

Key Findings

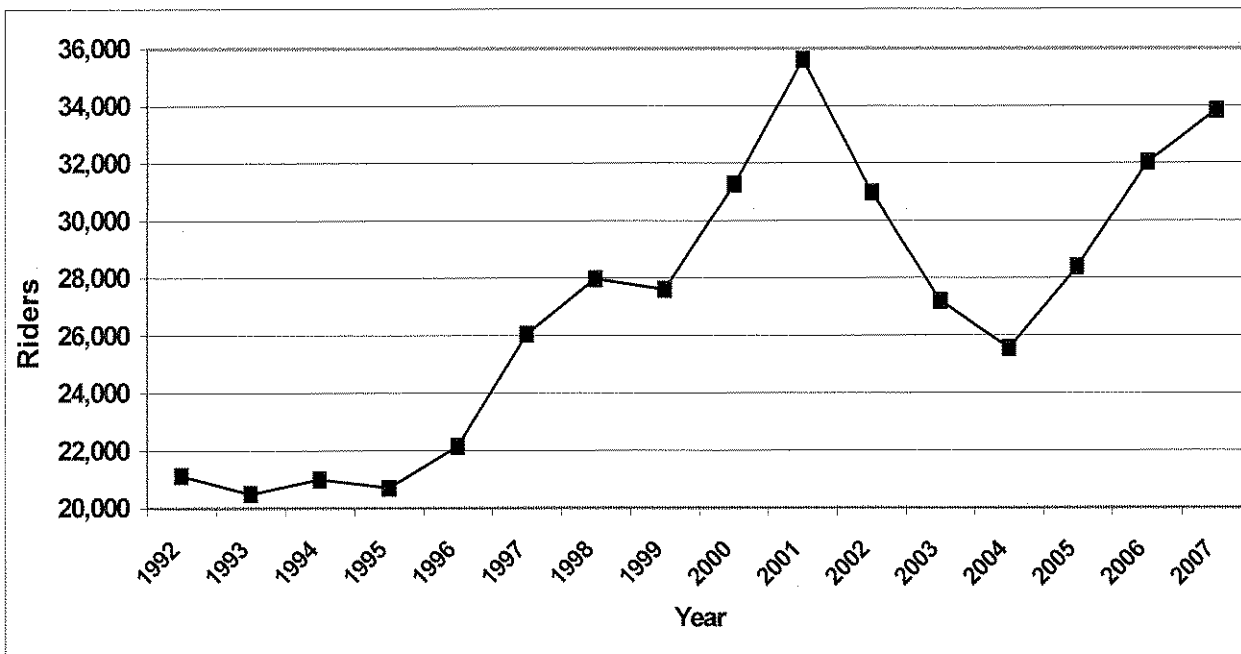
February 2007 Caltrain Annual Passenger Counts

The annual Caltrain passenger counts were conducted in February 2007. The counts have taken place in February since 1994. The February 2007 count follows the same methodology used in the past. Comparisons to one year ago (February 2006) are now in a service “steady state,” since there have been no service or schedule changes in the last year. This is in marked contrast from the last two annual counts when each time there were drastic changes to Caltrain service: June 2004 saw the introduction of Baby Bullet express service, and in August 2005 Caltrain was “reinvented” with more express service. This is the third consecutive year of weekend counts, after two years (February 2003 and 2004) of discontinued weekend service during the CTX construction project.

Overall Ridership

Weekday Ridership

Caltrain average weekday ridership (AWR) has increased 5.7 percent as compared to February 2006, with a total of 33,841 boardings. The passenger count trend since 1992 is shown in the graph below. Since 1992, Caltrain AWR has increased by more than 60 percent. Caltrain hit its



highest ridership in 2001. Ridership was in a steady decline until the implementation of Baby Bullet service and the reinvention of the service. Since the summer of 2004, ridership has been steadily increasing. This year, with no added service, ridership continued to grow but at a more moderate level.

When ranked by average weekday boardings, the top 10 stations remained in the same order for both 2006 and 2007. Movement in the rankings occurred with the 12th busiest station, 22nd

Street, which swapped 13th place with California Avenue. No station moved more than one place, and there were only four of these one-place swaps involving eight stations. The results are as follows:

Table 1: TOP 10 STATIONS – NUMERIC COMPARISON TO 2006

Station	Feb 2006		Feb 2007		Change
	Rank	AWR	Rank	AWR	
San Francisco	1	7155	1	7672	+517
Palo Alto	2	3054	2	3307	+253
Mt View	3	2764	3	2999	+235
San Jose Diridon	4	2270	4	2422	+152
Redwood City	5	1870	5	1934	+64
Millbrae	6	1816	6	1917	+101
Hillsdale	7	1815	7	1850	+35
Sunnyvale	8	1342	8	1508	+166
San Mateo	9	1238	9	1300	+62
Menlo Park	10	1171	10	1224	+53

Table 2: TOP 10 RIDERSHIP STATIONS – PERCENT OF TOTAL COMPARISON TO 2006

Station	Feb 06 AWR	% of Total AWR	Feb 07 AWR	% of Total AWR	Change in % of Total
San Francisco	7155	22.3%	7672	22.7%	+0.4
Palo Alto	3054	9.5%	3307	9.8%	+0.3
Mt View	2764	8.6%	2999	8.9%	+0.3
SJ Diridon	2270	7.1%	2422	7.2%	+0.1
Redwood City	1870	5.8%	1934	5.7%	-0.1
Millbrae	1816	5.7%	1917	5.7%	0.0
Hillsdale	1815	5.7%	1850	5.5%	-0.2
Sunnyvale	1342	4.2%	1508	4.5%	+0.3
San Mateo	1238	3.9%	1300	3.8%	-0.1
Menlo Park	1171	3.7%	1224	3.7%	0.0
Total		76.5%		77.2%	+0.7

Stations with Baby Bullet express service are showing the most gains in ridership in terms of increased number and percent increase, but these gains are not as large as when the service was initially introduced. The greatest percent gain is Tamien at more than 19 percent, followed by Sunnyvale at nearly 12.5 percent, as shown in Table 4. Both stations began Baby Bullet service in August 2005 and are served by six Baby Bullet stops in the traditional peak-commute direction only.

The regular stations that showed the most overall numeric change since February 2006 are as follows:

Table 3

Largest Absolute Change (Riders) Feb 2006 to Feb 2007		Percent Change
San Francisco	+517	+7%
Palo Alto	+253	+8%
Mountain View	+235	+9%
Sunnyvale	+166	+12%
San Jose Diridon	+152	+7%
Millbrae	+101	+6%
Tamien	+85	+19%
Redwood City	+64	+3%
San Mateo	+62	+5%
Menlo Park	+53	+5%

With the re-invention of Caltrain service in August 2005, weekday service to Atherton, Broadway and Paul Avenue was suspended; this has continued. Peak-hour shuttles provide a connection for passengers from Atherton to Redwood City and from Broadway to Millbrae.

Average Trip Length

The following table shows the average passenger trip length for various types of train service:

Table 4: TRIP LENGTH BY TRAIN TYPE

Trains	Average Trip Length in Miles
Weekdays	22.3
Baby Bullets	28.4
Peak non-Baby Bullet	19.5
Off Peak	20.1
All Locals	19.6

Baby Bullet Stations

The following table shows the trend of ridership at stations with Baby Bullet service, using three benchmarks:

- Pre-Baby Bullet (February 2004)
- Caltrain Re-invented (February 2006)
- Full Year of Steady-state Service (February 2007)

Table 5: BABY BULLET STATION RIDERSHIP COMPARISON

Station	2004 AWR	2006 AWR	2007 AWR	04-07 3-year Change	06-07 1-year Change
San Francisco	5065	7155	7672	+51%	+7%
22 nd Street	382	797	836	+119%	+5%
Millbrae	1148	1816	1917	+67%	+6%
San Mateo	1004	1238	1300	+30%	+5%
Hillsdale	1080	1815	1850	+71%	+2%
Redwood City	1360	1870	1934	+42%	+3%
Menlo Park	1055	1171	1224	+16%	+5%
Palo Alto	1849	3054	3307	+79%	+8%
Mountain View	1519	2764	2999	+98%	+9%
Sunnyvale	1149	1342	1508	+31%	+12%
San Jose Diridon	1183	2270	2422	+105%	+7%
Tamien	480	446	532	+11%	+19%
TOTALS	17274	25738	27501	+59%	+7%

Train Capacity

The February 2007 counts show that the traditional (northbound morning and southbound afternoon) peak trains and Baby Bullets continue to have the highest loads. The highest maximum loads are approximately 80 percent of capacity. Four-car Train 217 that shows as over capacity, would still be the most full train, even if a five-car consist was used. With a five-car consist Train 217 would be more than 80 percent of capacity. Its maximum load increased from 411 in 2006 to 525 in 2007. The same five trains northbound that were the fullest in 2006 are the same trains that that are fullest this year. For southbound trains, four are the same. However, Train 280 is now at only 64 percent of its capacity at the maximum load point. Train 386 has taken its place and is 80 percent full and is the fullest southbound train, mostly due to the fact that it operates with only a four-car consist. The following table shows the five trains with the highest maximum loads in each direction.

Table 6: TOP 5 FULLEST TRAINS IN EACH DIRECTION

Northbound				Southbound			
Depart SJ	Train #	Max Load	Seats Full	Depart SF	Train #	Max Load	Seats Full
6:57a	217g	525	101%*	6:33p	386b	416	80%*
7:13a	319b	511	79%	5:33p	378b	512	79%
7:45a	323b	509	78%	4:56p	270g	496	76%
6:45a	313b	494	76%	5:14p	372b	469	72%
4:39p	267	377	73%*	7:11a	314b	467	72%

b = Baby Bullet train, g = Gilroy train, * = four-car consist

The peak throughout this document is defined as all trains departing the San Francisco or San Jose Diridon stations from start of service to 9:00 AM and between 2:59 PM and 7:00 PM, exclusive. In the peak, on average, each type of train carried the following number of passengers:

Table 7: PASSENGERS PER TRAIN (peak hours)

	Feb 2006	Feb 2007
Baby Bullet	430	464
Limited	398	421
Local	247	258

The growth in the peak continues to exceed the overall rate of growth. Baby Bullet and Limited trains are carrying an average of 7 percent more passengers compared to last year. The low passenger loads for local trains is largely due to the fact that there are no local trains in the peak of the peak. The next table further breaks the limited trains into ones with distinct local and

express halves (labeled Express/Local) verses ones that skip stations throughout their trip (labeled Uniform Limited).

Table 8: PASSENGERS PER TRAIN BY SERVICE TYPE (peak hours)

Baby Bullet	464
Express/Local	447
Uniform Limited	368
Local	258

Commuter Patterns

The traditional peak direction (northbound morning and southbound evening) and the reverse peak (southbound morning and northbound evening) commute markets both showed growth from February 2006 to February 2007. The traditional peak market is showing stronger growth than the reverse market. The ratio of those traveling north in the morning to those traveling south in the morning continues to remain at approximately 60/40, as has been the case for quite some time.

The following table shows the weekday ridership broken down by direction/time of day and change since February 2006:

Table 9:

WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2006

	2006 Riders	2007 Riders	Difference	Change
Traditional Peak	15,199	16,387	+1188	+7.8%
Midday	4,803	5,095	+292	+6.1%
Reverse Peak	10,309	10,769	+460	+4.5%
Night	1,719	1,590	-129	-7.5%
TOTAL	32,031	33,841	+1,811	+5.7%

Ridership on the commute/peak-only Gilroy extension has continued to decline. This year's count found 31 fewer passengers boarding at stations on the Gilroy extension, a decrease of 6.5 percent from 2006. Since February 2004, Gilroy ridership has decreased by 227 daily passengers, a loss of 34 percent. Service was reduced from four trips to three trips per direction in this timeframe. Some of the decrease in Gilroy ridership is attributable to major capacity improvements to Highway 101 between San Jose and Gilroy. Gilroy extension ridership has declined every year since the peak in 2001.

Boardings by County

Table 10: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	Feb '07 AWR	% of Feb '07 Total	Feb '06 AWR	Feb '07 vs Feb '06	% Change '07 vs '06
San Francisco	8,678	25.6%	8,118	+560	+6.9%
San Mateo	11,999	33.4%	10,987	+312	+2.8%
Santa Clara	13,863	41.0%	12,926	+937	+7.3%
Total	33,841	100%	32,031	+1,810	+5.7%
Gilroy Extension#	441		471	-31	-6.5%

Included in Santa Clara County total

Table 11: AM PEAK BOARDINGS BY COUNTY

COUNTY	2006	2006 Share	2007	2007 Share
San Francisco	2292	18.4%	2456	18.4%
San Mateo	4797	38.4%	5019	37.6%
Santa Clara	5394	43.2%	5888	44.1%

Bicycles

The February 2007 count showed 2,334 bike boardings. This is a 2.8 percent increase from the February 2006 number of 2,271 and is much more moderate than last year's 22 percent increase. The top five stations and trains by bicycle usage are listed below:

**Table 12:
TOP 5 STATIONS FOR BIKE USAGE**

Station	AWBR
San Francisco	442
Palo Alto	273
Mountain View	233
Redwood City	163
San Jose Diridon	134

AWBR = Average Weekday Bike Ridership

**Table 13:
TOP 5 TRAINS FOR BIKE USAGE**

Train (departs)	AWBR
217 (6:57 am SJ) *	52
267 (4:39 pm SJ)	51
158 (3:07 pm SF)*	45
323 (5:45 am SJ)	43
220, 227, 280	42

* serves Gilroy

Weekend

Weekend service resumed in June 2004, with the implementation of the original Baby Bullet schedule, after a two-year hiatus to accommodate construction. During that time, limited substitution bus service was provided to five stations. Saturday train service was restored to the level it was before the suspension of service. Sunday service was increased 50 percent to provide hourly service. As part of the Caltrain Re-invented service changes in August 2005, weekend service was adjusted. The first trains on Saturday and Sunday in both the northbound and southbound directions were eliminated, resulting in weekend service starting one hour later. Saturday 9 p.m. departures were added at San Francisco and San Jose Diridon to provide more uniform service. Service between Tamien station and San Jose Diridon station continues to be provided by a shuttle on weekends. The service is unchanged from last year.

The weekend counts are conducted only once for each train (i.e. each train is counted only once on Saturday and once on Sunday). Unlike the weekday, weekend numbers not an average of five counts.

Weekend ridership has been mixed compared to last year. Saturday ridership has increased an impressive 25 percent from 2006. Sunday ridership has declined, but by only 6.6 percent. After two years of making a run at catching Saturday's total, ridership on Sunday is only 60 percent of Saturday's. Overall weekend ridership is up almost 11 percent, but that rate of growth is much less than last year's 34 percent increase above 2005.

Table 14: ONE YEAR RIDERSHIP COMPARISON – 2006 TO 2007

	2006 Count	2007 Count	Numeric Change	Percent Change
Saturday	8,925	11,164	2,239	25.1%
Sunday	7,241	6,765	-476	-6.6%
Total	16,166	17,929	1,763	10.9%

Weekend ridership has exceeded the 2002 levels. Now ridership on Saturday and Sunday recovered and gained on the level before the two-year weekend shut-down. Weekend numbers are summarized in the following chart from 2002 and 2007:

Table 15: FIVE YEAR WEEKEND RIDERSHIP COMPARISON – 2002 TO 2007

	2002 Count	2007 Count	Numeric Change	Percent Change
Saturday	10,653	11,164	511	4.8%
Sunday	6,153	6,765	612	9.9%
Total	16,806	17,929	1,123	6.7%

For more detailed information on the count results, please refer to the attached tables.

List of Attached Tables and Graphs

- Weekday Passenger Boardings by Station 1992-2007 Trend
- Average Weekday Passenger Activity by Station
- Station Rank
- Morning Peak Passenger Activity
- Percent Capacity and Passenger Boarding by Train
- Percent Capacity by Time Period
- Passenger Boarding by Time Period
- Graphs - Maximum Load
- Weekday Bicycle Activity by Station
- Saturday and Sunday Ridership by Station
- Weekend Station Rank by Numeric Change 2006 to 2007
- Weekend Boarding by Train with Comparison of 2002, 2006 and 2007

List of Detailed Tables in Separate Document

- Detailed Weekday Passenger Ons and Offs
- Detailed Weekday Bicycle Ons and Offs
- Detailed Weekend Passenger Ons and Offs
- Detailed Weekend Bicycle Ons and Offs

CALTRAIN WEEKDAY PASSENGER BOARDINGS

STATION	Oct '92	Feb '95	Mar '96	Feb '97	Feb '98	Feb '99	Feb '00	Feb '01	Feb '02	Feb '03	Feb '04	Feb '05	Feb '06	Feb '07	% change difference (Feb '06 vs. (Feb '06 vs.	
															Feb '07)	Feb '07)
San Francisco	6,280	5,303	5,536	6,126	6,302	5,898	6,602	6,807	6,180	5,846	5,065	5,910	7,155	7,672	7.2%	7.2%
22nd Street	208	235	297	397	517	510	574	673	524	456	382	545	797	836	4.9%	4.9%
Paul Avenue	52	37	37	17	20	6	11	10	25	9	6	1	-	-	-	-
Bayshore	169	170	241	316	402	403	458	513	463	403	344	247	166	171	3.0%	3.0%
So. San Francisco	418	392	398	521	509	517	549	621	597	510	472	487	521	548	5.1%	5.1%
San Bruno	454	529	578	694	694	704	723	844	762	659	505	488	412	414	0.5%	0.5%
Millbrae	501	549	543	618	698	655	782	870	776	657	1,148	1,507	1,816	1,917	5.5%	5.5%
Broadway	336	392	377	430	464	423	495	567	492	433	333	205	-	-	-	-
Burlingame	546	618	638	674	686	755	842	985	884	726	645	604	588	610	3.8%	3.8%
San Mateo	589	633	719	845	905	957	1,105	1,389	1,302	1,084	1,004	1,062	1,238	1,300	5.0%	5.0%
Hayward Park	211	198	216	299	275	320	381	607	565	447	417	347	244	231	-5.3%	-5.3%
Bay Meadows	127	2	134	180	167	154	62	67	70	57	65	71	10	-	-100.0%	-100.0%
Hillsdale	920	961	1,038	1,156	1,193	1,163	1,278	1,318	1,193	1,065	1,080	1,487	1,815	1,850	1.9%	1.9%
Belmont	524	529	554	506	548	590	648	892	770	629	568	518	435	412	-5.4%	-5.4%
San Carlos	620	749	716	835	878	865	1,028	1,216	987	848	816	836	867	860	-0.8%	-0.8%
Redwood City	764	778	874	1,142	1,286	1,331	1,597	1,804	1,597	1,356	1,360	1,423	1,870	1,934	3.4%	3.4%
Atherton	299	240	230	250	206	225	266	260	246	198	182	122	-	-	-	-
Menlo Park	859	863	847	1,017	1,133	1,104	1,174	1,321	1,194	1,034	1,055	1,009	1,171	1,224	4.5%	4.5%
Palo Alto	1,020	1,162	1,242	1,610	1,723	1,707	1,972	2,260	2,016	1,880	1,849	2,425	3,054	3,307	8.3%	8.3%
California Ave.	881	974	950	1,125	1,163	1,211	1,280	1,376	1,225	1,026	976	839	822	825	0.4%	0.4%
San Antonio	-	-	-	-	-	-	550	841	694	644	697	610	488	525	7.5%	7.5%
Castro	276	263	236	246	281	271	111	-	-	-	-	-	-	-	-	-
Mountain View	962	1,023	1,162	1,369	1,477	1,478	1,640	2,200	1,854	1,644	1,519	2,423	2,764	2,999	8.5%	8.5%
Sunnyvale	814	828	1,001	1,204	1,214	1,230	1,363	1,427	1,222	1,020	1,149	970	1,342	1,508	12.4%	12.4%
Lawrence	601	558	687	822	965	981	1,124	1,309	956	773	593	534	514	544	5.8%	5.8%
Santa Clara	558	579	554	770	809	863	1,031	1,124	991	853	798	706	657	663	0.8%	0.8%
College Park	161	150	154	167	197	178	206	185	180	184	192	133	97	98	1.2%	1.2%
San Jose Diridon	1,352	1,092	1,197	1,486	1,616	1,492	1,454	1,747	1,421	1,244	1,183	1,906	2,270	2,422	6.7%	6.7%
Tamien	287	382	468	492	531	526	676	821	634	520	480	343	446	532	19.1%	19.1%
Capitol	-	33	39	54	76	63	95	121	82	67	56	57	29	36	21.9%	21.9%
Blossom Hill	52	84	91	128	148	119	161	177	136	130	101	99	77	69	-10.6%	-10.6%
Morgan Hill	138	128	151	195	318	297	387	437	340	276	194	191	151	129	-14.8%	-14.8%
San Martin	-	63	51	95	170	175	200	252	164	158	91	78	72	63	-12.2%	-12.2%
Gilroy	112	198	182	300	394	420	468	569	421	357	226	210	141	144	1.7%	1.7%
TOTAL	21,121	20,695	22,138	26,043	27,967	27,591	31,291	35,609	30,961	27,191	25,550	28,393	32,031	33,841	5.7%	5.7%
			6.97%	17.64%	7.39%	-1.35%	13.41%	13.80%	-13.05%	-12.18%	-6.03%	11.13%	12.81%	5.65%		
Gilroy Extension	302	506	514	773	1,107	1,074	1,311	1,555	1,143	987	667	636	471	441	-6.5%	-6.5%
			1.58%	50.39%	43.18%	-2.96%	22.07%	18.64%	-26.53%	-13.62%	-32.41%	-4.74%	-25.87%	-6.49%		
San Francisco	6,709	5,745	6,111	6,856	7,241	6,817	7,646	8,004	7,191	6,714	5,797	6,703	8,118	8,678	6.9%	6.9%
San Mateo	7,198	7,433	7,862	9,123	9,644	9,763	10,928	12,760	11,433	9,701	9,650	10,166	10,987	11,299	2.8%	2.8%
Santa Clara	7,214	7,517	8,165	10,065	11,082	11,011	12,717	14,845	12,337	10,776	10,103	11,524	12,926	13,863	7.3%	7.3%
San Francisco	31.8%	27.8%	27.6%	26.3%	25.9%	24.7%	24.4%	22.5%	23.2%	24.7%	22.7%	23.6%	25.3%	25.6%		
San Mateo	34.1%	35.9%	35.5%	35.0%	34.5%	35.4%	34.9%	35.8%	36.9%	35.7%	37.8%	35.8%	34.3%	33.4%		
Santa Clara	34.2%	36.3%	36.9%	38.6%	39.6%	39.9%	40.6%	41.7%	39.8%	39.6%	39.5%	40.6%	40.4%	41.0%		

February 2007 Caltrain Annual Counts

AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	7784	7672	0	7672	7784
22nd Street	10	845	826	16	836	861
Bayshore	24	139	147	27	171	166
South SF	136	443	412	156	548	599
San Bruno	153	236	262	150	414	386
Millbrae	419	1630	1498	391	1917	2021
Burlingame	294	309	316	276	610	585
San Mateo	584	676	716	575	1300	1251
Hayward Park	121	104	110	129	231	233
Bay Meadows	0	0	0	0	0	0
Hillsdale	1172	661	678	1114	1850	1775
Belmont	221	185	190	204	412	389
San Carlos	449	459	411	462	860	921
Redwood City	1239	666	695	1199	1934	1865
Menlo Park	704	513	520	732	1224	1245
Palo Alto	2173	1191	1134	2213	3307	3405
California Ave.	534	283	291	515	825	798
San Antonio	417	114	108	391	525	505
Mountain View	2671	315	329	2619	2999	2934
Sunnyvale	1391	100	117	1366	1508	1466
Lawrence	437	122	107	432	544	554
Santa Clara	602	61	61	595	663	656
College Park	66	50	32	104	98	154
San Jose Diridon	2310	73	112	2342	2422	2415
Tamien	514	85	18	389	532	474
Capitol	30	7	6	25	36	32
Blossom Hill	59	10	10	54	69	65
Morgan Hill	128	4	1	111	129	115
San Martin	63	0	0	46	63	46
Gilroy	144	0	0	142	144	142
TOTAL	17063	17063	16777	16777	33841	33841

February 2007 Caltrain Annual Counts

STATION RANK BY ALL DAY PASSENGER BOARDINGS

STATION	TOTAL ON	% OF TOTAL	2007 RANK	2006 RANK
San Francisco	7672	22.67%	1	1
Palo Alto	3307	9.77%	2	2
Mountain View	2999	8.86%	3	3
San Jose Diridon	2422	7.16%	4	4
Redwood City	1934	5.71%	5	5
Millbrae	1917	5.66%	6	6
Hillsdale	1850	5.47%	7	7
Sunnyvale	1508	4.46%	8	8
San Mateo	1300	3.84%	9	9
Menlo Park	1224	3.62%	10	10
San Carlos	860	2.54%	11	11
22nd Street	836	2.47%	12	13
California Ave.	825	2.44%	13	12
Santa Clara	663	1.96%	14	14
Burlingame	610	1.80%	15	15
South SF	548	1.62%	16	16
Lawrence	544	1.61%	17	17
Tamien	532	1.57%	18	19
San Antonio	525	1.55%	19	18
San Bruno	414	1.22%	20	21
Belmont	412	1.22%	21	20
Hayward Park	231	0.68%	22	22
Bayshore	171	0.50%	23	23
Gilroy	144	0.42%	24	25
Morgan Hill	129	0.38%	25	24
College Park	98	0.29%	26	26
Blossom Hill	69	0.20%	27	27
San Martin	63	0.19%	28	28
Capitol	36	0.11%	29	29
Bay Meadows	0	0.00%	30	30
TOTAL	33841	100.00%		

February 2007 Caltrain Annual Counts
AM PEAK PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	4646	1641	0	1641	4646
22nd Street	4	34	728	6	732	40
Bayshore	13	32	70	3	83	35
South SF	53	350	44	71	97	421
San Bruno	96	52	121	10	217	62
Millbrae	308	467	643	46	951	513
Burlingame	169	55	120	37	289	92
San Mateo	327	175	362	114	689	289
Hayward Park	36	34	36	38	72	72
Bay Meadows	0	0	0	0	0	0
Hillsdale	745	230	300	150	1045	380
Belmont	78	57	66	46	144	103
San Carlos	156	149	205	211	360	360
Redwood City	545	231	253	393	798	624
Menlo Park	194	247	163	369	357	616
Palo Alto	656	727	166	1077	823	1803
California Ave.	162	148	57	199	218	347
San Antonio	179	23	42	91	221	113
Mountain View	1109	139	105	1126	1214	1265
Sunnyvale	1004	42	36	96	1040	138
Lawrence	148	81	22	202	170	283
Santa Clara	210	42	6	185	216	227
College Park	0	50	0	101	0	151
San Jose Diridon	1128	59	1	592	1129	651
Tamien	433	85	0	26	433	110
Capitol	30	7	0	0	30	7
Blossom Hill	59	10	0	0	59	10
Morgan Hill	128	4	0	0	128	4
San Martin	63	0	0	0	63	0
Gilroy	144	0	0	0	144	0
TOTAL	8176	8176	5187	5187	13363	13363

February 2007 Caltrain Annual Counts
NORTHBOUND - PERCENT OF CAPACITY

Train Number	Depart SJ	Max Load	Leaving Station	Train Capacity	Percent of Capacity	Total Boardings
101	4:30a	87	San Bruno	650	13%	120
103	5:05a	99	San Bruno	650	15%	149
305	5:45a	272	Millbrae	650	42%	309
207	5:57a	268	Hillsdale	650	41%	374
309	6:03a	272	Millbrae	650	42%	368
211	6:22a	147	Burlingame	520	28%	288
313	6:45a	494	Millbrae	650	76%	624
215	6:50a	376	San Bruno	520	72%	512
217	6:57a	525	Hillsdale	520	101%	906
319	7:03a	511	Redwood City	650	79%	751
221	7:20a	207	Mountain View	650	32%	512
323	7:45a	509	Millbrae	650	78%	680
225	7:50a	255	San Bruno	650	39%	399
227	7:55a	324	Hillsdale	650	50%	734
329	8:03a	453	Sunnyvale	650	70%	627
231	8:22a	157	Mountain View	650	24%	301
233	8:40a	321	California Ave.	650	49%	522
135	9:10a	191	San Antonio	650	29%	359
237	9:40a	157	San Mateo	650	24%	282
139	10:10a	122	Hillsdale	650	19%	211
241	10:40a	110	Burlingame	520	21%	186
143	11:10a	97	Burlingame	520	19%	180
245	11:40a	110	Hillsdale	520	21%	180
147	12:10p	109	Hayward Park	650	17%	186
249	12:40p	100	Redwood City	650	15%	165
151	1:10p	107	Hayward Pk & San Mateo	650	16%	198
253	1:40p	121	Hillsdale	650	19%	201
155	2:10p	119	Hillsdale	650	18%	247
257	2:40p	182	Redwood City	650	28%	306
159	3:05p	224	Hayward Park	650	34%	426
261	3:44p	301	San Carlos	650	46%	439
263	4:05p	143	San Mateo	650	22%	269
365	4:25p	204	Redwood City	650	31%	250
267	4:39p	377	Redwood City	520	73%	578
369	4:45p	430	Palo Alto	650	66%	516
271	5:05p	187	Belmont	650	29%	350
373	5:25p	355	Redwood City	650	55%	397
275	5:31p	240	Menlo Park	520	46%	371
277	5:39p	234	Menlo Park	650	36%	398
379	5:45p	358	Palo Alto	650	55%	428
281	6:05p	108	Hayward Park	650	17%	208
383	6:25p	248	Menlo Park	650	38%	302
285	6:31p	155	Menlo Park	650	24%	214
287	6:45p	170	San Carlos	650	26%	237
189	6:50p	117	Menlo Park	650	18%	198
191	8:10p	186	Hayward Park	650	29%	271
193	9:10p	114	San Mateo	650	18%	192
195	10:30p	87	Palo Alto	520	17%	142
		11040		30030	37%	17063

February 2007 Caltrain Annual Counts
SOUTHBOUND - PERCENT OF CAPACITY

Train Number	Depart SF	Max Load	Leaving Station	Train Capacity	Percent of Capacity	Total Boardings
102	4:55a	64	Belmont	650	10%	103
104	5:25a	78	Redwood City	650	12%	129
206	6:11a	223	Menlo Park	650	34%	318
208	6:25a	169	San Carlos	650	26%	285
210	6:44a	343	Redwood City	650	53%	557
312	6:59a	234	Millbrae	650	36%	281
314	7:11a	467	Hillsdale	650	72%	531
216	7:16a	172	San Carlos	650	26%	277
218	7:25a	190	San Carlos	650	29%	365
220	7:44a	301	San Mateo	650	46%	502
322	7:59a	249	Burlingame	650	38%	287
324	8:11a	427	Hillsdale	650	66%	483
226	8:16a	149	Hillsdale	520	29%	239
228	8:25a	122	Belmont	520	23%	244
230	8:44a	262	San Mateo	520	50%	349
332	8:59a	214	Millbrae	650	33%	237
134	9:07a	156	San Mateo	520	30%	256
236	9:37a	140	Burlingame	650	22%	201
138	10:07a	138	San Mateo	650	21%	218
240	10:37a	95	Burlingame	650	15%	146
142	11:07a	122	San Mateo	650	19%	195
244	11:37a	94	San Mateo	650	14%	145
146	12:07p	103	San Mateo	650	16%	189
248	12:37p	100	Burlingame	650	15%	159
150	1:07p	114	San Mateo	520	22%	200
252	1:37p	91	Burlingame	650	14%	170
154	2:07p	127	Hayward Park	520	24%	248
256	2:37p	129	Burlingame	650	20%	267
158	3:07p	288	California Ave.	650	44%	684
260	3:37p	231	California Ave.	650	36%	448
362	4:09p	283	Millbrae	650	44%	420
264	4:19p	217	California Ave.	650	33%	397
266	4:27p	205	Menlo Park	650	32%	406
368	4:33p	281	Palo Alto	650	43%	458
270	4:56p	496	California Ave.	650	76%	954
372	5:14p	469	Millbrae	650	72%	573
274	5:20p	319	San Francisco	650	49%	479
276	5:27p	190	Millbrae	520	37%	428
378	5:33p	512	San Francisco	650	79%	629
280	5:56p	418	South SF	650	64%	582
382	6:14p	465	San Francisco	650	72%	547
284	6:27p	167	Millbrae	650	26%	267
386	6:33p	416	SF & Millbrae	520	80%	507
288	6:56p	313	South SF & Millbrae	650	48%	432
190	7:20p	198	Millbrae	650	30%	310
192	8:25p	234	Millbrae	650	36%	336
194	10:00p	164	Millbrae	520	32%	239
196	12:01a	79	San Mateo	650	12%	98
		11018		30030	37%	16777

**February 2007 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

Northbound Summary

	Max.	Cap.	% Cap.
AM NB	5277	10660	49.5%
Off Peak NB	1912	9230	20.7%
PM NB	3851	10140	38.0%
ALL NB	11040	30030	36.8%

Southbound Summary

	Max.	Cap.	% Cap.
AM SB	3664	10010	36.6%
Off Peak SB	2084	9880	21.1%
PM SB	5270	10140	52.0%
ALL SB	11018	30030	36.7%

Overall Summary

	Max.	Cap.	% Cap.
TRADITIONAL	10547	20800	50.7%
REVERSE	7515	20150	37.3%
Off Peak	3996	19110	20.9%
ALL TRAINS	22058	60060	36.7%

February 2007 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

Traditional Peak	
AM Northbound	8176
PM Southbound	8212
Total	16388

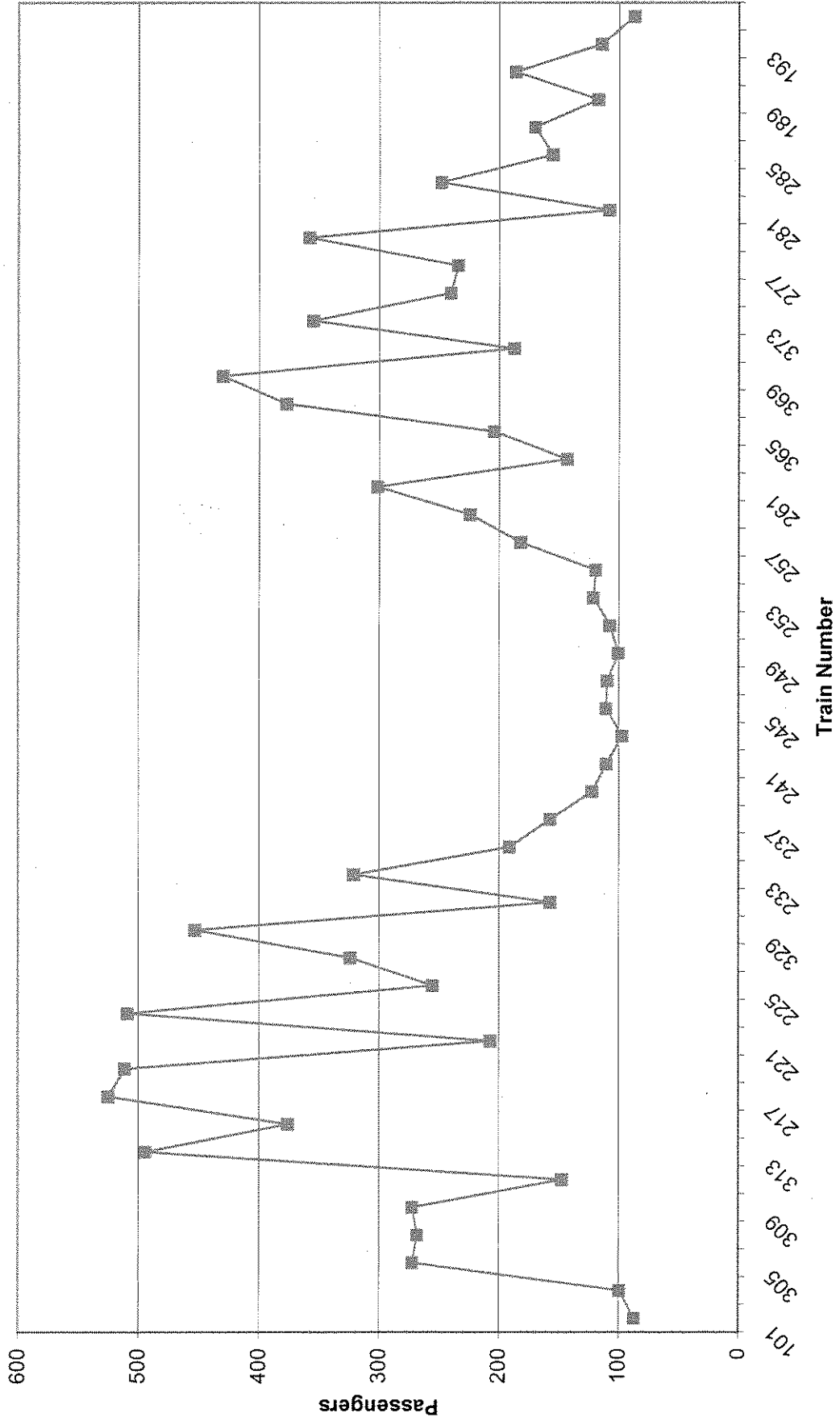
Reverse Peak	
AM Southbound	5187
PM Northbound	5581
Total	10768

Midday	
Northbound	2700
Southbound	2394
Total	5094

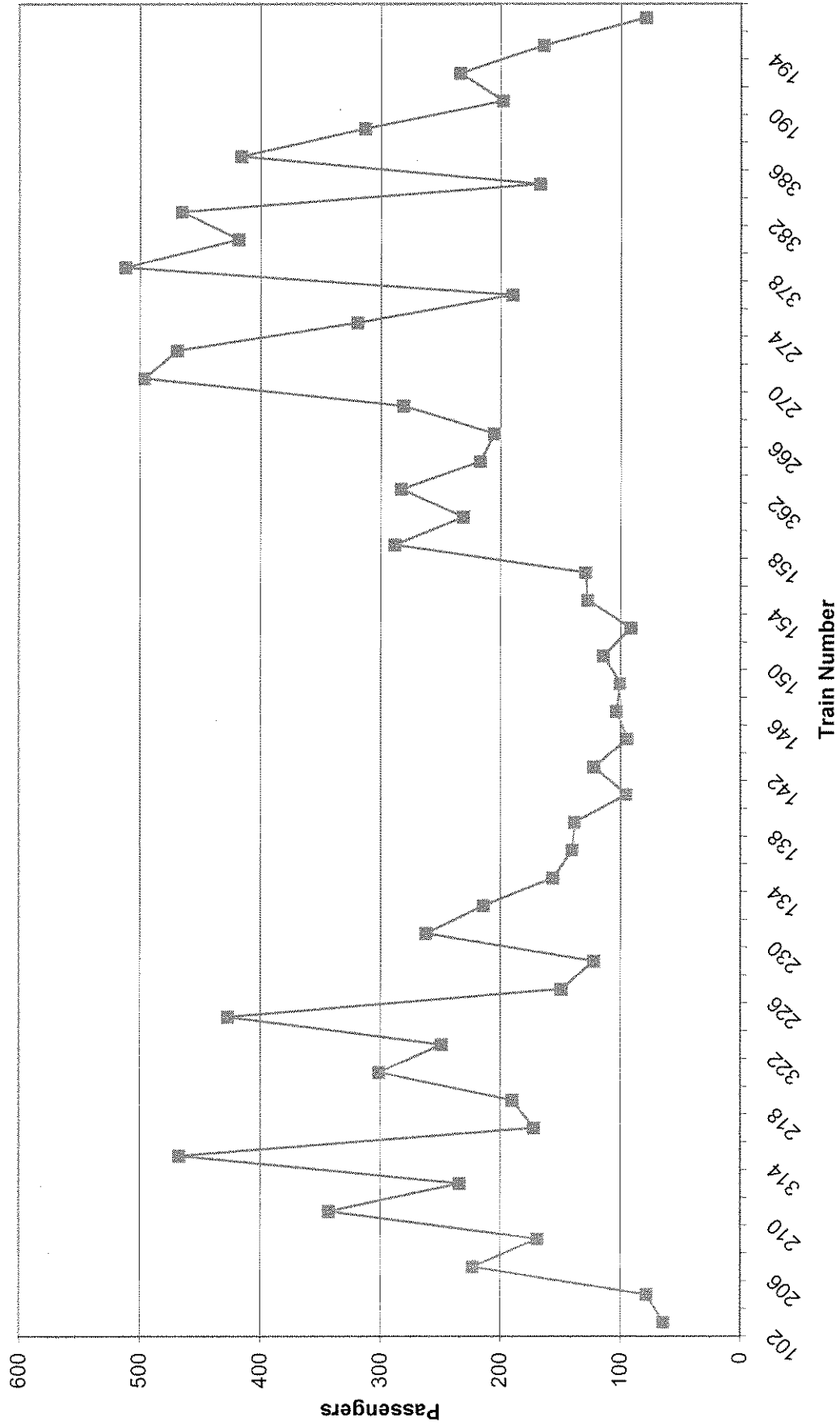
Evening	
Northbound	606
Southbound	984
Total	1590

Total	
Northbound	17063
Southbound	16777
Total	33840

Maximum Load - Northbound
February 2007



Maximum Load - Southbound
February 2007



February 2007 Caltrain Annual Counts
WEEKDAY BICYCLE ACTIVITY BY STATION

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	472	442	0	442	472
22nd Street	1	90	68	2	69	92
Bayshore	4	16	13	4	16	20
South SF	16	25	27	22	43	46
San Bruno	12	20	20	12	32	32
Millbrae	19	51	40	16	59	67
Burlingame	16	24	20	14	36	38
San Mateo	43	43	50	37	93	80
Hayward Park	10	10	9	13	19	23
Bay Meadows	0	0	0	0	0	0
Hillsdale	60	46	47	47	107	93
Belmont	15	16	20	12	34	28
San Carlos	33	39	37	33	70	72
Redwood City	96	56	67	90	163	146
Menlo Park	60	52	48	66	108	118
Palo Alto	158	129	114	157	273	286
California Ave.	58	33	37	51	95	84
San Antonio	48	12	13	47	61	59
Mountain View	202	35	32	177	233	211
Sunnyvale	85	7	13	75	98	82
Lawrence	46	9	7	38	53	46
Santa Clara	40	4	5	48	45	52
College Park	0	0	0	1	0	1
San Jose Diridon	131	1	3	123	134	125
Tamien	28	4	0	30	29	34
Capitol	1	1	0	2	1	3
Blossom Hill	3	1	2	5	5	6
Morgan Hill	6	1	1	5	7	6
San Martin	3	0	0	1	3	1
Gilroy	7	0	0	10	7	10
TOTAL	1198	1198	1136	1136	2334	2334

February 2007 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	3040	2837	0	2837	3040
22nd Street	3	90	69	3	72	93
Bayshore	13	90	80	14	93	104
South SF	58	60	55	64	113	124
San Bruno	113	114	112	106	225	220
Millbrae	114	531	628	92	742	623
Broadway	36	55	48	33	84	88
Burlingame	119	167	203	98	322	265
San Mateo	209	206	210	222	419	428
Hayward Park	84	43	54	84	138	127
Bay Meadows	0	0	0	0	0	0
Hillsdale	446	208	213	431	659	639
Belmont	147	55	66	144	213	199
San Carlos	162	79	92	155	254	234
Redwood City	446	201	230	421	676	622
Atherton	16	32	28	46	44	78
Menlo Park	258	139	137	254	395	393
Palo Alto	540	250	239	524	779	774
California Ave.	251	80	62	248	313	328
San Antonio	222	47	59	203	281	250
Mountain View	601	68	61	555	662	623
Sunnyvale	391	42	35	424	426	466
Lawrence	122	16	21	111	143	127
Santa Clara	364	4	8	348	372	352
San Jose Diridon	902	0	0	966	902	966
TOTAL	5617	5617	5547	5547	11164	11164

February 2007 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1485	1705	0	1705	1485
22nd Street	2	63	65	5	67	68
Bayshore	6	45	73	7	79	52
South SF	21	35	43	33	64	68
San Bruno	20	59	76	39	96	98
Millbrae	26	393	472	47	498	440
Broadway	17	21	23	30	40	51
Burlingame	89	107	123	70	212	177
San Mateo	108	133	153	96	261	229
Hayward Park	23	13	12	31	35	44
Bay Meadows	0	0	0	0	0	0
Hillsdale	188	128	144	223	332	351
Belmont	60	41	48	65	108	106
San Carlos	79	62	43	80	122	142
Redwood City	247	134	125	250	372	384
Atherton	21	10	16	22	37	32
Menlo Park	142	76	87	159	229	235
Palo Alto	336	169	182	394	518	563
California Ave.	161	47	45	177	206	224
San Antonio	166	34	33	166	199	200
Mountain View	338	63	69	380	407	443
Sunnyvale	220	25	34	258	254	283
Lawrence	101	14	19	118	120	132
Santa Clara	212	7	11	233	223	240
San Jose Diridon	581	0	0	718	581	718
TOTAL	3164	3164	3601	3601	6765	6765

February 2007 Caltain Annual Count

SATURDAY BOARDING BY NUMERIC CHANGE 2006 TO 2007

Saturday

STATION	2006 Boardings	2007 Boardings	Numeric Change	Percentage Change
San Francisco	2399	2837	438	18.3%
San Jose Diridon	567	902	335	59.1%
Millbrae	496	742	246	49.6%
Mountain View	480	662	182	37.9%
Redwood City	513	676	163	31.8%
Menlo Park	270	395	125	46.3%
San Bruno	120	225	105	87.5%
Burlingame	219	322	103	47.0%
Santa Clara	287	372	85	29.6%
San Mateo	343	419	76	22.2%
Hillsdale	594	659	65	10.9%
Sunnyvale	361	426	65	18.0%
California Ave.	251	313	62	24.7%
Belmont	165	213	48	29.1%
San Antonio	240	281	41	17.1%
San Carlos	218	254	36	16.5%
South SF	87	113	26	29.9%
Broadway	61	84	23	37.7%
Palo Alto	759	779	20	2.6%
Hayward Park	120	138	18	15.0%
Atherton	42	44	2	4.8%
Bayshore	94	93	-1	-1.1%
22nd Street	75	72	-3	-4.0%
Lawrence	164	143	-21	-12.8%
Bay Meadows	0	0		
TOTAL	8925	11164	2239	25.1%

February 2007 Caltain Annual Count
SUNDAY BOARDING BY NUMERIC CHANGE 2006 TO 2007

Sunday

STATION	2006 Boardings	2007 Boardings	Numeric Change	Percentage Change
Millbrae	417	498	81	19.4%
San Jose Diridon	513	581	68	13.3%
San Antonio	174	199	25	14.4%
Burlingame	198	212	14	7.1%
22nd Street	59	67	8	13.6%
San Mateo	255	261	6	2.4%
Lawrence	114	120	6	5.3%
Palo Alto	513	518	5	1.0%
Atherton	39	37	-2	-5.1%
Santa Clara	225	223	-2	-0.9%
Bayshore	94	79	-15	-16.0%
San Bruno	111	96	-15	-13.5%
Redwood City	390	372	-18	-4.6%
South SF	83	64	-19	-22.9%
California Ave.	226	206	-20	-8.8%
San Carlos	145	122	-23	-15.9%
Broadway	64	40	-24	-37.5%
Mountain View	432	407	-25	-5.8%
Menlo Park	269	229	-40	-14.9%
Hayward Park	81	35	-46	-56.8%
Belmont	157	108	-49	-31.2%
Sunnyvale	321	254	-67	-20.9%
San Francisco	1856	1705	-151	-8.1%
Hillsdale	505	332	-173	-34.3%
Bay Meadows	0	0		
TOTAL	7241	6765	-476	-6.6%

**February 2007 Caltrain Annual Count
SATURDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2006 vs 2007**

SJ Depart	2002		02 to 07 Change		2006		06 to 07 Change		2007	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
6:00 a	127	135								
7:00 a	139	249	-62	-24.9%	421	196	-9	-4.6%	421	187
8:00 a	147	550	-240	-43.6%	423	223	87	39.0%	423	310
9:00 a	149	424	148	34.9%	425	414	158	38.2%	425	572
10:00 a	153	476	193	40.5%	427	441	228	51.7%	427	669
11:00 a	157	435	107	24.6%	429	420	122	29.0%	429	542
12:00 p	161	393	49	12.5%	431	344	98	28.5%	431	442
1:00 p	165	276	188	68.1%	433	246	218	88.6%	433	464
2:00 p	169	456	-90	-19.7%	435	325	41	12.6%	435	366
3:00 p	173	417	-67	-16.1%	437	294	56	19.0%	437	350
4:00 p	177	368	20	5.4%	439	410	-22	-5.4%	439	388
5:00 p	181	384	-64	-16.7%	441	284	36	12.7%	441	320
6:00 p	187	278	-12	-4.3%	443	245	21	8.6%	443	266
7:00 p	191	126	51	40.5%	445	174	3	1.7%	445	177
8:00 p	195	139	29	20.9%	447	145	23	15.9%	447	168
9:00 p					449	169	-26	-15.4%	449	143
10:30 p	199	271	-18	-6.6%	451	130	123	94.6%	451	253
Total		5377	240	4.5%	Total	4460	1157	25.9%	Total	5617

February 2007 Caltrain Annual Count
 SATURDAY SOUTHBOUND
 PASSENGERS BY TRAIN 2002 vs 2006 vs 2007

SF Depart	2002		02 to 07 Change		2006		06 to 07 Change		2007	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
7:00 a	128	210								
8:00 a	134	249	-8	-3.2%	422	213	28	13.1%	422	241
9:00 a	138	252	-37	-14.7%	424	216	-1	-0.5%	424	215
10:00 a	142	329	-68	-20.7%	426	255	6	2.4%	426	261
11:00 a	146	308	40	13.0%	428	275	73	26.5%	428	348
12:00 p	150	406	-102	-25.1%	430	282	22	7.8%	430	304
1:00 p	154	526	-172	-32.7%	432	241	113	46.9%	432	354
2:00 p	158	339	70	20.6%	434	250	159	63.6%	434	409
3:00 p	162	347	191	55.0%	436	381	157	41.2%	436	538
4:00 p	166	395	164	41.5%	438	455	104	22.9%	438	559
5:00 p	174	492	199	40.4%	440	419	272	64.9%	440	691
6:00 p	184	419	72	17.2%	442	403	88	21.8%	442	491
7:00 p	188	318	48	15.1%	444	311	55	17.7%	444	366
8:00 p	192	257	-46	-17.9%	446	220	-9	-4.1%	446	211
9:00 p					448	189			448	203
10:00 p	196	279	-83	-29.7%	450	172	24	14.0%	450	196
12:00 a	198	150	10	6.7%	454	183	-23	-12.6%	454	160
	Total	5276	271	5.1%	Total	4465	1082	24.2%	Total	5547

**February 2007 Caltrain Annual Count
SUNDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2006 vs 2007**

SJ Depart	2002		02 to 07 Change		2006		06 to 07 Change		2007	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
7:30 a	247	169								
8:00 a					423	172	27	15.7%	423	199
9:00 a	253	329	-78	-23.7%	425	259	-8	-3.1%	425	251
10:00 a	255	400	-119	-29.8%	427	291	-10	-3.4%	427	281
11:00 a	257	276	52	18.8%	429	460	-132	-28.7%	429	328
12:00 p	259	331	-45	-13.6%	431	307	-21	-6.8%	431	286
1:00 p					433	311	-61	-19.6%	433	250
2:00 p	263	407	-179	-44.0%	435	271	-43	-15.9%	435	228
3:00 p					437	233	48	20.6%	437	281
4:00 p	271	428	-178	-41.6%	439	331	-81	-24.5%	439	250
5:00 p					441	249	-46	-18.5%	441	203
6:00 p	281	363	-181	-49.9%	443	191	-9	-4.7%	443	182
7:00 p					445	155	-8	-5.2%	445	147
8:00 p	285	213	-63	-29.6%	447	129	21	16.3%	447	150
9:00 p					449	137	-9	-6.6%	449	128
10:30 p	289	83								
Total		2999	165	5.5%	Total	3496	-332	-9.5%	Total	3164

**February 2007 Caltrain Annual Count
SUNDAY SOUTHBOUND
RIDERSHIP BY TRAIN 2002 vs 2006 vs 2007**

SF Depart	2002		02 to 07 Change		2006		06 to 07 Change		2007	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
7:00 a										
8:00 a	234	242	-137	-56.6%	422	134	-29	-21.6%	422	105
9:00 a					424	193	-24	-12.4%	424	169
10:00 a	242	370	-105	-28.4%	426	264	1	0.4%	426	265
11:00 a					428	292	-35	-12.0%	428	257
12:00 p	250	458	-208	-45.4%	430	312	-62	-19.9%	430	250
1:00 p					432	272	-9	-3.3%	432	263
2:00 p	258	423	-137	-32.4%	434	289	-3	-1.0%	434	286
3:00 p					436	330	22	6.7%	436	352
4:00 p	266	418	-117	-28.0%	438	345	-44	-12.8%	438	301
5:00 p	274	292	40	13.7%	440	367	-35	-9.5%	440	332
6:00 p	284	338	16	4.7%	442	306	48	15.7%	442	354
7:00 p	288	208	80	38.5%	444	261	27	10.3%	444	288
8:00 p	292	227	-17	-7.5%	446	189	21	11.1%	446	210
9:00 p					448	191	-22	-11.5%	448	169
10:00 p	296	178								
	Total	3154	447	14.2%	Total	3745	-144	-3.8%	Total	3601