



# 2014 Annual Passenger Counts

Bicycle Advisory Committee  
May 15, 2014



## Presentation Outline

- **Purpose and Count Methodology**
- **2014 Count Results**
- **Conclusions**
- **Next Steps**



## Purpose of Ridership Counts

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

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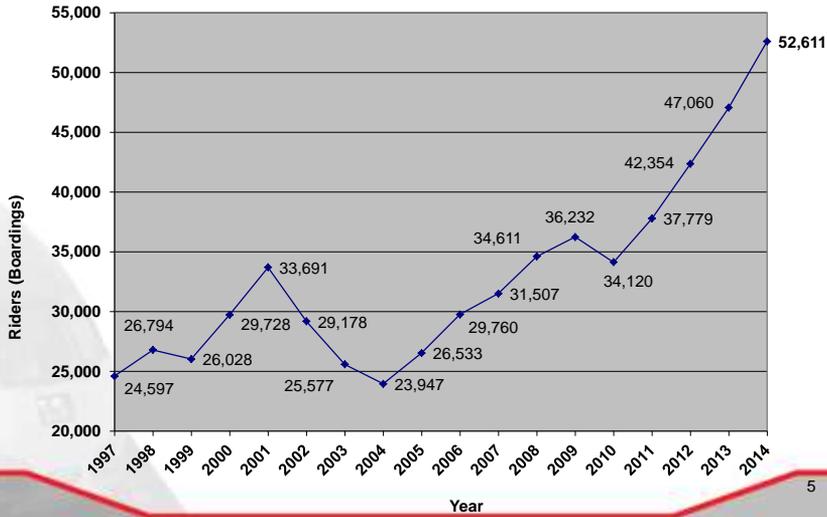
## Data Collection Methodology

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

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## AWR: 1997 – 2014



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## Riders by Time Period: 2013 vs. 2014

	Feb 2013 92 Trains	Feb 2014 92 Trains	Difference	% Change
<b>Traditional Peak</b>	22,583	25,767	3,184	14.1%
<b>Midday</b>	6,036	6,551	515	8.5%
<b>Reverse Peak</b>	15,575	17,044	1,469	9.4%
<b>Night</b>	2,867	3,250	383	13.4%
<b>TOTAL</b>	<b>47,060</b>	<b>52,611</b>	<b>5,551</b>	<b>11.8%</b>

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## 2014 Station Ridership

### 28 stations increased weekday ridership 2013 vs. 2014

San Francisco	1,374	Belmont	161	Lawrence	88
22 <sup>nd</sup> Street	115	San Carlos	234	Santa Clara	87
Bayshore	51	Redwood City	328	College Park	5
South SF	71	Menlo Park	142	San Jose	225
San Bruno	95	Palo Alto	687	Tamien	163
Millbrae	35	California Ave.	114	Blossom Hill	17
Burlingame	161	San Antonio	55	Morgan Hill	16
San Mateo	280	Mountain View	399	San Martin	8
Hayward Park	19	Sunnyvale	381	Gilroy	11
Hillsdale	238				

### 1 station decreased weekday ridership 2013 vs. 2014

Capitol <11>

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## Station Rank - Top 10 (Weekdays Ons)

Station	2013 92 trains		2014 92 trains		Change In AWR	% AWR Growth
	Rank	AWR	Rank	AWR		
San Francisco	1	10,786	1	12,160	1,374	12.7%
Palo Alto	2	5,469	2	6,156	687	12.6%
Mountain View	3	3,876	3	4,274	399	10.3%
San Jose Diridon	4	3,489	4	3,714	225	6.4%
Millbrae	5	3,255	5	3,291	35	1.1%
Redwood City	6	2,619	6	2,947	328	12.5%
Sunnyvale	8	2,274	7	2,655	381	16.8%
Hillsdale	7	2,317	8	2,555	238	10.3%
San Mateo	9	1,571	9	1,851	280	17.8%
Menlo Park	10	1,526	10	1,668	142	9.3%

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## County-by-county Comparison

All counties saw significant increase in ridership

County	2013 AWR	2014 AWR	Change	%
San Francisco	12,292	13,833	1,541	12.5%
San Mateo	14,855	16,620	1,765	11.9%
Santa Clara	19,913	22,158	2,245	11.3%
<b>TOTAL</b>	<b>47,060</b>	<b>52,611</b>	<b>5,551</b>	<b>11.8%</b>

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## Gilroy Extension Ridership\*

- **Gilroy extension ridership was declining prior to introduction of Baby Bullet service**
  - 2001: 1,524 (highest)
  - 2005: 598 (last year of 4 round trips)
  - 2010: 323 (lowest)
  - 2013: 422
  - 2014: 463 (+41 AWR)
- **Ridership increased 9.7% since last year**

\* Numbers represent cumulative ridership for 5 stations

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## 2014 Riders per Train Type

### Peak-period average ridership per train type

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

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

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## 2014 Maximum Loads: Top Trains

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

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## 2014 Maximum Loads: Top Trains

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

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## Last Service Change: October 2012

- Restored four “shoulder peak” trains
- Added 5<sup>th</sup> train per hour in PM peaks
- Added 6 stops at Sunnyvale to traditional commute limited-stop trains
- Added 6 stops at Palo Alto to reverse commute Baby Bullet trains

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## Average Trip Length

**Weekday average trip length for 2014 is slightly lower than 2013**

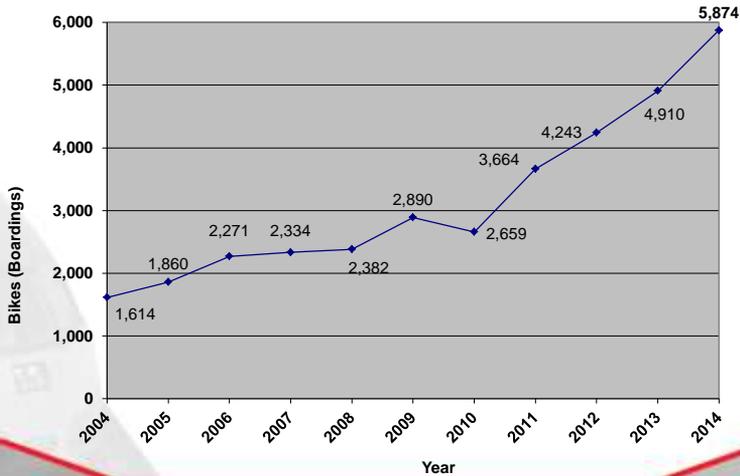
Train Type	Average Trip Length (miles)
Weekday	22.6
Baby Bullet	28.0
Peak Non-Baby Bullet	20.2
Off Peak	20.6
All Locals	20.1

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## Average Weekday Bike Ridership

**• 19.6% increase**



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## Bicycle Boardings: Top 5 Stations

Station	2013	2014	% change
San Francisco	1,166	1,371	17.6%
Palo Alto	644	732	13.7%
Mountain View	464	520	11.9%
San Jose Diridon	305	361	18.2%
Redwood City	307	332	8.1%

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## 2014 Bicycle Top 10 Max Load

Train No.	Type	Departs		Max Load	AWBR
375	G	5:23 PM	SJ	83	95
332	G	8:57 AM	SF	79	87
220	G	7:44 AM	SF	79	108
230	G	8:44 AM	SF	77	103
324	G	8:14 AM	SF	76	86
233	G	8:40 AM	SJ	76	133
217	G	6:57 AM	SJ	74	126
269	G	4:39 PM	SJ	73	103
277	G	5:31 PM	SJ	73	107
279	G	5:39 PM	SJ	73	104

G - Gallery Train

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## Bikes: Denied Boardings

- Third year counted with annual count
- Overall 50 bikes were denied boarding during the survey
- Denied boardings were observed at various mid-Peninsula stations: Millbrae, Burlingame, San Mateo, Hillsdale, San Carlos, Redwood City, Menlo Park, Palo Alto, Mountain View
- Denials on:
  - Trains 324, 366, 215, 323, 225, 375, and 277
- Total # of weekday bikes carried: 29,370

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## Weekend Service

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

## Average Boardings at Weekend-only Stations

	2013	2014	Change
Broadway	153	135	-11.8%
Atherton	129	136	5.4%

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## Weekend Baby Bullet Service

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

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## Weekend Baby Bullet Service

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

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## Conclusions

- **Ridership is at an all-time high: 54% increase since 2010**
- **Ridership growth continues to strain capacity in peak periods – many trains are full**
- **Sign of continued economic recovery**
- **All but one station saw growth**
- **All three counties saw increases**
- **Weekend ridership shows a decrease in riders on Saturdays but an increase in riders on Sundays**

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## Next Steps

- **Investigate opportunities in the shoulder peak to increase service.**
- **FY2015 Operating and Capital budgets must support the required resources to meet demand**
- **Increasing capacity FY2015 – FY2020 is essential to continue ridership/revenue growth**
  - Staff investigating potential rail car purchase
- **Future service planning requires use of ridership data to develop potential service scenarios to improve capacity pre/post electrification**

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