



# Schedule Considerations

Caltrain CAC  
October 21, 2015



## History of Caltrain Schedules

	Weekday	Saturday	Sunday	Notes
September 1991	54	26	19	
July 1992	60	26	19	JPB assumed ownership of Caltrain; Gilroy service added
February 1994	60	26	19	Added 4 round trips to Gilroy
July 1997	66	28	19	
April 1999	68	28	20	
September 2000	78	32	20	
April 2001	80	32	20	
2002	76	0	0	Two year CTX Construction project; construction of 4-track passing segments
June 2004	86	32	30	Start of baby bullet service; one baby bullet per peak hour; one local per peak hour; two limiteds per peak hour
May 2005	88	32	30	Addition of 2 reverse-commute baby bullet trains
August 2005	96	32	28	Addition of 10 baby bullet trains
March 2008	98	32	28	
August 2009	90	32	28	8 mid-day trains eliminated
January 2011	86	36	32	4 weekday mid-day trains eliminated; 4 weekend baby bullet trains added
October 2012	92	36	32	



## Caltrain Success Story

- **Introduction of Baby Bullet service is a success story**
- **Current stopping pattern has proven successful**
- **Ridership has increased**
  - 143% since 2004
  - 71% since 2010
- **Some stations would like to see more service, but this would cause additional run time**



## Challenges with Adding Service

**Funding**  
**Crews**  
**Equipment**  
**Maintenance**  
**Construction**



## Construction

- **Current Projects**
  - San Mateo Bridge Replacement (single tracking and speed restriction)
  - San Francisco Road Bridges Replacement (single tracking)
  - Quint Street Bridge Replacement (speed restriction)
- **Upcoming Projects**
  - Los Gatos Bridge Replacement
  - 25<sup>th</sup> Avenue Grade Separation (contingent on funding)
  - South San Francisco Station (contingent on Union Pacific)
  - New Control Point at Brittan
  - Electrification



## Electrification

- **Scheduled to begin in 2016 and go through 2020**
- **Continuous construction requiring consistent access to railroad**
- **Railroad will be divided into four segments**
- **Work can be expected to be occurring in two non-consecutive segments at once**
- **Expecting to have significant amounts of single tracking during all off peak hours (weekdays, weeknights, and weekends) and complete railroad outages during non-revenue times**



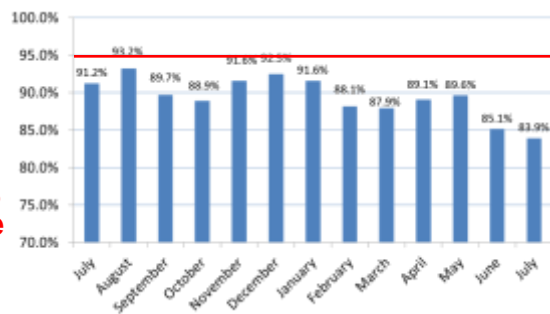
## Electrification

- Potential to affect weekend service
- Tunnel modifications will require full weekend shut downs north of Bayshore with bus bridging
- Will also need to continue to maintain the railroad



## Upcoming Schedule Change

- OTP is down
  - More people, more PNAs, more bikes
  - Leads to longer dwell times
  - Roughly 60-75% of trains that are delayed are arriving at their final destination within 10 minutes





## OTP Analysis

- **Working through OTP analysis**
  - Historical data for the first six months of the year (good mix of baseball and non-baseball service)
  - Some trains are consistently late; some are consistently early
- **Schedule checks**
  - Staff riding trains with stopwatches
  - Checking dwell time and pure run time
- **Goal: Create an improved schedule with current trains and stopping patterns that is more reliable for our customers**
- **Targeting to coordinate with the fare change in February 2016**



## Future Schedule Changes

- **Potential schedule changes and/or reduced service during electrification construction**
- **Post-electrification schedules**
  - Faster acceleration and deceleration times
  - Potential to add station stops to current schedule or keep current schedule and reduce schedule time
  - Additional service
- **These scenarios are still in the beginning of their planning stages.**



Questions?

