



2013 Annual Passenger Counts

Bicycle Advisory Committee
May 16, 2013



Purpose of Ridership Counts

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



Data Collection Methodology

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

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New Service: October 2012

- Restored four “shoulder peak” trains:
 - Trains 236, 237, 257 and 254 (9:30am/2:30pm)
 - Restored trains and adjacent trains showed an 18.5% increase in ridership
- Added 5th train per hour in PM peaks
 - Early peak northbound 267 (4:30pm) and later peak southbound 282 (6:20pm)
 - Added trains slower in attracting ridership, carrying 300 - 400 (pre-baseball)

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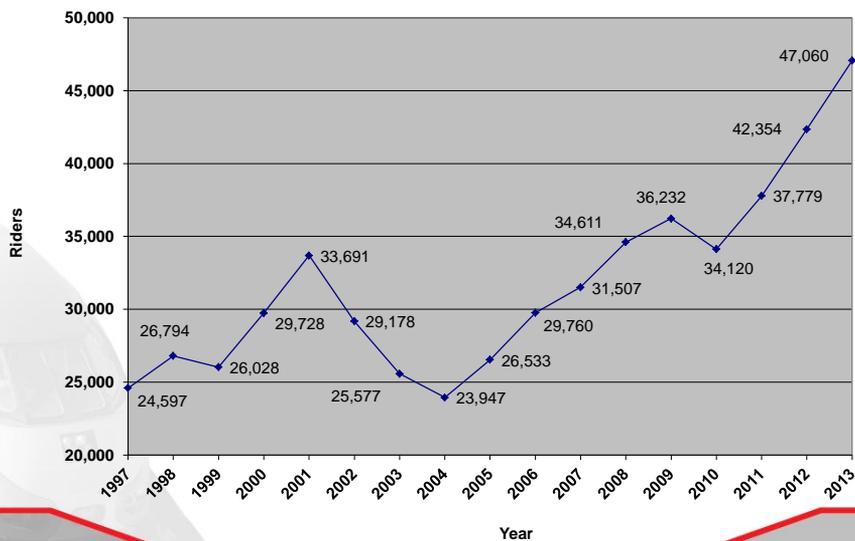
New Service: October 2012

- Added 6 stops at Sunnyvale to traditional commute limited-stop trains
- Added 6 stops at Palo Alto to reverse commute Baby Bullet trains
 - Trains with added stops averaged 22.5% more passengers
 - Most adjacent trains saw some decrease in passengers and on/offers at Palo Alto & Sunnyvale
 - Stanford Go Pass sales doubled with addition of hospital and clinic employees

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AWR: 1997 – 2013

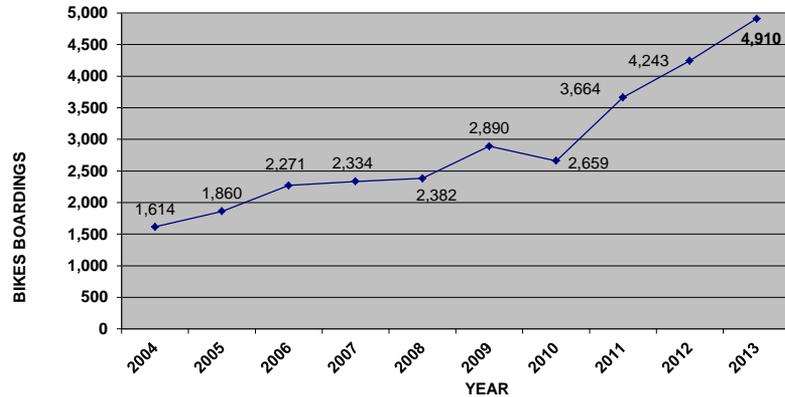


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Average Weekday Bike Ridership

- **15.7% increase**



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Riders by Time Period: 2012 vs 2013

	Feb 2012 86 Trains	Feb 2013 92 Trains	Difference	% Change
Traditional Peak	20,473	22,583	2,110	10.3%
Midday	4,870	6,036	1,166	23.9%
Reverse Peak	14,353	15,575	1,222	8.5%
Night	2,658	2,867	209	7.8%
TOTAL	42,354	47,060	4,706	11.1%

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2013 Maximum Loads - Top 5

Northbound					
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
329	8:03 AM	730	112%	854	131%
323	7:45 AM	678	104%	793	122%
319	7:03 AM	670	103%	783	121%
375	5:23 PM	636	98%	744	114%
217	6:57 AM	612	94%	716	110%

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2013 Maximum Loads - Top 5

Southbound					
Train Number	Depart SF	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
376	5:33 PM	780	120%	912	140%
370	5:14 PM	672	103%	786	121%
278	5:56 PM	649	100%	759	117%
366	4:33 PM	647	99%	757	116%
324	8:14 AM	590	91%	690	106%

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2013 Bicycle Top 10 Max Load

Train No.	Type	Departs		Max Load	AWBR
375	G	5:23 PM	SJ	79	92
332	G	8:59 AM	SF	76	79
322	G	7:59 AM	SF	74	85
220	G	7:44 AM	SF	74	110
324	G	8:14 AM	SF	72	86
285	G	6:23 PM	SJ	70	81
279	G	5:39 PM	SJ	69	97
269	G	4:39 PM	SJ	69	95
365	G	4:23 PM	SJ	63	75
230	G	8:44 AM	SF	62	85

G - Gallery Train

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Bicycle Boardings: Top 5 Stations

Station	Overall Ridership	% Change from 2012	Bicycle Ridership	% Change from 2012
San Francisco	10,786	11.5%	1,166	10.9%
Palo Alto	5,459	17.3%	644	23.8%
Mountain View	3,876	5.6%	464	24.2%
Redwood City	2,619	9.2%	307	17.0%
San Jose Diridon	3,489	9.5%	305	23.1%

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Bikes: Denied Boardings

- Second year counted with annual count
- Overall 59 total bikes over the 5 day counting period were denied boarding, compared to 58 denied in 2012
- 24,550 total bikes carried over 5 day period with 59 denied boarding
 - System is accommodating 99.8% of demand

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Bikes: Denied Boardings

- Denied boardings is a reverse-peak commute phenomenon
- About half were from Trains 322 & 324 due to breakdown of Train 314 at SF on 2/6/13
- Denials on other trains:
 - Trains 220, 332, 371, 375 and 279

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