2015 Annual Passenger Counts

Bicycle Advisory Committee
May 21, 2015
Agenda Item # 7

Presentation Outline

- Purpose and Count Methodology
- 2015 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

3

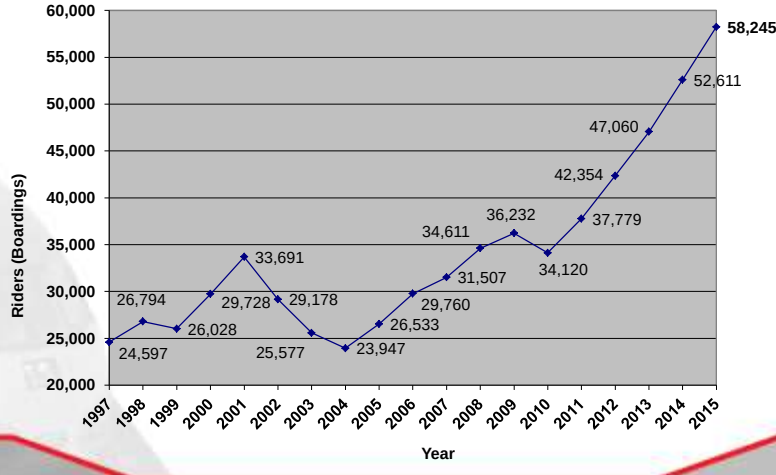
Data Collection Methodology

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

4

Average Weekday Ridership

- **10.7% increase**



5

Station Rank - Top 10 (Weekdays Boardings)

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

6

2015 Riders per Train Type

- **Peak-period average ridership per train type**

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

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

7

2015 Maximum Loads: Top Trains

Northbound					
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
319	7:03 AM	878	135%	1028	158%
323	7:45 AM	834	128%	976	150%
329	8:03 AM	828	127%	969	149%
375	5:23 PM	794	122%	929	143%
217	6:57 AM	791	122%	925	142%
225	7:50 AM	761	117%	890	137%
313	6:45 AM	703	108%	822	126%
215	6:50 AM	691	106%	809	124%
269	4:39 PM	690	106%	807	124%
227	7:55 AM	671	103%	785	121%
233	8:40 AM	660	102%	772	119%
365	4:23 PM	626	96%	733	113%

8

2015 Maximum Loads: Top Trains

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

9

Last Service Change: October 2014

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

10

Average Trip Length

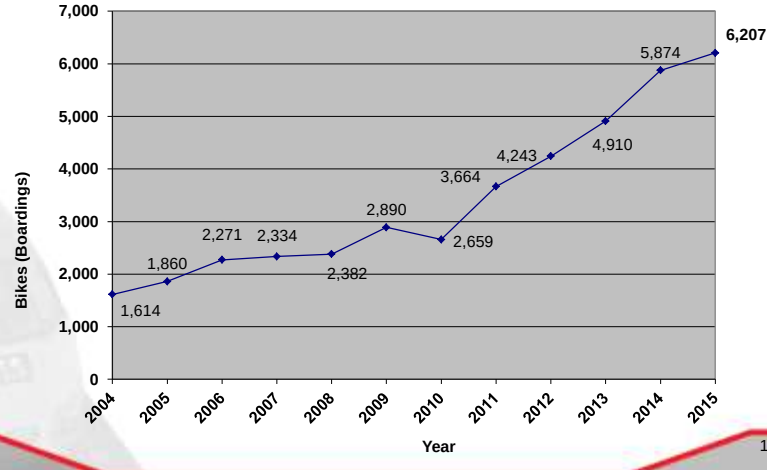
- **Weekday average trip length for 2015 is slightly higher than 2014**

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

11

Average Weekday Bike Ridership

- **5.7% increase**



12

Bicycle Boardings: Top 5 Stations

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

13

2015 Bicycle Top 10 Max Load

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

G - Gallery Train

* - Max Load Top 10 Trains

14

Bikes: Denied Boardings

- Fourth year counted with annual count
- Overall 214 bikes were denied boarding
- Denied boardings were observed at various stations: 22nd St, San Bruno, Millbrae, San Mateo, Hillsdale, San Carlos, Redwood City, Menlo Park, Palo Alto, Mountain View, San Jose Diridon
- Denials on Trains

  NB: 314, 220, 322, 324, 332, 278, 282

  SB: 313, 217, 267, 269, 323, 371, 375, 277, 279, 381, 385, 801

15

Conclusions

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

16

Next Steps

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

17