



CAC Presentation on Caltrain Capacity

Caltrain CAC
January 15, 2014

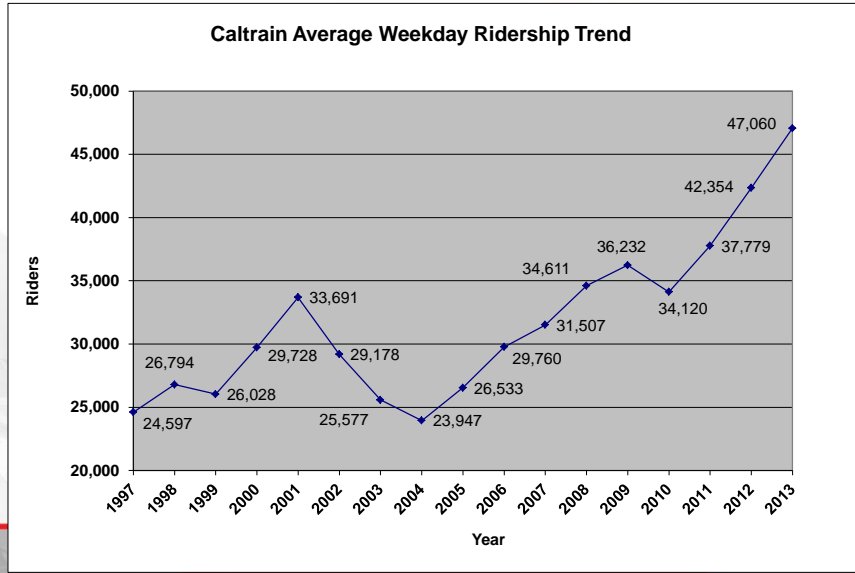


Overview

- **Railroad operates on the concept of “system capacity”**
 - Rolling stock (capacity and performance)
 - Signal system
 - Platform
 - Terminal
 - Bikes
 - Station facilities-Access



AWR: 1997 – 2013

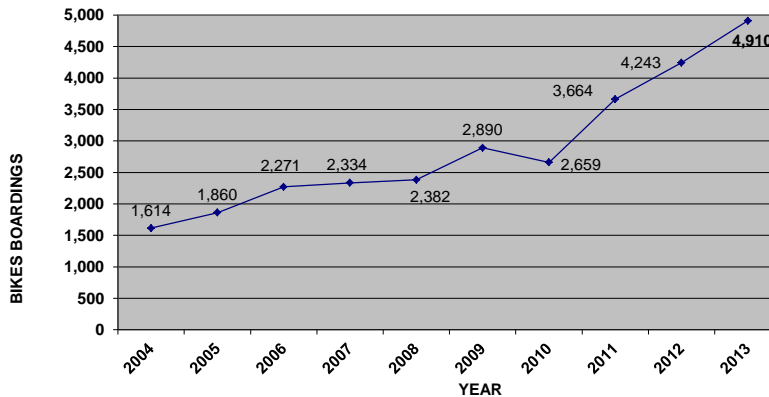


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Average Weekday Bike Ridership

- 2013 saw a 15.7% increase in AWBR
- Nearly the same increase as last year



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Gilroy Extension Ridership

- **Gilroy extension ridership was declining prior to introduction of Baby Bullet service**
 - **2001: 1,524**
 - **2005: 598**
 - **2009 counts: 393**
 - **2012 counts: 366 (+18 AWR)**
 - **2013 counts: 422 (+57 AWR)**
- **Ridership has increased 12.1% since last year**
- **Ridership has increased 7.4% since 2009**

Numbers represent cumulative ridership for 4 stations

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2013 Maximum Loads - Top 5

Northbound						
Train Number	Depart SJ	Leaving Station	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
329	8:03 AM	Sunnyvale	730	112%	854	131%
323	7:45 AM	Hillsdale	678	104%	793	122%
319	7:03 AM	Sunnyvale	670	103%	783	121%
375	5:23 PM	Redwood City	636	98%	744	114%
217	6:57 AM	Hillsdale	612	94%	716	110%
Southbound						
Train Number	Depart SF	Leaving Station	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
376	5:33 PM	Millbrae	780	120%	912	140%
370	5:14 PM	Millbrae	672	103%	786	121%
278	5:56 PM	Millbrae	649	100%	759	117%
366	4:33 PM	Palo Alto	647	99%	757	116%
324	8:14 AM	Hillsdale	590	91%	690	106%

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Average Trip Length

Weekday average trip length for 2013 is unchanged from 2012

Train Type	Average Trip Length (miles)
Weekday	22.8
Baby Bullet	28.2
Peak Non-Baby Bullet	20.3
Off Peak	20.6
All Locals	20.2

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Rolling Stock

- **Current fleet**
- **Seats per 5-car consist-650**
- **1720 seats removed to accommodate bikes**
- **Standing room**

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Options for capacity increase (lengthen trains)

- Lengthen trains
- Performance issue
 - Weight = time
- Dedicating trains to dedicated trips
- Infrastructure

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Platform

- Every platform has a different configuration
- Platform capacity determined by fixed assets
 - Road crossings
 - Pedestrian crossings
 - Minihigh platforms

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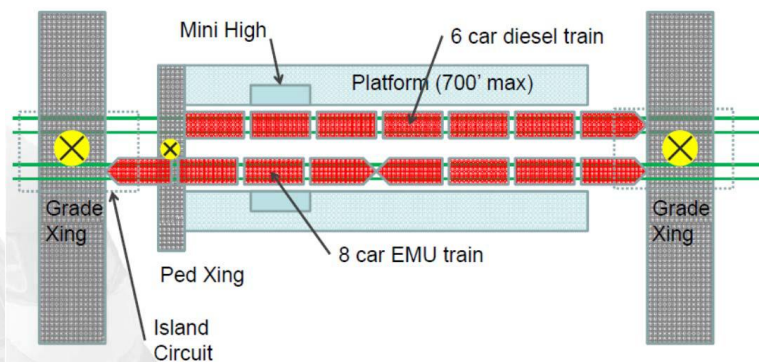
Platform (continued)

- Every platform has a different configuration
- Platform capacity determined by fixed assets
 - Road crossings
 - Pedestrian crossings
 - Minihigh platforms
- 5 stations require changes (7 have limited operational flexibility)

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Platform



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Options for capacity increase (Increase service)

- Current service pattern designed to balance many competing interests
 - It does cause capacity constraints
- 2 options
 - “blow up” the schedule
 - Find the gaps

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Signal system

- Fixed wayside
- Limits the number of slots that can be provided
- Practical signal system headway is anywhere between 5-8 minutes

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