos	Stop	4	6	117	15.4%	Stop	19	38	414	63.6%	Stop	37	32	681	89.5%	Stop	21	23	285	43.8%		0	0	678	89.1%	Stop	38	46	381	58.6%
Belmont	Stop	8	3	122	16.1%	Stop	79	27	466	71.7%		0	0	681	89.5%	Stop	39	20	305	46.8%		0	0	678	89.1%		0	0	381	58.6%
Hillsdale	Stop	10	4	128	16.8%	Stop	79	52	493	75.8%		0	0	681	89.5%	Stop	55	51	309	47.5%		0	0	678	89.1%	Stop	74	81	374	57.5%
Hayward Park		0	0	128	16.8%	Stop	31	19	505	77.7%		0	0	681	89.5%	Stop	55	16	347	53.4%		0	0	678	89.1%		0	0	374	57.5%
San Mateo	Stop	5	10	122	16.1%	Stop	27	75	457	70.3%	Stop	27	68	639	84.1%	Stop	33	31	349	53.7%		0	0	678	89.1%	Stop	39	66	347	53.3%
Burlingame	Stop	5	7	121	15.9%	Stop	17	59	415	63.8%		0	0	639	84.1%	Stop	14	44	319	49.0%		0	0	678	89.1%	Stop	16	45	318	48.8%
Millbrae	Stop	2	31	92	12.0%	Stop	6	141	280	43.0%	Stop	12	165	486	63.9%	Stop	7	118	208	31.9%	Stop	11	181	507	66.7%		0	0	318	48.8%
San Bruno	Stop	1	6	87	11.4%	Stop	5	33	252	38.8%		0	0	486	63.9%	Stop	9	26	191	29.3%		0	0	507	66.7%	Stop	5	42	281	43.2%
South SF		0	0	87	11.4%	Stop	7	14	245	37.6%		0	0	486	63.9%	Stop	19	16	193	29.7%		0	0	507	66.7%		0	0	281	43.2%
Bayshore		0	0	87	11.4%	Stop	0	24	221	34.0%		0	0	486	63.9%	Stop	1	26	168	25.8%		0	0	507	66.7%		0	0	281	43.2%
22nd Street		0	0	87	11.4%	Stop	1	49	173	26.5%	Stop	4	134	356	46.8%	Stop	1	42	128	19.6%	Stop	1	154	354	46.6%	Stop	17	79	219	33.6%
San Francisco	Stop	0	87	0	0.0%	Stop	0	173	0	0.0%	Stop	0	356	0	0.0%	Stop	0	128	0	0.0%	Stop	0	354	0	0.0%	Stop	0	219	0	0.0%
TOTAL		183	183				849	849				825	825				578	578				766	766				603	603		

Bike

Avg Mid-Weekday Bikes	Train 257 Stop?	On	Off	On Board	% Slots Occ	Train 159 Stop?	On	Off	On Board	% Slots Occ	Train 261 Stop?	On	Off	On Board	% Slots Occ	Train 263 Stop?	On	Off	On Board	% Slots Occ	Train 365 Stop?	On	Off	On Board	% Slots Occ	Train 267 Stop?	On	Off	On Board	% Slots Occ
Stopping Pattern	Unified Limited					Local					Express-Local					Express-Local					Local					Unified Limited				
Time of Day	Midday					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Gallery, 5 Cars				
Seating Capacity	72					80					72					80					80					80				
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	2	0	2	2.1%		0	0	0	0.0%	Stop	1	0	1	0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Jose Diridon	Stop	2	0	3	4.2%	Stop	3	0	3	3.1%	Stop	4	0	4	5.6%	Stop	1	0	1	1.3%	Stop	9	0	9	11.3%	Stop	2	0	2	1.9%
College Park		0	0	3	4.2%	Stop	0	0	3	3.1%		0	0	4	5.6%		0	0	1	1.3%		0	0	9	11.3%		0	0	2	1.9%
Santa Clara	Stop	0	0	3	4.2%	Stop	1	1	3	3.8%	Stop	1	0	5	6.3%	Stop	2	0	3	3.1%		0	0	9	11.3%		0	0	2	1.9%
Lawrence	Stop	1	1	3	3.5%	Stop	1	0	4	5.0%	Stop	3	1	7	9.0%		0	0	3	3.1%		0	0	9	11.3%	Stop	18	0	19	23.8%
Sunnyvale	Stop	2	0	5	6.3%	Stop	2	0	6	6.9%	Stop	10	1	16	21.5%		0	0	3	3.1%		0	0	9	11.3%		0	0	19	23.8%
Mountain View	Stop	4	0	8	11.1%	Stop	3	0	9	10.6%	Stop	8	0	24	32.6%		0	0	3	3.1%	Stop	23	1	32	39.4%	Stop	17	0	36	45.0%
San Antonio	Stop	1	1	8	11.1%	Stop	2	1	10	12.5%	Stop	10	1	33	45.1%		0	0	3	3.1%		0	0	32	39.4%		0	0	36	45.0%
California Ave.	Stop	1	1	8	11.1%	Stop	2	1	11	13.1%	Stop	9	3	39	53.5%		0	0	3	3.1%		0	0	32	39.4%		0	0	36	45.0%
Palo Alto	Stop	4	4	8	11.1%	Stop	16	3	23	28.8%	Stop	27	4	62	85.4%	Stop	20	1	22	27.5%	Stop	26	2	56	69.4%	Stop	14	4	46	56.9%
Menlo Park	Stop	2	1	9	12.5%	Stop	3	1	25	30.6%	Stop	4	2	64	88.9%		0	0	22	27.5%	Stop	7	1	62	76.9%	Stop	3	2	47	58.8%
Redwood City	Stop	0	2	7	9.7%	Stop	5	1	29	35.6%	Stop	9	2	71	98.6%	Stop	4	4	22	27.5%	Stop	10	8	63	78.8%		0	0	47	58.8%
San Carlos	Stop	0	0	7	9.7%	Stop	2	0	31	38.1%	Stop	5	3	73	101.4%	Stop	1	1	23	28.1%		0	0	63	78.8%	Stop	6	6	47	58.8%
Belmont	Stop	1	0	8	10.4%	Stop	4	2	33	41.3%		0	0	73	101.4%	Stop	3	2	23	28.8%		0	0	63	78.8%		0	0	47	58.8%
Hillsdale	Stop	1	1	8	10.4%	Stop	1	1	33	41.3%		0	0	73	101.4%	Stop	3	5	22	26.9%		0	0	63	78.8%	Stop	7	6	48	59.4%
Hayward Park		0	0	8	10.4%	Stop	2	1	34	42.5%		0	0	73	101.4%	Stop	2	1	23	28.1%		0	0	63	78.8%		0	0	48	59.4%
San Mateo	Stop	0	0	8	10.4%	Stop	1	5	30	37.5%	Stop	2	13	62	86.1%	Stop	1	4	20	25.0%		0	0	63	78.8%	Stop	6	8	46	56.9%
Burlingame	Stop	1	1	7	9.7%	Stop	2	6	26	31.9%		0	0	62	86.1%	Stop	1	3	18	21.9%		0	0	63	78.8%	Stop	1	5	42	52.5%
Millbrae	Stop	0	0	6	8.3%	Stop	0	5	21	26.3%	Stop	2	5	59	81.9%	Stop	1	2	17	20.6%	Stop	1	6	58	72.5%		0	0	42	52.5%
San Bruno	Stop	0	0	6	8.3%	Stop	1	1	21	26.3%		0	0	59	81.9%	Stop	0	2	15	18.8%		0	0	58	72.5%	Stop	1	4	39	48.1%
South SF		0	0	6	8.3%	Stop	2	2	22	26.9%		0	0	59	81.9%	Stop	5	2	19	23.1%		0	0	58	72.5%		0	0	39	48.1%
Bayshore		0	0	6	8.3%	Stop	0	1	21	25.6%		0	0	59	81.9%	Stop	1	2	17	21.3%		0	0	58	72.5%		0	0	39	48.1%
22nd Street		0	0	6	8.3%	Stop	0	5	16	19.4%	Stop	0	24	35	48.6%	Stop	1	6	12	14.4%	Stop	0	21	38	46.9%	Stop	4	8	35	43.1%
San Francisco	Stop	0	6	0	0.0%	Stop	0	16	0	0.0%	Stop	0	35	0	0.0%	Stop	0	12	0	0.0%	Stop	0	38	0	0.0%	Stop	0	35	0	0.0%
TOTAL		17	17				49	49				91	91				43	43				75	75				76	76		

Passenger

Avg Mid-Weekday Passengers	Train 269 Express-Local / PM Peak / Bomb, 6 Cars / 760					Train 371 Local / PM Peak / Gallery, 5 Cars / 650					Train 273 Express-Local / PM Peak / Gallery, 5 Cars / 650					Train 375 Local / PM Peak / Bomb, 6 Cars / 760					Train 277 Unified Limited / PM Peak / Gallery, 5 Cars / 650					Train 279 Express-Local / PM Peak / Gallery, 5 Cars / 650				
	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	2	0	2	0.2%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	3	0	3	0.4%
San Jose Diridon	Stop	15	0	17	2.2%	Stop	77	0	77	11.8%	Stop	72	0	72	11.0%	Stop	98	0	98	12.9%	Stop	51	0	51	7.8%	Stop	11	1	13	1.9%
College Park		0	0	17	2.2%		0	0	77	11.8%		0	0	72	11.0%		0	0	98	12.9%		0	0	51	7.8%		0	0	13	1.9%
Santa Clara	Stop	19	1	34	4.5%		0	0	77	11.8%	Stop	51	1	122	18.7%		0	0	98	12.9%		0	0	51	7.8%	Stop	26	1	37	5.7%
Lawrence	Stop	25	3	57	7.4%		0	0	77	11.8%		0	0	122	18.7%		0	0	98	12.9%	Stop	107	5	153	23.5%	Stop	21	3	55	8.5%
Sunnyvale	Stop	98	5	150	19.7%		0	0	77	11.8%		0	0	122	18.7%		0	0	98	12.9%		0	0	153	23.5%	Stop	92	7	140	21.5%
Mountain View	Stop	55	8	197	25.9%	Stop	176	13	240	36.8%		0	0	122	18.7%	Stop	311	10	399	52.5%	Stop	225	5	372	57.2%	Stop	50	11	179	27.5%
San Antonio	Stop	110	10	297	39.1%		0	0	240	36.8%		0	0	122	18.7%		0	0	399	52.5%		0	0	372	57.2%	Stop	73	17	235	36.1%
California Ave.	Stop	155	16	437	57.4%		0	0	240	36.8%		0	0	122	18.7%		0	0	399	52.5%		0	0	372	57.2%	Stop	106	18	323	49.6%
Palo Alto	Stop	208	23	622	81.8%	Stop	268	13	495	76.2%	Stop	232	18	335	51.5%	Stop	257	25	631	83.0%	Stop	225	22	576	88.5%	Stop	170	27	466	71.6%
Menlo Park	Stop	78	17	683	89.9%		0	0	495	76.2%		0	0	335	51.5%	Stop	46	22	654	86.1%	Stop	49	32	593	91.2%	Stop	54	22	498	76.5%
Redwood City	Stop	150	60	773	101.7%	Stop	116	47	564	86.8%	Stop	92	33	394	60.5%	Stop	108	49	713	93.8%		0	0	593	91.2%	Stop	96	38	555	85.4%
San Carlos	Stop	59	60	772	101.6%		0	0	564	86.8%	Stop	32	19	406	62.5%		0	0	713	93.8%	Stop	32	56	569	87.5%	Stop	32	49	538	82.8%
Belmont		0	0	772	101.6%		0	0	564	86.8%	Stop	28	61	373	57.4%		0	0	713	93.8%		0	0	569	87.5%		0	0	538	82.8%
Hillsdale		0	0	772	101.6%	Stop	56	70	551	84.7%	Stop	58	75	356	54.8%		0	0	713	93.8%	Stop	49	121	497	76.4%		0	0	538	82.8%
Hayward Park		0	0	772	101.6%		0	0	551	84.7%	Stop	56	27	385	59.2%		0	0	713	93.8%		0	0	497	76.4%		0	0	538	82.8%
San Mateo	Stop	62	140	695	91.4%		0	0	551	84.7%	Stop	25	49	361	55.5%		0	0	713	93.8%	Stop	28	90	434	66.8%	Stop	28	82	484	74.5%
Burlingame		0	0	695	91.4%		0	0	551	84.7%	Stop	14	54	321	49.4%		0	0	713	93.8%	Stop	15	51	398	61.2%		0	0	484	74.5%
Millbrae	Stop	20	133	582	76.6%	Stop	10	155	406	62.4%	Stop	11	98	235	36.1%	Stop	23	156	580	76.3%		0	0	398	61.2%	Stop	7	93	398	61.2%
San Bruno		0	0	582	76.6%		0	0	406	62.4%	Stop	14	35	214	32.8%		0	0	580	76.3%	Stop	2	31	369	56.8%		0	0	398	61.2%
South SF		0	0	582	76.6%		0	0	406	62.4%	Stop	20	15	218	33.5%		0	0	580	76.3%		0	0	369	56.8%		0	0	398	61.2%
Bayshore		0	0	582	76.6%		0	0	406	62.4%	Stop	4	45	178	27.3%		0	0	580	76.3%		0	0	369	56.8%		0	0	398	61.2%
22nd Street	Stop	13	190	406	53.4%	Stop	1	123	284	43.6%	Stop	0	38	140	21.5%	Stop	17	172	425	55.9%	Stop	0	125	245	37.6%	Stop	0	118	280	43.1%
San Francisco	Stop	0	406	0	0.0%	Stop	0	284	0	0.0%	Stop	0	140	0	0.0%	Stop	0	425	0	0.0%	Stop	0	245	0	0.0%	Stop	0	280	0	0.0%
TOTAL		1067	1067				702	702				705	705				858	858				781	781				767	767		

Bike

Avg Mid-Weekday Bikes	Train 269 Express-Local / PM Peak / Bomb, 6 Cars / 72					Train 371 Local / PM Peak / Gallery, 5 Cars / 80					Train 273 Express-Local / PM Peak / Gallery, 5 Cars / 80					Train 375 Local / PM Peak / Bomb, 6 Cars / 72					Train 277 Unified Limited / PM Peak / Gallery, 5 Cars / 80					Train 279 Express-Local / PM Peak / Gallery, 5 Cars / 80				
	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	1	0	1	0.6%
San Jose Diridon	Stop	2	0	2	2.8%	Stop	10	0	10	11.9%	Stop	5	0	5	5.6%	Stop	9	0	9	12.5%	Stop	6	0	6	7.5%	Stop	3	0	4	4.4%
College Park		0	0	2	2.8%		0	0	10	11.9%		0	0	5	5.6%		0	0	9	12.5%		0	0	6	7.5%		0	0	4	4.4%
Santa Clara	Stop	2	1	4	4.9%		0	0	10	11.9%	Stop	7	0	11	13.8%		0	0	9	12.5%		0	0	6	7.5%	Stop	0	1	3	3.8%
Lawrence	Stop	7	0	10	13.9%		0	0	10	11.9%		0	0	11	13.8%		0	0	9	12.5%	Stop	20	0	26	31.9%	Stop	5	0	8	9.4%
Sunnyvale	Stop	16	2	25	34.0%		0	0	10	11.9%		0	0	11	13.8%		0	0	9	12.5%		0	0	26	31.9%	Stop	17	3	22	26.9%
Mountain View	Stop	10	1	34	47.2%	Stop	23	4	29	35.6%		0	0	11	13.8%	Stop	31	2	39	53.5%	Stop	19	0	44	55.0%	Stop	7	0	28	35.0%
San Antonio	Stop	31	1	65	89.6%		0	0	29	35.6%		0	0	11	13.8%		0	0	39	53.5%		0	0	44	55.0%	Stop	20	7	41	51.3%
California Ave.	Stop	13	5	73	101.4%		0	0	29	35.6%		0	0	11	13.8%		0	0	39	53.5%		0	0	44	55.0%	Stop	16	3	54	66.9%
Palo Alto	Stop	15	2	86	118.8%	Stop	26	3	51	63.8%	Stop	28	4	35	43.1%	Stop	26	9	55	76.4%	Stop	22	7	60	74.4%	Stop	18	12	60	74.4%
Menlo Park	Stop	2	1	86	119.4%		0	0	51	63.8%		0	0	35	43.1%	Stop	3	3	55	76.4%	Stop	4	4	60	74.4%	Stop	8	4	64	79.4%
Redwood City	Stop	11	10	87	120.8%	Stop	7	7	51	63.8%	Stop	11	3	43	53.1%	Stop	6	6	56	77.1%		0	0	60	74.4%	Stop	12	6	70	87.5%
San Carlos	Stop	5	4	88	122.2%		0	0	51	63.8%	Stop	2	2	43	53.8%		0	0	56	77.1%	Stop	8	3	64	80.0%	Stop	4	4	71	88.1%
Belmont		0	0	88	122.2%		0	0	51	63.8%	Stop	3	11	35	43.1%		0	0	56	77.1%		0	0	64	80.0%		0	0	71	88.1%
Hillsdale		0	0	88	122.2%	Stop	3	7	47	58.8%	Stop	3	8	29	36.3%		0	0	56	77.1%	Stop	3	8	60	74.4%		0	0	71	88.1%
Hayward Park		0	0	88	122.2%		0	0	47	58.8%	Stop	10	3	36	44.4%		0	0	56	77.1%		0	0	60	74.4%		0	0	71	88.1%
San Mateo	Stop	6	18	77	106.3%		0	0	47	58.8%	Stop	3	2	37	46.3%		0	0	56	77.1%	Stop	4	12	52	64.4%	Stop	5	10	66	81.9%
Burlingame		0	0	77	106.3%		0	0	47	58.8%	Stop	1	1	37	45.6%		0	0	56	77.1%	Stop	2	3	51	63.1%		0	0	66	81.9%
Millbrae	Stop	1	6	72	99.3%	Stop	2	6	43	53.8%	Stop	2	4	34	42.5%	Stop	2	7	50	69.4%		0	0	51	63.1%	Stop	4	6	64	80.0%
San Bruno		0	0	72	99.3%		0	0	43	53.8%	Stop	1	3	32	39.4%		0	0	50	69.4%	Stop	0	3	48	60.0%		0	0	64	80.0%
South SF		0	0	72	99.3%		0	0	43	53.8%	Stop	4	0	36	44.4%		0	0	50	69.4%		0	0	48	60.0%		0	0	64	80.0%
Bayshore		0	0	72	99.3%		0	0	43	53.8%	Stop	1	4	33	41.3%		0	0	50	69.4%		0	0	48	60.0%		0	0	64	80.0%
22nd Street	Stop	0	29	43	59.0%	Stop	0	14	30	36.9%	Stop	0	10	24	29.4%	Stop	3	14	39	54.2%	Stop	0	21	28	34.4%	Stop	0	24	40	50.0%
San Francisco	Stop	0	43	0	0.0%	Stop	0	30	0	0.0%	Stop	0	24	0	0.0%	Stop	0	39	0	0.0%	Stop	0	28	0	0.0%	Stop	0	40	0	0.0%
TOTAL		118	118				70	70				77	77				80	80				86	86				117	117		

Passenger

Avg Mid-Weekday Passengers	381 Stop?	381 On	381 Off	381 On Board	381 % Seats Occupied	283 Stop?	283 On	283 Off	283 On Board	283 % Seats Occupied	385 Stop?	385 On	385 Off	385 On Board	385 % Seats Occupied	287 Stop?	287 On	287 Off	287 On Board	287 % Seats Occupied	289 Stop?	289 On	289 Off	289 On Board	289 % Seats Occupied	191 Stop?	191 On	191 Off	191 On Board	191 % Seats Occupied
Train			Train 381					Train 283					Train 385					Train 287					Train 289					Train 191		
Stopping Pattern			Local					Express-Local					Local					Unified Limited					Unified Limited					Local		
Time of Day			PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night		
Consist			Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars		
Seating Capacity			650					650					650					760					760					760		
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	2	0	2	0.3%		0	0	0	0.0%
San Jose Diridon	Stop	99	0	99	15.2%	Stop	42	0	42	6.5%	Stop	70	0	70	10.7%	Stop	34	0	34	4.5%	Stop	25	0	27	3.6%	Stop	27	0	27	3.6%
College Park		0	0	99	15.2%		0	0	42	6.5%		0	0	70	10.7%		0	0	34	4.5%		0	0	27	3.6%		0	0	27	3.6%
Santa Clara		0	0	99	15.2%	Stop	42	2	82	12.6%		0	0	70	10.7%		0	0	34	4.5%		0	0	27	3.6%	Stop	27	0	54	7.0%
Lawrence		0	0	99	15.2%		0	0	82	12.6%		0	0	70	10.7%	Stop	34	5	64	8.4%	Stop	12	0	39	5.1%	Stop	9	0	62	8.2%
Sunnyvale		0	0	99	15.2%		0	0	82	12.6%		0	0	70	10.7%	Stop	27	9	82	10.7%		0	0	39	5.1%	Stop	18	3	77	10.1%
Mountain View	Stop	188	16	271	41.7%		0	0	82	12.6%	Stop	211	11	269	41.4%	Stop	107	10	179	23.6%	Stop	53	4	88	11.6%	Stop	42	6	113	14.9%
San Antonio		0	0	271	41.7%		0	0	82	12.6%		0	0	269	41.4%		0	0	179	23.6%		0	0	88	11.6%	Stop	19	5	128	16.8%
California Ave.		0	0	271	41.7%		0	0	82	12.6%		0	0	269	41.4%		0	0	179	23.6%	Stop	54	5	137	18.0%	Stop	29	1	155	20.4%
Palo Alto	Stop	259	23	507	77.9%	Stop	122	13	191	29.3%	Stop	191	19	442	67.9%	Stop	127	14	293	38.5%	Stop	90	3	224	29.4%	Stop	97	7	245	32.2%
Menlo Park		0	0	507	77.9%		0	0	191	29.3%	Stop	26	13	455	70.0%	Stop	24	12	305	40.1%	Stop	17	7	234	30.8%	Stop	13	11	248	32.6%
Redwood City	Stop	113	72	548	84.3%	Stop	37	22	206	31.6%	Stop	64	32	487	74.9%		0	0	305	40.1%	Stop	70	34	270	35.5%	Stop	30	16	262	34.5%
San Carlos		0	0	548	84.3%	Stop	16	10	212	32.5%		0	0	487	74.9%	Stop	13	20	298	39.2%	Stop	8	8	270	35.5%	Stop	9	9	263	34.5%
Belmont		0	0	548	84.3%	Stop	10	31	190	29.2%		0	0	487	74.9%		0	0	298	39.2%		0	0	270	35.5%	Stop	5	12	255	33.6%
Hillsdale	Stop	37	55	531	81.6%	Stop	28	35	183	28.2%		0	0	487	74.9%	Stop	22	49	271	35.6%	Stop	17	18	269	35.4%	Stop	7	21	241	31.7%
Hayward Park		0	0	531	81.6%	Stop	15	20	178	27.3%		0	0	487	74.9%		0	0	271	35.6%		0	0	269	35.4%	Stop	23	6	258	33.9%
San Mateo		0	0	531	81.6%	Stop	13	20	171	26.2%		0	0	487	74.9%	Stop	17	36	251	33.0%	Stop	11	22	258	33.9%	Stop	14	18	255	33.5%
Burlingame		0	0	531	81.6%	Stop	11	27	155	23.8%		0	0	487	74.9%	Stop	6	24	233	30.7%	Stop	3	11	249	32.8%	Stop	7	19	242	31.8%
Millbrae	Stop	11	148	394	60.6%	Stop	14	61	108	16.5%	Stop	12	75	424	65.2%		0	0	233	30.7%	Stop	3	64	188	24.7%	Stop	3	50	195	25.6%
San Bruno		0	0	394	60.6%	Stop	1	19	90	13.8%		0	0	424	65.2%	Stop	1	23	211	27.8%		0	0	188	24.7%	Stop	2	10	187	24.5%
South SF		0	0	394	60.6%	Stop	6	9	88	13.5%		0	0	424	65.2%		0	0	211	27.8%		0	0	188	24.7%	Stop	3	5	185	24.3%
Bayshore		0	0	394	60.6%	Stop	1	16	73	11.2%		0	0	424	65.2%		0	0	211	27.8%		0	0	188	24.7%	Stop	0	15	170	22.4%
22nd Street	Stop	0	125	270	41.5%	Stop	1	18	55	8.5%	Stop	2	141	285	43.8%	Stop	0	64	148	19.4%	Stop	3	55	137	18.0%	Stop	0	39	131	17.2%
San Francisco	Stop	0	270	0	0.0%	Stop	0	55	0	0.0%	Stop	0	285	0	0.0%	Stop	0	148	0	0.0%	Stop	0	137	0	0.0%	Stop	0	131	0	0.0%
TOTAL		707	707				355	355				574	574				410	410				365	365				379	379		

Bike

Avg Mid-Weekday Bikes	381 Stop?	381 On	381 Off	381 On Board	381 % Slots Occupied	283 Stop?	283 On	283 Off	283 On Board	283 % Slots Occupied	385 Stop?	385 On	385 Off	385 On Board	385 % Slots Occupied	287 Stop?	287 On	287 Off	287 On Board	287 % Slots Occupied	289 Stop?	289 On	289 Off	289 On Board	289 % Slots Occupied	191 Stop?	191 On	191 Off	191 On Board	191 % Slots Occupied
Train			Train 381					Train 283					Train 385					Train 287					Train 289					Train 191		
Stopping Pattern			Local					Express-Local					Local					Unified Limited					Unified Limited					Local		
Time of Day			PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night		
Consist			Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars		
Seating Capacity			80					80					80					72					72					80		
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	1	0	1	0.7%		0	0	0	0.0%
San Jose Diridon	Stop	13	0	13	15.6%	Stop	5	0	5	5.6%	Stop	7	0	7	8.1%	Stop	3	0	3	4.2%	Stop	0	0	1	0.7%	Stop	2	0	2	1.9%
College Park		0	0	13	15.6%		0	0	5	5.6%		0	0	7	8.1%		0	0	3	4.2%		0	0	1	0.7%		0	0	2	1.9%
Santa Clara		0	0	13	15.6%	Stop	6	0	11	13.1%		0	0	7	8.1%		0	0	3	4.2%		0	0	1	0.7%	Stop	2	0	4	4.4%
Lawrence		0	0	13	15.6%		0	0	11	13.1%		0	0	7	8.1%	Stop	7	1	10	13.2%	Stop	3	0	3	4.2%	Stop	1	0	4	5.0%
Sunnyvale		0	0	13	15.6%		0	0	11	13.1%		0	0	7	8.1%	Stop	3	0	12	16.7%		0	0	3	4.2%	Stop	1	1	4	5.0%
Mountain View	Stop	19	5	27	33.8%		0	0	11	13.1%	Stop	22	3	26	32.5%	Stop	6	1	17	23.6%	Stop	6	1	9	11.8%	Stop	4	1	8	9.4%
San Antonio		0	0	27	33.8%		0	0	11	13.1%		0	0	26	32.5%		0	0	17	23.6%		0	0	9	11.8%	Stop	4	0	12	14.4%
California Ave.		0	0	27	33.8%		0	0	11	13.1%		0	0	26	32.5%		0	0	17	23.6%	Stop	6	0	14	19.4%	Stop	1	1	12	15.0%
Palo Alto	Stop	35	13	49	61.3%	Stop	18	6	22	27.5%	Stop	25	2	49	61.3%	Stop	11	3	26	35.4%	Stop	11	0	25	34.7%	Stop	16	2	27	33.1%
Menlo Park		0	0	49	61.3%		0	0	22	27.5%	Stop	3	1	52	64.4%	Stop	5	1	29	40.3%	Stop	5	2	29	39.6%	Stop	0	3	24	29.4%
Redwood City	Stop	13	13	50	61.9%	Stop	3	5	21	25.6%	Stop	9	5	56	69.4%		0	0	29	40.3%	Stop	3	3	29	39.6%	Stop	3	5	22	27.5%
San Carlos		0	0	50	61.9%	Stop	3	1	23	28.1%		0	0	56	69.4%	Stop	2	2	29	40.3%	Stop	1	1	29	40.3%	Stop	1	0	23	28.8%
Belmont		0	0	50	61.9%	Stop	2	3	21	26.3%		0	0	56	69.4%		0	0	29	40.3%		0	0	29	40.3%	Stop	1	1	24	29.4%
Hillsdale	Stop	5	14	40	50.0%	Stop	3	3	21	25.6%		0	0	56	69.4%	Stop	3	3	29	39.6%	Stop	0	2	28	38.2%	Stop	1	3	22	26.9%
Hayward Park		0	0	40	50.0%	Stop	3	3	21	25.6%		0	0	56	69.4%		0	0	29	39.6%		0	0	28	38.2%	Stop	4	2	24	29.4%
San Mateo		0	0	40	50.0%	Stop	1	2	20	25.0%		0	0	56	69.4%	Stop	2	3	28	38.2%	Stop	0	3	25	34.7%	Stop	0	1	23	28.8%
Burlingame		0	0	40	50.0%	Stop	1	4	17	20.6%		0	0	56	69.4%	Stop	1	2	27	37.5%	Stop	0	1	24	33.3%	Stop	1	2	22	27.5%
Millbrae	Stop	1	6	36	44.4%	Stop	0	4	13	16.3%	Stop	3	7	52	64.4%		0	0	27	37.5%	Stop	1	3	23	31.3%	Stop	0	4	19	23.1%
San Bruno		0	0	36	44.4%	Stop	0	2	12	14.4%		0	0	52	64.4%	Stop	0	2	25	34.7%		0	0	23	31.3%	Stop	1	0	19	23.8%
South SF		0	0	36	44.4%	Stop	2	1	13	16.3%		0	0	52	64.4%		0	0	25	34.7%		0	0	23	31.3%	Stop	0	1	18	22.5%
Bayshore		0	0	36	44.4%	Stop	0	2	12	14.4%		0	0	52	64.4%		0	0	25	34.7%		0	0	23	31.3%	Stop	0	2	17	20.6%
22nd Street	Stop	0	22	14	17.5%	Stop	0	4	8	9.4%	Stop	0	22	30	37.5%	Stop	0	7	18	25.0%	Stop	0	7	16	21.5%	Stop	0	4	13	15.6%
San Francisco	Stop	0	14	0	0.0%	Stop	0	8	0	0.0%	Stop	0	30	0	0.0%	Stop	0	18	0	0.0%	Stop	0	16	0	0.0%	Stop	0	13	0	0.0%
TOTAL		85	85				44	44				67	67				41	41				36	36				40	40		

Passenger

	Train 193					Train 195					Train 197					Train 199					Total - All Day		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars							
Seating Capacity	760					760					650					760							
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	On	Off	On Board
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	252	0	252
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	87	0	339
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	237	1	575
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	143	3	715
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	76	3	789
Tamien		0	0	0	0.0%	Stop	1	0	1	0.1%	Stop	0	0	0	0.0%		0	0	0	0.0%	1,271	194	1,866
San Jose Diridon	Stop	41	0	41	5.4%	Stop	31	0	32	4.1%	Stop	28	0	28	4.3%	Stop	20	0	20	2.6%	4,671	57	6,480
College Park		0	0	41	5.4%		0	0	32	4.1%		0	0	28	4.3%		0	0	20	2.6%	78	56	6,501
Santa Clara	Stop	15	1	56	7.3%	Stop	16	0	48	6.3%	Stop	10	0	38	5.8%	Stop	4	0	24	3.1%	1,025	63	7,463
Lawrence	Stop	8	2	62	8.1%	Stop	8	2	54	7.1%	Stop	6	1	42	6.5%	Stop	2	0	25	3.3%	810	147	8,125
Sunnyvale	Stop	14	2	74	9.7%	Stop	19	3	71	9.3%	Stop	18	2	58	8.8%	Stop	8	2	31	4.1%	3,066	208	10,983
Mountain View	Stop	58	7	126	16.5%	Stop	46	7	110	14.4%	Stop	27	2	82	12.6%	Stop	10	1	41	5.3%	4,146	576	14,552
San Antonio	Stop	10	3	132	17.4%	Stop	8	2	116	15.2%	Stop	10	5	87	13.3%	Stop	2	2	41	5.3%	770	155	15,168
California Ave.	Stop	32	5	159	20.9%	Stop	28	2	141	18.6%	Stop	6	1	92	14.1%	Stop	5	3	43	5.7%	1,089	527	15,730
Palo Alto	Stop	97	14	242	31.8%	Stop	105	7	240	31.5%	Stop	49	7	133	20.5%	Stop	28	2	69	9.0%	4,809	2,845	17,695
Menlo Park	Stop	12	9	245	32.2%	Stop	14	10	243	32.0%	Stop	5	5	133	20.4%	Stop	4	2	71	9.3%	1,024	734	17,985
Redwood City	Stop	29	23	251	33.0%	Stop	38	20	261	34.3%	Stop	17	13	137	21.1%	Stop	10	7	74	9.7%	2,691	1,452	19,224
San Carlos	Stop	7	8	250	32.8%	Stop	5	7	259	34.0%	Stop	3	5	135	20.8%	Stop	1	1	74	9.7%	713	669	19,268
Belmont	Stop	4	11	243	32.0%	Stop	9	7	261	34.3%	Stop	7	3	139	21.4%	Stop	0	2	73	9.5%	427	327	19,368
Hillsdale	Stop	8	16	236	31.0%	Stop	11	12	260	34.2%	Stop	7	8	139	21.3%	Stop	1	4	70	9.2%	1,996	1,255	20,109
Hayward Park	Stop	5	3	237	31.2%	Stop	5	4	262	34.4%	Stop	1	1	139	21.3%	Stop	1	0	71	9.3%	326	243	20,192
San Mateo	Stop	13	20	231	30.3%	Stop	14	18	257	33.8%	Stop	4	8	135	20.7%	Stop	2	3	70	9.1%	1,163	1,140	20,215
Burlingame	Stop	5	13	223	29.3%	Stop	4	8	254	33.4%	Stop	2	4	132	20.3%	Stop	1	4	67	8.8%	588	579	20,223
Millbrae	Stop	1	49	174	22.9%	Stop	14	56	212	27.8%	Stop	1	29	105	16.1%	Stop	3	18	52	6.8%	681	3,132	17,773
San Bruno	Stop	1	7	168	22.0%	Stop	4	10	206	27.0%	Stop	1	7	99	15.2%	Stop	0	7	45	5.9%	286	408	17,651
South SF	Stop	1	3	166	21.8%	Stop	3	6	203	26.6%	Stop	1	4	96	14.7%	Stop	0	4	41	5.4%	188	339	17,499
Bayshore	Stop	1	6	160	21.1%	Stop	1	9	195	25.6%	Stop	0	8	88	13.5%	Stop	1	2	41	5.3%	66	213	17,352
22nd Street	Stop	3	42	121	15.9%	Stop	0	42	153	20.1%	Stop	0	17	72	11.0%	Stop	0	8	33	4.3%	89	1,985	15,456
San Francisco	Stop	0	121	0	0.0%	Stop	0	153	0	0.0%	Stop	0	72	0	0.0%	Stop	0	33	0	0.0%	0	15,456	0
TOTAL		359	359				379	379				198	198				99	99			32,761	32,761	

Bike

	Train 193					Train 195					Train 197					Train 199					Total - All Day		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars							
Seating Capacity	72					80					80					72							
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	On	Off	On Board
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	15	0	15
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	5	0	20
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	14	0	34
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	6	1	39
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	2	1	40
Tamien		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	0	0	0.0%		0	0	0	0.0%	77	10	107
San Jose Diridon	Stop	5	0	5	6.3%	Stop	3	0	3	3.8%	Stop	4	0	4	5.0%	Stop	3	0	3	4.2%	380	3	484
College Park		0	0	5	6.3%		0	0	3	3.8%		0	0	4	5.0%		0	0	3	4.2%	1	0	485
Santa Clara	Stop	1	0	6	7.6%	Stop	1	0	4	4.4%	Stop	1	0	5	5.6%	Stop	0	0	3	4.2%	81	6	560
Lawrence	Stop	3	0	8	11.1%	Stop	5	0	8	10.0%	Stop	1	1	5	6.3%	Stop	1	0	4	4.9%	114	25	650
Sunnyvale	Stop	6	0	14	18.8%	Stop	5	0	13	16.3%	Stop	4	1	9	10.6%	Stop	2	1	5	6.9%	276	35	891
Mountain View	Stop	5	3	16	22.2%	Stop	1	3	12	14.4%	Stop	2	1	10	11.9%	Stop	0	1	5	6.3%	404	73	1,221
San Antonio	Stop	2	1	18	24.3%	Stop	0	1	11	13.1%	Stop	1	1	10	11.9%	Stop	1	1	4	5.6%	127	32	1,316
California Ave.	Stop	6	3	21	28.5%	Stop	3	1	12	15.0%	Stop	0	0	10	11.9%	Stop	1	1	4	4.9%	127	89	1,354
Palo Alto	Stop	13	4	29	40.3%	Stop	17	1	28	35.0%	Stop	9	3	16	20.0%	Stop	4	0	8	10.4%	521	324	1,551
Menlo Park	Stop	1	1	29	40.3%	Stop	2	1	29	36.3%	Stop	0	1	15	18.8%	Stop	1	0	9	11.8%	105	82	1,574
Redwood City	Stop	3	7	26	35.4%	Stop	2	5	26	31.9%	Stop	2	4	13	16.3%	Stop	1	3	6	8.3%	231	164	1,640
San Carlos	Stop	1	1	26	35.4%	Stop	0	1	25	30.6%	Stop	0	0	13	16.3%	Stop	0	0	6	8.3%	68	54	1,654
Belmont	Stop	1	2	25	34.0%	Stop	1	2	24	30.0%	Stop	1	1	14	16.9%	Stop	0	0	6	8.3%	33	36	1,651
Hillsdale	Stop	1	1	25	34.0%	Stop	3	0	27	33.1%	Stop	0	1	13	15.6%	Stop	0	1	6	7.6%	152	104	1,699
Hayward Park	Stop	2	1	26	35.4%	Stop	1	2	26	31.9%	Stop	1	1	13	15.6%	Stop	1	0	6	8.3%	36	25	1,710
San Mateo	Stop	1	1	26	35.4%	Stop	2	1	27	33.1%	Stop	1	1	12	15.0%	Stop	0	0	6	8.3%	101	108	1,703
Burlingame	Stop	1	1	25	34.7%	Stop	1	3	25	30.6%	Stop	0	0	12	15.0%	Stop	0	1	5	6.9%	45	41	1,706
Millbrae	Stop	0	3	22	30.6%	Stop	1	5	20	25.0%	Stop	1	2	11	13.8%	Stop	0	0	5	6.9%	44	117	1,633
San Bruno	Stop	0	1	21	29.2%	Stop	0	2	19	23.1%	Stop	0	1	11	13.1%	Stop	0	1	5	6.3%	16	35	1,614
South SF	Stop	0	1	21	28.5%	Stop	0	0	19	23.1%	Stop	1	0	12	14.4%	Stop	0	2	3	3.5%	24	40	1,597
Bayshore	Stop	1	1	21	28.5%	Stop	0	1	18	21.9%	Stop	0	0	12	14.4%	Stop	0	0	3	3.5%	4	14	1,588
22nd Street	Stop	1	7	15	20.8%	Stop	0	9	9	10.6%	Stop	0	4	8	9.4%	Stop	0	3	0	0.0%	10	290	1,308
San Francisco	Stop	0	15	0	0.0%	Stop	0	9	0	0.0%	Stop	0	8	0	0.0%	Stop	0	0	0	0.0%	0	1,308	0
TOTAL		49	49				43	43				26	26				13	13			3,010	3,010	

Caltrain 2018 Annual Count

XXX: Weekday Southbound Passenger and Bicycle Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Passenger

	Train 102					Train 104					Train 206					Train 208					Train 310					Train 212				
Stopping Pattern	Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars				
Seating Capacity	650					760					760					650					760					650				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	19	0	19	2.9%	Stop	25	0	25	3.2%	Stop	76	0	76	10.0%	Stop	26	0	26	4.0%	Stop	125	0	125	16.4%	Stop	124	0	124	19.0%
22nd Street	Stop	8	0	27	4.1%	Stop	12	0	36	4.7%	Stop	47	0	123	16.1%	Stop	7	0	33	5.0%	Stop	67	1	191	25.1%	Stop	78	0	202	31.0%
Bayshore	Stop	4	0	31	4.7%	Stop	7	0	43	5.6%		0	0	123	16.1%	Stop	20	0	52	8.0%		0	0	191	25.1%		0	0	202	31.0%
South SF	Stop	3	1	33	5.0%	Stop	6	2	46	6.1%		0	0	123	16.1%	Stop	6	6	53	8.1%		0	0	191	25.1%		0	0	202	31.0%
San Bruno	Stop	8	0	40	6.2%	Stop	4	1	49	6.4%		0	0	123	16.1%	Stop	22	0	75	11.5%		0	0	191	25.1%		0	0	202	31.0%
Millbrae	Stop	10	1	49	7.5%	Stop	29	1	77	10.1%	Stop	59	2	179	23.6%	Stop	51	3	122	18.8%	Stop	77	3	266	34.9%	Stop	68	6	264	40.5%
Burlingame	Stop	10	1	58	8.8%	Stop	9	1	85	11.1%	Stop	15	1	193	25.3%	Stop	20	2	140	21.5%		0	0	266	34.9%		0	0	264	40.5%
San Mateo	Stop	8	0	66	10.1%	Stop	14	3	96	12.6%	Stop	25	2	216	28.4%	Stop	24	3	160	24.6%		0	0	266	34.9%	Stop	112	8	368	56.5%
Hayward Park	Stop	6	1	70	10.8%	Stop	12	2	105	13.8%		0	0	216	28.4%	Stop	27	9	178	27.4%		0	0	266	34.9%		0	0	368	56.5%
Hillsdale	Stop	10	2	78	11.9%	Stop	10	1	114	14.9%	Stop	32	15	233	30.6%	Stop	42	6	214	32.9%		0	0	266	34.9%		0	0	368	56.5%
Belmont	Stop	6	2	81	12.5%	Stop	6	3	116	15.3%		0	0	233	30.6%	Stop	27	11	230	35.4%		0	0	266	34.9%		0	0	368	56.5%
San Carlos	Stop	5	2	84	12.8%	Stop	8	5	119	15.7%	Stop	17	10	239	31.4%	Stop	23	12	241	37.0%		0	0	266	34.9%	Stop	40	28	380	58.5%
Redwood City	Stop	9	5	88	13.5%	Stop	16	12	124	16.3%	Stop	22	30	232	30.5%	Stop	36	34	243	37.3%	Stop	19	38	247	32.4%	Stop	43	38	385	59.2%
Menlo Park	Stop	2	4	86	13.2%	Stop	10	6	127	16.7%	Stop	8	15	225	29.5%		0	0	243	37.3%	Stop	15	33	229	30.1%	Stop	41	61	366	56.2%
Palo Alto	Stop	1	35	52	8.0%	Stop	8	69	66	8.7%	Stop	5	120	109	14.3%	Stop	14	168	89	13.7%	Stop	17	90	156	20.5%	Stop	17	111	272	41.8%
California Ave.	Stop	2	7	47	7.2%	Stop	1	11	56	7.4%	Stop	6	17	99	13.0%		0	0	89	13.7%		0	0	156	20.5%	Stop	18	49	241	37.1%
San Antonio	Stop	1	2	46	7.0%	Stop	0	9	48	6.3%		0	0	99	13.0%		0	0	89	13.7%		0	0	156	20.5%	Stop	15	45	211	32.4%
Mountain View	Stop	2	17	31	4.8%	Stop	3	17	34	4.4%	Stop	6	54	51	6.7%		0	0	89	13.7%	Stop	6	123	39	5.1%	Stop	15	59	166	25.5%
Sunnyvale	Stop	1	6	27	4.1%	Stop	4	8	29	3.8%		0	0	51	6.7%		0	0	89	13.7%		0	0	39	5.1%	Stop	11	55	122	18.7%
Lawrence	Stop	0	3	24	3.6%	Stop	0	4	25	3.3%	Stop	1	22	31	4.0%		0	0	89	13.7%		0	0	39	5.1%	Stop	9	16	115	17.7%
Santa Clara	Stop	0	7	17	2.6%	Stop	0	9	16	2.1%		0	0	31	4.0%	Stop	3	41	51	7.8%		0	0	39	5.1%	Stop	1	14	102	15.7%
College Park		0	0	17	2.6%		0	0	16	2.1%		0	0	31	4.0%		0	0	51	7.8%		0	0	39	5.1%	Stop	0	87	15	2.3%
San Jose Diridon	Stop	0	17	0	0.0%	Stop	0	16	1	0.1%	Stop	0	31	0	0.0%	Stop	0	51	0	0.0%	Stop	1	38	2	0.3%	Stop	0	15	0	0.0%
Tamien		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	2	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		110	110				179	179				316	316				344	344				326	326				588	588		

Bike

	Train 102					Train 104					Train 206					Train 208					Train 310					Train 212				
Stopping Pattern	Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars				
Seating Capacity	80					80					72					80					72					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	4	0	4	4.4%	Stop	7	0	7	8.8%	Stop	16	0	16	21.5%	Stop	5	0	5	6.3%	Stop	16	0	16	21.5%	Stop	23	0	23	28.1%
22nd Street	Stop	3	0	6	7.5%	Stop	4	0	11	13.1%	Stop	8	0	24	32.6%	Stop	2	0	7	8.1%	Stop	11	0	26	36.1%	Stop	7	0	30	36.9%
Bayshore	Stop	0	0	6	7.5%	Stop	0	0	11	13.1%		0	0	24	32.6%	Stop	6	0	12	15.0%		0	0	26	36.1%		0	0	30	36.9%
South SF	Stop	0	0	6	7.5%	Stop	0	2	9	10.6%		0	0	24	32.6%	Stop	1	1	12	14.4%		0	0	26	36.1%		0	0	30	36.9%
San Bruno	Stop	1	0	7	8.1%	Stop	1	1	9	11.3%		0	0	24	32.6%	Stop	5	0	17	20.6%		0	0	26	36.1%		0	0	30	36.9%
Millbrae	Stop	1	0	7	8.8%	Stop	3	0	12	14.4%	Stop	3	1	25	34.7%	Stop	0	1	16	19.4%	Stop	3	0	29	40.3%	Stop	3	1	31	38.8%
Burlingame	Stop	3	1	9	10.6%	Stop	0	0	12	14.4%	Stop	0	0	25	34.7%	Stop	2	1	17	21.3%		0	0	29	40.3%		0	0	31	38.8%
San Mateo	Stop	1	0	9	11.3%	Stop	4	2	13	16.3%	Stop	5	0	30	41.7%	Stop	4	0	21	26.3%		0	0	29	40.3%	Stop	12	2	41	50.6%
Hayward Park	Stop	1	1	9	11.3%	Stop	2	0	15	18.8%		0	0	30	41.7%	Stop	4	2	23	28.8%		0	0	29	40.3%		0	0	41	50.6%
Hillsdale	Stop	3	1	11	13.1%	Stop	1	0	16	20.0%	Stop	1	2	29	40.3%	Stop	3	1	25	30.6%		0	0	29	40.3%		0	0	41	50.6%
Belmont	Stop	1	0	12	14.4%	Stop	3	0	19	23.1%		0	0	29	40.3%	Stop	3	1	27	33.8%		0	0	29	40.3%		0	0	41	50.6%
San Carlos	Stop	1	0	12	15.0%	Stop	1	3	17	20.6%	Stop	2	0	31	43.1%	Stop	2	0	29	35.6%		0	0	29	40.3%	Stop	5	2	43	53.8%
Redwood City	Stop	2	0	14	17.5%	Stop	5	3	19	23.1%	Stop	5	4	32	43.8%	Stop	8	6	30	37.5%	Stop	2	5	26	35.4%	Stop	7	6	44	55.0%
Menlo Park	Stop	0	2	13	15.6%	Stop	6	1	24	30.0%	Stop	3	2	33	45.1%		0	0	30	37.5%	Stop	2	4	24	32.6%	Stop	3	7	40	50.0%
Palo Alto	Stop	0	6	7	8.8%	Stop	2	12	14	16.9%	Stop	2	15	20	27.1%	Stop	4	21	13	15.6%	Stop	2	9	17	23.6%	Stop	2	8	34	41.9%
California Ave.	Stop	0	1	6	7.5%	Stop	1	3	12	14.4%	Stop	0	5	15	20.8%		0	0	13	15.6%		0	0	17	23.6%	Stop	3	10	26	32.5%
San Antonio	Stop	0	0	6	7.5%	Stop	0	2	10	11.9%		0	0	15	20.8%		0	0	13	15.6%		0	0	17	23.6%	Stop	2	9	20	24.4%
Mountain View	Stop	1	2	6	6.9%	Stop	0	4	6	7.5%	Stop	1	7	10	13.2%		0	0	13	15.6%	Stop	1	15	3	4.2%	Stop	1	4	17	20.6%
Sunnyvale	Stop	0	1	5	6.3%	Stop	0	3	4	4.4%		0	0	10	13.2%		0	0	13	15.6%		0	0	3	4.2%	Stop	0	8	9	11.3%
Lawrence	Stop	0	1	4	5.0%	Stop	0	2	2	1.9%	Stop	0	8	2	2.1%		0	0	13	15.6%		0	0	3	4.2%	Stop	0	3	7	8.1%
Santa Clara	Stop	0	1	3	3.8%	Stop	0	1	1	1.3%		0	0	2	2.1%	Stop	0	8	5	6.3%		0	0	3	4.2%	Stop	0	2	5	5.6%
College Park		0	0	3	3.8%		0	0	1	1.3%		0	0	2	2.1%		0	0	5	6.3%		0	0	3	4.2%		0	0	5	5.6%
San Jose Diridon	Stop	0	3	0	0.0%	Stop	0	1	1	0.6%	Stop	0	2	0	0.0%	Stop	0	5	0	0.0%	Stop	1	4	0	0.0%	Stop	0	5	0	0.0%
Tamien		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		18	18				37	37				44	44				46	46				36	36				64	64		

Passenger Table (AM Peak)

Passenger	Train 314					Train 216					Train 218					Train 320					Train 222					Train 324				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 6 Cars				
Seating Capacity	650					650					650					650					650					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	305	0	305	46.9%	Stop	159	0	159	24.4%	Stop	118	0	118	18.2%	Stop	336	0	336	51.6%	Stop	326	0	326	50.1%	Stop	574	0	574	75.5%
22nd Street	Stop	171	1	475	73.1%	Stop	90	1	248	38.2%	Stop	33	1	151	23.2%	Stop	152	0	488	75.0%	Stop	163	0	489	75.2%	Stop	186	2	758	99.7%
Bayshore		0	0	475	73.1%		0	0	248	38.2%	Stop	39	1	189	29.1%		0	0	488	75.0%		0	0	489	75.2%		0	0	758	99.7%
South SF		0	0	475	73.1%		0	0	248	38.2%	Stop	27	23	193	29.7%		0	0	488	75.0%		0	0	489	75.2%		0	0	758	99.7%
San Bruno		0	0	475	73.1%	Stop	42	5	285	43.8%	Stop	0	0	242	37.2%		0	0	488	75.0%		0	0	489	75.2%		0	0	758	99.7%
Millbrae	Stop	163	9	629	96.8%		0	0	285	43.8%	Stop	144	5	380	58.5%	Stop	76	12	552	84.9%	Stop	80	6	563	86.6%	Stop	149	9	898	118.1%
Burlingame		0	0	629	96.8%	Stop	60	6	339	52.2%	Stop	75	15	440	67.7%		0	0	552	84.9%		0	0	563	86.6%		0	0	898	118.1%
San Mateo		0	0	629	96.8%	Stop	91	13	418	64.2%	Stop	61	19	482	74.1%		0	0	552	84.9%	Stop	102	38	628	96.5%		0	0	898	118.1%
Hayward Park		0	0	629	96.8%		0	0	418	64.2%	Stop	27	36	473	72.7%		0	0	552	84.9%		0	0	628	96.5%		0	0	898	118.1%
Hillsdale	Stop	72	69	632	97.2%	Stop	76	30	463	71.2%	Stop	64	57	480	73.8%		0	0	552	84.9%		0	0	628	96.5%	Stop	95	115	877	115.4%
Belmont		0	0	632	97.2%		0	0	463	71.2%	Stop	77	70	487	74.9%		0	0	552	84.9%		0	0	628	96.5%		0	0	877	115.4%
San Carlos		0	0	632	97.2%	Stop	45	27	482	74.1%	Stop	44	19	512	78.8%		0	0	552	84.9%	Stop	48	54	621	95.5%		0	0	877	115.4%
Redwood City	Stop	52	104	580	89.2%		0	0	482	74.1%	Stop	68	110	470	72.3%	Stop	44	72	524	80.6%	Stop	74	63	633	97.3%	Stop	70	181	766	100.8%
Menlo Park		0	0	580	89.2%	Stop	15	115	381	58.6%		0	0	470	72.3%	Stop	22	61	485	74.5%	Stop	23	34	622	95.6%		0	0	766	100.8%
Palo Alto	Stop	11	288	304	46.7%	Stop	11	160	232	35.7%	Stop	21	361	130	20.0%	Stop	27	193	319	49.0%	Stop	27	202	447	68.7%	Stop	11	425	352	46.3%
California Ave.		0	0	304	46.7%		0	0	232	35.7%		0	0	130	20.0%		0	0	319	49.0%	Stop	16	151	312	47.9%		0	0	352	46.3%
San Antonio		0	0	304	46.7%		0	0	232	35.7%		0	0	130	20.0%		0	0	319	49.0%	Stop	15	92	235	36.1%		0	0	352	46.3%
Mountain View	Stop	5	185	124	19.1%	Stop	0	119	119	18.2%		0	0	130	20.0%	Stop	11	266	64	9.8%	Stop	9	80	164	25.2%	Stop	10	277	85	11.2%
Sunnyvale		0	0	124	19.1%		0	0	119	18.2%		0	0	130	20.0%		0	0	64	9.8%	Stop	5	94	74	11.4%		0	0	85	11.2%
Lawrence		0	0	124	19.1%	Stop	1	83	37	5.6%		0	0	130	20.0%		0	0	64	9.8%	Stop	5	44	35	5.4%		0	0	85	11.2%
Santa Clara		0	0	124	19.1%		0	0	37	5.6%	Stop	1	50	81	12.5%		0	0	64	9.8%	Stop	1	17	19	2.9%		0	0	85	11.2%
College Park		0	0	124	19.1%		0	0	37	5.6%		0	0	81	12.5%		0	0	64	9.8%		0	0	19	2.9%		0	0	85	11.2%
San Jose Diridon	Stop	0	124	0	0.0%	Stop	0	0	37	5.6%	Stop	0	81	0	0.0%	Stop	2	62	4	0.5%	Stop	0	19	0	0.0%	Stop	0	85	0	0.0%
Tamien		0	0	0	0.0%		0	37	0	0.0%		0	0	0	0.0%	Stop	0	4	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		778	778				594	594				848	848				667	667				891	891				1093	1093		

Bike Table (AM Peak)

Bike	Train 314					Train 216					Train 218					Train 320					Train 222					Train 324				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 6 Cars				
Seating Capacity	80					80					80					80					80					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	36	0	36	45.0%	Stop	28	0	28	35.0%	Stop	11	0	11	13.8%	Stop	43	0	43	53.1%	Stop	46	0	46	57.5%	Stop	61	0	61	75.6%
22nd Street	Stop	17	0	53	65.6%	Stop	11	0	39	48.1%	Stop	5	0	16	20.0%	Stop	19	0	62	76.9%	Stop	16	0	62	77.5%	Stop	22	0	83	103.1%
Bayshore		0	0	53	65.6%		0	0	39	48.1%	Stop	5	1	20	25.0%		0	0	62	76.9%		0	0	62	77.5%		0	0	83	103.1%
South SF		0	0	53	65.6%		0	0	39	48.1%	Stop	4	5	19	23.8%		0	0	62	76.9%		0	0	62	77.5%		0	0	83	103.1%
San Bruno		0	0	53	65.6%	Stop	6	0	45	55.6%	Stop	0	1	18	22.5%		0	0	62	76.9%		0	0	62	77.5%		0	0	83	103.1%
Millbrae	Stop	8	3	58	71.9%		0	0	45	55.6%	Stop	4	1	21	26.3%	Stop	2	2	62	76.9%	Stop	4	0	66	82.5%	Stop	5	0	88	109.4%
Burlingame		0	0	58	71.9%	Stop	5	0	50	61.9%	Stop	10	1	30	37.5%		0	0	62	76.9%		0	0	66	82.5%		0	0	88	109.4%
San Mateo		0	0	58	71.9%	Stop	6	3	53	66.3%	Stop	6	1	35	43.1%		0	0	62	76.9%	Stop	8	10	64	80.0%		0	0	88	109.4%
Hayward Park		0	0	58	71.9%		0	0	53	66.3%	Stop	1	2	34	42.5%		0	0	62	76.9%		0	0	64	80.0%		0	0	88	109.4%
Hillsdale	Stop	7	10	55	68.8%	Stop	8	2	59	73.1%	Stop	2	4	33	40.6%		0	0	62	76.9%		0	0	64	80.0%	Stop	9	12	85	106.3%
Belmont		0	0	55	68.8%		0	0	59	73.1%	Stop	3	5	31	38.8%		0	0	62	76.9%		0	0	64	80.0%		0	0	85	106.3%
San Carlos		0	0	55	68.8%	Stop	5	7	57	70.6%	Stop	1	1	32	39.4%		0	0	62	76.9%	Stop	4	7	61	76.3%		0	0	85	106.3%
Redwood City	Stop	6	10	51	63.8%		0	0	57	70.6%	Stop	11	7	36	44.4%	Stop	9	7	64	80.0%	Stop	11	5	67	83.8%	Stop	5	9	81	100.6%
Menlo Park		0	0	51	63.8%	Stop	2	8	51	63.8%		0	0	36	44.4%	Stop	5	7	62	76.9%	Stop	1	2	66	82.5%		0	0	81	100.6%
Palo Alto	Stop	2	25	29	35.6%	Stop	4	16	40	49.4%	Stop	2	25	13	15.6%	Stop	2	21	43	53.8%	Stop	3	16	53	66.3%	Stop	3	46	37	46.3%
California Ave.		0	0	29	35.6%		0	0	40	49.4%		0	0	13	15.6%		0	0	43	53.8%	Stop	5	9	49	61.3%		0	0	37	46.3%
San Antonio		0	0	29	35.6%		0	0	40	49.4%		0	0	13	15.6%		0	0	43	53.8%	Stop	2	21	30	37.5%		0	0	37	46.3%
Mountain View	Stop	1	18	12	15.0%	Stop	2	18	24	29.4%		0	0	13	15.6%	Stop	1	36	8	10.0%	Stop	1	5	26	32.5%	Stop	3	34	7	8.1%
Sunnyvale		0	0	12	15.0%		0	0	24	29.4%		0	0	13	15.6%		0	0	8	10.0%	Stop	1	18	10	11.9%		0	0	7	8.1%
Lawrence		0	0	12	15.0%	Stop	0	19	5	6.3%		0	0	13	15.6%		0	0	8	10.0%	Stop	1	6	5	5.6%		0	0	7	8.1%
Santa Clara		0	0	12	15.0%		0	0	5	6.3%	Stop	0	6	7	8.1%		0	0	8	10.0%	Stop	1	1	5	5.6%		0	0	7	8.1%
College Park		0	0	12	15.0%		0	0	5	6.3%		0	0	7	8.1%		0	0	8	10.0%		0	0	5	5.6%		0	0	7	8.1%
San Jose Diridon	Stop	0	12	0	0.0%	Stop	0	0	5	6.3%	Stop	0	7	0	0.0%	Stop	0	8	1	0.6%	Stop	0	5	0	0.0%	Stop	0	7	0	0.0%
Tamien		0	0	0	0.0%		0	5	0	0.0%		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		76	76				75	75				62	62				79	79				102	102				107	107		

Passenger

Passenger	Train 226					Train 228					Train 330					Train 232					Train 134					Train 236				
Stopping Pattern	Unified Limited					Express-Local					Local					Express-Local					Local					Unified Limited				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					Midday					Midday				
Consist	Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Bomb, 6 Cars				
Seating Capacity	650					760					650					760					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	237	0	237	36.5%	Stop	167	0	167	21.9%	Stop	482	0	482	74.2%	Stop	460	0	460	60.5%	Stop	246	0	246	32.3%	Stop	300	0	300	39.4%
22nd Street	Stop	123	0	360	55.3%	Stop	69	4	232	30.5%	Stop	157	3	636	97.8%	Stop	164	1	623	81.9%	Stop	105	1	350	46.0%		0	0	300	39.4%
Bayshore		0	0	360	55.3%	Stop	25	1	255	33.6%		0	0	636	97.8%		0	0	623	81.9%	Stop	20	1	369	48.5%		0	0	300	39.4%
South SF		0	0	360	55.3%	Stop	7	23	240	31.5%		0	0	636	97.8%		0	0	623	81.9%	Stop	6	13	361	47.5%		0	0	300	39.4%
San Bruno	Stop	44	14	390	59.9%	Stop	21	11	249	32.8%		0	0	636	97.8%		0	0	623	81.9%	Stop	23	8	376	49.5%	Stop	10	2	308	40.5%
Millbrae		0	0	390	59.9%	Stop	98	4	343	45.1%	Stop	90	14	712	109.5%	Stop	69	4	688	90.5%	Stop	67	6	437	57.4%	Stop	85	2	391	51.4%
Burlingame	Stop	63	18	435	66.9%	Stop	34	19	359	47.2%		0	0	712	109.5%		0	0	688	90.5%	Stop	26	18	445	58.5%	Stop	10	15	386	50.8%
San Mateo	Stop	80	34	481	74.0%	Stop	50	27	382	50.3%		0	0	712	109.5%	Stop	69	75	682	89.7%	Stop	26	30	441	58.0%	Stop	21	34	373	49.0%
Hayward Park		0	0	481	74.0%	Stop	14	65	331	43.6%		0	0	712	109.5%		25	21	687	90.3%	Stop	8	31	418	55.0%		0	0	373	49.0%
Hillsdale	Stop	65	34	513	78.8%	Stop	44	33	343	45.1%		0	0	712	109.5%	Stop	23	28	682	89.7%	Stop	18	31	405	53.3%	Stop	18	34	357	47.0%
Belmont		0	0	513	78.8%	Stop	29	21	350	46.1%		0	0	712	109.5%		0	0	682	89.7%	Stop	15	10	411	54.0%	Stop	7	10	354	46.6%
San Carlos	Stop	49	28	534	82.2%	Stop	25	23	352	46.3%		0	0	712	109.5%	Stop	30	33	679	89.3%	Stop	16	15	411	54.1%	Stop	8	7	355	46.6%
Redwood City		0	0	534	82.2%	Stop	44	88	309	40.6%	Stop	37	154	595	91.5%	Stop	37	103	613	80.7%	Stop	38	61	388	51.1%	Stop	25	68	312	41.0%
Menlo Park	Stop	20	87	468	71.9%		0	0	309	40.6%	Stop	29	57	567	87.2%	Stop	14	53	574	75.5%	Stop	11	30	369	48.6%	Stop	7	19	300	39.5%
Palo Alto	Stop	15	208	275	42.3%	Stop	16	247	78	10.2%	Stop	28	238	357	54.9%	Stop	23	207	390	51.3%	Stop	10	155	224	29.5%	Stop	9	134	175	23.0%
California Ave.		0	0	275	42.3%		0	0	78	10.2%		0	0	357	54.9%	Stop	4	118	276	36.3%	Stop	3	54	173	22.8%	Stop	4	34	146	19.1%
San Antonio		0	0	275	42.3%		0	0	78	10.2%		0	0	357	54.9%	Stop	6	54	228	29.9%	Stop	4	28	150	19.7%	Stop	2	13	135	17.8%
Mountain View	Stop	5	181	99	15.2%		0	0	78	10.2%	Stop	7	288	76	11.7%	Stop	10	107	131	17.2%	Stop	4	69	85	11.1%	Stop	4	65	74	9.7%
Sunnyvale		0	0	99	15.2%		0	0	78	10.2%		0	0	76	11.7%	Stop	4	67	67	8.8%	Stop	1	26	59	7.8%	Stop	1	21	55	7.2%
Lawrence	Stop	3	73	29	4.4%		0	0	78	10.2%		0	0	76	11.7%	Stop	1	31	37	4.9%	Stop	1	9	51	6.7%	Stop	0	14	41	5.3%
Santa Clara		0	0	29	4.4%	Stop	1	42	37	4.9%		0	0	76	11.7%	Stop	0	14	24	3.1%	Stop	1	12	41	5.3%	Stop	0	13	28	3.7%
College Park		0	0	29	4.4%		0	0	37	4.9%		0	0	76	11.7%		0	0	24	3.1%		0	0	41	5.3%		0	0	28	3.7%
San Jose Diridon	Stop	0	29	0	0.0%	Stop	0	37	0	0.0%	Stop	0	74	3	0.4%	Stop	0	24	0	0.0%	Stop	0	41	0	0.0%	Stop	1	27	2	0.3%
Tamien		0	0	0	0.0%		0	0	0	0.0%	Stop	0	3	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	2	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		702	702				641	641				829	829				935	935				643	643				507	507		

Bike

Bike	Train 226					Train 228					Train 330					Train 232					Train 134					Train 236				
Stopping Pattern	Unified Limited					Express-Local					Local					Express-Local					Local					Unified Limited				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					Midday					Midday				
Consist	Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Bomb, 6 Cars				
Seating Capacity	80					72					80					72					72					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	28	0	28	35.0%	Stop	19	0	19	25.7%	Stop	39	0	39	48.8%	Stop	69	0	69	95.8%	Stop	19	0	19	26.4%	Stop	41	0	41	56.9%
22nd Street	Stop	26	0	54	67.5%	Stop	12	0	30	41.7%	Stop	14	0	53	66.3%	Stop	22	0	91	126.4%	Stop	9	0	28	38.2%		0	0	41	56.9%
Bayshore		0	0	54	67.5%	Stop	4	1	33	45.8%		0	0	53	66.3%		0	0	91	126.4%	Stop	2	1	29	39.6%		0	0	41	56.9%
South SF		0	0	54	67.5%	Stop	1	7	28	38.2%		0	0	53	66.3%		0	0	91	126.4%	Stop	1	2	28	38.2%		0	0	41	56.9%
San Bruno	Stop	7	1	61	75.6%	Stop	3	1	30	41.0%		0	0	53	66.3%		0	0	91	126.4%	Stop	2	0	30	41.0%	Stop	0	0	41	56.9%
Millbrae		0	0	61	75.6%	Stop	4	1	33	45.8%	Stop	3	2	54	67.5%	Stop	1	1	91	126.4%	Stop	2	1	31	42.4%	Stop	1	0	42	57.6%
Burlingame	Stop	5	0	66	81.9%	Stop	3	3	34	46.5%		0	0	54	67.5%		0	0	91	126.4%	Stop	2	2	31	43.1%	Stop	2	1	43	59.0%
San Mateo	Stop	5	6	65	81.3%	Stop	5	3	36	50.0%		0	0	54	67.5%	Stop	10	10	91	126.4%	Stop	1	1	32	43.8%	Stop	2	4	41	56.3%
Hayward Park		0	0	65	81.3%	Stop	2	5	33	45.8%		0	0	54	67.5%		5	2	94	131.3%	Stop	0	1	31	43.1%		0	0	41	56.3%
Hillsdale	Stop	10	2	73	91.3%	Stop	6	4	35	48.6%		0	0	54	67.5%	Stop	2	2	94	130.6%	Stop	4	2	33	45.1%	Stop	3	7	37	50.7%
Belmont		0	0	73	91.3%	Stop	3	5	33	45.8%		0	0	54	67.5%		0	0	94	130.6%	Stop	2	1	34	46.5%	Stop	3	2	38	52.1%
San Carlos	Stop	8	6	75	93.1%	Stop	1	2	33	45.1%		0	0	54	67.5%	Stop	5	10	89	122.9%	Stop	1	2	32	44.4%	Stop	2	1	39	54.2%
Redwood City		0	0	75	93.1%	Stop	10	8	34	47.2%	Stop	4	8	50	61.9%	Stop	5	8	86	118.8%	Stop	10	3	40	54.9%	Stop	5	4	40	55.6%
Menlo Park	Stop	2	6	71	88.8%		0	0	34	47.2%	Stop	5	11	44	54.4%	Stop	2	9	79	109.0%	Stop	3	5	37	50.7%	Stop	2	6	36	50.0%
Palo Alto	Stop	3	31	43	53.8%	Stop	8	32	11	14.6%	Stop	2	23	22	27.5%	Stop	10	31	57	79.2%	Stop	1	22	16	22.2%	Stop	1	21	16	22.2%
California Ave.		0	0	43	53.8%		0	0	11	14.6%		0	0	22	27.5%	Stop	1	13	45	62.5%	Stop	1	3	14	18.8%	Stop	1	2	15	20.1%
San Antonio		0	0	43	53.8%		0	0	11	14.6%		0	0	22	27.5%	Stop	4	12	37	51.4%	Stop	0	6	8	11.1%	Stop	0	2	13	18.1%
Mountain View	Stop	1	24	20	25.0%		0	0	11	14.6%	Stop	1	19	4	5.0%	Stop	2	16	23	31.9%	Stop	1	4	5	6.9%	Stop	0	8	5	6.9%
Sunnyvale		0	0	20	25.0%		0	0	11	14.6%		0	0	4	5.0%	Stop	0	12	11	15.3%	Stop	0	3	2	2.8%	Stop	0	2	4	4.9%
Lawrence	Stop	0	19	2	1.9%		0	0	11	14.6%		0	0	4	5.0%	Stop	0	9	2	2.8%	Stop	0	0	2	2.8%	Stop	0	2	2	2.8%
Santa Clara		0	0	2	1.9%	Stop	0	4	7	9.7%		0	0	4	5.0%	Stop	0	0	2	2.8%	Stop	1	1	2	2.8%	Stop	0	2	1	0.7%
College Park		0	0	2	1.9%		0	0	7	9.7%		0	0	4	5.0%		0	0	2	2.8%		0	0	2	2.8%		0	0	1	0.7%
San Jose Diridon	Stop	0	2	0	0.0%	Stop	0	7	0	0.0%	Stop	0	4	0	0.0%	Stop	0	2	0	0.0%	Stop	0	2	0	0.0%	Stop	0	1	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		94	94				78	78				66	66				135	135				57	57				60	60		

Passenger

Avg Mid-Weekday Passengers	138 Stop?	138 On	138 Off	138 On Board	138 % Seats Occupied	142 Stop?	142 On	142 Off	142 On Board	142 % Seats Occupied	146 Stop?	146 On	146 Off	146 On Board	146 % Seats Occupied	150 Stop?	150 On	150 Off	150 On Board	150 % Seats Occupied	152 Stop?	152 On	152 Off	152 On Board	152 % Seats Occupied	254 Stop?	254 On	254 Off	254 On Board	254 % Seats Occupied
Train				138					142					146					150					152					254	
Stopping Pattern				Local					Local					Local					Local					Local					Unified Limited	
Time of Day				Midday					Midday					Midday					Midday					Midday					Midday	
Consist				Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars	
Seating Capacity				650					650					650					650					760					760	
San Francisco	Stop	128	0	128	19.7%	Stop	163	0	163	25.0%	Stop	127	0	127	19.5%	Stop	139	0	139	21.4%	Stop	152	0	152	20.0%	Stop	198	0	198	26.0%
22nd Street	Stop	48	1	175	26.9%	Stop	23	1	185	28.5%	Stop	17	0	144	22.1%	Stop	6	0	145	22.3%	Stop	11	1	163	21.4%		0	0	198	26.0%
Bayshore	Stop	8	1	183	28.1%	Stop	9	1	193	29.7%	Stop	9	0	152	23.4%	Stop	3	0	148	22.8%	Stop	4	0	167	21.9%		0	0	198	26.0%
South SF	Stop	7	7	183	28.1%	Stop	4	3	194	29.8%	Stop	4	3	153	23.5%	Stop	6	4	150	23.1%	Stop	6	2	171	22.5%		0	0	198	26.0%
San Bruno	Stop	8	2	189	29.0%	Stop	10	2	202	31.1%	Stop	8	8	153	23.5%	Stop	12	5	157	24.1%	Stop	8	3	177	23.2%	Stop	12	10	199	26.2%
Millbrae	Stop	42	3	228	35.0%	Stop	54	4	252	38.8%	Stop	56	3	206	31.7%	Stop	43	5	195	29.9%	Stop	57	3	231	30.3%	Stop	47	5	241	31.6%
Burlingame	Stop	9	6	231	35.5%	Stop	9	7	255	39.2%	Stop	9	6	210	32.2%	Stop	11	6	199	30.6%	Stop	6	11	226	29.7%	Stop	9	10	240	31.5%
San Mateo	Stop	11	11	231	35.5%	Stop	13	14	254	39.0%	Stop	12	14	208	32.0%	Stop	8	8	200	30.7%	Stop	18	14	229	30.1%	Stop	14	16	237	31.2%
Hayward Park	Stop	4	11	225	34.5%	Stop	7	5	255	39.2%	Stop	3	4	207	31.8%	Stop	5	5	200	30.7%	Stop	7	6	231	30.3%		0	0	237	31.2%
Hillsdale	Stop	12	10	227	34.8%	Stop	15	11	259	39.8%	Stop	8	10	205	31.5%	Stop	8	15	192	29.5%	Stop	10	19	222	29.1%	Stop	15	18	234	30.7%
Belmont	Stop	3	6	224	34.5%	Stop	2	12	249	38.3%	Stop	6	9	202	31.1%	Stop	6	7	191	29.4%	Stop	5	10	217	28.5%	Stop	30	7	257	33.8%
San Carlos	Stop	7	9	223	34.2%	Stop	7	6	250	38.4%	Stop	2	9	196	30.1%	Stop	9	10	190	29.2%	Stop	7	6	217	28.6%	Stop	9	11	254	33.4%
Redwood City	Stop	17	34	206	31.6%	Stop	22	33	239	36.7%	Stop	18	35	179	27.5%	Stop	22	25	187	28.7%	Stop	26	31	213	28.0%	Stop	23	28	250	32.8%
Menlo Park	Stop	9	22	193	29.6%	Stop	6	16	229	35.2%	Stop	17	18	178	27.4%	Stop	13	24	176	27.0%	Stop	17	19	210	27.6%	Stop	29	28	251	33.0%
Palo Alto	Stop	8	83	117	18.0%	Stop	14	109	133	20.5%	Stop	26	54	150	23.0%	Stop	36	48	164	25.2%	Stop	66	45	231	30.3%	Stop	119	50	319	42.0%
California Ave.	Stop	3	25	96	14.7%	Stop	6	17	122	18.8%	Stop	5	17	138	21.2%	Stop	11	20	155	23.8%	Stop	14	17	228	30.0%	Stop	24	19	324	42.6%
San Antonio	Stop	1	8	89	13.6%	Stop	2	14	110	16.8%	Stop	4	12	130	20.0%	Stop	2	10	147	22.6%	Stop	4	12	220	28.9%	Stop	10	18	316	41.6%
Mountain View	Stop	3	35	57	8.8%	Stop	3	30	83	12.7%	Stop	6	40	96	14.8%	Stop	9	32	124	19.1%	Stop	18	46	192	25.3%	Stop	25	39	303	39.8%
Sunnyvale	Stop	2	18	41	6.2%	Stop	1	21	62	9.5%	Stop	4	17	83	12.8%	Stop	3	27	101	15.5%	Stop	10	38	164	21.5%	Stop	9	58	254	33.4%
Lawrence	Stop	1	4	38	5.8%	Stop	0	4	59	9.0%	Stop	0	9	75	11.5%	Stop	1	11	91	13.9%	Stop	3	12	155	20.3%	Stop	6	22	238	31.3%
Santa Clara	Stop	1	8	31	4.7%	Stop	1	18	42	6.4%	Stop	1	13	63	9.6%	Stop	1	27	65	9.9%	Stop	1	40	116	15.2%	Stop	2	34	206	27.1%
College Park		0	0	31	4.7%		0	0	42	6.4%		0	0	63	9.6%		0	0	65	9.9%		0	0	116	15.2%		0	0	206	27.1%
San Jose Diridon	Stop	0	31	0	0.0%	Stop	0	42	0	0.0%	Stop	0	63	0	0.0%	Stop	0	65	0	0.0%	Stop	0	116	0	0.0%	Stop	2	133	76	9.9%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	76	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		328	328				365	365				338	338				350	350				446	446				577	577		

Bike

Avg Mid-Weekday Bikes	138 Stop?	138 On	138 Off	138 On Board	138 % Slots Occupied	142 Stop?	142 On	142 Off	142 On Board	142 % Slots Occupied	146 Stop?	146 On	146 Off	146 On Board	146 % Slots Occupied	150 Stop?	150 On	150 Off	150 On Board	150 % Slots Occupied	152 Stop?	152 On	152 Off	152 On Board	152 % Slots Occupied	254 Stop?	254 On	254 Off	254 On Board	254 % Slots Occupied
Train				138					142					146					150					152					254	
Stopping Pattern				Local					Local					Local					Local					Local					Unified Limited	
Time of Day				Midday					Midday					Midday					Midday					Midday					Midday	
Consist				Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars	
Seating Capacity				80					80					80					80					72					72	
San Francisco	Stop	14	0	14	17.5%	Stop	14	0	14	16.9%	Stop	9	0	9	10.6%	Stop	6	0	6	7.5%	Stop	10	0	10	13.9%	Stop	13	0	13	18.1%
22nd Street	Stop	7	0	21	25.6%	Stop	5	1	18	22.5%	Stop	2	0	11	13.1%	Stop	1	0	7	8.8%	Stop	0	0	10	13.9%		0	0	13	18.1%
Bayshore	Stop	1	1	21	26.3%	Stop	0	0	18	22.5%	Stop	0	0	11	13.1%	Stop	1	0	8	9.4%	Stop	0	0	10	13.9%		0	0	13	18.1%
South SF	Stop	2	1	22	26.9%	Stop	1	1	18	22.5%	Stop	1	0	11	13.8%	Stop	0	0	8	9.4%	Stop	0	0	10	13.9%		0	0	13	18.1%
San Bruno	Stop	1	1	22	26.9%	Stop	3	0	21	25.6%	Stop	0	1	11	13.1%	Stop	0	1	7	8.8%	Stop	0	0	10	13.9%	Stop	2	2	13	18.1%
Millbrae	Stop	1	1	22	26.9%	Stop	2	1	22	26.9%	Stop	1	0	12	14.4%	Stop	1	1	7	8.8%	Stop	2	0	12	16.0%	Stop	2	2	13	18.1%
Burlingame	Stop	1	1	22	27.5%	Stop	0	1	21	26.3%	Stop	1	1	12	14.4%	Stop	1	0	8	9.4%	Stop	0	1	11	15.3%	Stop	0	1	13	17.4%
San Mateo	Stop	1	0	23	28.8%	Stop	2	2	21	25.6%	Stop	2	1	13	16.3%	Stop	0	1	7	8.8%	Stop	2	1	12	16.7%	Stop	2	1	13	18.1%
Hayward Park	Stop	2	1	25	30.6%	Stop	1	1	21	25.6%	Stop	1	1	13	15.6%	Stop	1	0	8	10.0%	Stop	1	2	12	16.0%		0	0	13	18.1%
Hillsdale	Stop	3	0	28	34.4%	Stop	0	1	20	25.0%	Stop	2	1	14	16.9%	Stop	1	1	9	10.6%	Stop	2	1	13	17.4%	Stop	1	3	11	15.3%
Belmont	Stop	0	2	26	32.5%	Stop	0	1	20	24.4%	Stop	1	2	13	15.6%	Stop	0	1	8	10.0%	Stop	0	1	12	16.0%	Stop	0	1	11	14.6%
San Carlos	Stop	0	1	25	31.3%	Stop	0	0	20	24.4%	Stop	0	0	13	15.6%	Stop	1	1	9	10.6%	Stop	1	1	12	16.0%	Stop	2	1	12	16.0%
Redwood City	Stop	5	3	27	33.8%	Stop	3	2	20	25.0%	Stop	2	2	13	16.3%	Stop	0	0	9	10.6%	Stop	1	2	11	14.6%	Stop	2	2	11	15.3%
Menlo Park	Stop	2	3	27	33.1%	Stop	0	3	18	21.9%	Stop	2	2	13	16.3%	Stop	2	2	9	10.0%	Stop	1	1	11	14.6%	Stop	5	2	14	19.4%
Palo Alto	Stop	3	15	14	17.5%	Stop	3	12	8	10.0%	Stop	4	9	8	10.0%	Stop	4	3	10	11.9%	Stop	7	1	16	22.2%	Stop	7	2	19	26.4%
California Ave.	Stop	1	4	12	14.4%	Stop	1	1	9	10.6%	Stop	1	2	7	8.8%	Stop	2	2	9	11.9%	Stop	3	1	18	25.0%	Stop	4	0	23	31.3%
San Antonio	Stop	0	3	9	10.6%	Stop	0	2	7	8.1%	Stop	1	1	7	8.8%	Stop	0	1	9	11.3%	Stop	2	2	18	25.0%	Stop	1	2	22	30.6%
Mountain View	Stop	0	5	4	5.0%	Stop	0	2	5	5.6%	Stop	0	2	6	6.9%	Stop	2	4	7	8.8%	Stop	1	6	14	18.8%	Stop	2	5	19	25.7%
Sunnyvale	Stop	0	2	3	3.1%	Stop	0	2	3	3.8%	Stop	1	2	5	5.6%	Stop	2	2	7	8.8%	Stop	1	5	10	13.2%	Stop	1	3	16	22.2%
Lawrence	Stop	0	1	2	2.5%	Stop	0	1	3	3.1%	Stop	0	1	4	4.4%	Stop	0	1	6	7.5%	Stop	1	1	9	12.5%	Stop	1	2	15	20.1%
Santa Clara	Stop	0	0	2	2.5%	Stop	0	1	2	2.5%	Stop	0	1	3	3.8%	Stop	0	1	6	6.9%	Stop	0	3	7	9.0%	Stop	1	2	13	18.1%
College Park		0	0	2	2.5%		0	0	2	2.5%		0	0	3	3.8%		0	0	6	6.9%		0	0	7	9.0%		0	0	13	18.1%
San Jose Diridon	Stop	0	2	0	0.0%	Stop	0	2	0	0.0%	Stop	0	3	0	0.0%	Stop	0	6	0	0.0%	Stop	0	7	0	0.0%	Stop	0	8	5	6.9%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	5	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		41	41				31	31				27	27				22	22				32	32				41	41		

Passenger

	Train 156					Train 258					Train 360					Train 262					Train 264					Train 366				
Stopping Pattern	Local					Unified Limited					Local					Unified Limited					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	650					650					650					650					650					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	98	0	98	15.1%	Stop	300	0	300	46.2%	Stop	593	0	593	91.2%	Stop	434	0	434	66.7%	Stop	123	0	123	18.8%	Stop	774	0	774	101.8%
22nd Street	Stop	8	0	106	16.3%		0	0	300	46.2%		0	0	593	91.2%		0	0	434	66.7%	Stop	28	2	149	22.8%		0	0	774	101.8%
Bayshore	Stop	6	1	111	17.1%		0	0	300	46.2%		0	0	593	91.2%		0	0	434	66.7%	Stop	9	7	150	23.1%		0	0	774	101.8%
South SF	Stop	19	5	126	19.3%		0	0	300	46.2%		0	0	593	91.2%		0	0	434	66.7%	Stop	43	16	178	27.3%		0	0	774	101.8%
San Bruno	Stop	8	4	130	19.9%	Stop	4	0	304	46.7%		0	0	593	91.2%	Stop	22	32	424	65.2%	Stop	5	12	171	26.3%		0	0	774	101.8%
Millbrae	Stop	51	3	178	27.4%	Stop	63	10	357	54.9%	Stop	85	23	655	100.8%		0	0	424	65.2%	Stop	92	8	255	39.2%	Stop	113	36	851	111.9%
Burlingame	Stop	7	5	181	27.8%	Stop	7	16	348	53.5%		0	0	655	100.8%	Stop	18	36	406	62.4%	Stop	22	20	257	39.5%		0	0	851	111.9%
San Mateo	Stop	34	10	204	31.4%	Stop	27	29	346	53.2%		0	0	655	100.8%	Stop	28	61	373	57.3%	Stop	37	13	281	43.2%	Stop	44	75	820	107.9%
Hayward Park	Stop	30	10	225	34.5%		0	0	346	53.2%		0	0	655	100.8%		0	0	373	57.3%	Stop	41	20	302	46.5%		0	0	820	107.9%
Hillsdale	Stop	41	14	252	38.7%	Stop	56	35	367	56.5%	Stop	92	102	646	99.3%	Stop	56	52	377	57.9%	Stop	61	44	320	49.2%		0	0	820	107.9%
Belmont	Stop	26	13	265	40.8%	Stop	45	15	397	61.1%		0	0	646	99.3%		0	0	377	57.9%	Stop	27	33	314	48.2%		0	0	820	107.9%
San Carlos	Stop	10	10	266	40.8%	Stop	31	17	411	63.2%		0	0	646	99.3%	Stop	53	45	384	59.1%	Stop	33	23	323	49.7%		0	0	820	107.9%
Redwood City	Stop	41	27	279	42.9%	Stop	88	55	443	68.2%		0	0	646	99.3%		0	0	384	59.1%	Stop	142	39	426	65.5%	Stop	164	168	816	107.4%
Menlo Park	Stop	54	21	312	48.0%	Stop	61	49	456	70.1%		0	0	646	99.3%		0	0	384	59.1%	Stop	131	44	513	78.8%		0	0	816	107.4%
Palo Alto	Stop	222	41	493	75.8%	Stop	259	54	661	101.6%	Stop	243	122	767	117.9%	Stop	292	32	644	99.0%		0	0	513	78.8%	Stop	332	82	1066	140.3%
California Ave.	Stop	52	22	523	80.4%	Stop	49	30	679	104.5%		0	0	767	117.9%	Stop	96	47	692	106.5%		0	0	513	78.8%	Stop	49	53	1063	139.8%
San Antonio	Stop	20	18	525	80.7%	Stop	23	42	660	101.5%		0	0	767	117.9%		0	0	692	106.5%		0	0	513	78.8%		0	0	1063	139.8%
Mountain View	Stop	58	48	535	82.3%	Stop	42	90	613	94.2%	Stop	73	285	554	85.2%	Stop	73	130	635	97.7%	Stop	55	124	443	68.2%		0	0	1063	139.8%
Sunnyvale	Stop	44	63	516	79.4%	Stop	27	143	497	76.4%		0	0	554	85.2%	Stop	48	251	432	66.5%	Stop	13	113	343	52.8%	Stop	44	356	751	98.8%
Lawrence	Stop	50	32	534	82.2%	Stop	11	59	449	69.1%		0	0	554	85.2%		0	0	432	66.5%		0	0	343	52.8%		0	0	751	98.8%
Santa Clara	Stop	25	74	486	74.7%	Stop	5	79	376	57.8%		0	0	554	85.2%	Stop	2	126	308	47.4%	Stop	4	103	245	37.6%		0	0	751	98.8%
College Park	Stop	31	1	515	79.2%		0	0	376	57.8%		0	0	554	85.2%		0	0	308	47.4%		0	0	245	37.6%		0	0	751	98.8%
San Jose Diridon	Stop	51	117	449	69.0%	Stop	0	219	157	24.2%	Stop	0	554	0	0.0%	Stop	0	308	0	0.0%	Stop	0	245	0	0.0%	Stop	26	408	369	48.6%
Tamien	Stop	11	80	380	58.4%	Stop	0	157	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	369	0	0.0%
Capitol	Stop	2	29	353	54.3%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	3	43	313	48.2%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	0	122	192	29.5%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	38	154	23.6%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	154	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		997	997				1106	1106				1086	1086				1118	1118				862	862				1545	1545		

Bike

	Train 156					Train 258					Train 360					Train 262					Train 264					Train 366				
Stopping Pattern	Local					Unified Limited					Local					Unified Limited					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	80					80					80					80					80					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	9	0	9	10.6%	Stop	33	0	33	40.6%	Stop	36	0	36	45.0%	Stop	32	0	32	40.0%	Stop	5	0	5	5.6%	Stop	64	0	64	88.9%
22nd Street	Stop	1	0	9	11.3%		0	0	33	40.6%		0	0	36	45.0%		0	0	32	40.0%	Stop	3	0	7	8.8%		0	0	64	88.9%
Bayshore	Stop	0	0	9	11.3%		0	0	33	40.6%		0	0	36	45.0%		0	0	32	40.0%	Stop	0	2	6	6.9%		0	0	64	88.9%
South SF	Stop	1	0	10	12.5%		0	0	33	40.6%		0	0	36	45.0%		0	0	32	40.0%	Stop	5	1	10	11.9%		0	0	64	88.9%
San Bruno	Stop	1	1	11	13.1%	Stop	1	2	31	38.8%		0	0	36	45.0%	Stop	0	2	30	37.5%	Stop	1	2	9	11.3%		0	0	64	88.9%
Millbrae	Stop	2	1	12	15.0%	Stop	3	2	32	40.0%	Stop	4	2	38	47.5%		0	0	30	37.5%	Stop	1	1	9	11.3%	Stop	3	2	65	90.3%
Burlingame	Stop	1	1	12	14.4%	Stop	0	2	30	37.5%		0	0	38	47.5%	Stop	2	2	30	37.5%	Stop	1	2	8	10.0%		0	0	65	90.3%
San Mateo	Stop	2	2	12	14.4%	Stop	3	3	31	38.1%		0	0	38	47.5%	Stop	1	7	25	30.6%	Stop	2	0	10	12.5%	Stop	3	15	53	73.6%
Hayward Park	Stop	1	1	11	13.8%		0	0	31	38.1%		0	0	38	47.5%		0	0	25	30.6%	Stop	5	1	15	18.1%		0	0	53	73.6%
Hillsdale	Stop	3	2	12	15.0%	Stop	3	3	31	38.1%	Stop	13	11	40	50.0%	Stop	4	6	23	28.8%	Stop	2	2	15	18.1%		0	0	53	73.6%
Belmont	Stop	1	1	12	14.4%	Stop	4	4	30	37.5%		0	0	40	50.0%		0	0	23	28.8%	Stop	4	2	16	20.0%		0	0	53	73.6%
San Carlos	Stop	0	1	11	13.8%	Stop	3	2	31	38.8%		0	0	40	50.0%	Stop	4	4	23	28.1%	Stop	1	0	17	21.3%		0	0	53	73.6%
Redwood City	Stop	3	5	10	11.9%	Stop	3	9	25	30.6%		0	0	40	50.0%		0	0	23	28.1%	Stop	7	3	21	26.3%	Stop	14	18	49	68.1%
Menlo Park	Stop	3	1	11	13.8%	Stop	5	3	27	33.8%		0	0	40	50.0%		0	0	23	28.1%	Stop	10	5	26	32.5%		0	0	49	68.1%
Palo Alto	Stop	9	2	18	22.5%	Stop	14	6	35	43.8%	Stop	16	14	42	52.5%	Stop	22	5	39	48.8%		0	0	26	32.5%	Stop	22	13	58	79.9%
California Ave.	Stop	8	2	24	30.0%	Stop	4	2	37	45.6%		0	0	42	52.5%	Stop	13	4	48	60.0%		0	0	26	32.5%	Stop	6	6	57	79.2%
San Antonio	Stop	4	3	26	31.9%	Stop	8	1	44	54.4%		0	0	42	52.5%		0	0	48	60.0%		0	0	26	32.5%		0	0	57	79.2%
Mountain View	Stop	1	3	24	30.0%	Stop	6	8	42	51.9%	Stop	8	15	36	44.4%	Stop	6	11	43	53.8%	Stop	7	7	27	33.1%		0	0	57	79.2%
Sunnyvale	Stop	3	5	22	27.5%	Stop	3	12	33	41.3%		0	0	36	44.4%	Stop	8	16	36	44.4%	Stop	2	6	23	28.1%	Stop	16	32	41	56.9%
Lawrence	Stop	5	2	25	31.3%	Stop	5	7	31	38.1%		0	0	36	44.4%		0	0	36	44.4%		0	0	23	28.1%		0	0	41	56.9%
Santa Clara	Stop	2	4	23	28.8%	Stop	0	6	25	31.3%		0	0	36	44.4%	Stop	1	11	26	31.9%	Stop	2	5	20	24.4%		0	0	41	56.9%
College Park	Stop	0	1	23	28.1%		0	0	25	31.3%		0	0	36	44.4%		0	0	26	31.9%		0	0	20	24.4%		0	0	41	56.9%
San Jose Diridon	Stop	4	10	17	20.6%	Stop	0	16	10	11.9%	Stop	0	36	0	0.0%	Stop	0	26	0	0.0%	Stop	0	20	0	0.0%	Stop	3	22	22	30.6%
Tamien	Stop	1	4	14	17.5%	Stop	0	10	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	22	0	0.0%
Capitol	Stop	1	1	14	17.5%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	1	1	14	16.9%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	0	7	7	8.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	2	6	6.9%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	6	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		60	60				93	93				76	76				90	90				55	55				130	130		

Passenger

	Train 268 Stop?	On	Off	On Board	% Seats Occupied	Train 370 Stop?	On	Off	On Board	% Seats Occupied	Train 272 Stop?	On	Off	On Board	% Seats Occupied	Train 274 Stop?	On	Off	On Board	% Seats Occupied	Train 376 Stop?	On	Off	On Board	% Seats Occupied	Train 278 Stop?	On	Off	On Board	% Seats Occupied
Stopping Pattern	Express-Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars				
Seating Capacity	760					760					760					650					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	671	0	671	88.2%	Stop	811	0	811	106.6%	Stop	822	0	822	108.1%	Stop	209	0	209	32.1%	Stop	944	0	944	124.2%	Stop	869	0	869	114.3%
22nd Street		0	0	671	88.2%		0	0	811	106.6%		0	0	822	108.1%	Stop	31	5	235	36.1%		0	0	944	124.2%		0	0	869	114.3%
Bayshore		0	0	671	88.2%		0	0	811	106.6%		0	0	822	108.1%	Stop	9	15	229	35.2%		0	0	944	124.2%		0	0	869	114.3%
South SF	Stop	59	24	706	92.8%		0	0	811	106.6%		0	0	822	108.1%	Stop	34	16	247	37.9%		0	0	944	124.2%	Stop	25	20	874	115.0%
San Bruno		0	0	706	92.8%		0	0	811	106.6%	Stop	28	64	786	103.4%	Stop	13	15	244	37.5%		0	0	944	124.2%		0	0	874	115.0%
Millbrae	Stop	60	33	733	96.4%	Stop	56	43	823	108.3%		0	0	786	103.4%	Stop	72	7	309	47.5%	Stop	78	70	952	125.3%	Stop	54	44	885	116.4%
Burlingame		0	0	733	96.4%		0	0	823	108.3%	Stop	25	123	688	90.5%	Stop	16	35	290	44.5%		0	0	952	125.3%		0	0	885	116.4%
San Mateo		0	0	733	96.4%		0	0	823	108.3%	Stop	47	129	607	79.8%	Stop	31	25	296	45.5%	Stop	29	101	880	115.8%		0	0	885	116.4%
Hayward Park		0	0	733	96.4%		0	0	823	108.3%		0	0	607	79.8%	Stop	27	27	296	45.5%		0	0	880	115.8%		0	0	885	116.4%
Hillsdale	Stop	42	154	620	81.6%	Stop	52	152	723	95.1%	Stop	36	109	534	70.3%	Stop	53	47	302	46.4%		0	0	880	115.8%	Stop	28	232	680	89.5%
Belmont		0	0	620	81.6%		0	0	723	95.1%		0	0	534	70.3%	Stop	26	51	276	42.5%		0	0	880	115.8%		0	0	680	89.5%
San Carlos		0	0	620	81.6%		0	0	723	95.1%	Stop	46	96	485	63.8%	Stop	21	17	280	43.1%		0	0	880	115.8%		0	0	680	89.5%
Redwood City	Stop	68	92	597	78.5%		0	0	723	95.1%		0	0	485	63.8%	Stop	69	40	309	47.5%	Stop	59	231	709	93.2%	Stop	23	137	567	74.5%
Menlo Park	Stop	55	55	597	78.6%		0	0	723	95.1%		0	0	485	63.8%	Stop	47	38	318	48.9%		0	0	709	93.2%	Stop	17	78	506	66.5%
Palo Alto	Stop	307	66	838	110.2%	Stop	165	101	787	103.6%	Stop	110	61	534	70.2%		0	0	318	48.9%	Stop	72	111	670	88.2%	Stop	109	93	521	68.6%
California Ave.	Stop	71	56	853	112.2%		0	0	787	103.6%	Stop	48	51	531	69.8%		0	0	318	48.9%	Stop	20	75	615	80.9%	Stop	25	61	485	63.8%
San Antonio	Stop	39	136	756	99.4%		0	0	787	103.6%		0	0	531	69.8%		0	0	318	48.9%		0	0	615	80.9%	Stop	13	102	396	52.1%
Mountain View	Stop	65	138	683	89.8%	Stop	37	296	529	69.5%	Stop	19	100	450	59.1%	Stop	22	77	263	40.4%		0	0	615	80.9%	Stop	8	107	297	39.1%
Sunnyvale	Stop	26	214	495	65.1%		0	0	529	69.5%	Stop	11	234	227	29.8%	Stop	9	61	211	32.4%	Stop	4	304	314	41.3%	Stop	3	169	131	17.2%
Lawrence	Stop	37	122	410	53.9%		0	0	529	69.5%		0	0	227	29.8%	Stop	6	40	177	27.2%		0	0	314	41.3%	Stop	2	56	77	10.1%
Santa Clara	Stop	15	55	370	48.6%		0	0	529	69.5%	Stop	6	88	145	19.0%	Stop	2	51	128	19.7%		0	0	314	41.3%	Stop	2	38	41	5.3%
College Park		0	0	370	48.6%		0	0	529	69.5%		0	0	145	19.0%		0	0	128	19.7%		0	0	314	41.3%		0	0	41	5.3%
San Jose Diridon	Stop	92	84	377	49.6%	Stop	0	529	0	0.0%	Stop	0	145	0	0.0%	Stop	4	64	68	10.4%	Stop	2	287	29	3.8%	Stop	25	32	33	4.3%
Tamien	Stop	3	103	277	36.4%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	1	22	47	7.2%	Stop	0	29	0	0.0%	Stop	0	33	0	0.0%
Capitol	Stop	0	40	238	31.3%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	9	38	5.8%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	1	58	181	23.8%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	14	24	3.6%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	0	79	102	13.4%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	12	12	1.8%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	31	71	9.3%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	2	10	1.5%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	71	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	10	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		1605	1605				1120	1120				1196	1196				695	695				1206	1206				1198	1198		

Bike

	Train 268 Stop?	On	Off	On Board	% Slots Occupied	Train 370 Stop?	On	Off	On Board	% Slots Occupied	Train 272 Stop?	On	Off	On Board	% Slots Occupied	Train 274 Stop?	On	Off	On Board	% Slots Occupied	Train 376 Stop?	On	Off	On Board	% Slots Occupied	Train 278 Stop?	On	Off	On Board	% Slots Occupied
Stopping Pattern	Express-Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars				
Seating Capacity	72					72					80					80					72					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	43	0	43	59.7%	Stop	48	0	48	66.0%	Stop	43	0	43	53.1%	Stop	15	0	15	18.1%	Stop	61	0	61	84.7%	Stop	82	0	82	102.5%
22nd Street		0	0	43	59.7%		0	0	48	66.0%		0	0	43	53.1%	Stop	3	0	18	21.9%		0	0	61	84.7%		0	0	82	102.5%
Bayshore		0	0	43	59.7%		0	0	48	66.0%		0	0	43	53.1%	Stop	1	2	17	20.6%		0	0	61	84.7%		0	0	82	102.5%
South SF	Stop	6	1	48	66.7%		0	0	48	66.0%		0	0	43	53.1%	Stop	5	1	20	25.0%		0	0	61	84.7%	Stop	1	2	81	101.3%
San Bruno		0	0	48	66.7%		0	0	48	66.0%	Stop	3	2	44	54.4%	Stop	1	1	21	25.6%		0	0	61	84.7%		0	0	81	101.3%
Millbrae	Stop	3	3	48	66.7%	Stop	1	1	48	66.7%		0	0	44	54.4%	Stop	2	1	22	26.9%	Stop	2	2	62	85.4%	Stop	1	4	78	97.5%
Burlingame		0	0	48	66.7%		0	0	48	66.7%	Stop	3	8	38	47.5%	Stop	1	2	20	25.0%		0	0	62	85.4%		0	0	78	97.5%
San Mateo		0	0	48	66.7%		0	0	48	66.7%	Stop	3	6	35	43.1%	Stop	1	4	17	20.6%	Stop	4	6	59	81.9%		0	0	78	97.5%
Hayward Park		0	0	48	66.7%		0	0	48	66.7%		0	0	35	43.1%	Stop	1	3	15	18.1%		0	0	59	81.9%		0	0	78	97.5%
Hillsdale	Stop	5	13	40	54.9%	Stop	5	10	43	59.7%	Stop	5	7	33	40.6%	Stop	3	2	16	19.4%		0	0	59	81.9%	Stop	2	20	60	75.0%
Belmont		0	0	40	54.9%		0	0	43	59.7%		0	0	33	40.6%	Stop	3	2	17	21.3%		0	0	59	81.9%		0	0	60	75.0%
San Carlos		0	0	40	54.9%		0	0	43	59.7%	Stop	10	7	35	43.8%	Stop	4	1	20	25.0%		0	0	59	81.9%		0	0	60	75.0%
Redwood City	Stop	5	5	39	54.2%		0	0	43	59.7%		0	0	35	43.8%	Stop	6	1	25	30.6%	Stop	4	15	48	66.7%	Stop	4	14	50	62.5%
Menlo Park	Stop	1	7	33	45.8%		0	0	43	59.7%		0	0	35	43.8%	Stop	7	4	28	34.4%		0	0	48	66.7%	Stop	2	9	43	53.8%
Palo Alto	Stop	18	7	45	61.8%	Stop	8	12	39	54.2%	Stop	7	7	35	43.8%		0	0	28	34.4%	Stop	6	10	45	61.8%	Stop	12	8	48	59.4%
California Ave.	Stop	6	6	45	61.8%		0	0	39	54.2%	Stop	4	4	35	43.8%		0	0	28	34.4%	Stop	4	10	39	53.5%	Stop	3	9	42	52.5%
San Antonio	Stop	7	7	45	61.8%		0	0	39	54.2%		0	0	35	43.8%		0	0	28	34.4%		0	0	39	53.5%	Stop	4	12	34	42.5%
Mountain View	Stop	5	12	38	52.1%	Stop	3	21	21	29.2%	Stop	1	14	22	27.5%	Stop	1	11	18	22.5%		0	0	39	53.5%	Stop	1	10	25	31.3%
Sunnyvale	Stop	3	9	32	43.8%		0	0	21	29.2%	Stop	1	10	13	15.6%	Stop	3	7	14	16.9%	Stop	0	20	19	26.4%	Stop	1	16	10	11.9%
Lawrence	Stop	10	9	33	45.1%		0	0	21	29.2%		0	0	13	15.6%	Stop	2	3	13	15.6%		0	0	19	26.4%	Stop	0	6	4	4.4%
Santa Clara	Stop	1	8	26	35.4%		0	0	21	29.2%	Stop	1	2	12	14.4%	Stop	1	3	11	13.1%		0	0	19	26.4%	Stop	1	2	3	3.8%
College Park		0	0	26	35.4%		0	0	21	29.2%		0	0	12	14.4%		0	0	11	13.1%		0	0	19	26.4%		0	0	3	3.8%
San Jose Diridon	Stop	4	11	19	25.7%	Stop	0	21	0	0.0%	Stop	0	12	0	0.0%	Stop	1	5	6	7.5%	Stop	0	19	1	0.7%	Stop	2	3	2	1.9%
Tamien	Stop	1	5	15	20.1%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	3	4	4.4%	Stop	0	1	0	0.0%	Stop	0	2	0	0.0%
Capitol	Stop	0	0	15	20.1%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	3	3.8%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	0	4	11	15.3%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	3	3.1%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	0	5	6	8.3%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	2	1	1.3%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	2	4	5.6%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	1	1.3%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	4	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		114	114				64	64				79	79				54	54				80	80				113	113		

Passenger

	Train 380					Train 282					Train 284					Train 386					Train 288					Train 190				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	650					650					650					760					650					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	678	0	678	104.3%	Stop	601	0	601	92.5%	Stop	148	0	148	22.8%	Stop	582	0	582	76.6%	Stop	518	0	518	79.6%	Stop	395	0	395	51.9%
22nd Street		0	0	678	104.3%		0	0	601	92.5%	Stop	20	2	166	25.5%		0	0	582	76.6%		0	0	518	79.6%	Stop	26	1	420	55.2%
Bayshore		0	0	678	104.3%		0	0	601	92.5%	Stop	6	10	161	24.8%		0	0	582	76.6%		0	0	518	79.6%	Stop	2	3	419	55.1%
South SF		0	0	678	104.3%		0	0	601	92.5%	Stop	9	11	159	24.4%		0	0	582	76.6%	Stop	4	6	515	79.2%	Stop	3	6	415	54.6%
San Bruno		0	0	678	104.3%	Stop	11	50	562	86.4%	Stop	13	9	162	24.9%		0	0	582	76.6%		0	0	515	79.2%	Stop	6	11	410	53.9%
Millbrae	Stop	38	54	662	101.8%		0	0	562	86.4%	Stop	54	6	211	32.4%	Stop	34	54	562	73.9%	Stop	39	24	530	81.5%	Stop	64	18	457	60.1%
Burlingame		0	0	662	101.8%	Stop	16	100	478	73.5%	Stop	8	33	186	28.5%		0	0	562	73.9%		0	0	530	81.5%	Stop	5	32	430	56.6%
San Mateo		0	0	662	101.8%	Stop	18	103	393	60.4%	Stop	17	15	187	28.8%	Stop	15	84	493	64.8%		0	0	530	81.5%	Stop	19	50	399	52.4%
Hayward Park		0	0	662	101.8%		0	0	393	60.4%	Stop	9	21	175	26.9%		0	0	493	64.8%		0	0	530	81.5%	Stop	3	9	393	51.7%
Hillsdale	Stop	19	131	550	84.6%	Stop	8	62	338	52.0%	Stop	19	36	159	24.4%		0	0	493	64.8%	Stop	17	122	426	65.5%	Stop	8	55	346	45.5%
Belmont		0	0	550	84.6%		0	0	338	52.0%	Stop	7	31	135	20.7%		0	0	493	64.8%		0	0	426	65.5%	Stop	1	18	330	43.4%
San Carlos		0	0	550	84.6%	Stop	13	71	280	43.1%	Stop	7	12	130	20.0%		0	0	493	64.8%		0	0	426	65.5%	Stop	5	17	317	41.7%
Redwood City		0	0	550	84.6%		0	0	280	43.1%	Stop	17	26	121	18.5%	Stop	27	143	377	49.5%	Stop	15	87	354	54.5%	Stop	25	59	283	37.2%
Menlo Park		0	0	550	84.6%		0	0	280	43.1%	Stop	9	26	104	16.0%		0	0	377	49.5%	Stop	9	42	321	49.4%	Stop	11	23	271	35.7%
Palo Alto	Stop	48	96	502	77.2%	Stop	36	42	274	42.2%	Stop	0	0	104	16.0%	Stop	37	82	332	43.6%	Stop	68	48	341	52.5%	Stop	52	37	287	37.7%
California Ave.		0	0	502	77.2%	Stop	18	43	249	38.2%		0	0	104	16.0%		0	0	332	43.6%	Stop	27	30	338	51.9%	Stop	17	27	277	36.4%
San Antonio		0	0	502	77.2%		0	0	249	38.2%		0	0	104	16.0%		0	0	332	43.6%	Stop	6	48	296	45.5%	Stop	4	29	252	33.2%
Mountain View	Stop	14	245	271	41.7%	Stop	10	59	199	30.6%	Stop	11	41	75	11.5%		0	0	332	43.6%	Stop	5	88	213	32.8%	Stop	7	65	194	25.5%
Sunnyvale		0	0	271	41.7%	Stop	2	153	49	7.5%	Stop	3	29	49	7.5%	Stop	2	163	171	22.4%	Stop	4	81	137	21.0%	Stop	5	66	133	17.4%
Lawrence		0	0	271	41.7%		0	0	49	7.5%		0	0	49	7.5%		0	0	171	22.4%	Stop	3	30	110	16.8%	Stop	0	16	117	15.3%
Santa Clara		0	0	271	41.7%		0	0	49	7.5%	Stop	0	24	25	3.8%		0	0	171	22.4%	Stop	2	30	82	12.5%	Stop	1	26	92	12.0%
College Park		0	0	271	41.7%		0	0	49	7.5%		0	0	25	3.8%		0	0	171	22.4%		0	0	82	12.5%		0	0	92	12.0%
San Jose Diridon	Stop	0	271	0	0.0%	Stop	0	49	0	0.0%	Stop	0	25	0	0.0%	Stop	2	109	64	8.4%	Stop	0	64	18	2.8%	Stop	0	92	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	64	0	0.0%	Stop	0	18	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		796	796				731	731				354	354				698	698				714	714				654	654		

Bike

	Train 380					Train 282					Train 284					Train 386					Train 288					Train 190				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	80					80					80					72					80					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	51	0	51	63.8%	Stop	46	0	46	57.5%	Stop	16	0	16	19.4%	Stop	49	0	49	68.1%	Stop	44	0	44	54.4%	Stop	31	0	31	43.1%
22nd Street		0	0	51	63.8%		0	0	46	57.5%	Stop	1	0	17	20.6%		0	0	49	68.1%		0	0	44	54.4%	Stop	1	0	32	44.4%
Bayshore		0	0	51	63.8%		0	0	46	57.5%	Stop	1	1	17	21.3%		0	0	49	68.1%		0	0	44	54.4%	Stop	0	0	32	44.4%
South SF		0	0	51	63.8%		0	0	46	57.5%	Stop	3	1	19	23.8%		0	0	49	68.1%	Stop	1	1	44	55.0%	Stop	1	0	33	45.8%
San Bruno		0	0	51	63.8%	Stop	1	4	44	54.4%	Stop	2	1	20	24.4%		0	0	49	68.1%		0	0	44	55.0%	Stop	1	2	33	45.1%
Millbrae	Stop	1	6	46	57.5%		0	0	44	54.4%	Stop	1	1	20	25.0%	Stop	2	3	49	67.4%	Stop	1	1	44	54.4%	Stop	1	1	33	45.8%
Burlingame		0	0	46	57.5%	Stop	2	11	35	43.1%	Stop	1	2	19	23.8%		0	0	49	67.4%		0	0	44	54.4%	Stop	1	2	32	44.4%
San Mateo		0	0	46	57.5%	Stop	3	6	32	40.0%	Stop	1	2	18	22.5%	Stop	2	8	43	59.0%		0	0	44	54.4%	Stop	1	5	28	38.9%
Hayward Park		0	0	46	57.5%		0	0	32	40.0%	Stop	1	2	17	20.6%		0	0	43	59.0%		0	0	44	54.4%	Stop	2	1	29	39.6%
Hillsdale	Stop	0	10	36	45.0%	Stop	0	7	26	31.9%	Stop	3	4	16	20.0%		0	0	43	59.0%	Stop	1	12	33	41.3%	Stop	1	5	25	34.0%
Belmont		0	0	36	45.0%		0	0	26	31.9%	Stop	3	3	16	20.0%		0	0	43	59.0%		0	0	33	41.3%	Stop	0	2	23	31.9%
San Carlos		0	0	36	45.0%	Stop	2	4	24	29.4%	Stop	1	1	16	19.4%		0	0	43	59.0%		0	0	33	41.3%	Stop	2	2	23	31.9%
Redwood City		0	0	36	45.0%		0	0	24	29.4%	Stop	2	6	11	13.8%	Stop	3	10	35	48.6%	Stop	2	12	23	28.8%	Stop	2	7	18	24.3%
Menlo Park		0	0	36	45.0%		0	0	24	29.4%	Stop	3	3	11	13.8%		0	0	35	48.6%	Stop	0	0	21	26.3%	Stop	2	3	16	22.2%
Palo Alto	Stop	7	11	32	39.4%	Stop	6	4	26	31.9%		0	0	11	13.8%	Stop	6	11	30	41.0%	Stop	14	6	29	35.6%	Stop	12	2	27	36.8%
California Ave.		0	0	32	39.4%	Stop	4	7	23	28.1%		0	0	11	13.8%		0	0	30	41.0%	Stop	1	4	36	44.4%	Stop	3	3	27	36.8%
San Antonio		0	0	32	39.4%		0	0	23	28.1%		0	0	11	13.8%		0	0	30	41.0%	Stop	1	7	30	37.5%	Stop	1	2	26	36.1%
Mountain View	Stop	2	17	17	20.6%	Stop	0	8	15	18.8%	Stop	3	6	9	10.6%		0	0	30	41.0%	Stop	2	12	21	25.6%	Stop	1	11	16	22.2%
Sunnyvale		0	0	17	20.6%	Stop	1	9	7	8.1%	Stop	1	4	6	6.9%	Stop	0	18	12	16.0%	Stop	0	6	15	18.1%	Stop	1	8	9	12.5%
Lawrence		0	0	17	20.6%		0	0	7	8.1%		0	0	6	6.9%		0	0	12	16.0%	Stop	1	2	13	16.3%	Stop	0	1	8	11.1%
Santa Clara		0	0	17	20.6%		0	0	7	8.1%	Stop	0	3	3	3.8%		0	0	12	16.0%	Stop	1	4	11	13.1%	Stop	0	1	8	10.4%
College Park		0	0	17	20.6%		0	0	7	8.1%		0	0	3	3.8%		0	0	12	16.0%		0	0	11	13.1%		0	0	8	10.4%
San Jose Diridon	Stop	0	17	0	0.0%	Stop	0	7	0	0.0%	Stop	0	3	0	0.0%	Stop	0	9	3	3.5%	Stop	0	10	1	1.3%	Stop	0	8	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	3	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		60	60				64	64				39	39				61	61				78	78				62	62		

Passenger

Passenger	Train 192					Train 194					Train 196					Train 198					Total - All Day		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars							
Seating Capacity	760					650					760					760							
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	On	Off	On Board
San Francisco	Stop	333	0	333	43.8%	Stop	287	0	287	44.1%	Stop	143	0	143	18.8%	Stop	93	0	93	12.2%	15,427	0	15,427
22nd Street	Stop	16	2	347	45.7%	Stop	17	0	303	46.6%	Stop	11	0	153	20.1%	Stop	3	0	96	12.6%	1,889	24	17,292
Bayshore	Stop	4	1	350	46.1%	Stop	1	1	303	46.5%	Stop	2	0	155	20.4%	Stop	0	1	96	12.6%	181	40	17,433
South SF	Stop	5	3	352	46.3%	Stop	2	4	301	46.2%	Stop	2	0	157	20.6%	Stop	0	0	96	12.6%	281	193	17,521
San Bruno	Stop	4	9	347	45.7%	Stop	4	4	301	46.2%	Stop	2	1	158	20.8%	Stop	2	2	96	12.6%	409	292	17,638
Millbrae	Stop	37	17	367	48.3%	Stop	40	10	330	50.8%	Stop	17	3	172	22.6%	Stop	8	2	102	13.4%	2,659	566	19,730
Burlingame	Stop	10	19	359	47.2%	Stop	8	15	323	49.7%	Stop	1	8	166	21.8%	Stop	2	2	102	13.4%	516	579	19,667
San Mateo	Stop	12	27	344	45.2%	Stop	12	27	308	47.4%	Stop	6	12	159	20.9%	Stop	3	8	97	12.7%	1,128	1,122	19,673
Hayward Park	Stop	3	5	342	45.0%	Stop	3	7	304	46.8%	Stop	1	4	157	20.6%	Stop	0	0	96	12.6%	257	293	19,638
Hillsdale	Stop	8	40	310	40.7%	Stop	7	25	286	44.0%	Stop	2	11	148	19.4%	Stop	1	8	89	11.7%	1,233	1,960	18,911
Belmont	Stop	4	14	300	39.4%	Stop	2	17	272	41.8%	Stop	2	5	144	18.9%	Stop	1	1	89	11.7%	353	368	18,895
San Carlos	Stop	3	12	290	38.2%	Stop	6	14	264	40.5%	Stop	0	5	139	18.3%	Stop	1	2	88	11.5%	619	649	18,865
Redwood City	Stop	12	39	263	34.6%	Stop	8	42	229	35.2%	Stop	6	23	122	16.1%	Stop	2	13	77	10.1%	1,521	2,557	17,829
Menlo Park	Stop	5	15	253	33.2%	Stop	4	16	218	33.5%	Stop	1	9	114	15.0%	Stop	0	7	70	9.2%	704	1,116	17,416
Palo Alto	Stop	44	49	248	32.6%	Stop	15	40	193	29.6%	Stop	10	16	108	14.2%	Stop	5	16	59	7.8%	2,955	4,979	15,393
California Ave.	Stop	14	25	237	31.2%	Stop	2	25	170	26.2%	Stop	4	8	104	13.6%	Stop	0	5	55	7.2%	604	1,108	14,889
San Antonio	Stop	3	15	225	29.5%	Stop	2	16	156	24.0%	Stop	2	6	99	13.0%	Stop	1	2	53	7.0%	173	726	14,335
Mountain View	Stop	5	52	178	23.4%	Stop	2	49	109	16.8%	Stop	1	25	76	9.9%	Stop	1	16	38	5.0%	665	4,152	10,848
Sunnyvale	Stop	4	54	127	16.7%	Stop	0	38	71	10.9%	Stop	1	26	51	6.7%	Stop	0	12	26	3.4%	298	2,979	8,168
Lawrence	Stop	1	16	112	14.7%	Stop	0	8	64	9.8%	Stop	0	8	44	5.7%	Stop	1	2	26	3.4%	139	743	7,564
Santa Clara	Stop	0	21	91	12.0%	Stop	0	13	51	7.8%	Stop	0	7	37	4.9%	Stop	0	7	19	2.5%	72	1,088	6,548
College Park		0	0	91	12.0%		0	0	51	7.8%		0	0	37	4.9%		0	0	19	2.5%	31	88	6,490
San Jose Diridon	Stop	1	79	14	1.8%		0	45	7	1.0%	Stop	0	37	0	0.0%	Stop	0	19	0	0.0%	206	4,991	1,705
Tamien	Stop	0	14	0	0.0%	Stop	0	7	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	15	1,017	703
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	2	77	628
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	3	114	517
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	212	305
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	71	234
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	234	0
TOTAL		523	523				417	417				210	210				120	120			32,334	32,334	

Bike

Bike	Train 192					Train 194					Train 196					Train 198					Total - All Day		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars							
Seating Capacity	72					80					80					72							
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	On	Off	On Board
San Francisco	Stop	26	0	26	36.1%	Stop	22	0	22	27.5%	Stop	12	0	12	15.0%	Stop	8	0	8	10.4%	1,344	0	1,344
22nd Street	Stop	3	1	28	38.2%	Stop	3	0	25	31.3%	Stop	2	0	14	16.9%	Stop	1	0	9	11.8%	234	1	1,577
Bayshore	Stop	0	0	28	38.2%	Stop	0	0	25	31.3%	Stop	0	0	14	16.9%	Stop	0	0	9	11.8%	18	6	1,590
South SF	Stop	2	1	29	39.6%	Stop	0	1	25	30.6%	Stop	0	0	14	16.9%	Stop	0	0	9	11.8%	32	24	1,597
San Bruno	Stop	0	2	27	37.5%	Stop	1	0	25	31.3%	Stop	1	0	14	17.5%	Stop	1	0	9	12.5%	41	22	1,616
Millbrae	Stop	1	3	25	34.0%	Stop	1	1	25	31.3%	Stop	1	0	15	18.1%	Stop	0	1	9	11.8%	77	45	1,647
Burlingame	Stop	0	2	23	31.9%	Stop	0	1	25	30.6%	Stop	0	2	13	15.6%	Stop	0	0	9	11.8%	42	44	1,645
San Mateo	Stop	1	2	22	29.9%	Stop	1	1	24	30.0%	Stop	0	2	11	13.8%	Stop	0	0	9	11.8%	98	110	1,634
Hayward Park	Stop	1	1	22	29.9%	Stop	0	2	23	28.1%	Stop	0	1	10	12.5%	Stop	0	0	9	11.8%	29	25	1,637
Hillsdale	Stop	2	6	18	25.0%	Stop	2	1	24	29.4%	Stop	0	1	9	11.3%	Stop	0	1	8	11.1%	113	168	1,583
Belmont	Stop	1	2	18	24.3%	Stop	1	2	23	28.1%	Stop	1	1	10	11.9%	Stop	0	0	8	11.1%	33	34	1,582
San Carlos	Stop	1	2	17	22.9%	Stop	1	2	22	26.9%	Stop	0	0	10	11.9%	Stop	0	0	8	11.1%	63	65	1,580
Redwood City	Stop	3	2	17	23.6%	Stop	1	4	19	23.1%	Stop	0	3	7	8.8%	Stop	0	2	7	9.0%	164	211	1,532
Menlo Park	Stop	2	3	17	22.9%	Stop	0	3	16	20.0%	Stop	0	2	6	6.9%	Stop	0	1	6	8.3%	77	121	1,489
Palo Alto	Stop	9	3	22	30.6%	Stop	3	5	14	17.5%	Stop	3	2	7	8.1%	Stop	2	1	7	9.7%	265	541	1,213
California Ave.	Stop	2	3	21	29.2%	Stop	1	2	13	16.3%	Stop	2	1	7	8.8%	Stop	0	1	6	8.3%	89	115	1,187
San Antonio	Stop	1	2	20	27.1%	Stop	0	3	11	13.1%	Stop	0	1	7	8.1%	Stop	0	1	6	7.6%	36	95	1,128
Mountain View	Stop	0	6	14	19.4%	Stop	1	3	8	10.0%	Stop	1	3	4	5.0%	Stop	1	1	6	7.6%	64	403	789
Sunnyvale	Stop	1	6	9	11.8%	Stop	0	3	6	6.9%	Stop	0	2	2	2.5%	Stop	0	3	3	4.2%	45	247	587
Lawrence	Stop	1	2	8	10.4%	Stop	0	0	6	6.9%	Stop	0	1	2	1.9%	Stop	0	1	3	3.5%	24	105	506
Santa Clara	Stop	0	3	5	6.3%	Stop	0	1	5	5.6%	Stop	0	0	2	1.9%	Stop	0	2	1	1.4%	11	80	437
College Park		0	0	5	6.3%		0	0	5	5.6%		0	0	2	1.9%		0	0	1	1.4%	0	1	436
San Jose Diridon	Stop	0	4	1	1.4%	Stop	0	4	1	0.6%	Stop	0	2	0	0.0%	Stop	0	1	0	0.0%	13	358	91
Tamien	Stop	0	1	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	2	61	32
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	1	1	32
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	1	5	27
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	13	14
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	4	11
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	11	0
TOTAL		52	52				35	35				20	20				11	11			2,909	2,909	

Caltrain 2018 Annual Count

XXXI: Weekday Northbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

PNA	Train 101				Train 103				Train 305				Train 207				Train 309				Train 211				Train 313				Train 215			
Stopping Pattern	Local				Local				Local				Express-Local				Local				Express-Local				Local				Unified Limited			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1
College Park		0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	1
Santa Clara	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1
Lawrence	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	1
Sunnyvale	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1
Mountain View	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
San Antonio	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	1
California Ave.	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	1	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1
Palo Alto	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	1	0
Menlo Park	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	1	0		0	0	0		0	0	0		0	0	0		0	0	0
Redwood City	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Carlos	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Belmont	Stop	0	0	1	Stop	1	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	1		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	1	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
South SF	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Bayshore	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
22nd Street	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Francisco	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			1	1			0	0			1	1			0	0			0	0			0	0			1	1	

PNA	Train 217				Train 319				Train 221				Train 323				Train 225				Train 227				Train 329				Train 231			
Stopping Pattern	Express-Local				Local				Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Martin	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Morgan Hill	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Blossom Hill	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Capitol	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Tamien	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	1		0	0	1		0	0	0
Santa Clara	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	0
Lawrence	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1	Stop	0	0	1		0	0	1		0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	1	0	Stop	0	1	0	Stop	0	0	1	Stop	0	0	0
Mountain View	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0
San Antonio	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0
California Ave.	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	1	0	1		0	0	1		0	0	0
Palo Alto	Stop	0	0	0	Stop	1	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	0
Menlo Park	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	1		0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
San Carlos		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	1	Stop	0	0	0
Belmont		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
Hillsdale	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	0
Hayward Park		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
San Mateo		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0
Burlingame		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	1	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
San Bruno		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	1	Stop	0	0	0
South SF	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	1	Stop	0	0	0
Bayshore		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
22nd Street		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	1	0	Stop	0	0	0
TOTAL		0	0			1	1			0	0			0	0			1	1			1	1			1	1			0	0	

PNA	Train 233				Train 135				Train 237				Train 139				Train 143				Train 147				Train 151				Train 155			
Stopping Pattern	Unified Limited				Local				Unified Limited				Local				Local				Local				Local				Local			
Time of Day	AM Peak				Midday				Midday				Midday				Midday				Midday				Midday				Midday			
Consist	Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1
College Park		0	0	0		0	0	0		0	0	0		0	0	1		0	0	1		0	0	1		0	0	0		0	0	1
Santa Clara	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	2	0	3	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	3	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	3	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	3	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
San Antonio	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	3	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
California Ave.	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	1	0
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Belmont	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Hayward Park		0	0	0	Stop	0	0	0		0	0	0	Stop	0	1	1	Stop	0	1	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1
San Bruno	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
South SF		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Bayshore		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0
22nd Street		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		0	0			0	0			0	0			3	3			1	1			1	1			0	0			1	1	

PNA	Train 257 Unified Limited Midday Bomb, 6 Cars				Train 159 Local PM Peak Gallery, 5 Cars				Train 261 Express-Local PM Peak Bomb, 6 Cars				Train 263 Express-Local PM Peak Gallery, 5 Cars				Train 365 Local PM Peak Gallery, 6 Cars				Train 267 Unified Limited PM Peak Gallery, 5 Cars				Train 269 Express-Local PM Peak Bomb, 6 Cars				Train 371 Local PM Peak Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
College Park		0	0	0	Stop	0	0	1		0	0	1		0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Lawrence	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	0	Stop	0	0	0		0	0	0
California Ave.	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Palo Alto	Stop	1	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0
Menlo Park	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	0
Redwood City	Stop	0	0	1	Stop	1	0	1	Stop	0	1	1	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0
San Carlos	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0
Belmont	Stop	0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	1		0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0
Hayward Park		0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	1		0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	1		0	0	0
Millbrae	Stop	0	1	0	Stop	0	1	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	1	0	Stop	0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0
South SF		0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
Bayshore		0	0	0	Stop	0	1	0		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
22nd Street		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			1	1			1	1			1	1			0	0			0	0			1	1			0	0	

PNA	Train 273				Train 375				Train 277				Train 279				Train 381				Train 283				Train 385				Train 287			
Stopping Pattern	Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local				Local				Unified Limited			
Time of Day	PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien		0	0	0		0	0	0		0	0	0	Stop	1	0	1		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
College Park		0	0	0		0	0	1		0	0	1		0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	0		0	0	1		0	0	1		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Lawrence		0	0	0		0	0	1	Stop	0	0	1	Stop	1	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Sunnyvale		0	0	0		0	0	1		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Mountain View		0	0	0	Stop	0	0	1	Stop	0	1	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
San Antonio		0	0	0		0	0	1		0	0	0	Stop	0	1	1		0	0	0		0	0	0		0	0	0		0	0	0
California Ave.		0	0	0		0	0	1		0	0	0	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
Palo Alto	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Menlo Park		0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
Redwood City	Stop	0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Carlos	Stop	1	0	1		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Belmont	Stop	0	0	1		0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Hillsdale	Stop	0	0	1		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	1		0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Mateo	Stop	0	0	1		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	1		0	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	1		0	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
South SF	Stop	0	0	1		0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Bayshore	Stop	0	1	0		0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			1	1			1	1			1	1			0	0			0	0			0	0			0	0	

PNA	Train 289				Train 191				Train 193				Train 195				Train 197				Train 199				Total - All Day		
Stopping Pattern	Unified Limited				Local				Local				Local				Local				Local						
Time of Day	PM Peak				Night				Night				Night				Night				Night						
Consist	Bomb, 6 Cars				Gallery, 6 Cars				Bomb, 6 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars						
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
Tamien	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	1	0	1
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	9	0	9
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	1	0	0	9
Santa Clara		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	2	0	11
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	1	0	11
Sunnyvale		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	1	10
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	1	10
San Antonio		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	1	9
California Ave.	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	1	1	10
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	3	2	11
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	10
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	1	10
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	10
Belmont		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	11
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	11
Hayward Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	2	10
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	1	0	10
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	10
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	1	3	8
San Bruno		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	8
South SF		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	8
Bayshore		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	2	6
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	6
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	0	5	1
TOTAL		0	0			0	0			0	0			1	1			0	0			1	1		18	17	

Caltrain 2018 Annual Count

XXXII: Weekday Southbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

PNA	Train 102				Train 104				Train 206				Train 208				Train 310				Train 212				Train 314				Train 216			
Stopping Pattern	Local				Local				Unified Limited				Express-Local				Local				Express-Local				Local				Unified Limited			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Gallery, 5 Cars				Gallery, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Bayshore	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0
South SF	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	1		0	0	0	Stop	0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0
Belmont	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
California Ave.	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0		0	0	0	Stop	0	0	1		0	0	0		0	0	0
San Antonio	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	0	Stop	0	0	1		0	0	0		0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0		0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		0	0			0	0			1	1			0	0			0	0			1	1			0	0			0	0	

PNA	Train 218				Train 320				Train 222				Train 324				Train 226				Train 228				Train 330				Train 232			
Stopping Pattern	Express-Local				Local				Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
Bayshore	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0
South SF	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0
San Bruno	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	1	0	1	Stop	0	0	1	Stop	0	0	0
Burlingame	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	1		0	0	0
San Mateo	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	0
Hayward Park	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	1		0	0	0
Hillsdale	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	0
Belmont	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	1		0	0	0
San Carlos	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	0
Menlo Park		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0
Palo Alto	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	1	1	1	Stop	0	0	0
California Ave.		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
San Antonio		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
Mountain View		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0
Sunnyvale		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0
Lawrence		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	1	Stop	0	0	0
Santa Clara	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	1	Stop	0	0	0
College Park		0	0	0		0	0	1		0	0	0		0	0	0		0	0	0		0	0	1		0	0	1		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	1	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		0	0			1	1			0	0			0	0			0	0			1	1			2	2			0	0	

PNA	Train 134				Train 236				Train 138				Train 142				Train 146				Train 150				Train 152				Train 254			
Stopping Pattern	Local				Unified Limited				Local				Local				Local				Local				Local				Unified Limited			
Time of Day	Midday				Midday				Midday				Midday				Midday				Midday				Midday				Midday			
Consist	Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1
22nd Street	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1
Bayshore	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0		0	0	1
South SF	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	1
San Bruno	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	1
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Hayward Park	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	1	0	1		0	0	1
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1
Belmont	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	1	Stop	0	0	1
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1	Stop	1	0	1	Stop	0	1	0
California Ave.	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
San Antonio	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
Mountain View	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
Sunnyvale	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	1	1	1	Stop	0	0	0
Lawrence	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	1	0	1	Stop	0	0	0
Santa Clara	Stop	0	1	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
College Park		0	0	0		0	0	1		0	0	0		0	0	0		0	0	0		0	0	1		0	0	1		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	1	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		1	1			1	1			0	0			0	0			1	1			1	1			1	1			1	1	

PNA	Train 156 Stop?	On	Off	On Board	Train 258 Stop?	On	Off	On Board	Train 360 Stop?	On	Off	On Board	Train 262 Stop?	On	Off	On Board	Train 264 Stop?	On	Off	On Board	Train 366 Stop?	On	Off	On Board	Train 268 Stop?	On	Off	On Board	Train 370 Stop?	On	Off	On Board
Stopping Pattern	Local				Unified Limited				Local				Unified Limited				Express-Local				Local				Express-Local				Local			
Time of Day	PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0
22nd Street	Stop	0	0	0		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
Bayshore	Stop	0	0	0		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
South SF	Stop	0	0	0		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
Millbrae	Stop	1	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0
Hayward Park	Stop	0	0	1		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0
Belmont	Stop	0	1	0	Stop	0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
San Carlos	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0
Menlo Park	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	0
Palo Alto	Stop	1	0	1	Stop	0	0	0	Stop	1	0	2	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
California Ave.	Stop	0	0	1	Stop	1	0	1		0	0	2	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	1	0	1		0	0	0
San Antonio	Stop	0	0	1	Stop	0	1	0		0	0	2		0	0	0		0	0	0	Stop	0	0	0	Stop	0	1	1		0	0	0
Mountain View	Stop	0	0	1	Stop	0	0	0	Stop	0	1	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0
Sunnyvale	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0
Lawrence	Stop	0	0	1	Stop	0	0	0		0	0	1		0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0
Santa Clara	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0
College Park	Stop	0	0	1		0	0	0		0	0	1		0	0	0		0	0	0		0	0	0		0	0	1		0	0	0
San Jose Diridon	Stop	1	0	2	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
Tamien	Stop	0	1	1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0
Capitol	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	0
Blossom Hill	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	0
Morgan Hill	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	1	0		0	0	0
San Martin	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Gilroy	Stop	0	1	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
TOTAL		2	2			1	1			2	2			0	0			0	0			0	0			1	1			0	0	

PNA	Train 272 Stop?	On	Off	On Board	Train 274 Stop?	On	Off	On Board	Train 376 Stop?	On	Off	On Board	Train 278 Stop?	On	Off	On Board	Train 380 Stop?	On	Off	On Board	Train 282 Stop?	On	Off	On Board	Train 284 Stop?	On	Off	On Board	Train 386 Stop?	On	Off	On Board
Stopping Pattern	Unified Limited				Express-Local				Local				Express-Local				Local				Unified Limited				Express-Local				Local			
Time of Day	PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	1	0	1	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
22nd Street		0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0
Bayshore		0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0
South SF		0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
Millbrae		0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1		0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Hayward Park		0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	1		0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
Belmont		0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0
San Carlos	Stop	0	0	1	Stop	0	0	1		0	0	1		0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
Redwood City		0	0	1	Stop	0	0	1	Stop	0	1	0	Stop	0	0	0		0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0
Menlo Park		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	1		0	0	0	Stop	0	0	0		0	0	0
Palo Alto	Stop	0	0	1		0	0	1	Stop	0	1	-1	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0		0	0	0	Stop	0	0	0
California Ave.	Stop	0	1	1		0	0	1	Stop	0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Antonio		0	0	1		0	0	1		0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Mountain View	Stop	0	1	0	Stop	0	1	0		0	0	-1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	-1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Lawrence		0	0	0	Stop	0	0	0		0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0		0	0	-1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
College Park		0	0	0		0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	-1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0	Stop	0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Capitol		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		1	1			1	1			1	1			0	0			1	1			0	0			0	0			0	0	

PNA	Train 288				Train 190				Train 192				Train 194				Train 196				Train 198				Total - All Day		
Stopping Pattern	Express-Local				Local				Local				Local				Local				Local						
Time of Day	PM Peak				Night				Night				Night				Night				Night						
Consist	Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Bomb, 6 Cars						
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1	7	0	7
22nd Street		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	7
Bayshore		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	1	0	8
South SF	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	8
San Bruno		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	1	7
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	2	0	9
Burlingame		0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	1	0	10
San Mateo		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	10
Hayward Park		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	1	1	10
Hillsdale	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	10
Belmont		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	1	9
San Carlos		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	9
Redwood City	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	1	1	10
Menlo Park	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	10
Palo Alto	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	3	3	10
California Ave.	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	1	1	10
San Antonio	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	1	1	10
Mountain View	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	3	7
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	1	7
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	7
Santa Clara	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	0	1	6
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	1	0	0	6
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	1	5	2
Tamien	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	0	1	1
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	1
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	1
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	1	1
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	1
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	1	-1
TOTAL		0	0			1	1			0	0			1	1			0	0			1	1		17	18	

Caltrain 2018 Annual Count

XXXIII: Saturday Northbound Passenger and Bicycle Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Passenger — Saturday Passengers

	Train 421 Type Varies, 6 Cars (760)					Train 423 Type Varies, 6 Cars (760)					Train 801 Type Varies, 6 Cars (760)					Train 425 Type Varies, 6 Cars (760)					Train 427 Type Varies, 6 Cars (760)					Train 429 Type Varies, 6 Cars (760)					Train 431 Type Varies, 6 Cars (760)				
	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.	Stop?	On	Off	On Board	% Seats Occ.
San Jose Diridon	Stop	64	0	64	8.4%	Stop	73	0	73	9.6%	Stop	202	0	202	26.6%	Stop	70	0	70	9.2%	Stop	115	0	115	15.1%	Stop	132	0	132	17.4%	Stop	87	0	87	11.4%
Santa Clara	Stop	19	0	83	10.9%	Stop	42	0	115	15.1%		0	0	202	26.6%	Stop	69	3	136	17.9%	Stop	40	0	155	20.4%	Stop	51	0	183	24.1%	Stop	41	1	127	16.7%
Lawrence	Stop	9	1	91	12.0%	Stop	15	3	127	16.7%		0	0	202	26.6%	Stop	16	0	152	20.0%	Stop	19	4	170	22.4%	Stop	18	3	198	26.1%	Stop	12	3	136	17.9%
Sunnyvale	Stop	45	1	135	17.8%	Stop	77	0	204	26.8%	Stop	158	3	357	47.0%	Stop	41	29	164	21.6%	Stop	88	3	255	33.6%	Stop	63	1	260	34.2%	Stop	65	4	197	25.9%
Mountain View	Stop	43	2	176	23.2%	Stop	55	4	255	33.6%	Stop	91	3	445	58.6%	Stop	47	5	206	27.1%	Stop	66	19	307	45.7%	Stop	66	5	307	40.4%	Stop	78	8	267	35.1%
San Antonio	Stop	17	1	192	25.3%	Stop	35	0	290	38.2%		0	0	445	58.6%	Stop	30	4	232	30.5%	Stop	42	7	382	50.3%	Stop	27	5	329	43.3%	Stop	28	4	291	38.3%
California Ave.	Stop	31	6	217	28.6%	Stop	29	8	311	40.9%		0	0	445	58.6%	Stop	44	6	270	35.5%	Stop	58	2	438	57.6%	Stop	46	6	369	48.6%	Stop	48	10	329	43.3%
Palo Alto	Stop	40	12	245	32.2%	Stop	41	20	332	43.7%	Stop	159	24	580	76.3%	Stop	40	36	274	36.1%	Stop	77	46	469	61.7%	Stop	92	45	416	54.7%	Stop	111	31	409	53.8%
Menlo Park	Stop	17	14	248	32.6%	Stop	47	10	369	48.6%		0	0	580	76.3%	Stop	31	4	301	39.6%	Stop	35	6	498	65.5%	Stop	27	5	438	57.6%	Stop	18	11	416	54.7%
Atherton	Stop	1	0	249	32.8%	Stop	9	1	377	49.6%		0	0	580	76.3%	Stop	6	0	307	40.4%	Stop	4	1	501	65.9%	Stop	3	0	441	58.0%	Stop	14	2	428	56.3%
Redwood City	Stop	24	6	267	35.1%	Stop	53	13	417	54.9%	Stop	54	11	623	82.0%	Stop	55	16	346	45.5%	Stop	83	21	563	74.1%	Stop	73	34	481	63.3%	Stop	43	29	442	58.2%
San Carlos	Stop	6	11	262	34.5%	Stop	20	10	427	56.2%		0	0	623	82.0%	Stop	23	2	367	48.3%	Stop	13	14	562	73.9%	Stop	34	7	508	66.8%	Stop	32	12	462	60.8%
Belmont	Stop	4	2	264	34.7%	Stop	22	5	444	58.4%		0	0	623	82.0%	Stop	12	10	369	48.6%	Stop	13	13	562	73.9%	Stop	16	17	504	66.3%	Stop	16	17	461	60.7%
Hillsdale	Stop	0	7	257	33.8%	Stop	14	16	442	58.2%	Stop	34	7	650	85.5%	Stop	22	17	374	49.2%	Stop	30	29	563	74.1%	Stop	22	24	502	66.1%	Stop	34	26	469	61.7%
Hayward Park	Stop	4	5	256	33.7%	Stop	5	5	442	58.2%		0	0	650	85.5%	Stop	6	6	374	49.2%	Stop	12	0	574	75.5%	Stop	18	4	516	67.9%	Stop	10	3	476	62.6%
San Mateo	Stop	20	4	272	35.8%	Stop	8	7	443	58.3%	Stop	24	6	668	87.9%	Stop	21	21	374	49.2%	Stop	36	20	590	77.6%	Stop	40	37	519	68.3%	Stop	37	17	496	65.3%
Burlingame	Stop	6	9	269	35.4%	Stop	19	22	440	57.9%		0	0	668	87.9%	Stop	18	18	374	49.2%	Stop	26	14	602	79.2%	Stop	19	28	510	67.1%	Stop	30	41	485	63.8%
Broadway	Stop	0	2	267	35.1%	Stop	4	2	442	58.2%		0	0	668	87.9%	Stop	3	5	372	48.9%	Stop	7	1	608	80.0%	Stop	5	3	512	67.4%	Stop	1	6	480	63.2%
Millbrae	Stop	13	28	252	33.2%	Stop	20	49	413	54.3%	Stop	36	79	625	82.2%	Stop	11	46	337	44.3%	Stop	14	80	542	71.3%	Stop	9	99	422	55.5%	Stop	7	94	393	51.7%
San Bruno	Stop	9	3	258	33.9%	Stop	4	5	412	54.2%		0	0	625	82.2%	Stop	14	11	340	44.7%	Stop	10	13	539	70.9%	Stop	4	13	413	54.3%	Stop	7	8	392	51.6%
South SF	Stop	0	6	252	33.2%	Stop	1	6	407	53.6%		0	0	625	82.2%	Stop	2	6	336	44.2%	Stop	4	3	540	71.1%	Stop	5	4	414	54.5%	Stop	3	5	390	51.3%
Bayshore	Stop	4	1	255	33.6%	Stop	2	4	405	53.3%		0	0	625	82.2%	Stop	0	12	324	42.6%	Stop	1	11	530	69.7%	Stop	0	13	401	52.8%	Stop	1	12	379	49.9%
22nd Street	Stop	0	9	246	32.4%	Stop	0	13	392	51.6%		0	0	625	82.2%	Stop	2	30	296	38.9%	Stop	0	40	490	64.5%	Stop	50	34	417	54.9%	Stop	0	56	323	42.5%
San Francisco	Stop	0	246	0	0.0%	Stop	0	392	0	0.0%	Stop	0	625	0	0.0%	Stop	0	296	0	0.0%	Stop	0	490	0	0.0%	Stop	0	417	0	0.0%	Stop	0	323	0	0.0%
TOTAL		376	376				595	595				758	758				583	583				828	828				816	816				723	723		

Bike — Saturday Bikes

	Train 421 Type Varies, 6 Cars (72)					Train 423 Type Varies, 6 Cars (72)					Train 801 Type Varies, 6 Cars (72)					Train 425 Type Varies, 6 Cars (72)					Train 427 Type Varies, 6 Cars (72)					Train 429 Type Varies, 6 Cars (72)					Train 431 Type Varies, 6 Cars (72)				
	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.	Stop?	On	Off	On Board	% Slots Occ.
San Jose Diridon	Stop	4	0	4	5.6%	Stop	11	0	11	15.3%	Stop	6	0	6	8.3%	Stop	3	0	3	4.2%	Stop	11	0	11	15.3%	Stop	7	0	7	9.7%	Stop	4	0	4	5.6%
Santa Clara	Stop	1	0	5	6.9%	Stop	4	0	15	20.8%		0	0	6	8.3%	Stop	2	0	5	6.9%	Stop	1	0	12	16.7%	Stop	1	0	8	11.1%	Stop	1	0	5	6.9%
Lawrence	Stop	0	0	5	6.9%	Stop	1	0	16	22.2%		0	0	6	8.3%	Stop	1	0	6	8.3%	Stop	0	0	12	16.7%	Stop	1	0	9	12.5%	Stop	1	1	5	6.9%
Sunnyvale	Stop	5	0	10	13.9%	Stop	4	0	20	27.8%	Stop	3	0	9	12.5%	Stop	0	1	5	6.9%	Stop	6	0	18	25.0%	Stop	3	1	11	15.3%	Stop	3	0	8	11.1%
Mountain View	Stop	3	0	13	18.1%	Stop	1	0	21	29.2%	Stop	5	2	12	16.7%	Stop	2	0	7	9.7%	Stop	7	0	24	33.3%	Stop	2	3	10	13.9%	Stop	7	0	15	20.8%
San Antonio	Stop	6	0	19	26.4%	Stop	2	0	23	31.9%		0	0	12	16.7%	Stop	2	1	8	11.1%	Stop	3	1	26	36.1%	Stop	5	0	15	20.8%	Stop	3	0	18	25.0%
California Ave.	Stop	5	1	23	31.9%	Stop	1	2	22	30.6%		0	0	12	16.7%	Stop	6	1	13	18.1%	Stop	3	1	28	38.9%	Stop	4	2	17	23.6%	Stop	5	0	23	31.9%
Palo Alto	Stop	3	2	24	33.3%	Stop	5	3	24	33.3%	Stop	13	3	22	30.6%	Stop	0	5	8	11.1%	Stop	3	8	23	31.9%	Stop	2	6	13	18.1%	Stop	7	5	25	34.7%
Menlo Park	Stop	1	0	26	36.1%	Stop	1	0	25	34.7%		0	0	22	30.6%	Stop	0	2	6	8.3%	Stop	6	1	28	38.9%	Stop	1	1	13	18.1%	Stop	0	3	22	30.6%
Atherton	Stop	0	0	26	36.1%	Stop	0	0	25	34.7%		0	0	22	30.6%	Stop	1	0	7	9.7%	Stop	0	1	27	37.5%	Stop	1	0	14	19.4%	Stop	0	0	22	30.6%
Redwood City	Stop	1	0	27	37.5%	Stop	6	0	31	43.1%	Stop	5	1	26	36.1%	Stop	8	1	14	19.4%	Stop	3	2	28	38.9%	Stop	3	2	15	20.8%	Stop	2	5	19	26.4%
San Carlos	Stop	0	2	25	34.7%	Stop	0	1	30	41.7%		0	0	26	36.1%	Stop	1	0	15	20.8%	Stop	1	1	28	38.9%	Stop	2	0	17	23.6%	Stop	2	1	20	27.8%
Belmont	Stop	1	0	26	36.1%	Stop	1	0	31	43.1%		0	0	26	36.1%	Stop	1	0	16	22.2%	Stop	1	1	28	38.9%	Stop	0	0	17	23.6%	Stop	0	1	19	26.4%
Hillsdale	Stop	1	2	25	34.7%	Stop	2	0	33	45.8%		0	0	26	36.1%	Stop	0	2	14	19.4%	Stop	0	4	24	33.3%	Stop	4	2	19	26.4%	Stop	1	1	19	26.4%
Hayward Park	Stop	0	1	24	33.3%	Stop	1	0	34	47.2%		0	0	26	36.1%	Stop	2	1	15	20.8%	Stop	1	0	25	34.7%	Stop	3	0	22	30.6%	Stop	2	0	21	29.2%
San Mateo	Stop	0	0	24	33.3%	Stop	0	3	31	43.1%	Stop	0	2	24	33.3%	Stop	0	4	11	15.3%	Stop	2	2	25	34.7%	Stop	0	2	20	27.8%	Stop	3	1	23	31.9%
Burlingame	Stop	0	2	22	30.6%	Stop	1	0	32	44.4%		0	0	24	33.3%	Stop	1	0	12	16.7%	Stop	1	1	25	34.7%	Stop	0	2	18	25.0%	Stop	3	1	25	34.7%
Broadway	Stop	0	0	22	30.6%	Stop	0	0	32	44.4%		0	0	24	33.3%	Stop	0	2	10	13.9%	Stop	0	0	25	34.7%	Stop	0	0	18	25.0%	Stop	0	0	25	34.7%
Millbrae	Stop	0	2	20	27.8%	Stop	0	1	31	43.1%	Stop	0	6	18	25.0%	Stop	1	1	10	13.9%	Stop	0	4	21	29.2%	Stop	0	2	16	22.2%	Stop	0	5	20	27.8%
San Bruno	Stop	0	1	21	29.2%	Stop	0	0	31	43.1%		0	0	18	25.0%	Stop	2	1	11	15.3%	Stop	2	1	22	30.6%	Stop	0	1	15	20.8%	Stop	0	1	19	26.4%
South SF	Stop	0	1	20	27.8%	Stop	0	0	31	43.1%		0	0	18	25.0%	Stop	0	0	11	15.3%	Stop	0	0	22	30.6%	Stop	1	0	16	22.2%	Stop	0	0	19	26.4%
Bayshore	Stop	2	0	22	30.6%	Stop	0	0	31	43.1%		0	0	18	25.0%	Stop	0	0	11	15.3%	Stop	1	0	23	31.9%	Stop	0	2	14	19.4%	Stop	0	0	19	26.4%
22nd Street	Stop	0	0	22	30.6%	Stop	0	2	29	40.3%		0	0	18	25.0%	Stop	0	4	7	9.7%	Stop	0	0	23	31.9%	Stop	0	1	13	18.1%	Stop	0	6	13	18.1%
San Francisco	Stop	0	22	0	0.0%	Stop	0	29	0	0.0%	Stop	0	18	0	0.0%	Stop	0	7	0	0.0%	Stop	0	23	0	0.0%	Stop	0	13	0	0.0%	Stop	0	13	0	0.0%
TOTAL		36	36				41	41				32	32				33	33				52	52				40	40				44	44		

Passenger

Saturday Passengers	Train 433 Stop?	On	Off	On Board	% Seats Occupied	Train 803 Stop?	On	Off	On Board	% Seats Occupied	Train 435 Stop?	On	Off	On Board	% Seats Occupied	Train 437 Stop?	On	Off	On Board	% Seats Occupied	Train 439 Stop?	On	Off	On Board	% Seats Occupied	Train 441 Stop?	On	Off	On Board	% Seats Occupied	Train 443 Stop?	On	Off	On Board	% Seats Occupied	Total On	Off	On Board
Consist	Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars							
Seating Capacity	760					760					760					760					760					760					760							
San Jose Diridon	Stop	74	0	74	9.7%	Stop	138	0	138	18.2%	Stop	24	0	24	3.2%	Stop	62	0	62	8.2%	Stop	42	0	42	5.5%	Stop	15	0	15	2.0%	Stop	11	0	11	1.4%	1,109	0	1,109
Santa Clara	Stop	50	0	124	16.3%		0	0	138	18.2%	Stop	28	0	52	6.8%	Stop	19	0	81	10.7%	Stop	10	0	52	6.8%	Stop	5	0	20	2.6%	Stop	4	0	15	2.0%	378	4	1,483
Lawrence	Stop	18	0	142	18.7%		0	0	138	18.2%	Stop	11	4	59	7.8%	Stop	8	0	89	11.7%	Stop	4	0	56	7.4%	Stop	5	0	25	3.3%	Stop	1	0	16	2.1%	136	18	1,601
Sunnyvale	Stop	47	1	188	24.7%	Stop	71	0	209	27.5%	Stop	20	1	78	10.3%	Stop	36	2	123	16.2%	Stop	34	1	89	11.7%	Stop	16	0	41	5.4%	Stop	13	0	29	3.8%	774	46	2,329
Mountain View	Stop	61	5	244	32.1%	Stop	95	1	303	39.9%	Stop	25	2	101	13.3%	Stop	66	4	185	24.3%	Stop	41	3	127	16.7%	Stop	28	0	69	9.1%	Stop	6	1	34	4.5%	803	66	3,066
San Antonio	Stop	34	9	269	35.4%		0	0	303	39.9%	Stop	15	4	112	14.7%	Stop	5	3	187	24.6%	Stop	5	0	132	17.4%	Stop	9	2	76	10.0%	Stop	1	0	35	4.6%	248	39	3,275
California Ave.	Stop	33	6	296	38.9%		0	0	303	39.9%	Stop	25	3	134	17.6%	Stop	15	11	191	25.1%	Stop	11	9	134	17.6%	Stop	9	1	84	11.1%	Stop	1	0	35	4.6%	350	69	3,556
Palo Alto	Stop	85	33	348	45.8%	Stop	129	12	420	55.3%	Stop	47	17	164	21.6%	Stop	90	19	262	34.5%	Stop	56	10	180	23.7%	Stop	20	5	99	13.0%	Stop	14	4	45	5.9%	1,001	314	4,243
Menlo Park	Stop	21	13	356	46.8%		0	0	420	55.3%	Stop	22	3	183	24.1%	Stop	12	4	270	35.5%	Stop	14	6	188	24.7%	Stop	2	2	99	13.0%	Stop	2	2	45	5.9%	248	80	4,411
Atherton	Stop	9	6	359	47.2%		0	0	420	55.3%	Stop	4	4	183	24.1%	Stop	0	2	268	35.3%	Stop	5	4	189	24.9%	Stop	1	0	100	13.2%	Stop	1	0	46	6.1%	57	20	4,448
Redwood City	Stop	41	34	366	48.2%	Stop	47	23	444	58.4%	Stop	21	14	190	25.0%	Stop	32	13	287	37.8%	Stop	24	9	204	26.8%	Stop	17	10	107	14.1%	Stop	6	5	47	6.2%	573	237	4,784
San Carlos	Stop	12	7	371	48.8%		0	0	444	58.4%	Stop	13	5	198	26.1%	Stop	2	3	286	37.6%	Stop	10	4	210	27.6%	Stop	3	4	106	13.9%	Stop	0	0	47	6.2%	168	79	4,873
Belmont	Stop	13	5	379	49.9%		0	0	444	58.4%	Stop	7	3	202	26.6%	Stop	7	5	288	37.9%	Stop	14	6	218	28.7%	Stop	2	4	104	13.7%	Stop	1	1	47	6.2%	123	87	4,909
Hillsdale	Stop	38	27	390	51.3%	Stop	20	14	450	59.2%	Stop	33	10	225	29.6%	Stop	15	7	296	38.9%	Stop	3	5	216	28.4%	Stop	10	7	107	14.1%	Stop	3	0	50	6.6%	278	196	4,991
Hayward Park	Stop	8	5	393	51.7%		0	0	450	59.2%	Stop	5	2	228	30.0%	Stop	3	1	298	39.2%	Stop	3	3	216	28.4%	Stop	4	0	111	14.6%	Stop	1	0	51	6.7%	79	35	5,035
San Mateo	Stop	29	19	403	53.0%	Stop	18	11	457	60.1%	Stop	21	20	229	30.1%	Stop	28	13	313	41.2%	Stop	14	8	222	29.2%	Stop	2	7	106	13.9%	Stop	0	3	48	6.3%	298	193	5,140
Burlingame	Stop	19	27	395	52.0%		0	0	457	60.1%	Stop	11	9	231	30.4%	Stop	6	14	305	40.1%	Stop	6	3	225	29.6%	Stop	3	6	103	13.6%	Stop	0	4	44	5.8%	163	195	5,108
Broadway	Stop	3	8	390	51.3%		0	0	457	60.1%	Stop	1	5	227	29.9%	Stop	0	2	303	39.9%	Stop	3	0	228	30.0%	Stop	0	0	103	13.6%	Stop	0	0	44	5.8%	27	34	5,101
Millbrae	Stop	14	46	358	47.1%	Stop	12	84	385	50.7%	Stop	1	30	198	26.1%	Stop	22	45	280	36.8%	Stop	1	48	181	23.8%	Stop	0	17	86	11.3%	Stop	2	11	35	4.6%	162	756	4,507
San Bruno	Stop	8	15	351	46.2%		0	0	385	50.7%	Stop	6	26	178	23.4%	Stop	3	4	279	36.7%	Stop	6	12	175	23.0%	Stop	1	9	78	10.3%	Stop	1	2	34	4.5%	73	121	4,459
South SF	Stop	4	7	348	45.8%		0	0	385	50.7%	Stop	0	4	174	22.9%	Stop	1	2	278	36.6%	Stop	0	3	172	22.6%	Stop	0	2	76	10.0%	Stop	0	1	33	4.3%	20	49	4,430
Bayshore	Stop	1	24	325	42.8%		0	0	385	50.7%	Stop	1	14	161	21.2%	Stop	0	11	267	35.1%	Stop	1	7	166	21.8%	Stop	0	5	71	9.3%	Stop	0	3	30	3.9%	11	117	4,324
22nd Street	Stop	1	35	291	38.3%		0	0	385	50.7%	Stop	0	21	140	18.4%	Stop	0	31	236	31.1%	Stop	0	19	147	19.3%	Stop	0	11	60	7.9%	Stop	0	3	27	3.6%	53	302	4,075
San Francisco	Stop	0	291	0	0.0%	Stop	0	385	0	0.0%	Stop	0	140	0	0.0%	Stop	0	236	0	0.0%	Stop	0	147	0	0.0%	Stop	0	60	0	0.0%	Stop	0	27	0	0.0%	0	4,075	0
TOTAL		623	623				530	530				341	341				432	432				307	307				152	152				68	68			7,132	7,132	

Bike

Saturday Bikes	Train 433 Stop?	On	Off	On Board	% Slots Occupied	Train 803 Stop?	On	Off	On Board	% Slots Occupied	Train 435 Stop?	On	Off	On Board	% Slots Occupied	Train 437 Stop?	On	Off	On Board	% Slots Occupied	Train 439 Stop?	On	Off	On Board	% Slots Occupied	Train 441 Stop?	On	Off	On Board	% Slots Occupied	Train 443 Stop?	On	Off	On Board	% Slots Occupied	Total On	Off	On Board
Consist	Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars							
Seating Capacity	72					72					72					72					72					72					72							
San Jose Diridon	Stop	2	0	2	2.8%	Stop	3	0	3	4.2%	Stop	3	0	3	4.2%	Stop	1	0	1	1.4%	Stop	1	0	1	1.4%	Stop	0	0	0	0.0%	Stop	0	0	0	0.0%	56	0	56
Santa Clara	Stop	4	0	6	8.3%		0	0	3	4.2%	Stop	1	0	4	5.6%	Stop	2	0	3	4.2%	Stop	2	0	3	4.2%	Stop	1	0	1	1.4%	Stop	1	0	1	1.4%	21	0	77
Lawrence	Stop	2	0	8	11.1%		0	0	3	4.2%	Stop	0	0	4	5.6%	Stop	1	0	4	5.6%	Stop	1	0	4	5.6%	Stop	0	0	1	1.4%	Stop	1	0	2	2.8%	9	1	85
Sunnyvale	Stop	2	0	10	13.9%	Stop	2	0	5	6.9%	Stop	1	0	5	6.9%	Stop	0	0	4	5.6%	Stop	5	0	9	12.5%	Stop	2	0	3	4.2%	Stop	0	0	2	2.8%	36	2	119
Mountain View	Stop	1	0	11	15.3%	Stop	3	1	7	9.7%	Stop	0	0	5	6.9%	Stop	2	0	6	8.3%	Stop	2	3	8	11.1%	Stop	2	0	5	6.9%	Stop	0	0	2	2.8%	37	10	146
San Antonio	Stop	0	1	10	13.9%		0	0	7	9.7%	Stop	1	0	6	8.3%	Stop	0	0	6	8.3%	Stop	1	0	9	12.5%	Stop	0	1	4	5.6%	Stop	0	0	2	2.8%	24	5	165
California Ave.	Stop	2	1	11	15.3%		0	0	7	9.7%	Stop	1	0	7	9.7%	Stop	1	0	7	9.7%	Stop	0	2	7	9.7%	Stop	0	0	4	5.6%	Stop	0	0	2	2.8%	28	11	182
Palo Alto	Stop	5	3	13	18.1%	Stop	6	2	11	15.3%	Stop	2	2	7	9.7%	Stop	3	3	7	9.7%	Stop	3	2	8	11.1%	Stop	1	0	5	6.9%	Stop	2	1	3	4.2%	55	44	193
Menlo Park	Stop	2	0	15	20.8%		0	0	11	15.3%	Stop	2	0	9	12.5%	Stop	3	0	10	13.9%	Stop	0	1	7	9.7%	Stop	0	0	5	6.9%	Stop	1	1	3	4.2%	19	10	202
Atherton	Stop	0	1	14	19.4%		0	0	11	15.3%	Stop	0	0	9	12.5%	Stop	0	0	10	13.9%	Stop	0	0	7	9.7%	Stop	0	0	5	6.9%	Stop	0	0	3	4.2%	2	2	202
Redwood City	Stop	2	3	13	18.1%	Stop	0	1	10	13.9%	Stop	2	2	9	12.5%	Stop	0	0	10	13.9%	Stop	0	1	6	8.3%	Stop	3	1	7	9.7%	Stop	2	1	4	5.6%	39	22	219
San Carlos	Stop	0	1	12	16.7%		0	0	10	13.9%	Stop	0	0	9	12.5%	Stop	0	0	10	13.9%	Stop	0	0	6	8.3%	Stop	0	0	7	9.7%	Stop	0	0	4	5.6%	6	6	219
Belmont	Stop	0	0	12	16.7%		0	0	10	13.9%	Stop	0	0	9	12.5%	Stop	1	0	11	15.3%	Stop	0	0	6	8.3%	Stop	1	1	7	9.7%	Stop	0	0	4	5.6%	5	3	221
Hillsdale	Stop	0	0	12	16.7%		0	0	10	13.9%	Stop	1	0	10	13.9%	Stop	0	0	11	15.3%	Stop	0	0	6	8.3%	Stop	0	1	6	8.3%	Stop	0	0	4	5.6%	10	12	219
Hayward Park	Stop	1	0	13	18.1%		0	0	10	13.9%	Stop	1	0	11	15.3%	Stop	1	0	12	16.7%	Stop	0	0	6	8.3%	Stop	1	0	7	9.7%	Stop	0	0	4	5.6%	13	2	230
San Mateo	Stop	0	1	12	16.7%	Stop	1	0	11	15.3%	Stop	1	1	11	15.3%	Stop	0	0	12	16.7%	Stop	0	0	6	8.3%	Stop	0	1	6	8.3%	Stop	0	0	4	5.6%	7	17	220
Burlingame	Stop	1	0	13	18.1%		0	0	11	15.3%	Stop	0	0	11	15.3%	Stop	0	0	12	16.7%	Stop	0	0	6	8.3%	Stop	2	0	8	11.1%	Stop	0	0	4	5.6%	9	6	223
Broadway	Stop	0	0	13	18.1%		0	0	11	15.3%	Stop	0	0	11	15.3%	Stop	0	0	12	16.7%	Stop	0	0	6	8.3%	Stop	0	0	8	11.1%	Stop	0	0	4	5.6%	0	2	221
Millbrae	Stop	0	0	13	18.1%	Stop	0	1	10	13.9%	Stop	0	1	10	13.9%	Stop	0	1	11	15.3%	Stop	0	2	4	5.6%	Stop	0	2	6	8.3%	Stop	0	0	4	5.6%	1	28	194
San Bruno	Stop	0	0	13	18.1%		0	0	10	13.9%	Stop	0	1	9	12.5%	Stop	0	0	11	15.3%	Stop	0	0	4	5.6%	Stop	0	4	2	2.8%	Stop	0	0	4	5.6%	5	9	190
South SF	Stop	0	0	13	18.1%		0	0	10	13.9%	Stop	0	0	9	12.5%	Stop	1	0	12	16.7%	Stop	0	0	4	5.6%	Stop	0	0	2	2.8%	Stop	0	0	4	5.6%	2	1	191
Bayshore	Stop	0	1	12	16.7%		0	0	10	13.9%	Stop	0	1	8	11.1%	Stop	0	1	11	15.3%	Stop	0	0	4	5.6%	Stop	0	0	2	2.8%	Stop	0	0	4	5.6%	3	6	188
22nd Street	Stop	0	0	12	16.7%		0	0	10	13.9%	Stop	0	1	7	9.7%	Stop	0	0	11	15.3%	Stop	0	2	2	2.8%	Stop	0	0	2	2.8%	Stop	0	2	2	2.8%	0	17	171
San Francisco	Stop	0	12	0	0.0%	Stop	0	10	0	0.0%	Stop	0	7	0	0.0%	Stop	0	11	0	0.0%	Stop	0	2	0	0.0%	Stop	0	2	0	0.0%	Stop	0	2	0	0.0%	0	171	0
TOTAL		24	24				15	15				16	16				19	19				15	15				13	13				7	7			387	387	

Caltrain 2018 Annual Count

XXXIV: Saturday Southbound Passenger and Bicycle Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Passenger — Saturday Passengers

Consist: Type Varies, 6 Cars (all trains) · Seating Capacity: 760

	Train 422					Train 424					Train 426					Train 802					Train 428					Train 430					Train 432				
Station	Stop?	On	Off	On Board	% Seats	Stop?	On	Off	On Board	% Seats	Stop?	On	Off	On Board	% Seats	Stop?	On	Off	On Board	% Seats	Stop?	On	Off	On Board	% Seats	Stop?	On	Off	On Board	% Seats	Stop?	On	Off	On Board	% Seats
San Francisco	Stop	143	0	143	18.8%	Stop	192	0	192	25.3%	Stop	195	0	195	25.7%	Stop	283	0	283	37.2%	Stop	106	0	106	13.9%	Stop	252	0	252	33.2%	Stop	362	0	362	47.6%
22nd Street	Stop	24	0	167	22.0%	Stop	19	0	211	27.8%	Stop	17	3	209	27.5%		0	0	283	37.2%	Stop	17	0	123	16.2%	Stop	28	0	280	36.8%	Stop	20	0	382	50.3%
Bayshore	Stop	12	0	179	23.6%	Stop	11	0	222	29.2%	Stop	26	0	235	30.9%		0	0	283	37.2%	Stop	11	2	133	17.5%	Stop	15	0	295	38.8%	Stop	10	0	392	51.6%
South SF	Stop	7	1	185	24.3%	Stop	3	1	224	29.5%	Stop	16	4	247	32.5%		0	0	283	37.2%	Stop	8	5	136	17.9%	Stop	7	1	301	39.6%	Stop	5	11	386	50.8%
San Bruno	Stop	9	3	191	25.1%	Stop	19	1	242	31.8%	Stop	12	6	253	33.3%		0	0	283	37.2%	Stop	12	4	144	18.9%	Stop	20	5	316	41.6%	Stop	17	15	388	51.1%
Millbrae	Stop	44	1	234	30.8%	Stop	77	1	318	41.8%	Stop	44	2	295	38.8%	Stop	64	9	338	44.5%	Stop	28	3	169	22.2%	Stop	67	12	371	48.8%	Stop	89	7	470	61.8%
Broadway	Stop	3	2	235	30.9%	Stop	3	2	319	42.0%	Stop	2	1	296	38.9%		0	0	338	44.5%	Stop	6	4	171	22.5%	Stop	9	6	374	49.2%	Stop	7	6	471	62.0%
Burlingame	Stop	15	6	244	32.1%	Stop	12	13	318	41.8%	Stop	18	9	305	40.1%		0	0	338	44.5%	Stop	11	12	170	22.4%	Stop	13	7	380	50.0%	Stop	44	10	505	66.4%
San Mateo	Stop	14	12	246	32.4%	Stop	14	22	310	40.8%	Stop	13	18	300	39.5%	Stop	15	15	338	44.5%	Stop	24	13	181	23.8%	Stop	31	26	385	50.7%	Stop	23	24	504	66.3%
Hayward Park	Stop	5	3	248	32.6%	Stop	2	15	297	39.1%	Stop	4	7	297	39.1%		0	0	338	44.5%	Stop	4	4	181	23.8%	Stop	3	13	375	49.3%	Stop	8	5	507	66.7%
Hillsdale	Stop	15	9	254	33.4%	Stop	10	12	295	38.8%	Stop	13	22	288	37.9%	Stop	10	18	330	43.4%	Stop	9	14	176	23.2%	Stop	14	39	350	46.1%	Stop	14	35	486	63.9%
Belmont	Stop	3	11	246	32.4%	Stop	8	12	291	38.3%	Stop	15	5	298	39.2%		0	0	330	43.4%	Stop	4	12	168	22.1%	Stop	7	6	351	46.2%	Stop	9	18	477	62.8%
San Carlos	Stop	14	10	250	32.9%	Stop	15	8	298	39.2%	Stop	5	7	296	38.9%		0	0	330	43.4%	Stop	11	9	170	22.4%	Stop	11	8	354	46.6%	Stop	12	12	477	62.8%
Redwood City	Stop	17	25	242	31.8%	Stop	18	36	280	36.8%	Stop	27	26	297	39.1%	Stop	14	35	309	40.7%	Stop	26	27	169	22.2%	Stop	16	69	301	39.6%	Stop	44	77	444	58.4%
Atherton	Stop	1	2	241	31.7%	Stop	0	5	275	36.2%	Stop	3	5	295	38.8%		0	0	309	40.7%	Stop	1	2	168	22.1%	Stop	1	0	302	39.7%	Stop	1	2	443	58.3%
Menlo Park	Stop	17	21	237	31.2%	Stop	5	15	265	34.9%	Stop	18	14	299	39.3%		0	0	309	40.7%	Stop	19	8	179	23.6%	Stop	19	32	289	38.0%	Stop	16	15	444	58.4%
Palo Alto	Stop	15	73	182	23.9%	Stop	32	68	229	30.1%	Stop	15	99	215	28.3%	Stop	5	86	228	30.0%	Stop	21	48	152	20.0%	Stop	49	62	276	36.3%	Stop	61	96	409	53.8%
California Ave.	Stop	6	18	170	22.4%	Stop	9	26	212	27.9%	Stop	9	19	205	27.0%		0	0	228	30.0%	Stop	5	12	145	19.1%	Stop	9	18	267	35.1%	Stop	4	29	384	50.5%
San Antonio	Stop	7	17	160	21.1%	Stop	3	16	199	26.2%	Stop	2	14	193	25.4%		0	0	228	30.0%	Stop	4	9	140	18.4%	Stop	2	27	242	31.8%	Stop	3	30	357	47.0%
Mountain View	Stop	2	27	135	17.8%	Stop	14	49	164	21.6%	Stop	11	60	144	18.9%	Stop	10	59	179	23.6%	Stop	4	35	109	14.3%	Stop	5	55	192	25.3%	Stop	11	86	282	37.1%
Sunnyvale	Stop	3	30	108	14.2%	Stop	5	49	120	15.8%	Stop	0	47	97	12.8%	Stop	7	63	123	16.2%	Stop	3	29	83	10.9%	Stop	1	51	142	18.7%	Stop	19	71	230	30.3%
Lawrence	Stop	3	12	99	13.0%	Stop	2	20	102	13.4%	Stop	2	8	91	12.0%		0	0	123	16.2%	Stop	3	8	78	10.3%	Stop	1	12	131	17.2%	Stop	6	18	218	28.7%
Santa Clara	Stop	0	29	70	9.2%	Stop	0	25	77	10.1%	Stop	0	21	70	9.2%		0	0	123	16.2%	Stop	1	20	59	7.8%	Stop	0	29	102	13.4%	Stop	0	43	175	23.0%
San Jose Diridon	Stop	0	70	0	0.0%	Stop	0	77	0	0.0%	Stop	0	70	0	0.0%	Stop	0	123	0	0.0%	Stop	0	59	0	0.0%	Stop	0	102	0	0.0%	Stop	0	175	0	0.0%
TOTAL		382	382				473	473				467	467				408	408				338	338				580	580				785	785		

Bike — Saturday Bikes

Consist: Type Varies, 6 Cars (all trains) · Seating Capacity: 72

	Train 422					Train 424					Train 426					Train 802					Train 428					Train 430					Train 432				
Station	Stop?	On	Off	On Board	% Slots	Stop?	On	Off	On Board	% Slots	Stop?	On	Off	On Board	% Slots	Stop?	On	Off	On Board	% Slots	Stop?	On	Off	On Board	% Slots	Stop?	On	Off	On Board	% Slots	Stop?	On	Off	On Board	% Slots
San Francisco	Stop	15	0	15	20.8%	Stop	10	0	10	13.9%	Stop	12	0	12	16.7%	Stop	8	0	8	11.1%	Stop	4	0	4	5.6%	Stop	17	0	17	23.6%	Stop	16	0	16	22.2%
22nd Street	Stop	5	0	20	27.8%	Stop	1	0	11	15.3%	Stop	1	2	11	15.3%		0	0	8	11.1%	Stop	0	0	4	5.6%	Stop	0	0	17	23.6%	Stop	1	0	17	23.6%
Bayshore	Stop	0	0	21	29.2%	Stop	0	0	11	15.3%	Stop	0	0	11	15.3%		0	0	8	11.1%	Stop	1	1	4	5.6%	Stop	0	0	17	23.6%	Stop	0	0	17	23.6%
South SF	Stop	0	0	21	29.2%	Stop	0	0	11	15.3%	Stop	1	0	12	16.7%		0	0	8	11.1%	Stop	0	0	4	5.6%	Stop	0	0	17	23.6%	Stop	0	1	16	22.2%
San Bruno	Stop	0	2	19	26.4%	Stop	0	0	11	15.3%	Stop	1	0	12	16.7%		0	0	8	11.1%	Stop	0	0	4	5.6%	Stop	2	1	18	25.0%	Stop	0	1	15	20.8%
Millbrae	Stop	1	0	20	27.8%	Stop	1	0	12	16.7%	Stop	1	0	13	18.1%	Stop	5	0	13	18.1%	Stop	1	0	5	6.9%	Stop	5	0	23	31.9%	Stop	0	0	15	20.8%
Broadway	Stop	0	0	20	27.8%	Stop	0	0	12	16.7%	Stop	0	0	13	18.1%		0	0	13	18.1%	Stop	0	0	5	6.9%	Stop	0	1	22	30.6%	Stop	1	0	16	22.2%
Burlingame	Stop	1	0	21	29.2%	Stop	1	1	12	16.7%	Stop	0	1	12	16.7%		0	0	13	18.1%	Stop	0	0	5	6.9%	Stop	0	0	22	30.6%	Stop	0	0	16	22.2%
San Mateo	Stop	4	2	23	31.9%	Stop	1	1	12	16.7%	Stop	1	2	11	15.3%	Stop	5	2	16	22.2%	Stop	0	1	4	5.6%	Stop	0	0	22	30.6%	Stop	0	2	14	19.4%
Hayward Park	Stop	0	1	22	30.6%	Stop	0	1	11	15.3%	Stop	0	0	11	15.3%		0	0	16	22.2%	Stop	1	0	5	6.9%	Stop	0	1	21	29.2%	Stop	0	0	14	19.4%
Hillsdale	Stop	0	1	21	29.2%	Stop	0	0	11	15.3%	Stop	0	1	10	13.9%	Stop	0	2	14	19.4%	Stop	1	1	5	6.9%	Stop	0	1	20	27.8%	Stop	0	0	14	19.4%
Belmont	Stop	0	2	19	26.4%	Stop	1	3	9	12.5%	Stop	2	0	12	16.7%		0	0	14	19.4%	Stop	0	0	5	6.9%	Stop	0	0	20	27.8%	Stop	0	0	14	19.4%
San Carlos	Stop	1	1	19	26.4%	Stop	0	1	8	11.1%	Stop	0	1	11	15.3%		0	0	14	19.4%	Stop	3	0	8	11.1%	Stop	0	1	19	26.4%	Stop	2	0	16	22.2%
Redwood City	Stop	2	2	19	26.4%	Stop	3	1	10	13.9%	Stop	2	3	10	13.9%	Stop	1	4	11	15.3%	Stop	1	1	8	11.1%	Stop	3	1	21	29.2%	Stop	4	5	15	20.8%
Atherton	Stop	0	0	19	26.4%	Stop	0	0	10	13.9%	Stop	0	0	10	13.9%		0	0	11	15.3%	Stop	1	0	9	12.5%	Stop	0	0	21	29.2%	Stop	1	0	16	22.2%
Menlo Park	Stop	0	1	18	25.0%	Stop	0	1	9	12.5%	Stop	0	0	10	13.9%		0	0	11	15.3%	Stop	1	0	10	13.9%	Stop	1	0	22	30.6%	Stop	2	1	17	23.6%
Palo Alto	Stop	3	10	11	15.3%	Stop	3	6	6	8.3%	Stop	2	4	8	11.1%	Stop	0	9	2	2.8%	Stop	9	13	6	8.3%	Stop	6	5	23	31.9%	Stop	4	4	17	23.6%
California Ave.	Stop	0	0	11	15.3%	Stop	1	1	6	8.3%	Stop	2	1	9	12.5%		0	0	2	2.8%	Stop	2	0	8	11.1%	Stop	0	4	19	26.4%	Stop	0	2	15	20.8%
San Antonio	Stop	0	1	10	13.9%	Stop	3	0	9	12.5%	Stop	0	1	8	11.1%		0	0	2	2.8%	Stop	1	2	7	9.7%	Stop	1	5	15	20.8%	Stop	0	2	13	18.1%
Mountain View	Stop	0	2	8	11.1%	Stop	0	1	8	11.1%	Stop	0	0	8	11.1%	Stop	1	1	2	2.8%	Stop	0	1	6	8.3%	Stop	0	2	13	18.1%	Stop	3	0	16	22.2%
Sunnyvale	Stop	0	2	6	8.3%	Stop	0	5	3	4.2%	Stop	0	2	6	8.3%	Stop	1	1	2	2.8%	Stop	0	2	4	5.6%	Stop	0	1	12	16.7%	Stop	0	8	8	11.1%
Lawrence	Stop	0	1	5	6.9%	Stop	0	1	2	2.8%	Stop	1	1	6	8.3%		0	0	2	2.8%	Stop	0	1	3	4.2%	Stop	0	0	12	16.7%	Stop	0	0	8	11.1%
Santa Clara	Stop	0	0	5	6.9%	Stop	0	0	2	2.8%	Stop	0	2	4	5.6%		0	0	2	2.8%	Stop	0	2	1	1.4%	Stop	0	1	11	15.3%	Stop	0	6	2	2.8%
San Jose Diridon	Stop	0	5	0	0.0%	Stop	0	2	0	0.0%	Stop	0	4	0	0.0%	Stop	0	2	0	0.0%	Stop	0	1	0	0.0%	Stop	0	11	0	0.0%	Stop	0	2	0	0.0%
TOTAL		35	35				25	25				25	25				24	24				27	27				35	35				34	34		

Passenger — Saturday Passengers. Consist: Type Varies, 6 Cars; Seating Capacity: 760 (each train). Columns per train: On, Off, On Board, % Seats Occupied.

Saturday Passengers	434 On	Off	Board	%	436 On	Off	Board	%	804 On	Off	Board	%	438 On	Off	Board	%	440 On	Off	Board	%	442 On	Off	Board	%	444 On	Off	Board	%	Total On	Total Off	Total Board
San Francisco	570	0	570	75.0%	410	0	410	53.9%	399	0	399	52.5%	211	0	211	27.8%	326	0	326	42.9%	152	0	152	20.0%	182	0	182	23.9%	3,783	0	3,783
22nd Street	31	0	601	79.1%	19	0	429	56.4%	0	0	399	52.5%	16	0	227	29.9%	30	0	356	46.8%	18	0	170	22.4%	22	1	203	26.7%	261	4	4,040
Bayshore	4	0	605	79.6%	2	0	431	56.7%	0	0	399	52.5%	8	0	235	30.9%	0	0	356	46.8%	3	0	173	22.8%	1	0	204	26.8%	7	1	4,142
South SF	6	3	608	80.0%	4	5	430	56.6%	0	0	399	52.5%	1	6	230	30.3%	0	3	353	46.4%	0	2	171	22.5%	0	3	201	26.4%	57	45	4,154
San Bruno	14	16	606	79.7%	6	7	429	56.4%	0	0	399	52.5%	9	7	232	30.5%	8	3	358	47.1%	3	1	173	22.8%	0	0	201	26.4%	129	68	4,215
Millbrae	85	18	673	88.6%	51	4	476	62.6%	25	10	414	54.5%	44	5	271	35.7%	45	12	391	51.4%	23	10	186	24.5%	11	2	210	27.6%	697	96	4,816
Broadway	7	3	677	89.1%	11	8	479	63.0%	0	0	414	54.5%	2	6	267	35.1%	0	1	390	51.3%	1	0	187	24.6%	0	1	209	27.5%	51	40	4,827
Burlingame	27	25	679	89.3%	18	14	483	63.6%	0	0	414	54.5%	8	8	267	35.1%	5	7	388	51.1%	2	1	188	24.7%	2	3	208	27.4%	175	115	4,887
San Mateo	25	48	656	86.3%	18	29	472	62.1%	17	24	407	53.6%	10	10	267	35.1%	6	5	389	51.2%	4	9	183	24.1%	0	1	207	27.2%	214	256	4,845
Hayward Park	7	19	644	84.7%	9	7	474	62.4%	0	0	407	53.6%	2	3	266	35.0%	1	4	386	50.8%	1	1	183	24.1%	0	3	204	26.8%	46	84	4,807
Hillsdale	37	39	642	84.5%	16	12	478	62.9%	4	21	390	51.3%	6	10	262	34.5%	7	15	378	49.7%	0	7	176	23.2%	0	2	202	26.6%	155	255	4,707
Belmont	4	13	633	83.3%	3	14	467	61.4%	0	0	390	51.3%	3	6	259	34.1%	2	12	368	48.4%	0	2	174	22.9%	0	1	201	26.4%	58	112	4,653
San Carlos	4	30	607	79.9%	6	11	462	60.8%	0	0	390	51.3%	0	6	253	33.3%	6	10	364	47.9%	0	6	168	22.1%	0	8	193	25.4%	84	125	4,612
Redwood City	29	74	562	73.9%	22	70	414	54.5%	13	45	358	47.1%	6	27	232	30.5%	25	32	357	47.0%	4	12	160	21.1%	1	21	173	22.8%	262	576	4,298
Atherton	0	5	557	73.3%	0	6	408	53.7%	0	0	358	47.1%	0	4	228	30.0%	0	4	353	46.4%	1	4	157	20.7%	0	6	167	22.0%	8	45	4,261
Menlo Park	11	21	547	72.0%	17	30	395	52.0%	0	0	358	47.1%	2	26	204	26.8%	2	20	335	44.1%	0	19	138	18.2%	1	8	160	21.1%	127	229	4,159
Palo Alto	53	109	491	64.6%	27	73	349	45.9%	11	91	278	36.6%	26	27	203	26.7%	19	44	310	40.8%	5	23	120	15.8%	5	47	118	15.5%	347	946	3,560
California Ave.	14	36	469	61.7%	11	34	326	42.9%	0	0	278	36.6%	3	18	188	24.7%	3	39	274	36.1%	1	13	108	14.2%	0	12	106	13.9%	74	274	3,360
San Antonio	3	46	426	56.1%	1	33	294	38.7%	0	0	278	36.6%	3	19	172	22.6%	2	20	255	33.6%	3	15	96	12.6%	0	12	94	12.4%	32	258	3,134
Mountain View	16	109	333	43.8%	1	77	218	28.7%	2	75	205	27.0%	12	36	148	19.5%	2	47	210	27.6%	0	28	68	8.9%	0	30	65	8.6%	91	773	2,452
Sunnyvale	5	91	247	32.5%	0	58	160	21.1%	1	76	130	17.1%	1	44	105	13.8%	0	54	156	20.5%	0	28	40	5.3%	1	29	37	4.9%	46	720	1,778
Lawrence	1	24	224	29.5%	0	17	143	18.8%	0	0	130	17.1%	0	14	91	12.0%	1	17	140	18.4%	0	8	32	4.2%	0	3	34	4.5%	19	161	1,636
Santa Clara	1	37	188	24.7%	1	41	103	13.6%	0	0	130	17.1%	0	33	58	7.6%	0	48	92	12.1%	0	4	28	3.7%	0	5	29	3.8%	3	335	1,304
San Jose Diridon	0	188	0	0.0%	0	103	0	0.0%	0	130	0	0.0%	0	58	0	0.0%	0	92	0	0.0%	0	28	0	0.0%	0	29	0	0.0%	0	1,304	0
TOTAL	954	954			653	653			472	472			373	373			489	489			221	221			227	227			6,822	6,822	

Bike — Saturday Bikes. Consist: Type Varies, 6 Cars; Seating Capacity: 72 (each train). Columns per train: On, Off, On Board, % Slots Occupied.

Saturday Bikes	434 On	Off	Board	%	436 On	Off	Board	%	804 On	Off	Board	%	438 On	Off	Board	%	440 On	Off	Board	%	442 On	Off	Board	%	444 On	Off	Board	%	Total On	Total Off	Total Board
San Francisco	33	0	33	45.8%	33	0	33	45.8%	14	0	14	19.4%	4	0	4	5.6%	14	0	14	19.4%	4	0	4	5.6%	6	0	6	8.3%	190	0	190
22nd Street	0	0	33	45.8%	0	0	33	45.8%	0	0	14	19.4%	1	0	5	6.9%	10	0	24	33.3%	1	0	5	6.9%	1	0	7	9.7%	21	2	209
Bayshore	0	0	33	45.8%	1	0	34	47.2%	0	0	14	19.4%	0	0	5	6.9%	0	0	24	33.3%	0	0	5	6.9%	0	0	7	9.7%	3	1	211
South SF	1	0	34	47.2%	0	0	34	47.2%	0	0	14	19.4%	0	0	5	6.9%	0	0	24	33.3%	0	0	5	6.9%	0	1	6	8.3%	2	2	211
San Bruno	3	3	34	47.2%	0	0	34	47.2%	0	0	14	19.4%	2	0	7	9.7%	1	0	25	34.7%	0	0	5	6.9%	0	0	6	8.3%	8	7	212
Millbrae	3	0	37	51.4%	1	0	35	48.6%	0	0	14	19.4%	3	0	10	13.9%	0	0	25	34.7%	0	0	5	6.9%	0	0	6	8.3%	21	0	233
Broadway	0	2	35	48.6%	1	0	36	50.0%	0	0	14	19.4%	0	0	10	13.9%	0	0	25	34.7%	0	0	5	6.9%	0	0	6	8.3%	2	3	232
Burlingame	2	2	35	48.6%	0	1	35	48.6%	0	0	14	19.4%	0	1	9	12.5%	0	0	25	34.7%	0	0	5	6.9%	0	0	6	8.3%	4	6	230
San Mateo	3	2	36	50.0%	2	1	36	50.0%	0	1	13	18.1%	1	0	10	13.9%	0	1	24	33.3%	0	0	5	6.9%	0	0	6	8.3%	17	15	232
Hayward Park	0	2	34	47.2%	1	0	37	51.4%	0	0	13	18.1%	0	0	10	13.9%	0	1	23	31.9%	0	1	4	5.6%	0	0	6	8.3%	2	7	227
Hillsdale	0	1	33	45.8%	0	0	37	51.4%	0	0	13	18.1%	0	0	10	13.9%	0	0	23	31.9%	0	0	4	5.6%	0	0	6	8.3%	1	7	221
Belmont	0	2	31	43.1%	0	0	37	51.4%	0	0	13	18.1%	1	0	11	15.3%	1	0	24	33.3%	0	0	4	5.6%	0	0	6	8.3%	5	7	219
San Carlos	1	0	32	44.4%	0	0	37	51.4%	0	0	13	18.1%	1	0	10	13.9%	0	0	24	33.3%	0	0	4	5.6%	0	0	6	8.3%	8	6	221
Redwood City	2	3	31	43.1%	8	10	35	48.6%	2	4	11	15.3%	2	0	12	16.7%	1	3	22	30.6%	1	0	5	6.9%	1	3	4	5.6%	33	40	214
Atherton	0	0	31	43.1%	0	0	35	48.6%	0	0	11	15.3%	0	0	12	16.7%	0	0	22	30.6%	1	0	6	8.3%	0	0	4	5.6%	3	0	217
Menlo Park	1	2	30	41.7%	0	5	30	41.7%	0	0	11	15.3%	0	1	11	15.3%	0	1	21	29.2%	0	0	6	8.3%	0	2	2	2.8%	8	15	208
Palo Alto	9	7	32	44.4%	7	8	29	40.3%	2	3	10	13.9%	1	4	8	11.1%	1	5	17	23.6%	0	0	6	8.3%	0	2	0	0.0%	47	80	175
California Ave.	3	2	33	45.8%	3	6	26	36.1%	0	0	10	13.9%	0	3	5	6.9%	0	0	17	23.6%	0	3	3	4.2%	0	0	0	0.0%	14	25	164
San Antonio	1	4	30	41.7%	0	1	25	34.7%	0	0	10	13.9%	0	2	3	4.2%	0	1	16	22.2%	1	1	3	4.2%	0	0	0	0.0%	7	20	151
Mountain View	2	9	23	31.9%	0	6	19	26.4%	0	2	8	11.1%	0	1	2	2.8%	0	1	16	22.2%	0	0	3	4.2%	0	0	0	0.0%	11	30	132
Sunnyvale	1	6	18	25.0%	0	5	14	19.4%	0	6	2	2.8%	0	0	2	2.8%	0	7	9	12.5%	0	2	1	1.4%	0	0	0	0.0%	2	47	87
Lawrence	0	4	14	19.4%	0	1	13	18.1%	0	0	2	2.8%	0	0	2	2.8%	0	1	8	11.1%	0	0	1	1.4%	0	0	0	0.0%	2	11	78
Santa Clara	0	3	11	15.3%	0	1	12	16.7%	0	0	2	2.8%	0	1	1	1.4%	0	5	3	4.2%	0	0	1	1.4%	0	0	0	0.0%	0	21	57
San Jose Diridon	0	11	0	0.0%	0	12	0	0.0%	0	2	0	0.0%	0	1	0	0.0%	0	3	0	0.0%	0	1	0	0.0%	0	0	0	0.0%	0	57	0
TOTAL	66	66			57	57			18	18			15	15			32	32			8	8			8	8			409	409	

Caltrain 2018 Annual Count

XXXV: Saturday Northbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Saturday PNA	Train 421 Stop?	On	Off	On Board	Train 423 Stop?	On	Off	On Board	Train 801 Stop?	On	Off	On Board	Train 425 Stop?	On	Off	On Board	Train 427 Stop?	On	Off	On Board	Train 429 Stop?	On	Off	On Board	Train 431 Stop?	On	Off	On Board	Train 433 Stop?	On	Off	On Board
Consist	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars			
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Lawrence	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Mountain View	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
California Ave.	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Palo Alto	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0
Menlo Park	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Atherton	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Redwood City	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Carlos	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Belmont	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	1	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Broadway	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Bruno	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
South SF	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Bayshore	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
22nd Street	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	1	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			0	0			0	0			1	1			1	1			1	1			0	0			0	0	

Saturday PNA	Train 803 Stop?	On	Off	On Board	Train 435 Stop?	On	Off	On Board	Train 437 Stop?	On	Off	On Board	Train 439 Stop?	On	Off	On Board	Train 441 Stop?	On	Off	On Board	Train 443 Stop?	On	Off	On Board	Total - All Day On	Off	On Board
Consist	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars						
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	0
Santa Clara		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	0
Lawrence		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	1
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	1
San Antonio		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	2
California Ave.		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	2
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	3
Menlo Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
Atherton		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
San Carlos		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
Belmont		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
Hayward Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	4
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Burlingame		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Broadway		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
San Bruno		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
South SF		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Bayshore		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
22nd Street		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	4	0
TOTAL		0	0			0	0			0	0			0	0			0	0			0	0		4	4	

Caltrain 2018 Annual Count

XXXVI: Saturday Southbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Saturday PNA	Train 422 Stop?	On	Off	On Board	Train 424 Stop?	On	Off	On Board	Train 426 Stop?	On	Off	On Board	Train 802 Stop?	On	Off	On Board	Train 428 Stop?	On	Off	On Board	Train 430 Stop?	On	Off	On Board	Train 432 Stop?	On	Off	On Board	Train 434 Stop?	On	Off	On Board
	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars			
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	3	0	3	Stop	0	0	0	Stop	1	0	1
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	3	Stop	0	0	0	Stop	0	0	1
Bayshore	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	1	0	4	Stop	0	0	0	Stop	0	0	1
South SF	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
San Bruno	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
Millbrae	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
Broadway	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
Burlingame	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
San Mateo	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
Hayward Park	Stop	0	0	1	Stop	0	0	0	Stop	1	0	1		0	0	0	Stop	2	0	2	Stop	0	0	4	Stop	0	0	0	Stop	0	0	1
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	1	3	Stop	0	0	0	Stop	0	0	1
Belmont	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	2	Stop	0	1	2	Stop	0	0	0	Stop	0	0	1
San Carlos	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	2	Stop	0	1	1	Stop	0	0	0	Stop	0	0	1
Redwood City	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	1	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Atherton	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
California Ave.	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	1	0	2
San Antonio	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Santa Clara	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0
TOTAL		1	1			0	0			1	1			0	0			2	2			4	4			0	0			2	2	

Saturday PNA	Train 436 Stop?	On	Off	On Board	Train 804 Stop?	On	Off	On Board	Train 438 Stop?	On	Off	On Board	Train 440 Stop?	On	Off	On Board	Train 442 Stop?	On	Off	On Board	Train 444 Stop?	On	Off	On Board	Total - All Day On	Off	On Board
	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars						
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	4	0	4
22nd Street	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Bayshore	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	5
South SF	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	5
San Bruno	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	5
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	6
Broadway	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	6
Burlingame	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	6
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	6
Hayward Park	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	3	0	9
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	8
Belmont	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	7
San Carlos	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	6
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	2	4
Atherton	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Menlo Park	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	3
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
California Ave.	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	4
San Antonio	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	3
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	2
Lawrence	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	2
Santa Clara	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	2
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	2	0
TOTAL		0	0			0	0			0	0			0	0			0	0			0	0		10	10	

Caltrain 2018 Annual Count

XXXVII: Sunday Northbound Passenger and Bicycle Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Passenger

Sunday Passengers	423 Stop?	423 On	423 Off	423 On Board	423 % Seats	801 Stop?	801 On	801 Off	801 On Board	801 % Seats	425 Stop?	425 On	425 Off	425 On Board	425 % Seats	427 Stop?	427 On	427 Off	427 On Board	427 % Seats	429 Stop?	429 On	429 Off	429 On Board	429 % Seats	431 Stop?	431 On	431 Off	431 On Board	431 % Seats	433 Stop?	433 On	433 Off	433 On Board	433 % Seats
Consist			Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars	
Seating Capacity			760					760					760					760					760					760					760		
San Jose Diridon	Stop	37	0	37	4.9%	Stop	156	0	156	20.5%	Stop	59	0	59	7.8%	Stop	98	0	98	12.9%	Stop	76	0	76	10.0%	Stop	93	0	93	12.2%	Stop	40	0	40	5.3%
Santa Clara	Stop	31	1	67	8.8%		0	0	156	20.5%	Stop	22	1	80	10.5%	Stop	45	1	142	18.7%	Stop	29	0	105	13.8%	Stop	22	1	114	15.0%	Stop	7	0	47	6.2%
Lawrence	Stop	10	0	77	10.1%		0	0	156	20.5%	Stop	16	0	96	12.6%	Stop	16	0	158	20.8%	Stop	20	0	125	16.4%	Stop	11	4	121	15.9%	Stop	18	0	65	8.6%
Sunnyvale	Stop	56	1	132	17.4%	Stop	105	3	258	33.9%	Stop	44	3	137	18.0%	Stop	76	2	232	30.5%	Stop	66	0	191	25.1%	Stop	38	6	153	20.1%	Stop	18	2	81	10.7%
Mountain View	Stop	23	9	146	19.2%	Stop	147	2	403	53.0%	Stop	57	18	176	23.2%	Stop	62	11	283	37.2%	Stop	47	4	234	30.8%	Stop	51	6	198	26.1%	Stop	28	2	107	14.1%
San Antonio	Stop	24	2	168	22.1%		0	0	403	53.0%	Stop	22	9	189	24.9%	Stop	17	6	294	38.7%	Stop	12	7	239	31.4%	Stop	10	5	203	26.7%	Stop	15	5	117	15.4%
California Ave.	Stop	27	8	187	24.6%		0	0	403	53.0%	Stop	25	14	200	26.3%	Stop	34	9	319	42.0%	Stop	29	5	263	34.6%	Stop	18	2	219	28.8%	Stop	22	5	134	17.6%
Palo Alto	Stop	42	14	215	28.3%	Stop	90	40	453	59.6%	Stop	23	30	193	25.4%	Stop	58	34	343	45.1%	Stop	71	20	314	41.3%	Stop	76	27	268	35.3%	Stop	35	13	156	20.5%
Menlo Park	Stop	37	9	243	32.0%		0	0	453	59.6%	Stop	23	8	208	27.4%	Stop	30	18	355	46.7%	Stop	29	2	341	44.9%	Stop	22	9	281	37.0%	Stop	9	5	160	21.1%
Atherton	Stop	6	0	249	32.8%		0	0	453	59.6%	Stop	4	0	212	27.9%	Stop	4	1	358	47.1%	Stop	2	0	343	45.1%	Stop	6	2	285	37.5%	Stop	0	3	157	20.7%
Redwood City	Stop	31	12	268	35.3%	Stop	50	13	490	64.5%	Stop	43	9	246	32.4%	Stop	51	23	386	50.8%	Stop	46	16	373	49.1%	Stop	45	15	315	41.4%	Stop	19	10	166	21.8%
San Carlos	Stop	16	7	277	36.4%		0	0	490	64.5%	Stop	3	6	243	32.0%	Stop	22	6	402	52.9%	Stop	10	10	373	49.1%	Stop	14	4	325	42.8%	Stop	7	6	167	22.0%
Belmont	Stop	15	6	286	37.6%		0	0	490	64.5%	Stop	10	8	245	32.2%	Stop	13	8	407	53.6%	Stop	8	7	374	49.2%	Stop	11	4	332	43.7%	Stop	4	6	165	21.7%
Hillsdale	Stop	22	11	297	39.1%	Stop	15	14	491	64.6%	Stop	9	12	242	31.8%	Stop	11	13	405	53.3%	Stop	20	24	370	48.7%	Stop	13	28	317	41.7%	Stop	9	12	162	21.3%
Hayward Park	Stop	9	4	302	39.7%		0	0	491	64.6%	Stop	10	0	252	33.2%	Stop	3	2	406	53.4%	Stop	9	0	379	49.9%	Stop	6	5	318	41.8%	Stop	6	3	165	21.7%
San Mateo	Stop	11	2	311	40.9%	Stop	13	12	492	64.7%	Stop	20	9	263	34.6%	Stop	22	17	411	54.1%	Stop	33	28	384	50.5%	Stop	18	18	318	41.8%	Stop	15	19	161	21.2%
Burlingame	Stop	12	25	298	39.2%		0	0	492	64.7%	Stop	17	18	262	34.5%	Stop	23	14	420	55.3%	Stop	4	20	368	48.4%	Stop	10	10	318	41.8%	Stop	5	12	154	20.3%
Broadway	Stop	1	1	298	39.2%		0	0	492	64.7%	Stop	4	6	260	34.2%	Stop	2	3	419	55.1%	Stop	1	10	359	47.2%	Stop	4	8	314	41.3%	Stop	1	2	153	20.1%
Millbrae	Stop	8	39	267	35.1%	Stop	8	44	456	60.0%	Stop	9	57	212	27.9%	Stop	9	68	360	47.4%	Stop	10	90	279	36.7%	Stop	4	73	245	32.2%	Stop	25	33	145	19.1%
San Bruno	Stop	4	12	259	34.1%		0	0	456	60.0%	Stop	18	5	225	29.6%	Stop	5	14	351	46.2%	Stop	1	20	260	34.2%	Stop	6	8	243	32.0%	Stop	0	5	140	18.4%
South SF	Stop	4	4	259	34.1%		0	0	456	60.0%	Stop	8	8	225	29.6%	Stop	1	4	348	45.8%	Stop	5	7	258	33.9%	Stop	0	4	239	31.4%	Stop	1	3	138	18.2%
Bayshore	Stop	0	5	254	33.4%		0	0	456	60.0%	Stop	4	5	224	29.5%	Stop	0	3	345	45.4%	Stop	1	8	251	33.0%	Stop	0	15	224	29.5%	Stop	0	10	128	16.8%
22nd Street	Stop	0	12	242	31.8%		0	0	456	60.0%	Stop	0	9	215	28.3%	Stop	0	34	311	40.9%	Stop	0	21	230	30.3%	Stop	1	21	204	26.8%	Stop	0	20	108	14.2%
San Francisco	Stop	0	242	0	0.0%	Stop	0	456	0	0.0%	Stop	0	215	0	0.0%	Stop	0	310	1	0.1%	Stop	0	230	0	0.0%	Stop	0	204	0	0.0%	Stop	0	108	0	0.0%
TOTAL		426	426				584	584				450	450				602	601				529	529				479	479				284	284		

Bike

Sunday Bikes	423 Stop?	423 On	423 Off	423 On Board	423 % Slots	801 Stop?	801 On	801 Off	801 On Board	801 % Slots	425 Stop?	425 On	425 Off	425 On Board	425 % Slots	427 Stop?	427 On	427 Off	427 On Board	427 % Slots	429 Stop?	429 On	429 Off	429 On Board	429 % Slots	431 Stop?	431 On	431 Off	431 On Board	431 % Slots	433 Stop?	433 On	433 Off	433 On Board	433 % Slots
Consist			Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars	
Seating Capacity			72					72					72					72					72					72					72		
San Jose Diridon	Stop	3	0	3	4.2%	Stop	5	0	5	6.9%	Stop	4	0	4	5.6%	Stop	0	0	0	0.0%	Stop	3	0	3	4.2%	Stop	2	0	2	2.8%	Stop	4	0	4	5.6%
Santa Clara	Stop	4	0	7	9.7%		0	0	5	6.9%	Stop	3	0	7	9.7%	Stop	3	0	3	4.2%	Stop	3	0	6	8.3%	Stop	1	0	3	4.2%	Stop	0	0	4	5.6%
Lawrence	Stop	1	0	8	11.1%		0	0	5	6.9%	Stop	1	0	8	11.1%	Stop	0	0	3	4.2%	Stop	3	0	9	12.5%	Stop	0	0	3	4.2%	Stop	2	0	6	8.3%
Sunnyvale	Stop	7	0	15	20.8%	Stop	6	0	11	15.3%	Stop	0	0	8	11.1%	Stop	4	0	7	9.7%	Stop	3	0	12	16.7%	Stop	5	1	7	9.7%	Stop	4	0	10	13.9%
Mountain View	Stop	0	1	14	19.4%	Stop	10	1	20	27.8%	Stop	4	2	10	13.9%	Stop	4	2	9	12.5%	Stop	5	0	17	23.6%	Stop	5	1	11	15.3%	Stop	5	0	15	20.8%
San Antonio	Stop	1	0	15	20.8%		0	0	20	27.8%	Stop	2	3	9	12.5%	Stop	1	0	10	13.9%	Stop	1	0	18	25.0%	Stop	1	0	12	16.7%	Stop	2	0	17	23.6%
California Ave.	Stop	0	1	14	19.4%		0	0	20	27.8%	Stop	1	0	10	13.9%	Stop	6	2	14	19.4%	Stop	0	3	15	20.8%	Stop	4	1	15	20.8%	Stop	4	4	17	23.6%
Palo Alto	Stop	3	4	13	18.1%	Stop	7	9	18	25.0%	Stop	4	0	14	19.4%	Stop	8	3	19	26.4%	Stop	1	3	13	18.1%	Stop	9	2	22	30.6%	Stop	4	4	17	23.6%
Menlo Park	Stop	3	1	15	20.8%		0	0	18	25.0%	Stop	2	2	14	19.4%	Stop	2	1	20	27.8%	Stop	4	0	17	23.6%	Stop	3	2	23	31.9%	Stop	4	2	19	26.4%
Atherton	Stop	0	0	15	20.8%		0	0	18	25.0%	Stop	0	0	14	19.4%	Stop	0	0	20	27.8%	Stop	2	0	19	26.4%	Stop	1	0	24	33.3%	Stop	0	1	18	25.0%
Redwood City	Stop	2	1	16	22.2%	Stop	2	1	19	26.4%	Stop	4	2	16	22.2%	Stop	1	1	20	27.8%	Stop	5	2	22	30.6%	Stop	2	6	20	27.8%	Stop	4	1	21	29.2%
San Carlos	Stop	0	1	15	20.8%		0	0	19	26.4%	Stop	0	1	15	20.8%	Stop	1	2	19	26.4%	Stop	2	0	24	33.3%	Stop	4	1	23	31.9%	Stop	0	0	21	29.2%
Belmont	Stop	0	0	15	20.8%		0	1	18	25.0%	Stop	0	0	15	20.8%	Stop	0	2	17	23.6%	Stop	0	0	24	33.3%	Stop	0	0	23	31.9%	Stop	0	1	20	27.8%
Hillsdale	Stop	1	0	16	22.2%	Stop	0	0	18	25.0%	Stop	0	0	15	20.8%	Stop	0	0	17	23.6%	Stop	2	3	23	31.9%	Stop	1	0	24	33.3%	Stop	0	0	20	27.8%
Hayward Park	Stop	1	0	17	23.6%		0	1	17	23.6%	Stop	0	0	15	20.8%	Stop	0	0	17	23.6%	Stop	0	0	23	31.9%	Stop	0	1	23	31.9%	Stop	1	2	19	26.4%
San Mateo	Stop	0	1	16	22.2%	Stop	0	0	17	23.6%	Stop	0	1	14	19.4%	Stop	2	1	18	25.0%	Stop	2	1	24	33.3%	Stop	1	1	23	31.9%	Stop	1	1	19	26.4%
Burlingame	Stop	2	0	18	25.0%		0	0	17	23.6%	Stop	1	0	15	20.8%	Stop	1	2	17	23.6%	Stop	0	1	23	31.9%	Stop	0	2	21	29.2%	Stop	1	0	20	27.8%
Broadway	Stop	0	0	18	25.0%		0	0	17	23.6%	Stop	0	0	15	20.8%	Stop	0	0	17	23.6%	Stop	0	0	23	31.9%	Stop	0	1	20	27.8%	Stop	0	1	19	26.4%
Millbrae	Stop	0	2	16	22.2%	Stop	1	1	17	23.6%	Stop	0	2	13	18.1%	Stop	0	5	12	16.7%	Stop	0	7	16	22.2%	Stop	0	2	18	25.0%	Stop	0	2	17	23.6%
San Bruno	Stop	0	1	15	20.8%		0	0	17	23.6%	Stop	0	0	13	18.1%	Stop	1	0	13	18.1%	Stop	0	2	14	19.4%	Stop	0	0	18	25.0%	Stop	0	1	16	22.2%
South SF	Stop	1	0	16	22.2%		0	0	17	23.6%	Stop	1	1	13	18.1%	Stop	0	0	13	18.1%	Stop	1	0	15	20.8%	Stop	0	1	17	23.6%	Stop	0	1	15	20.8%
Bayshore	Stop	0	0	16	22.2%		0	0	17	23.6%	Stop	0	0	13	18.1%	Stop	0	1	12	16.7%	Stop	0	1	14	19.4%	Stop	0	2	15	20.8%	Stop	0	1	14	19.4%
22nd Street	Stop	0	1	15	20.8%		0	0	17	23.6%	Stop	0	1	12	16.7%	Stop	0	3	9	12.5%	Stop	0	2	12	16.7%	Stop	0	4	11	15.3%	Stop	0	4	10	13.9%
San Francisco	Stop	0	15	0	0.0%	Stop	0	17	0	0.0%	Stop	0	12	0	0.0%	Stop	0	9	0	0.0%	Stop	0	12	0	0.0%	Stop	0	11	0	0.0%	Stop	0	10	0	0.0%
TOTAL		31	31				31	31				27	27				34	34				37	37				39	39				36	36		

Passenger

Sunday Passengers	Train 803 Stop?	On	Off	On Board	% Seats Occupied	Train 435 Stop?	On	Off	On Board	% Seats Occupied	Train 437 Stop?	On	Off	On Board	% Seats Occupied	Train 439 Stop?	On	Off	On Board	% Seats Occupied	Train 441 Stop?	On	Off	On Board	% Seats Occupied	Total On	Total Off	On Board
Consist	Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars							
Seating Capacity	760					760					760					760					760							
San Jose Diridon	Stop	76	0	76	10.0%	Stop	20	0	20	2.6%	Stop	69	0	69	9.1%	Stop	79	0	79	10.4%	Stop	19	0	19	2.5%	822	0	822
Santa Clara		0	0	76	10.0%	Stop	9	1	28	3.7%	Stop	19	0	88	11.6%	Stop	30	1	108	14.2%	Stop	3	0	22	2.9%	217	6	1,033
Lawrence		0	0	76	10.0%	Stop	12	1	39	5.1%	Stop	10	0	98	12.9%	Stop	21	1	128	16.8%	Stop	0	1	21	2.8%	134	7	1,160
Sunnyvale	Stop	36	0	112	14.7%	Stop	12	0	51	6.7%	Stop	21	1	118	15.5%	Stop	34	3	159	20.9%	Stop	10	3	28	3.7%	516	24	1,652
Mountain View	Stop	57	1	168	22.1%	Stop	12	4	59	7.8%	Stop	31	4	145	19.1%	Stop	49	7	201	26.4%	Stop	4	3	29	3.8%	568	71	2,149
San Antonio		0	0	168	22.1%	Stop	14	1	72	9.5%	Stop	14	3	156	20.5%	Stop	16	4	213	28.0%	Stop	4	1	32	4.2%	148	43	2,254
California Ave.		0	0	168	22.1%	Stop	2	0	74	9.7%	Stop	9	3	162	21.3%	Stop	14	8	219	28.8%	Stop	3	0	35	4.6%	183	54	2,383
Palo Alto	Stop	62	9	221	29.1%	Stop	36	12	98	12.9%	Stop	42	9	195	25.7%	Stop	48	6	261	34.3%	Stop	13	2	46	6.1%	596	216	2,763
Menlo Park		0	0	221	29.1%	Stop	12	3	107	14.1%	Stop	12	5	202	26.6%	Stop	18	4	275	36.2%	Stop	1	2	45	5.9%	193	65	2,891
Atherton		0	0	221	29.1%	Stop	0	1	106	13.9%	Stop	1	8	195	25.7%	Stop	3	3	275	36.2%	Stop	0	0	45	5.9%	26	18	2,899
Redwood City	Stop	30	8	243	32.0%	Stop	11	6	111	14.6%	Stop	9	10	194	25.5%	Stop	11	8	278	36.6%	Stop	3	3	45	5.9%	349	133	3,115
San Carlos		0	0	243	32.0%	Stop	5	5	111	14.6%	Stop	5	0	199	26.2%	Stop	5	10	273	35.9%	Stop	2	2	45	5.9%	89	56	3,148
Belmont		0	0	243	32.0%	Stop	7	8	110	14.5%	Stop	3	1	201	26.4%	Stop	7	9	271	35.7%	Stop	3	3	45	5.9%	81	60	3,169
Hillsdale	Stop	9	8	244	32.1%	Stop	9	4	115	15.1%	Stop	7	11	197	25.9%	Stop	8	5	274	36.1%	Stop	3	1	47	6.2%	135	143	3,161
Hayward Park		0	0	244	32.1%	Stop	6	3	118	15.5%	Stop	3	4	196	25.8%	Stop	0	2	272	35.8%	Stop	0	0	47	6.2%	52	73	3,190
San Mateo	Stop	3	9	238	31.3%	Stop	8	6	120	15.8%	Stop	8	11	193	25.4%	Stop	9	12	269	35.4%	Stop	0	5	42	5.5%	160	148	3,202
Burlingame		0	0	238	31.3%	Stop	4	7	117	15.4%	Stop	3	4	192	25.3%	Stop	1	8	262	34.5%	Stop	1	4	39	5.1%	80	122	3,160
Broadway		0	0	238	31.3%	Stop	0	5	112	14.7%	Stop	1	3	190	25.0%	Stop	1	4	259	34.1%	Stop	0	0	39	5.1%	15	42	3,133
Millbrae	Stop	1	39	200	26.3%	Stop	1	23	90	11.8%	Stop	3	35	158	20.8%	Stop	34	49	244	32.1%	Stop	0	4	35	4.6%	112	554	2,691
San Bruno		0	0	200	26.3%	Stop	2	7	85	11.2%	Stop	5	7	156	20.5%	Stop	3	13	234	30.8%	Stop	2	4	33	4.3%	46	95	2,642
South SF		0	0	200	26.3%	Stop	0	7	78	10.3%	Stop	2	5	153	20.1%	Stop	0	4	230	30.3%	Stop	0	2	31	4.1%	21	48	2,615
Bayshore		0	0	200	26.3%	Stop	0	5	73	9.6%	Stop	0	13	140	18.4%	Stop	0	13	217	28.6%	Stop	0	2	29	3.8%	5	79	2,541
22nd Street		0	0	200	26.3%	Stop	1	15	59	7.8%	Stop	0	14	126	16.6%	Stop	0	26	191	25.1%	Stop	0	9	20	2.6%	2	181	2,362
San Francisco	Stop	0	200	0	0.0%	Stop	0	59	0	0.0%	Stop	0	126	0	0.0%	Stop	0	191	0	0.0%	Stop	0	20	0	0.0%	0	2,361	1
TOTAL		274	274				183	183				277	277				391	391				71	71			4,550	4,549	

Bike

Sunday Bikes	Train 803 Stop?	On	Off	On Board	% Slots Occupied	Train 435 Stop?	On	Off	On Board	% Slots Occupied	Train 437 Stop?	On	Off	On Board	% Slots Occupied	Train 439 Stop?	On	Off	On Board	% Slots Occupied	Train 441 Stop?	On	Off	On Board	% Slots Occupied	Total On	Total Off	On Board
Consist	Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars							
Seating Capacity	72					72					72					72					72							
San Jose Diridon	Stop	4	0	4	5.6%	Stop	1	0	1	1.4%	Stop	3	0	3	4.2%	Stop	4	0	4	5.6%	Stop	0	0	0	0.0%	33	0	33
Santa Clara		0	0	4	5.6%	Stop	0	0	1	1.4%	Stop	0	0	3	4.2%	Stop	3	0	7	9.7%	Stop	0	0	0	0.0%	17	0	50
Lawrence		0	0	4	5.6%	Stop	0	0	1	1.4%	Stop	0	0	3	4.2%	Stop	3	0	10	13.9%	Stop	0	0	0	0.0%	10	0	60
Sunnyvale	Stop	1	0	5	6.9%	Stop	0	0	1	1.4%	Stop	3	0	6	8.3%	Stop	2	1	11	15.3%	Stop	0	0	0	0.0%	35	2	93
Mountain View	Stop	2	1	6	8.3%	Stop	0	0	1	1.4%	Stop	2	3	5	6.9%	Stop	3	2	12	16.7%	Stop	1	0	1	1.4%	41	13	121
San Antonio		0	0	6	8.3%	Stop	1	0	2	2.8%	Stop	2	0	7	9.7%	Stop	4	0	16	22.2%	Stop	0	0	1	1.4%	15	3	133
California Ave.		0	0	6	8.3%	Stop	0	0	2	2.8%	Stop	2	0	9	12.5%	Stop	1	1	16	22.2%	Stop	0	0	1	1.4%	18	12	139
Palo Alto	Stop	6	2	10	13.9%	Stop	4	1	5	6.9%	Stop	3	2	10	13.9%	Stop	4	2	18	25.0%	Stop	2	0	3	4.2%	55	32	162
Menlo Park		0	0	10	13.9%	Stop	0	0	5	6.9%	Stop	3	0	13	18.1%	Stop	1	0	19	26.4%	Stop	0	0	3	4.2%	22	8	176
Atherton		0	0	10	13.9%	Stop	0	0	5	6.9%	Stop	0	3	10	13.9%	Stop	0	1	18	25.0%	Stop	0	0	3	4.2%	3	5	174
Redwood City	Stop	6	1	15	20.8%	Stop	1	2	4	5.6%	Stop	1	1	10	13.9%	Stop	0	4	14	19.4%	Stop	0	0	3	4.2%	29	23	180
San Carlos		0	0	15	20.8%	Stop	0	0	4	5.6%	Stop	0	0	10	13.9%	Stop	0	0	14	19.4%	Stop	0	0	3	4.2%	8	6	182
Belmont		0	0	15	20.8%	Stop	0	0	4	5.6%	Stop	0	0	10	13.9%	Stop	1	0	15	20.8%	Stop	1	0	4	5.6%	2	3	181
Hillsdale	Stop	0	1	14	19.4%	Stop	0	0	4	5.6%	Stop	2	1	11	15.3%	Stop	0	1	14	19.4%	Stop	0	1	3	4.2%	6	8	179
Hayward Park		0	0	14	19.4%	Stop	0	0	4	5.6%	Stop	1	0	12	16.7%	Stop	0	0	14	19.4%	Stop	0	0	3	4.2%	3	2	180
San Mateo	Stop	0	0	14	19.4%	Stop	1	1	4	5.6%	Stop	1	2	11	15.3%	Stop	2	0	16	22.2%	Stop	0	0	3	4.2%	10	11	179
Burlingame		0	0	14	19.4%	Stop	0	1	3	4.2%	Stop	0	0	11	15.3%	Stop	0	1	15	20.8%	Stop	0	1	2	2.8%	4	7	176
Broadway		0	0	14	19.4%	Stop	0	0	3	4.2%	Stop	1	0	12	16.7%	Stop	0	0	15	20.8%	Stop	0	0	2	2.8%	1	2	175
Millbrae	Stop	0	1	13	18.1%	Stop	0	0	3	4.2%	Stop	0	3	9	12.5%	Stop	0	3	12	16.7%	Stop	0	0	2	2.8%	1	28	148
San Bruno		0	0	13	18.1%	Stop	0	0	3	4.2%	Stop	0	1	8	11.1%	Stop	0	1	11	15.3%	Stop	0	0	2	2.8%	2	7	143
South SF		0	0	13	18.1%	Stop	0	0	3	4.2%	Stop	0	0	8	11.1%	Stop	0	0	11	15.3%	Stop	0	0	2	2.8%	3	3	143
Bayshore		0	0	13	18.1%	Stop	0	0	3	4.2%	Stop	0	0	8	11.1%	Stop	0	0	11	15.3%	Stop	0	0	2	2.8%	0	5	138
22nd Street		0	0	13	18.1%	Stop	0	0	3	4.2%	Stop	0	2	6	8.3%	Stop	0	0	11	15.3%	Stop	0	0	2	2.8%	0	17	121
San Francisco	Stop	0	13	0	0.0%	Stop	0	3	0	0.0%	Stop	0	6	0	0.0%	Stop	0	11	0	0.0%	Stop	0	2	0	0.0%	0	121	0
TOTAL		19	19				8	8				24	24				28	28				4	4			318	318	

Caltrain 2018 Annual Count

XXXVIII: Sunday Southbound Passenger and Bicycle Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Passenger

Sunday Passengers	422 Stop?	422 On	422 Off	422 On Board	422 % Seats	424 Stop?	424 On	424 Off	424 On Board	424 % Seats	426 Stop?	426 On	426 Off	426 On Board	426 % Seats	802 Stop?	802 On	802 Off	802 On Board	802 % Seats	428 Stop?	428 On	428 Off	428 On Board	428 % Seats	430 Stop?	430 On	430 Off	430 On Board	430 % Seats	432 Stop?	432 On	432 Off	432 On Board	432 % Seats
Consist	Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars				
Seating Capacity	760					760					760					760					760					760					760				
San Francisco	Stop	88	0	88	11.6%	Stop	184	0	184	24.2%	Stop	132	0	132	17.4%	Stop	265	0	265	34.9%	Stop	157	0	157	20.7%	Stop	300	0	300	39.5%	Stop	301	0	301	39.6%
22nd Street	Stop	17	0	105	13.8%	Stop	26	1	209	27.5%	Stop	20	0	152	20.0%		0	0	265	34.9%	Stop	25	0	182	23.9%	Stop	40	1	339	44.6%	Stop	16	0	317	41.7%
Bayshore	Stop	19	1	123	16.2%	Stop	10	0	219	28.8%	Stop	5	2	155	20.4%		0	0	265	34.9%	Stop	24	2	204	26.8%	Stop	7	1	345	45.4%	Stop	16	1	332	43.7%
South SF	Stop	1	3	121	15.9%	Stop	1	1	219	28.8%	Stop	10	0	165	21.7%		0	0	265	34.9%	Stop	5	1	208	27.4%	Stop	3	2	346	45.5%	Stop	6	7	331	43.6%
San Bruno	Stop	6	2	125	16.4%	Stop	17	2	234	30.8%	Stop	10	0	175	23.0%		0	0	265	34.9%	Stop	17	2	223	29.3%	Stop	12	9	349	45.9%	Stop	8	9	330	43.4%
Millbrae	Stop	16	2	139	18.3%	Stop	39	2	271	35.7%	Stop	47	1	221	29.1%	Stop	56	6	315	41.4%	Stop	54	2	275	36.2%	Stop	60	9	400	52.6%	Stop	54	5	379	49.9%
Broadway	Stop	4	1	142	18.7%	Stop	6	4	273	35.9%	Stop	0	0	221	29.1%		0	0	315	41.4%	Stop	3	3	275	36.2%	Stop	2	4	398	52.4%	Stop	3	0	382	50.3%
Burlingame	Stop	12	2	152	20.0%	Stop	11	3	281	37.0%	Stop	18	18	221	29.1%		0	0	315	41.4%	Stop	35	17	293	38.6%	Stop	21	11	408	53.7%	Stop	23	8	397	52.2%
San Mateo	Stop	10	5	157	20.7%	Stop	19	26	274	36.1%	Stop	22	13	230	30.3%	Stop	6	11	310	40.8%	Stop	13	9	297	39.1%	Stop	17	25	400	52.6%	Stop	22	33	386	50.8%
Hayward Park	Stop	4	2	159	20.9%	Stop	2	12	264	34.7%	Stop	6	5	231	30.4%		0	0	310	40.8%	Stop	13	4	306	40.3%	Stop	4	20	384	50.5%	Stop	3	9	380	50.0%
Hillsdale	Stop	9	9	159	20.9%	Stop	8	16	256	33.7%	Stop	13	16	228	30.0%	Stop	8	12	306	40.3%	Stop	17	33	290	38.2%	Stop	15	27	372	48.9%	Stop	25	19	386	50.8%
Belmont	Stop	10	2	167	22.0%	Stop	12	6	262	34.5%	Stop	4	7	225	29.6%		0	0	306	40.3%	Stop	10	13	287	37.8%	Stop	10	7	375	49.3%	Stop	5	9	382	50.3%
San Carlos	Stop	3	12	158	20.8%	Stop	4	8	258	33.9%	Stop	11	8	228	30.0%		0	0	306	40.3%	Stop	6	13	280	36.8%	Stop	8	18	365	48.0%	Stop	7	13	376	49.5%
Redwood City	Stop	17	17	158	20.8%	Stop	22	25	255	33.6%	Stop	23	41	210	27.6%	Stop	18	36	288	37.9%	Stop	27	29	278	36.6%	Stop	18	67	316	41.6%	Stop	12	43	345	45.4%
Atherton	Stop	0	3	155	20.4%	Stop	1	4	252	33.2%	Stop	5	2	213	28.0%		0	0	288	37.9%	Stop	10	8	280	36.8%	Stop	0	7	309	40.7%	Stop	4	6	343	45.1%
Menlo Park	Stop	21	8	168	22.1%	Stop	21	18	255	33.6%	Stop	9	22	200	26.3%		0	0	288	37.9%	Stop	18	38	260	34.2%	Stop	7	23	293	38.6%	Stop	13	18	338	44.5%
Palo Alto	Stop	6	38	136	17.9%	Stop	12	79	188	24.7%	Stop	22	48	174	22.9%	Stop	18	81	225	29.6%	Stop	22	62	220	28.9%	Stop	21	73	241	31.7%	Stop	35	76	297	39.1%
California Ave.	Stop	1	21	116	15.3%	Stop	7	20	175	23.0%	Stop	11	22	163	21.4%		0	0	225	29.6%	Stop	5	22	203	26.7%	Stop	2	21	222	29.2%	Stop	10	25	282	37.1%
San Antonio	Stop	3	9	110	14.5%	Stop	5	9	171	22.5%	Stop	8	18	153	20.1%		0	0	225	29.6%	Stop	3	20	186	24.5%	Stop	7	20	209	27.5%	Stop	9	32	259	34.1%
Mountain View	Stop	3	35	78	10.3%	Stop	23	37	157	20.7%	Stop	4	32	125	16.4%	Stop	0	57	168	22.1%	Stop	10	45	151	19.9%	Stop	10	61	158	20.8%	Stop	4	64	199	26.2%
Sunnyvale	Stop	3	22	59	7.8%	Stop	5	45	117	15.4%	Stop	7	40	92	12.1%	Stop	4	58	114	15.0%	Stop	2	48	105	13.8%	Stop	2	58	102	13.4%	Stop	4	63	140	18.4%
Lawrence	Stop	1	7	53	7.0%	Stop	1	9	109	14.3%	Stop	1	9	84	11.1%		0	0	114	15.0%	Stop	1	21	85	11.2%	Stop	0	8	94	12.4%	Stop	1	16	125	16.4%
Santa Clara	Stop	0	23	30	3.9%	Stop	1	21	89	11.7%	Stop	0	29	55	7.2%		0	0	114	15.0%	Stop	1	18	68	8.9%	Stop	0	37	57	7.5%	Stop	0	41	84	11.1%
San Jose Diridon	Stop	0	30	0	0.0%	Stop	0	89	0	0.0%	Stop	0	55	0	0.0%	Stop	0	114	0	0.0%	Stop	0	68	0	0.0%	Stop	0	57	0	0.0%	Stop	0	84	0	0.0%
TOTAL		254	254				437	437				388	388				375	375				478	478				566	566				581	581		

Bike

Sunday Bikes	422 Stop?	422 On	422 Off	422 On Board	422 % Slots	424 Stop?	424 On	424 Off	424 On Board	424 % Slots	426 Stop?	426 On	426 Off	426 On Board	426 % Slots	802 Stop?	802 On	802 Off	802 On Board	802 % Slots	428 Stop?	428 On	428 Off	428 On Board	428 % Slots	430 Stop?	430 On	430 Off	430 On Board	430 % Slots	432 Stop?	432 On	432 Off	432 On Board	432 % Slots
Consist	Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars				
Seating Capacity	72					72					72					72					72					72					72				
San Francisco	Stop	7	0	7	9.7%	Stop	4	0	4	5.6%	Stop	3	0	3	4.2%	Stop	8	0	8	11.1%	Stop	9	0	9	12.5%	Stop	4	0	4	5.6%	Stop	13	0	13	18.1%
22nd Street	Stop	3	0	10	13.9%	Stop	3	0	7	9.7%	Stop	2	0	5	6.9%		0	0	8	11.1%	Stop	3	0	12	16.7%	Stop	3	0	7	9.7%	Stop	1	0	14	19.4%
Bayshore	Stop	5	0	15	20.8%	Stop	0	0	7	9.7%	Stop	0	1	4	5.6%		0	0	8	11.1%	Stop	0	1	11	15.3%	Stop	0	0	7	9.7%	Stop	2	0	16	22.2%
South SF	Stop	0	1	14	19.4%	Stop	0	0	7	9.7%	Stop	0	0	4	5.6%		0	0	8	11.1%	Stop	0	0	11	15.3%	Stop	0	0	7	9.7%	Stop	0	1	15	20.8%
San Bruno	Stop	0	1	13	18.1%	Stop	5	0	12	16.7%	Stop	0	0	4	5.6%		0	0	8	11.1%	Stop	1	0	12	16.7%	Stop	0	0	7	9.7%	Stop	1	0	16	22.2%
Millbrae	Stop	0	0	13	18.1%	Stop	0	0	12	16.7%	Stop	2	0	6	8.3%	Stop	0	0	8	11.1%	Stop	1	0	13	18.1%	Stop	2	0	9	12.5%	Stop	0	1	15	20.8%
Broadway	Stop	1	0	14	19.4%	Stop	1	0	13	18.1%	Stop	0	0	6	8.3%		0	0	8	11.1%	Stop	0	0	13	18.1%	Stop	0	1	8	11.1%	Stop	0	0	15	20.8%
Burlingame	Stop	0	0	15	20.8%	Stop	2	0	15	20.8%	Stop	0	0	6	8.3%		0	0	8	11.1%	Stop	0	2	11	15.3%	Stop	1	2	7	9.7%	Stop	0	1	14	19.4%
San Mateo	Stop	2	2	15	20.8%	Stop	1	1	15	20.8%	Stop	3	0	9	12.5%	Stop	1	0	9	12.5%	Stop	0	0	11	15.3%	Stop	1	0	8	11.1%	Stop	0	1	13	18.1%
Hayward Park	Stop	1	0	16	22.2%	Stop	0	0	15	20.8%	Stop	0	0	9	12.5%		0	0	9	12.5%	Stop	0	0	11	15.3%	Stop	0	0	8	11.1%	Stop	0	3	10	13.9%
Hillsdale	Stop	0	0	16	22.2%	Stop	0	4	11	15.3%	Stop	2	0	11	15.3%	Stop	2	0	11	15.3%	Stop	0	0	11	15.3%	Stop	3	1	10	13.9%	Stop	0	0	10	13.9%
Belmont	Stop	0	1	15	20.8%	Stop	0	0	11	15.3%	Stop	0	1	10	13.9%		0	0	11	15.3%	Stop	0	0	11	15.3%	Stop	2	1	11	15.3%	Stop	0	0	10	13.9%
San Carlos	Stop	0	0	15	20.8%	Stop	0	0	11	15.3%	Stop	1	1	10	13.9%		0	0	11	15.3%	Stop	1	3	9	12.5%	Stop	0	1	10	13.9%	Stop	1	0	11	15.3%
Redwood City	Stop	0	2	13	18.1%	Stop	3	2	12	16.7%	Stop	0	1	9	12.5%	Stop	5	1	15	20.8%	Stop	2	0	11	15.3%	Stop	3	1	12	16.7%	Stop	1	3	9	12.5%
Atherton	Stop	0	0	13	18.1%	Stop	0	0	12	16.7%	Stop	0	0	9	12.5%		0	0	15	20.8%	Stop	0	0	11	15.3%	Stop	0	0	12	16.7%	Stop	0	0	9	12.5%
Menlo Park	Stop	1	1	13	18.1%	Stop	3	3	12	16.7%	Stop	1	2	8	11.1%		0	0	15	20.8%	Stop	1	0	12	16.7%	Stop	1	1	12	16.7%	Stop	0	0	9	12.5%
Palo Alto	Stop	1	3	11	15.3%	Stop	3	9	6	8.3%	Stop	2	4	6	8.3%	Stop	0	8	7	9.7%	Stop	4	6	10	13.9%	Stop	2	7	7	9.7%	Stop	3	3	9	12.5%
California Ave.	Stop	0	2	9	12.5%	Stop	1	2	5	6.9%	Stop	0	2	4	5.6%		0	0	7	9.7%	Stop	0	3	7	9.7%	Stop	0	0	7	9.7%	Stop	3	2	10	13.9%
San Antonio	Stop	1	0	8	11.1%	Stop	0	0	5	6.9%	Stop	0	0	4	5.6%		0	0	7	9.7%	Stop	0	1	6	8.3%	Stop	0	0	7	9.7%	Stop	1	3	8	11.1%
Mountain View	Stop	0	2	6	8.3%	Stop	1	1	5	6.9%	Stop	0	0	4	5.6%	Stop	0	1	6	8.3%	Stop	3	1	8	11.1%	Stop	1	0	8	11.1%	Stop	0	3	5	6.9%
Sunnyvale	Stop	0	2	4	5.6%	Stop	0	0	5	6.9%	Stop	0	1	3	4.2%	Stop	1	3	4	5.6%	Stop	1	0	9	12.5%	Stop	0	2	6	8.3%	Stop	1	3	3	4.2%
Lawrence	Stop	0	0	4	5.6%	Stop	0	0	5	6.9%	Stop	1	0	4	5.6%		0	0	4	5.6%	Stop	0	1	8	11.1%	Stop	0	0	6	8.3%	Stop	1	0	4	5.6%
Santa Clara	Stop	0	0	4	5.6%	Stop	0	2	3	4.2%	Stop	0	1	3	4.2%		0	0	4	5.6%	Stop	1	2	7	9.7%	Stop	0	3	3	4.2%	Stop	0	3	1	1.4%
San Jose Diridon	Stop	0	4	0	0.0%	Stop	0	3	0	0.0%	Stop	0	3	0	0.0%	Stop	0	4	0	0.0%	Stop	0	7	0	0.0%	Stop	0	3	0	0.0%	Stop	0	1	0	0.0%
TOTAL		22	22				27	27				17	17				17	17				27	27				23	23				28	28		

Passenger

Sunday Passengers	Train 434 Stop?	On	Off	On Board	% Seats Occupied	Train 436 Stop?	On	Off	On Board	% Seats Occupied	Train 804 Stop?	On	Off	On Board	% Seats Occupied	Train 438 Stop?	On	Off	On Board	% Seats Occupied	Train 440 Stop?	On	Off	On Board	% Seats Occupied	Total On	Off	On Board
Consist		Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars						
Seating Capacity		760					760					760					760					760						
San Francisco	Stop	367	0	367	48.3%	Stop	280	0	280	36.8%	Stop	315	0	315	41.4%	Stop	130	0	130	17.1%	Stop	121	0	121	15.9%	2,640	0	2,640
22nd Street	Stop	25	2	390	51.3%	Stop	17	0	297	39.1%		0	0	315	41.4%	Stop	23	0	153	20.1%	Stop	12	0	133	17.5%	221	4	2,857
Bayshore	Stop	19	0	409	53.8%	Stop	12	2	307	40.4%		0	0	315	41.4%	Stop	2	4	151	19.9%	Stop	4	0	137	18.0%	118	13	2,962
South SF	Stop	8	7	410	53.9%	Stop	2	0	309	40.7%		0	0	315	41.4%	Stop	0	0	151	19.9%	Stop	0	2	135	17.8%	36	23	2,975
San Bruno	Stop	9	4	415	54.6%	Stop	7	6	310	40.8%		0	0	315	41.4%	Stop	5	2	154	20.3%	Stop	4	0	139	18.3%	95	36	3,034
Millbrae	Stop	86	7	494	65.0%	Stop	64	4	370	48.7%	Stop	42	6	351	46.2%	Stop	32	1	185	24.3%	Stop	23	3	159	20.9%	573	48	3,559
Broadway	Stop	2	4	492	64.7%	Stop	0	3	367	48.3%		0	0	351	46.2%	Stop	0	4	181	23.8%	Stop	1	1	159	20.9%	21	24	3,556
Burlingame	Stop	7	15	484	63.7%	Stop	6	8	365	48.0%		0	0	351	46.2%	Stop	3	5	179	23.6%	Stop	3	3	159	20.9%	139	90	3,605
San Mateo	Stop	17	32	469	61.7%	Stop	14	18	361	47.5%	Stop	14	11	354	46.6%	Stop	7	4	182	23.9%	Stop	7	8	158	20.8%	168	195	3,578
Hayward Park	Stop	12	6	475	62.5%	Stop	2	4	359	47.2%		0	0	354	46.6%	Stop	2	2	182	23.9%	Stop	3	0	161	21.2%	51	64	3,565
Hillsdale	Stop	12	19	468	61.6%	Stop	12	16	355	46.7%	Stop	7	21	340	44.7%	Stop	3	5	180	23.7%	Stop	6	6	161	21.2%	135	199	3,501
Belmont	Stop	3	16	455	59.9%	Stop	1	9	347	45.7%		0	0	340	44.7%	Stop	1	7	174	22.9%	Stop	0	7	154	20.3%	56	83	3,474
San Carlos	Stop	5	18	442	58.2%	Stop	6	11	342	45.0%		0	0	340	44.7%	Stop	2	29	147	19.3%	Stop	1	2	153	20.1%	53	132	3,395
Redwood City	Stop	19	49	412	54.2%	Stop	6	40	308	40.5%	Stop	13	34	319	42.0%	Stop	15	18	144	18.9%	Stop	8	19	142	18.7%	198	418	3,175
Atherton	Stop	1	4	409	53.8%	Stop	0	1	307	40.4%		0	0	319	42.0%	Stop	1	1	144	18.9%	Stop	1	2	141	18.6%	23	38	3,160
Menlo Park	Stop	7	32	384	50.5%	Stop	5	18	294	38.7%		0	0	319	42.0%	Stop	4	19	129	17.0%	Stop	3	4	140	18.4%	108	200	3,068
Palo Alto	Stop	64	47	401	52.8%	Stop	27	46	275	36.2%	Stop	7	71	255	33.6%	Stop	5	19	115	15.1%	Stop	11	14	137	18.0%	250	654	2,664
California Ave.	Stop	1	27	375	49.3%	Stop	7	18	264	34.7%		0	0	255	33.6%	Stop	4	6	113	14.9%	Stop	2	14	125	16.4%	50	196	2,518
San Antonio	Stop	1	21	355	46.7%	Stop	3	18	249	32.8%		0	0	255	33.6%	Stop	1	8	106	13.9%	Stop	1	11	115	15.1%	41	166	2,393
Mountain View	Stop	12	106	261	34.3%	Stop	4	66	187	24.6%	Stop	1	76	180	23.7%	Stop	1	21	86	11.3%	Stop	0	18	97	12.8%	72	618	1,847
Sunnyvale	Stop	0	89	172	22.6%	Stop	0	62	125	16.4%	Stop	1	70	111	14.6%	Stop	1	27	60	7.9%	Stop	0	30	67	8.8%	29	612	1,264
Lawrence	Stop	0	12	160	21.1%	Stop	0	15	110	14.5%		0	0	111	14.6%	Stop	0	5	55	7.2%	Stop	0	7	60	7.9%	5	109	1,160
Santa Clara	Stop	1	37	124	16.3%	Stop	2	19	93	12.2%		0	0	111	14.6%	Stop	0	19	36	4.7%	Stop	0	12	48	6.3%	5	256	909
San Jose Diridon	Stop	0	124	0	0.0%	Stop	0	93	0	0.0%	Stop	0	111	0	0.0%	Stop	0	36	0	0.0%	Stop	0	48	0	0.0%	0	909	0
TOTAL		678	678				477	477				400	400				242	242				211	211			5,087	5,087	

Bike

Sunday Bikes	Train 434 Stop?	On	Off	On Board	% Slots Occupied	Train 436 Stop?	On	Off	On Board	% Slots Occupied	Train 804 Stop?	On	Off	On Board	% Slots Occupied	Train 438 Stop?	On	Off	On Board	% Slots Occupied	Train 440 Stop?	On	Off	On Board	% Slots Occupied	Total On	Off	On Board
Consist		Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars					Type Varies, 6 Cars						
Seating Capacity		72					72					72					72					72						
San Francisco	Stop	10	0	10	13.9%	Stop	10	0	10	13.9%	Stop	13	0	13	18.1%	Stop	3	0	3	4.2%	Stop	8	0	8	11.1%	92	0	92
22nd Street	Stop	1	0	11	15.3%	Stop	2	0	12	16.7%		0	0	13	18.1%	Stop	4	0	7	9.7%	Stop	0	0	8	11.1%	22	0	114
Bayshore	Stop	0	0	11	15.3%	Stop	0	0	12	16.7%		0	0	13	18.1%	Stop	0	0	7	9.7%	Stop	0	0	8	11.1%	7	2	119
South SF	Stop	1	1	11	15.3%	Stop	1	0	13	18.1%		0	0	13	18.1%	Stop	0	0	7	9.7%	Stop	0	0	8	11.1%	2	1	118
San Bruno	Stop	0	0	11	15.3%	Stop	0	1	12	16.7%		0	0	13	18.1%	Stop	0	0	7	9.7%	Stop	1	0	9	12.5%	8	2	124
Millbrae	Stop	3	0	14	19.4%	Stop	0	0	12	16.7%	Stop	1	0	14	19.4%	Stop	2	0	9	12.5%	Stop	1	0	10	13.9%	12	1	135
Broadway	Stop	1	0	15	20.8%	Stop	0	0	12	16.7%		0	0	14	19.4%	Stop	0	0	9	12.5%	Stop	0	0	10	13.9%	3	1	137
Burlingame	Stop	0	1	14	19.4%	Stop	1	0	13	18.1%		0	0	14	19.4%	Stop	0	0	9	12.5%	Stop	0	0	10	13.9%	5	6	136
San Mateo	Stop	0	1	13	18.1%	Stop	1	1	13	18.1%	Stop	1	0	15	20.8%	Stop	0	1	8	11.1%	Stop	0	2	8	11.1%	10	9	137
Hayward Park	Stop	1	0	14	19.4%	Stop	0	0	13	18.1%		0	0	15	20.8%	Stop	1	0	9	12.5%	Stop	0	0	8	11.1%	3	3	137
Hillsdale	Stop	2	1	15	20.8%	Stop	1	0	14	19.4%	Stop	2	0	17	23.6%	Stop	1	1	9	12.5%	Stop	1	0	9	12.5%	14	7	144
Belmont	Stop	0	0	15	20.8%	Stop	0	1	13	18.1%		0	0	17	23.6%	Stop	1	0	10	13.9%	Stop	0	0	9	12.5%	3	4	143
San Carlos	Stop	0	1	14	19.4%	Stop	0	1	12	16.7%		0	0	17	23.6%	Stop	0	0	10	13.9%	Stop	0	0	9	12.5%	3	7	139
Redwood City	Stop	6	3	17	23.6%	Stop	2	0	14	19.4%	Stop	4	1	20	27.8%	Stop	3	2	11	15.3%	Stop	2	3	8	11.1%	31	19	151
Atherton	Stop	0	0	17	23.6%	Stop	0	0	14	19.4%		0	0	20	27.8%	Stop	0	0	11	15.3%	Stop	1	1	8	11.1%	1	1	151
Menlo Park	Stop	0	6	11	15.3%	Stop	1	2	13	18.1%		0	0	20	27.8%	Stop	1	1	11	15.3%	Stop	1	1	8	11.1%	10	17	144
Palo Alto	Stop	6	4	13	18.1%	Stop	7	3	17	23.6%	Stop	1	7	14	19.4%	Stop	0	2	9	12.5%	Stop	2	1	9	12.5%	31	57	118
California Ave.	Stop	0	2	11	15.3%	Stop	3	3	17	23.6%		0	0	14	19.4%	Stop	0	2	7	9.7%	Stop	1	3	7	9.7%	8	21	105
San Antonio	Stop	1	3	9	12.5%	Stop	2	5	14	19.4%		0	0	14	19.4%	Stop	1	2	6	8.3%	Stop	0	1	6	8.3%	5	16	94
Mountain View	Stop	6	3	12	16.7%	Stop	0	6	8	11.1%	Stop	0	6	8	11.1%	Stop	1	3	4	5.6%	Stop	0	1	5	6.9%	12	27	79
Sunnyvale	Stop	0	0	12	16.7%	Stop	0	5	3	4.2%	Stop	0	5	3	4.2%	Stop	0	2	2	2.8%	Stop	0	2	3	4.2%	3	3	57
Lawrence	Stop	0	2	10	13.9%	Stop	0	0	3	4.2%		0	0	3	4.2%	Stop	0	0	2	2.8%	Stop	0	0	3	4.2%	2	3	56
Santa Clara	Stop	0	3	7	9.7%	Stop	1	3	1	1.4%		0	0	3	4.2%	Stop	0	1	1	1.4%	Stop	0	1	2	2.8%	2	19	39
San Jose Diridon	Stop	0	7	0	0.0%	Stop	0	1	0	0.0%	Stop	0	3	0	0.0%	Stop	0	1	0	0.0%	Stop	0	2	0	0.0%	0	39	0
TOTAL		38	38				32	32				22	22				18	18				18	18			289	289	

Caltrain 2018 Annual Count

XXXIX: Sunday Northbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Sunday PNA	Train 423 Stop?	On	Off	On Board	Train 801 Stop?	On	Off	On Board	Train 425 Stop?	On	Off	On Board	Train 427 Stop?	On	Off	On Board	Train 429 Stop?	On	Off	On Board	Train 431 Stop?	On	Off	On Board	Train 433 Stop?	On	Off	On Board
	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars			
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0
Santa Clara	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Lawrence	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
California Ave.	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	1	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Menlo Park	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Atherton	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0
San Carlos	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Belmont	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Broadway	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Bruno	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
South SF	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Bayshore	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
22nd Street	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		0	0			0	0			0	0			1	1			1	1			0	0			0	0	

Sunday PNA	Train 803 Stop?	On	Off	On Board	Train 435 Stop?	On	Off	On Board	Train 437 Stop?	On	Off	On Board	Train 439 Stop?	On	Off	On Board	Train 441 Stop?	On	Off	On Board	Total On	Total Off	Total On Board
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	1
Santa Clara		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	1
Lawrence		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	1
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	1	0	2
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	2
San Antonio		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	2
California Ave.		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	2
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	1	1	2
Menlo Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	2
Atherton		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	2
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	1	1
San Carlos		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	1
Belmont		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	0	0	1
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	1	1	0	2
Hayward Park		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	2
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	2
Burlingame		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	2
Broadway		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	0	0	2
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	1	0	0	1	1
San Bruno		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	1
South SF		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	1
Bayshore		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	1
22nd Street		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	0	0	1
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	0	1	0
TOTAL		0	0			0	0			1	1			0	0			1	1		4	4	

Caltrain 2018 Annual Count

XL: Sunday Southbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Sunday PNA	Train 422 Stop?	On	Off	On Board	Train 424 Stop?	On	Off	On Board	Train 426 Stop?	On	Off	On Board	Train 802 Stop?	On	Off	On Board	Train 428 Stop?	On	Off	On Board	Train 430 Stop?	On	Off	On Board	Train 432 Stop?	On	Off	On Board
	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars			
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	3	0	3	Stop	0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	3	Stop	0	0	0
Bayshore	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	1	0	4	Stop	0	0	0
South SF	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0
Millbrae	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0
Broadway	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	4	Stop	0	0	0
Hayward Park	Stop	0	0	1	Stop	0	0	0	Stop	1	0	1		0	0	0	Stop	2	0	2	Stop	0	0	4	Stop	0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	1	3	Stop	0	0	0
Belmont	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	2	Stop	0	1	2	Stop	0	0	0
San Carlos	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	2	Stop	0	1	1	Stop	0	0	0
Redwood City	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	1	1	Stop	0	0	1	Stop	0	0	0
Atherton	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	1	0	Stop	0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
California Ave.	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			0	0			1	1			0	0			2	2			4	4			0	0	

PNA	Train 434				Train 436				Train 804				Train 438				Train 440				Total - All Day		
Consist	Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars				Type Varies, 6 Cars						
Sunday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	On	Off	On Board
San Francisco	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	4	0	4
22nd Street	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Bayshore	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	5
South SF	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	5
San Bruno	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	5
Millbrae	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	6
Broadway	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	6
Burlingame	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	6
San Mateo	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	6
Hayward Park	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	3	0	9
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	8
Belmont	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	7
San Carlos	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	6
Redwood City	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	2	4
Atherton	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Menlo Park	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	3
Palo Alto	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	3
California Ave.	Stop	1	0	2	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	1	0	4
San Antonio	Stop	0	0	2	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	4
Mountain View	Stop	0	0	2	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	3
Sunnyvale	Stop	0	1	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	2
Lawrence	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	2
Santa Clara	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	2
San Jose Diridon	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	2	0
TOTAL		2	2			0	0			0	0			0	0			0	0		10	10	