



2015 Annual Passenger Counts

TA Board of Directors
June 4, 2015
Agenda Item 10a



Presentation Outline

- Purpose and Count Methodology
- 2015 Count Results
- Summary
- 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

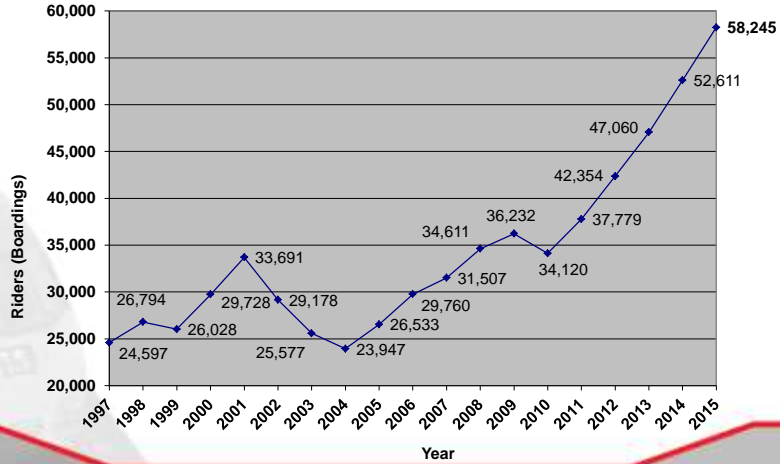
- Headcount on every weekday train averaged over 5 weekdays
- Headcount on every weekend train for one weekend
- Differs from monthly revenue-based average weekday ridership calculations
- Fourth year for “bikes denied boarding” count

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Average Weekday Ridership

10.7% increase



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Riders by Time Period: 2014 vs. 2015

	Feb 2014 92 Trains	Feb 2015 92 Trains	Difference	% Change
Traditional Peak	25,767	29,143	3,376	13.1%
Middy	6,551	6,998	437	6.7%
Reverse Peak	17,044	18,842	1,798	10.5%
Night	3,250	3,272	22	0.7%
TOTAL	52,611	58,245	5,633	10.7%

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2015 Station Ridership

28 stations increased weekday ridership 2014 vs. 2015

San Francisco	1,411	Belmont	30	Lawrence	69
22 nd Street	202	San Carlos	63	Santa Clara	97
Bayshore	8	Redwood City	286	San Jose Diridon	447
South SF	40	Menlo Park	94	Tamien	132
San Bruno	150	Palo Alto	1,014	Capitol	10
Millbrae	245	California Ave.	145	Blossom Hill	37
Burlingame	45	San Antonio	142	Morgan Hill	23
San Mateo	211	Mountain View	295	San Martin	14
Hayward Park	17	Sunnyvale	226	Gilroy	13
Hillsdale	151				

1 station decreased weekday ridership 2014 vs. 2015

College Park <10>

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Top 10 Stations (Weekdays Boardings)

Station	2014 92 trains		2015 92 trains		Change In AWR	% AWR Growth
	Rank	AWR	Rank	AWR		
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%

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County-by-county Comparison

All counties saw increases in ridership

County	2014 AWR	2015 AWR	Change	%
San Francisco	13,833	15,454	1,621	11.7%
San Mateo	16,620	17,952	1,332	8.0%
Santa Clara	22,158	24,839	2,681	12.1%
TOTAL	52,611	58,245	5,634	10.7%

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2015 Maximum Loads: Top Trains

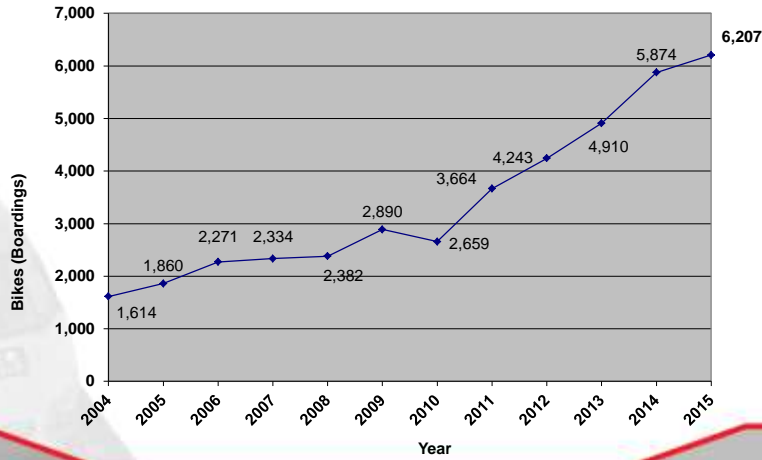
Northbound					
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	High Season Max Load	High Season Capacity
319	7:03 AM	878	135%	1028	158%
323	7:45 AM	834	128%	976	150%
329	8:03 AM	828	127%	969	149%
375	5:23 PM	794	122%	929	143%
217	6:57 AM	791	122%	925	142%
225	7:50 AM	761	117%	890	137%
313	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%

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Average Weekday Bike Ridership

5.7% increase



Weekend Service

	2014	2015	Numeric Difference	Percent Change
Saturday	12,409	17,392	4,983	40.2%
Sunday	12,123	8,849	-3,274	-27.0%
TOTAL	24,532	26,241	1,709	7.0%

Average Boardings at Weekend-only Stations

	2014	2015	Change
Broadway	135	217	60.7%
Atherton	136	111	-18.4%



Summary

- 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
- Weekend ridership shows an increase on Saturdays but a decrease on Sundays

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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 that will undergo refurbishment, select trains will become 6-car sets
 - 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

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