

# Key Findings

## February 2009 Caltrain Annual Passenger Counts

---

The 2009 annual Caltrain passenger counts, which were conducted starting in late-January and were complete by mid-February, followed the same methodology that has been used since commencing in 1994. Physical headcounts of all boarding and alighting passengers and bikes per station are collected for all weekday and weekend trains.

### Service Recap

In March 2008, service was increased from 96 to 98 daily trains, with two new trains added to non-peak evening service. This is the first schedule change in the last three years. The last service change was in 2005 with the implementation of the “re-invented” 96-train schedule that added additional express service.

With the “re-invented” service in August 2005, weekday service to Atherton, Broadway and Paul Avenue was suspended. A peak-hour shuttle provides a connection for passengers from Broadway to Millbrae. Service to the Bay Meadows station was eliminated in December 2005 in conjunction with improvements to the Hillsdale station.

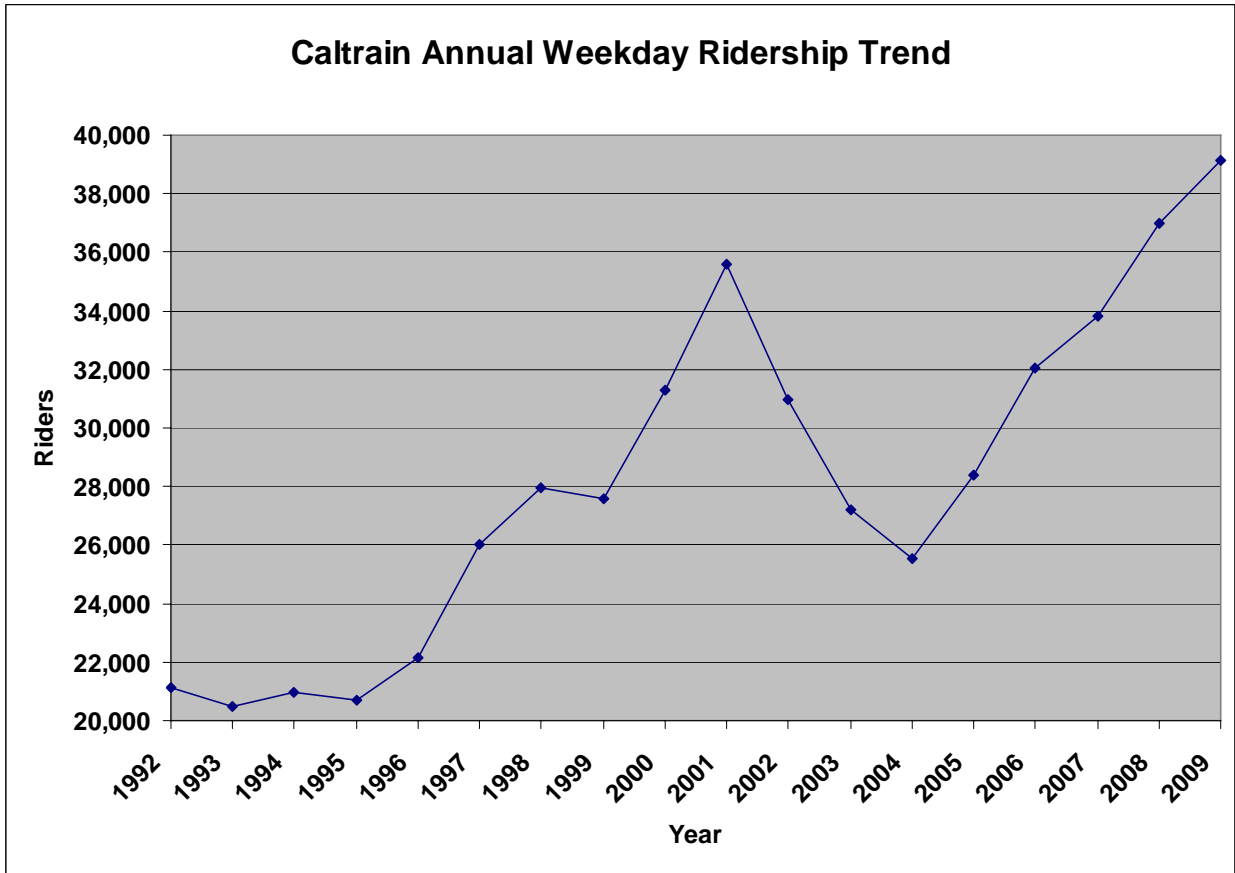
The following sections summarize weekday and weekend ridership and provide comparisons to last year’s ridership numbers. Additional ridership information is provided in tables attached at the end of this report.

### Weekday Ridership

Weekday boarding and alighting headcounts for every train are collected Monday through Friday at all stations with weekday service. The total number of passengers each train is then averaged over the five weekdays to get a single average weekday boarding count and a single average weekday alighting count per train at each station. Averaging the counts for five days ensures that changes in ridership that are seen over any given week are taken into account. The average weekday boardings are then used as the average weekday ridership (AWR).

The total AWR per day has increased 5.8 percent as compared to February 2008, with a total of 39,122 boardings. Since 1992, Caltrain AWR has increased by more than 85 percent, as shown in Figure 1. The 2009 AWR also has surpassed the previous highest AWR, which was seen in 2008. Starting in 2001, ridership was in a steady decline until the implementation of Baby Bullet service in 2004 and the re-invention of the service in 2005. Since the summer of 2004, ridership has been steadily increasing. Ridership has grown 53.1 percent since the implementation of Baby Bullet service. This year, with the added service, ridership continued to grow, however at a lower rate than was seen from 2007 to 2008.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Although some trains saw a decrease in ridership from 2008 to 2009, 2009 saw an overall increase in ridership for all types of service within the peak hour. 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. Each peak operates three types of service: Baby Bullet, Limited and Local. The local trains operated in the peak periods are at the shoulders of the periods and serve to transition the service from peak to off-peak. The average number of passengers on each type of service in 2008 and 2009 is provided below in Table 1.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

Train Type	Feb 2008	Feb 2009	Percent Change
Baby Bullet	524	549	4.8%
Limited	458	476	4.1%
Local	260	273	5.0%

The rate of growth in the peak this year, 5.0 percent increase compared to 2008 peak period ridership, is less than the overall rate of growth. Baby Bullet and Limited trains are carrying an average of 4.5 percent more passengers compared to last year. The low passenger loads for Local trains are largely due to the fact that the Local trains have the longest travel time. Table 2 further breaks the Limited trains into ones with distinct local and express halves (labeled

Express/Local) and ones that skip stations throughout their trip (labeled Uniform Limited) and displays their respective average number of passengers in 2008 and 2009.

**Table 2: PASSENGERS PER TRAIN BY SERVICE TYPE (peak hours)**

<b>Service Type</b>	<b>Feb 2008</b>	<b>Feb 2009</b>
Baby Bullet	524	549
Express/Local	480	501
Uniform Limited	399	431
Local	260	273

Stations

When ranked by average weekday boardings, the top 10 stations did not change from 2008 to 2009. However, San Mateo and Menlo Park switched places. Other movement in the rankings, which were also subtle, are:

- 22<sup>nd</sup> Street and California Avenue switched places and are now 12<sup>th</sup> and 13<sup>th</sup>, respectively
- San Antonio and Lawrence switched places and are now 17<sup>th</sup> and 18<sup>th</sup>, respectively
- Gilroy and Bayshore switched places and are now 23<sup>rd</sup> and 24<sup>th</sup>, respectively.

Tables 3 and 4 provide numeric and percentage comparisons, respectively, between the 10 stations with the highest AWR in 2008 and 2009.

**Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2008 TO 2009**

<b>Station</b>	<b>Feb 2008</b>		<b>Feb 2009</b>		<b>Change in AWR</b>
	<b>Rank</b>	<b>AWR</b>	<b>Rank</b>	<b>AWR</b>	
<b>San Francisco</b>	1	8,306	1	8,646	340
<b>Palo Alto</b>	2	3,672	2	3,962	290
<b>Mountain View</b>	3	3,137	3	3,455	318
<b>San Jose Diridon</b>	4	2,750	4	2,983	233
<b>Millbrae</b>	5	2,425	5	2,724	299
<b>Redwood City</b>	6	2,154	6	2,187	33
<b>Hillsdale</b>	7	1,957	7	1,941	-16
<b>Sunnyvale</b>	8	1,825	8	1,916	91
<b>Menlo Park</b>	10	1,393	9	1,446	53
<b>San Mateo</b>	9	1,441	10	1,436	-5

**Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2008 TO 2009**

Station	Feb 08 AWR	% of Total AWR	Feb 09 AWR	% of Total AWR	Change in % of Total
<b>San Francisco</b>	8,306	22.5%	8,646	22.1%	-0.4%
<b>Palo Alto</b>	3,672	9.9%	3,962	10.1%	0.2%
<b>Mountain View</b>	3,137	8.5%	3,455	8.8%	0.4%
<b>San Jose Diridon</b>	2,750	7.4%	2,983	7.6%	0.2%
<b>Millbrae</b>	2,425	6.6%	2,724	7.0%	0.4%
<b>Redwood City</b>	2,154	5.8%	2,187	5.6%	-0.2%
<b>Hillsdale</b>	1,957	5.3%	1,941	5.0%	-0.3%
<b>Sunnyvale</b>	1,825	4.9%	1,916	4.9%	0.0%
<b>Menlo Park</b>	1,393	3.8%	1,446	3.7%	-0.1%
<b>San Mateo</b>	1,441	3.9%	1,436	3.7%	-0.2%
<b>TOTAL</b>		<b>78.6%</b>		<b>78.5%</b>	<b>-0.1%</b>

The top 10 stations with the highest increase in AWR from 2008 to 2009, and the resulting percentage change, are provided in Table 5.

**Table 5: TOP 10 STATIONS – LARGEST ABSOLUTE CHANGE IN RIDERS**

	<b>Largest Absolute Change (AWR) Feb 2008 to Feb 2009</b>	<b>Percent Change</b>
<b>San Francisco</b>	340	4.1%
<b>Mountain View</b>	318	10.1%
<b>Millbrae</b>	299	12.3%
<b>Palo Alto</b>	290	7.9%
<b>San Jose Diridon</b>	233	8.5%
<b>San Antonio</b>	97	17.5%
<b>Sunnyvale</b>	91	5.0%
<b>Burlingame</b>	81	12.6%
<b>San Carlos</b>	78	8.5%
<b>Lawrence</b>	70	12.5%

*Baby Bullet Stations*

Table 6 shows the trend of AWR at stations with Baby Bullet service, using two benchmarks:

- Pre-Baby Bullet (displayed in 2004)
- Two years of Steady-state service (2008 and 2009)

**Table 6: BABY BULLET STATION RIDERSHIP COMPARISON**

Station	2004 AWR	2008 AWR	2009 AWR	'04-'09 5-year Change	'08-'09 1-year Change
San Francisco	5,065	8,306	8,646	71%	4%
22 <sup>nd</sup> Street	382	872	927	143%	6%
Millbrae	1,148	2,425	2,724	137%	12%
San Mateo	1,004	1,441	1,436	43%	0%
Hillsdale	1,080	1,957	1,941	80%	-1%
Redwood City	1,360	2,154	2,187	61%	2%
Menlo Park	1,055	1,393	1,446	37%	4%
Palo Alto	1,849	3,672	3,962	114%	8%
Mountain View	1,519	3,137	3,455	127%	10%
Sunnyvale	1,149	1,825	1,916	67%	5%
San Jose Diridon	1,183	2,750	2,983	152%	8%
Tamien	480	610	652	36%	7%
<b>TOTAL</b>	<b>17,274</b>	<b>30,541</b>	<b>32,275</b>	<b>87%</b>	<b>6%</b>

The stations with Baby Bullet express service are continuing to show gains in ridership in terms of increased number and percentage. The only exception is Hillsdale which saw a slight decrease in ridership due to the closure of the Bay Meadows Racetrack in August 2008. However, these gains are not as large as when the service was initially introduced. The stations with the greatest percent increase in ridership are two non-Baby Bullet stations: San Antonio with an increase of 17.5 percent and Hayward Park with an increase of 13 percent.

Average Trip Length

The following table shows the average passenger trip length for various types of train service. For comparison purposes, the length of each Caltrain zone is 13 miles.

**Table 7: TRIP LENGTH BY TRAIN TYPE**

Train Type	Average Trip Length (mi)
Weekday	22.3
Baby Bullet	27.9
Peak Non-Baby Bullet	19.6
Off Peak	20.2
All Locals	19.5

Train Capacity

The seated capacity per train measures the load per train, i.e. the total number of passengers on a train at a given time, over the total number of seats available per train. The maximum seated capacity, determined by using the maximum load per train, is used as a main component in determining fleet requirements for the system.

The February 2009 counts show that the traditional peak (northbound morning and southbound evening) trains and Baby Bullets continue to have the highest loads. The highest maximum loads seen on the average weekday are approximately 85 percent of seated capacity. This is a

decrease from last year, which showed a maximum load of approximately 90 percent of seated capacity. This reduction in utilized seated capacity is due to the new passenger cars put into service last year, which transformed the fleet from a mix of four-and five-car consist trains to an all five-car consist fleet. As shown in Table 8, the average maximum load per train during the peak periods increased from 2008 to 2009 even though the total percent of seated passengers was less than in 2008. Also, even with an added car, Train 217, which operated with a four-car consist in 2008, still increased in total capacity and remained one of the top five fullest trains. Trains 323 and 378 are reaching seated capacity. It is important to note that the total number of riders in February is approximately 16 percent less than that seen during the peak summer months. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

**Table 8: PEAK-PERIOD AVERAGE MAXIMUM LOAD PER TRAIN**

Peak Time Period	Feb 2008	Feb 2009	Percent Change
AM NB	338	351	3.9%
PM NB	273	287	5.4%
AM SB	262	276	5.6%
PM SB	365	385	5.5%

The following table shows the five trains with the highest percent of seated capacity in each direction.

**Table 9: TOP 5 FULLEST TRAINS IN EACH DIRECTION**

Northbound				Southbound					
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	Train Number	Depart SF	Max Load	Percent of Seated Capacity		
b	323	7:45 AM	582	90%	b	378	5:33 PM	627	97%
b	329	8:03 AM	559	86%	b	372	5:14 PM	564	87%
b	319	7:03 AM	553	85%		280	5:56 PM	553	85%
b	313	6:45 AM	523	81%	b	324	8:14 AM	517	80%
g	217	6:57 AM	511	79%	b	382	6:14 PM	512	79%

b = Baby Bullet train, g = Gilroy train

For northbound trains, four of the top five trains from last year remained in the top five for 2009. Train 237, which was 4<sup>th</sup> last year while operating a four-car consist, is now operating a five-car consist and has moved to 7<sup>th</sup>. Train 313, which was 7<sup>th</sup> last year, has seen a 4 percent increase in ridership and has moved to 4<sup>th</sup> in 2009. For southbound trains, three of the top 5 trains from last year remained in the top 5 for 2009. Train 386, which was ranked 3<sup>rd</sup> last year while operating a four-car consist, is now operating a five-car consist. Although the max load for train 386 has increased by 10 percent since 2008, it has moved to 6<sup>th</sup>. Train 314 which was 4<sup>th</sup> last year has seen a 6 percent decrease in max load and is now 7<sup>th</sup>. Trains 324 and 382 have both seen a minor increase in ridership and have each moved up two places in 2009.

### Commuter Patterns

The traditional peak (northbound morning and southbound evening) and the reverse peak (southbound morning and northbound evening) commute markets both showed growth from 2008 to 2009. The reverse peak market is showing stronger growth than the traditional peak.

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.

Table 10 shows the AWR broken down by market (direction/time of day) and change since February 2008.

**Table 10: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2008**

Market	Feb 2008	Feb 2009	Difference	% Change
<b>Traditional Peak</b>	17,778	18,515	736	4.1%
<b>Midday</b>	5,318	5,718	399	7.5%
<b>Reverse Peak</b>	12,038	12,807	769	6.4%
<b>Night</b>	1,858	2,082	224	12.1%
<b>TOTAL</b>	<b>36,993</b>	<b>39,122</b>	<b>2,129</b>	<b>5.8%</b>

Ridership on the commute/peak-only Gilroy extension declined from 2002 to 2007. Although last year saw a small increase in ridership, this year showed a 6.4 percent decrease in ridership. Since February 2004, Gilroy ridership has decreased by 246 daily passengers, a loss of 36.9 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.

Boardings by County

The following tables provide the AWR by county. Table 11 displays the AWR per county for the entire day. Table 12 provides the AWR per county for the morning peak only.

**Table 11: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS**

County	Feb 2008 AWR	% of Total AWR	Feb 2009 AWR	% of Total AWR	Difference 08 vs 09	% Change 08 vs 09
<b>San Francisco</b>	9,344	25.3%	9,727	24.9%	383	4.1%
<b>San Mateo</b>	12,403	33.5%	12,973	33.2%	570	4.6%
<b>Santa Clara</b>	15,247	41.2%	16,423	42.0%	1,176	7.7%
<b>TOTAL</b>	<b>36,993</b>	<b>100.0%</b>	<b>39,122</b>	<b>100.0%</b>	<b>2,129</b>	<b>5.8%</b>
<b>Gilroy Extension#</b>	450	1.2%	421	1.1%	-29	-6.4%

# Included in Santa Clara County total

**Table 12: AM PEAK BOARDINGS BY COUNTY**

County	Feb 2008 AWR	% of Total AWR	Feb 2009 AWR	% of Total AWR
<b>San Francisco</b>	2,719	18.6%	2,908	19.1%
<b>San Mateo</b>	5,361	36.8%	5,482	36.1%
<b>Santa Clara</b>	6,507	44.6%	6,805	44.8%

Bicycles

The February 2009 count showed 2,890 bike boardings. This is a 21.3 percent increase from the February 2008, which had 2,382 bikes, and is much higher than the 2.1 percent increase

seen from February 2007 to 2008. The average weekday bike ridership (AWBR) for the top five stations and top five trains are listed in Tables 13 and 14, respectively.

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

Station	AWBR
San Francisco	650
Palo Alto	341
Mountain View	245
San Jose Diridon	200
Redwood City	183

**Table 14: TOP 5 TRAINS FOR BIKE USAGE**

Train No.	Departs	AWBR
267	4:30 pm SJ	63
270	4:56 pm SF	61
225	7:50 am SJ	58
217	6:57 am SJ	55
233	8:40 am SJ	54

### Weekend Ridership

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 are not an average of five counts.

Weekend service resumed in June 2004, with the implementation of the original Baby Bullet schedule, after a two-year hiatus to accommodate construction. Sunday service was essentially doubled by operating trains every hour, as opposed to every two hours. In order to operate a more efficient service, weekend service to Tamien was terminated and replaced with a bus shuttle. In August 2005, weekend service was adjusted as part of the Caltrain re-invented service change. Weekend service has remained unchanged since 2005.

Weekend ridership in 2009 saw a decrease on both Sunday and Saturday, as compared to 2008 which saw an increase in Sunday ridership. Sunday ridership remains approximately 75 percent of Saturday's total. Overall weekend ridership has decreased 7.1 percent from last year's total, which is less than last year's 9.3 percent increase from 2007.

**Table 15: ONE-YEAR RIDERSHIP COMPARISON – 2008 TO 2009**

	Feb 2008	Feb 2009	Difference	Percent Change
<b>Saturday</b>	11,121	10,439	-682	-6.1%
<b>Sunday</b>	8,481	7,772	-709	-8.4%
<b>TOTAL</b>	<b>19,602</b>	<b>18,211</b>	<b>-1,391</b>	<b>-7.1%</b>

Ridership on Saturday and Sunday has recovered and is still above the ridership seen in 2002, before the two-year weekend shut-down. Table 16 below shows a comparison between 2002 and 2009 ridership.



**Table 16: FIVE-YEAR WEEKEND RIDERSHIP COMPARISON – 2002 TO 2009**

	<b>Feb 2002</b>	<b>Feb 2009</b>	<b>Difference</b>	<b>Percent Change</b>
<b>Saturday</b>	10,653	10,439	-214	-2.0%
<b>Sunday</b>	6,153	7,772	1,619	26.3%
<b>TOTAL</b>	<b>16,806</b>	<b>18,211</b>	<b>1,405</b>	<b>8.4%</b>

## **List of Attached Tables and Graphs**

- Average Weekday Passenger Boardings by Station, 1992-2009
- Average Weekday Passenger Activity
- Station Rank by All Day Passenger Boardings
- Morning Peak Passenger Activity
- Percent Capacity and Passenger Boarding by Train (for both Northbound and Southbound)
- Percent Change in Total Boardings from 2008 to 2009
- Percent Capacity by Time Period
- Passenger Boarding by Time Period
- Graphs - Maximum Northbound and Southbound Loads
- Weekday Bicycle Activity by Station
- Saturday and Sunday Passenger Activity
- Saturday and Sunday Station Rank by Numeric Change 2008 to 2009
- Saturday and Sunday Boarding by Train with Comparison of 2002, 2008 and 2009

**2009 ANNUAL COUNT  
CALTRAIN AVERAGE 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	Feb. '08	Feb. '09	% change (Feb '08 vs. Feb '09)	difference (Feb '08 vs. Feb '09)	
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	8,306	8,646	4.4%	340	San Francisco
22nd Street	208	235	297	397	517	510	574	673	524	456	382	545	797	836	872	927	6.7%	56	22nd Street
Paul Avenue	52	37	37	17	20	6	11	10	25	9	6	1	-	-	-	-	-	0	Paul Avenue
Bayshore	169	170	241	316	402	403	458	513	463	403	344	247	166	171	166	153	-7.5%	-13	Bayshore
So. San Francisco	418	392	398	521	509	517	549	621	597	510	472	487	521	548	373	353	-3.6%	-20	So. San Francisco
San Bruno	454	529	578	650	694	704	723	844	762	659	505	488	412	414	450	458	1.8%	8	San Bruno
Millbrae	501	549	543	618	698	655	782	870	776	657	1,148	1,507	1,816	1,917	2,425	2,724	15.6%	299	Millbrae
Broadway	336	392	377	430	464	423	495	567	492	433	333	205	-	-	-	-	-	0	Broadway
Burlingame	546	618	638	674	686	755	842	985	884	726	645	604	588	610	646	727	13.3%	81	Burlingame
San Mateo	589	633	719	845	905	957	1,105	1,389	1,302	1,084	1,004	1,062	1,238	1,300	1,441	1,436	-0.4%	-5	San Mateo
Hayward Park	211	198	216	299	275	320	381	607	565	447	417	347	244	231	210	237	11.8%	27	Hayward Park
Bay Meadows	127	2	134	180	167	154	62	67	70	57	65	71	10	-	-	-	-	0	Bay Meadows
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	1,957	1,941	-0.9%	-16	Hillsdale
Belmont	554	529	554	506	548	590	648	892	770	629	568	518	435	412	426	457	7.7%	32	Belmont
San Carlos	620	749	716	835	878	865	1,028	1,216	987	848	816	836	867	860	928	1,006	9.1%	78	San Carlos
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	2,154	2,187	1.7%	33	Redwood City
Atherton	299	240	230	250	206	225	266	260	246	198	182	122	-	-	-	-	-	0	Atherton
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	1,393	1,446	4.3%	53	Menlo Park
Palo Alto	1,020	1,162	1,242	1,610	1,706	1,693	1,960	2,249	2,016	1,880	1,849	2,425	3,054	3,307	3,672	3,962	8.8%	290	Palo Alto
Stanford	-	-	-	-	18	14	12	11	-	-	-	-	-	-	-	-	-	0	Stanford
California Ave.	881	974	950	1,125	1,163	1,211	1,280	1,376	1,225	1,026	976	839	822	825	917	901	-2.0%	-17	California Ave.
San Antonio	-	-	-	-	-	-	550	841	694	644	697	610	488	525	551	648	18.4%	97	San Antonio
Castro	276	263	236	246	281	271	111	-	-	-	-	-	-	-	-	-	-	0	Castro
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	3,137	3,455	10.6%	318	Mountain View
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	1,825	1,916	6.0%	91	Sunnyvale
Lawrence	601	558	687	822	965	981	1,124	1,309	956	773	593	534	514	544	565	636	13.0%	70	Lawrence
Santa Clara	558	579	554	770	809	863	1,031	1,124	991	853	798	706	657	663	673	741	10.3%	68	Santa Clara
College Park	161	150	154	167	197	178	206	185	180	184	192	133	97	98	97	108	11.8%	12	College Park
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	2,750	2,983	9.6%	233	San Jose Diridon
Tamien	287	382	468	492	531	526	676	821	634	520	480	343	446	532	610	652	7.9%	42	Tamien
Capitol	-	33	39	54	76	63	95	121	82	67	56	57	29	36	34	34	0.0%	0	Capitol
Blossom Hill	52	84	91	128	148	119	161	177	136	130	101	99	77	69	67	64	-4.9%	-3	Blossom Hill
Morgan Hill	138	128	151	195	318	297	387	437	340	276	194	191	151	129	143	123	-15.2%	-20	Morgan Hill
San Martin	-	63	51	95	170	175	200	252	164	158	91	78	72	63	57	45	-20.2%	-13	San Martin
Gilroy	112	198	182	300	394	420	468	569	421	357	226	210	141	144	149	156	4.9%	7	Gilroy
<b>TOTAL</b>	<b>21,121</b>	<b>20,695</b>	<b>22,138</b>	<b>26,043</b>	<b>27,967</b>	<b>27,591</b>	<b>31,291</b>	<b>35,609</b>	<b>30,961</b>	<b>27,191</b>	<b>25,550</b>	<b>28,393</b>	<b>32,031</b>	<b>33,841</b>	<b>36,993</b>	<b>39,122</b>	<b>5.8%</b>	<b>2,129</b>	
			<b>6.97%</b>	<b>17.64%</b>	<b>7.39%</b>	<b>-1.35%</b>	<b>13.41%</b>	<b>13.80%</b>	<b>-13.05%</b>	<b>-12.18%</b>	<b>-6.03%</b>	<b>11.13%</b>	<b>12.81%</b>	<b>5.65%</b>	<b>9.32%</b>	<b>5.76%</b>			
Gilroy Extension	302	506	514	773	1,107	1,074	1,311	1,555	1,143	987	667	636	471	441	450	421	-6.4%	-29	
		<b>67.55%</b>	<b>1.58%</b>	<b>50.39%</b>	<b>43.18%</b>	<b>-2.96%</b>	<b>22.07%</b>	<b>18.64%</b>	<b>-26.53%</b>	<b>-13.62%</b>	<b>-32.41%</b>	<b>-4.74%</b>	<b>-25.87%</b>	<b>-6.49%</b>	<b>2.18%</b>	<b>-6.40%</b>			
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	9,344	9,727	4.1%	383	
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	12,403	12,973	4.6%	570	
Santa Clara (Inc. Gilroy)	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	15,247	16,423	7.7%	1,176	
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%	25.3%	24.9%			
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%	33.5%	33.2%			
Santa Clara (Inc. Gilroy)	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%	41.2%	42.0%			

**February 2009 Caltrain Annual Counts**  
**AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	8,554	8,646	0	8,646	8,554
22nd Street	9	916	918	12	927	928
Bayshore	17	141	136	23	153	163
South SF	126	229	227	130	353	359
San Bruno	188	329	270	186	458	515
Millbrae	386	2,422	2,339	385	2,724	2,807
Burlingame	324	390	403	316	727	706
San Mateo	647	709	789	675	1,436	1,384
Hayward Park	121	128	116	125	237	253
Hillsdale	1,167	758	774	1,204	1,941	1,962
Belmont	216	213	242	219	457	433
San Carlos	503	542	503	519	1,006	1,060
Redwood City	1,378	831	809	1,416	2,187	2,247
Menlo Park	802	661	644	913	1,446	1,574
Palo Alto	2,551	1,435	1,411	2,734	3,962	4,169
California Ave.	588	327	313	574	901	901
San Antonio	535	118	113	401	648	520
Mountain View	3,061	378	394	3,067	3,455	3,445
Sunnyvale	1,774	137	142	1,675	1,916	1,812
Lawrence	524	111	111	520	636	631
Santa Clara	674	65	67	631	741	697
College Park	65	46	43	104	108	150
San Jose Diridon	2,882	45	101	2,834	2,983	2,879
Tamien	643	79	9	515	652	593
Capitol	27	8	6	28	34	36
Blossom Hill	57	10	7	48	64	59
Morgan Hill	122	2	1	115	123	117
San Martin	45	2	0	29	45	31
Gilroy	156	0	0	138	156	138
<b>TOTAL</b>	<b>19,587</b>	<b>19,587</b>	<b>19,535</b>	<b>19,535</b>	<b>39,122</b>	<b>39,122</b>

**February 2009 Caltrain Annual Counts**  
**STATION RANK BY ALL DAY PASSENGER BOARDINGS**

STATION	TOTAL ON	% OF TOTAL	2009 RANK	2008 RANK
San Francisco	8,646	22.10%	1	1
Palo Alto	3,962	10.13%	2	2
Mountain View	3,455	8.83%	3	3
San Jose Diridon	2,983	7.62%	4	4
Millbrae	2,724	6.96%	5	5
Redwood City	2,187	5.59%	6	6
Hillsdale	1,941	4.96%	7	7
Sunnyvale	1,916	4.90%	8	8
Menlo Park	1,446	3.70%	9	10
San Mateo	1,436	3.67%	10	9
San Carlos	1,006	2.57%	11	11
22nd Street	927	2.37%	12	13
California Ave.	901	2.30%	13	12
Santa Clara	741	1.90%	14	14
Burlingame	727	1.86%	15	15
Tamien	652	1.67%	16	16
San Antonio	648	1.66%	17	18
Lawrence	636	1.62%	18	17
San Bruno	458	1.17%	19	19
Belmont	457	1.17%	20	20
South SF	353	0.90%	21	21
Hayward Park	237	0.61%	22	22
Gilroy	156	0.40%	23	24
Bayshore	153	0.39%	24	23
Morgan Hill	123	0.31%	25	25
College Park	108	0.28%	26	26
Blossom Hill	64	0.16%	27	27
San Martin	45	0.11%	28	28
Capitol	34	0.09%	29	29
<b>TOTAL</b>	<b>39,122</b>	<b>100.00%</b>		

**February 2009 Caltrain Annual Counts**  
**AM PEAK PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	4,927	2,050	0	2,050	4,927
22nd Street	2	35	792	5	794	39
Bayshore	6	28	59	5	65	33
South SF	58	155	45	44	102	199
San Bruno	116	58	112	20	228	78
Millbrae	252	876	837	54	1,090	930
Burlingame	169	70	155	49	325	119
San Mateo	339	186	403	134	741	320
Hayward Park	31	41	40	34	71	75
Hillsdale	740	262	349	232	1,088	494
Belmont	75	55	80	51	155	106
San Carlos	163	161	263	247	427	409
Redwood City	567	265	305	468	872	734
Menlo Park	198	305	186	492	384	797
Palo Alto	645	893	186	1,401	831	2,294
California Ave.	205	182	57	203	262	385
San Antonio	219	25	39	70	258	94
Mountain View	1,227	145	139	1,310	1,365	1,455
Sunnyvale	1,288	69	30	143	1,318	213
Lawrence	157	72	17	253	174	325
Santa Clara	249	45	6	156	255	201
College Park	2	46	0	103	2	149
San Jose Diridon	1,384	40	4	662	1,387	702
Tamien	545	79	0	16	545	95
Capitol	27	8	0	0	27	8
Blossom Hill	57	10	0	0	57	10
Morgan Hill	122	2	0	0	122	2
San Martin	45	2	0	0	45	2
Gilroy	156	0	0	0	156	0
<b>TOTAL</b>	<b>9,043</b>	<b>9,043</b>	<b>6,153</b>	<b>6,153</b>	<b>15,196</b>	<b>15,196</b>

**February 2009 Caltrain Annual Counts**  
**NORTHBOUND - PERCENT OF CAPACITY**

<b>Train Number</b>	<b>Depart SJ</b>	<b>Leaving Station</b>	<b>Max Load</b>	<b>Train Capacity</b>	<b>Percent of Capacity</b>	<b>Total Boardings</b>
101	4:30a	Burlingame	99	650	15%	131
103	5:05a	San Bruno	94	650	15%	156
305	5:45a	Hillsdale	281	650	43%	321
207	5:57a	Hillsdale	265	650	41%	379
309	6:03a	San Mateo	321	650	49%	417
211	6:22a	Burlingame	155	650	24%	301
313	6:45a	Hillsdale	523	650	81%	655
215	6:50a	San Bruno	383	650	59%	538
217	6:57a	Hillsdale	511	650	79%	864
319	7:03a	Sunnyvale	553	650	85%	819
221	7:20a	Mountain View	285	650	44%	565
323	7:45a	Hillsdale	582	650	90%	774
225	7:50a	San Bruno	387	650	60%	603
227	7:55a	Hillsdale	378	650	58%	789
329	8:03a	Sunnyvale	559	650	86%	745
231	8:22a	Mountain View	186	650	29%	334
233	8:40a	San Antonio	405	650	62%	651
135	9:10a	San Antonio	235	650	36%	366
237	9:40a	California Ave.	200	650	31%	339
139	10:10a	San Mateo	129	650	20%	229
241	10:40a	San Mateo	123	650	19%	209
143	11:10a	Hillsdale	102	650	16%	177
245	11:40a	San Mateo	115	650	18%	192
147	12:10p	San Mateo	96	650	15%	179
249	12:40p	Hillsdale	107	650	16%	183
151	1:10p	Belmont	92	650	14%	180
253	1:40p	Hillsdale	213	650	33%	311
155	2:10p	Palo Alto	185	650	28%	309
257	2:40p	Redwood City	177	650	27%	307
159	3:05p	Redwood City	249	650	38%	450
261	3:44p	San Carlos	376	650	58%	535
263	4:05p	Hayward Park	157	650	24%	300
365	4:25p	Redwood City	269	650	41%	329
267	4:39p	Redwood City	469	650	72%	747
369	4:45p	Palo Alto	481	650	74%	591
271	5:05p	Redwood City	196	650	30%	366
373	5:25p	Redwood City	409	650	63%	512
275	5:31p	Menlo Park	320	650	49%	481
277	5:39p	Redwood City	299	650	46%	491
379	5:45p	Palo Alto	421	650	65%	497
281	6:05p	Hayward Park	133	650	21%	237
383	6:25p	Redwood City	297	650	46%	367
285	6:31p	San Carlos	197	650	30%	281
287	6:45p	Hillsdale	212	650	33%	293
189	6:50p	Redwood City	111	650	17%	176
191	7:30p	Redwood City	198	650	30%	283
193	8:30p	Redwood City	172	650	26%	255
195	9:30p	Redwood City	129	650	20%	197
197	10:30p	Palo Alto	104	650	16%	173
			12941	31850	41%	19587

**February 2009 Caltrain Annual Counts**  
**SOUTHBOUND - PERCENT OF CAPACITY**

<b>Train Number</b>	<b>Depart SF</b>	<b>Leaving Station</b>	<b>Max Load</b>	<b>Train Capacity</b>	<b>Percent of Capacity</b>	<b>Total Boardings</b>
102	4:55a	Menlo Park	72	650	11%	113
104	5:25a	Menlo Park	119	650	18%	173
206	6:11a	San Carlos	239	650	37%	362
208	6:24a	San Carlos	178	650	27%	287
210	6:44a	Redwood City	426	650	66%	641
312	6:59a	Millbrae	292	650	45%	346
314	7:14a	Hillsdale	492	650	76%	593
216	7:19a	San Carlos	208	650	32%	348
218	7:24a	Belmont	218	650	33%	378
220	7:44a	San Mateo	373	650	57%	579
322	7:59a	Millbrae	341	650	53%	400
324	8:14a	Millbrae	517	650	80%	611
226	8:19a	San Mateo	232	650	36%	355
228	8:24a	Belmont	141	650	22%	256
230	8:44a	Millbrae	326	650	50%	434
332	8:59a	Millbrae	246	650	38%	276
134	9:07a	San Mateo	182	650	28%	308
236	9:37a	Burlingame	165	650	25%	227
138	10:07a	San Mateo	175	650	27%	267
240	10:37a	Burlingame	133	650	20%	195
142	11:07a	Hayward Park	121	650	19%	189
244	11:37a	Burlingame	115	650	18%	178
146	12:07p	Hayward Park	128	650	20%	209
248	12:37p	San Mateo	118	650	18%	196
150	1:07p	Hayward Park	110	650	17%	214
252	1:37p	San Mateo	104	650	16%	181
154	2:07p	Palo Alto	144	650	22%	305
256	2:37p	Burlingame	141	650	22%	269
158	3:07p	California Ave.	311	650	48%	712
260	3:37p	California Ave.	267	650	41%	512
362	4:09p	Millbrae	343	650	53%	504
264	4:19p	California Ave.	263	650	41%	446
266	4:27p	Menlo Park	259	650	40%	447
368	4:33p	Palo Alto	402	650	62%	609
270	4:56p	California Ave.	477	650	73%	962
372	5:14p	Millbrae	564	650	87%	711
274	5:20p	San Francisco	389	650	60%	605
276	5:27p	Menlo Park	192	650	30%	415
378	5:33p	Millbrae	627	650	97%	791
280	5:56p	Millbrae	553	650	85%	796
382	6:14p	Millbrae	512	650	79%	611
284	6:27p	Millbrae	159	650	24%	293
386	6:33p	Millbrae	500	650	77%	602
288	6:56p	Millbrae	341	650	52%	456
190	7:30p	Millbrae	228	650	35%	364
192	8:30p	Millbrae	213	650	33%	317
194	9:30p	Millbrae	161	650	25%	244
196	10:30p	Burlingame	109	650	17%	152
198	12:01a	Millbrae	68	650	11%	97
			12995	31850	41%	19535



**February 2009 Caltrain Annual Counts**  
**TOTAL BOARDINGS - PERCENT CHANGE 2008 TO 2009**

NORTHBOUND			
Train Number	Total Boardings		% Change
	2008	2009	
101	122	131	7.0%
103	167	156	-6.6%
305	313	321	2.4%
207	364	379	4.0%
309	409	417	1.9%
211	275	301	9.3%
313	625	655	4.9%
215	543	538	-1.0%
217	812	864	6.4%
319	978	819	-16.3%
221	480	565	17.7%
323	762	774	1.6%
225	530	603	13.7%
227	803	789	-1.6%
329	763	745	-2.3%
231	295	334	13.3%
233	557	651	16.9%
135	369	366	-0.8%
237	283	339	19.8%
139	244	229	-6.1%
241	171	209	21.8%
143	143	177	23.6%
245	203	192	-5.3%
147	177	179	1.0%
249	175	183	4.5%
151	175	180	3.1%
253	186	311	66.6%
155	298	309	3.8%
257	288	307	6.7%
159	409	450	9.9%
261	524	535	2.1%
263	294	300	1.8%
365	290	329	13.4%
267	678	747	10.2%
369	551	591	7.3%
271	366	366	-0.1%
373	450	512	13.8%
275	436	481	10.4%
277	475	491	3.5%
379	460	497	8.2%
281	236	237	0.2%
383	308	367	19.2%
285	271	281	3.8%
287	296	293	-1.1%
189	206	176	-14.5%
191	348	283	-18.6%
193	241	255	5.8%
195	185	197	6.6%

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2008	2009	
102	102	113	10.6%
104	148	173	17.5%
206	325	362	11.6%
208	281	287	2.1%
210	605	641	5.9%
312	309	346	12.0%
314	607	593	-2.4%
216	313	348	11.4%
218	387	378	-2.3%
220	559	579	3.7%
322	348	400	15.0%
324	573	611	6.6%
226	328	355	8.0%
228	240	256	6.5%
230	430	434	0.9%
332	232	276	18.7%
134	288	308	6.7%
236	249	227	-8.8%
138	216	267	23.9%
240	175	195	11.3%
142	186	189	1.6%
244	148	178	20.6%
146	207	209	1.1%
248	155	196	26.6%
150	215	214	-0.5%
252	202	181	-10.6%
154	302	305	0.9%
256	264	269	2.0%
158	665	712	7.0%
260	464	512	10.2%
362	420	504	20.0%
264	393	446	13.4%
266	426	447	5.1%
368	573	609	6.3%
270	934	962	3.0%
372	645	711	10.2%
274	559	605	8.2%
276	462	415	-10.2%
378	771	791	2.6%
280	833	796	-4.4%
382	586	611	4.2%
284	269	293	9.2%
386	552	602	9.1%
288	427	456	6.7%
190	315	364	15.5%
192	375	317	-15.3%
194	276	244	-11.5%
198	119	97	-18.7%

**February 2009 Caltrain Annual Counts  
PERCENT CAPACITY BY TIME PERIOD  
AT MAXIMUM LOAD POINT**

**Northbound Summary**

Time Period	Max.	Cap.	% Cap.
AM NB	5,968	11,050	54.0%
Off Peak NB	2,375	10,400	22.8%
PM NB	4,597	10,400	44.2%
ALL NB	12,941	31,850	40.6%

**Southbound Summary**

Time Period	Max.	Cap.	% Cap.
AM SB	4,420	10,400	42.5%
Off Peak SB	2,418	11,050	21.9%
PM SB	6,158	10,400	59.2%
ALL SB	12,995	31,850	40.8%

**Overall Summary**

Time Period	Max.	Cap.	% Cap.
Traditional	12,126	21,450	56.5%
Reverse	9,017	20,800	43.4%
Off Peak	4,793	21,450	22.3%
ALL TRAINS	25,936	63,700	40.7%

## February 2009 Caltrain Annual Counts

### BOARDINGS BY TIME PERIOD

<b>Traditional Peak</b>	
AM Northbound	9,043
PM Southbound	9,472
<b>Total</b>	<b>18,515</b>

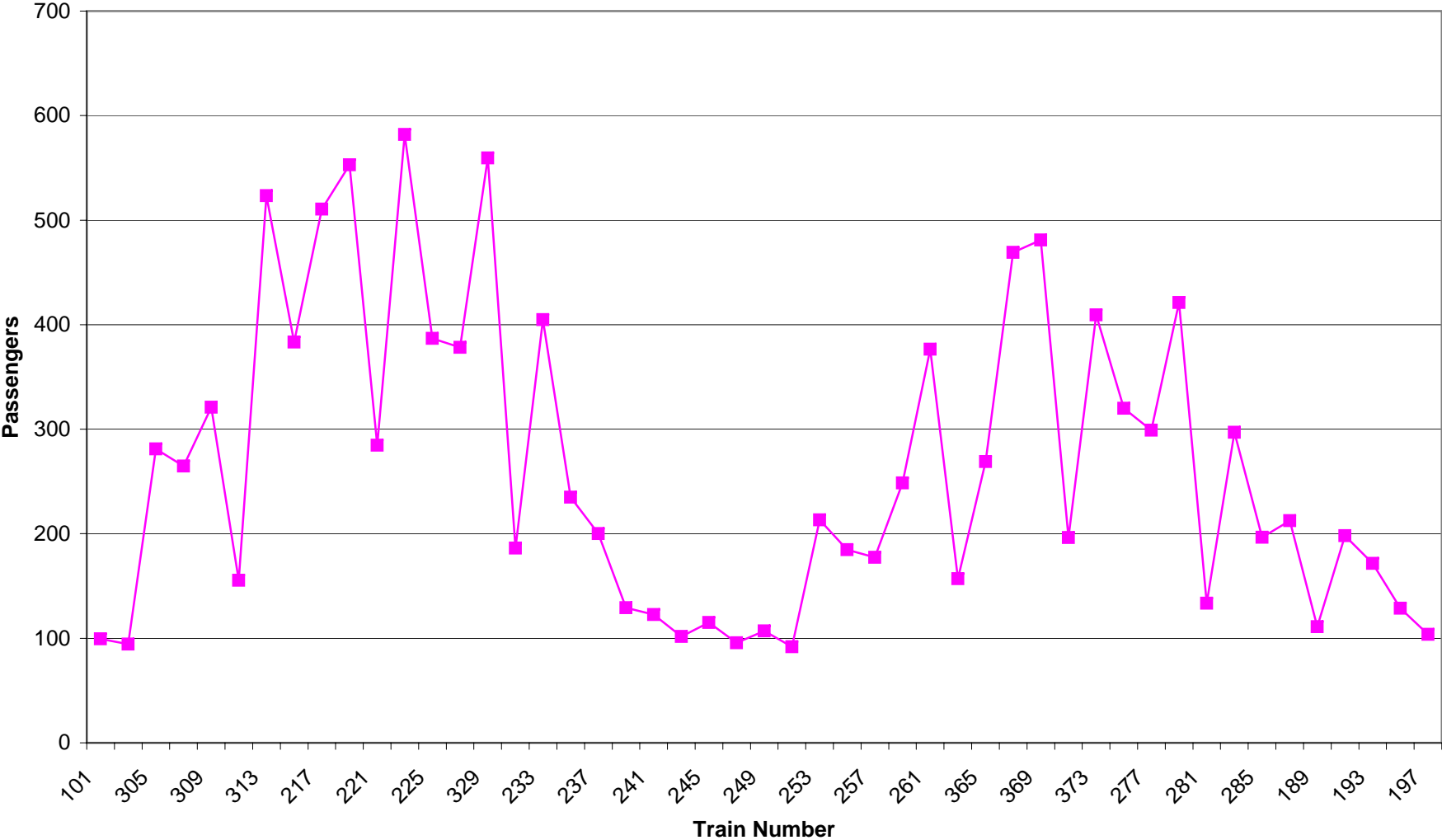
<b>Reverse Peak</b>	
AM Southbound	6,153
PM Northbound	6,654
<b>Total</b>	<b>12,807</b>

<b>Midday</b>	
Northbound	2,981
Southbound	2,736
<b>Total</b>	<b>5,718</b>

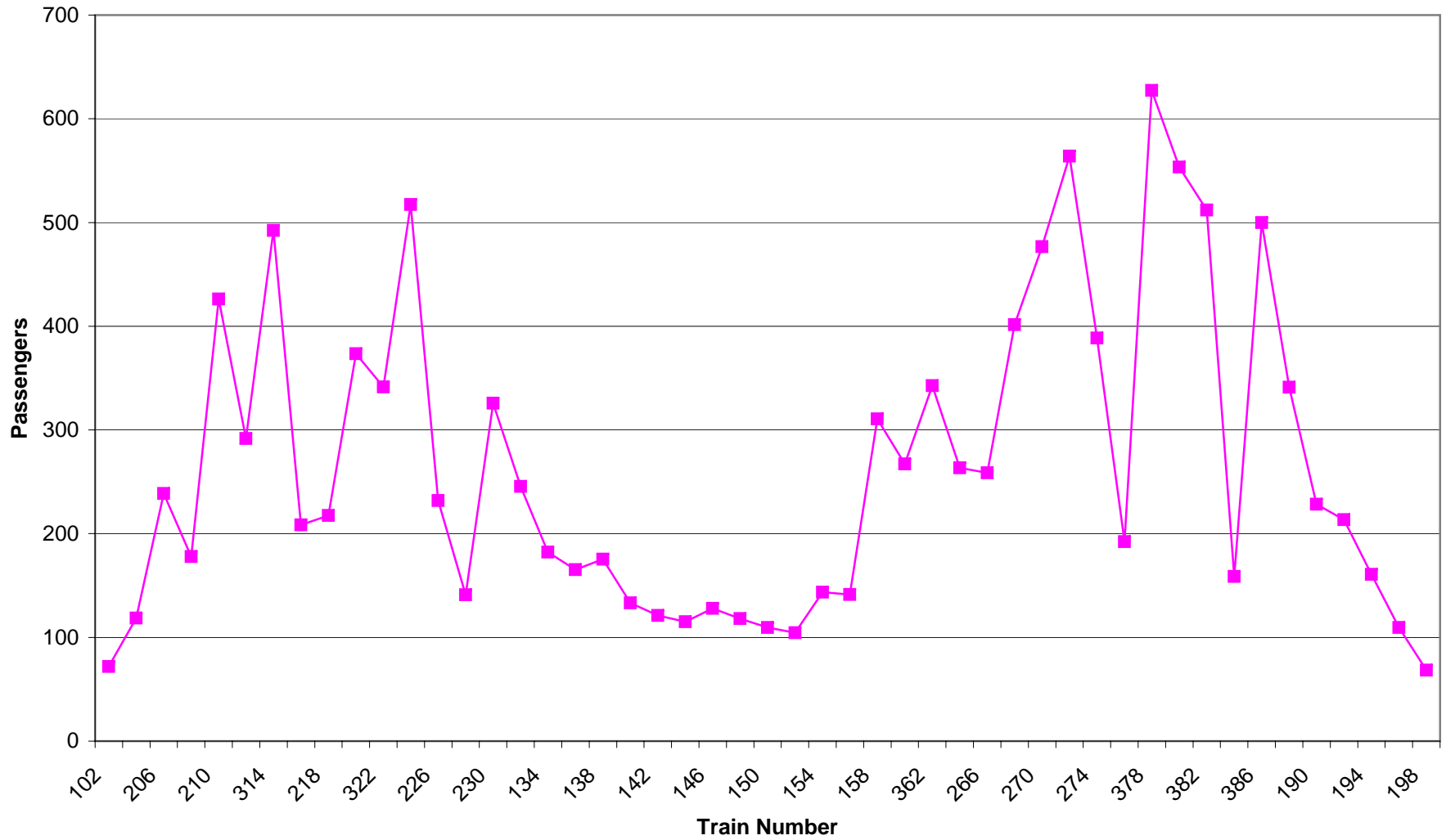
<b>Evening</b>	
Northbound	908
Southbound	1,174
<b>Total</b>	<b>2,082</b>

<b>Total</b>	
Northbound	19,587
Southbound	19,535
<b>Total</b>	<b>39,122</b>

**Maximum Load - Northbound  
February 2009**



**Maximum Load - Southbound  
February 2009**



## February 2009 Caltrain Annual Counts

### AVERAGE WEEKDAY BICYCLE ACTIVITY BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	580	650	0	650	580
22nd Street	0	92	64	1	65	93
Bayshore	5	11	14	5	19	16
South SF	15	23	19	14	34	37
San Bruno	20	25	24	19	44	44
Millbrae	22	69	53	21	75	91
Burlingame	22	32	31	21	53	54
San Mateo	47	50	50	52	96	101
Hayward Park	12	10	10	13	22	23
Hillsdale	58	67	60	56	117	123
Belmont	13	25	27	15	39	40
San Carlos	43	39	43	35	85	75
Redwood City	97	83	86	97	183	179
Menlo Park	64	52	49	78	112	130
Palo Alto	201	140	141	219	341	359
California Ave.	74	42	40	60	114	102
San Antonio	49	18	12	49	61	67
Mountain View	208	41	37	228	245	269
Sunnyvale	120	13	17	121	137	134
Lawrence	59	10	10	60	69	70
Santa Clara	53	6	6	49	58	55
College Park	1	0	0	1	1	2
San Jose Diridon	194	3	6	178	200	180
Tamien	38	3	0	36	39	39
Capitol	1	1	1	2	2	3
Blossom Hill	1	2	2	2	3	4
Morgan Hill	7	1	0	7	8	8
San Martin	2	0	0	1	2	1
Gilroy	14	0	0	13	14	13
<b>TOTAL</b>	<b>1,437</b>	<b>1,437</b>	<b>1,453</b>	<b>1,453</b>	<b>2,890</b>	<b>2,890</b>

**February 2009 Caltrain Annual Counts**  
**SATURDAY PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,294	2,353	0	2,353	2,294
22nd Street	7	101	110	7	117	108
Bayshore	8	80	80	17	88	97
South SF	24	46	58	27	82	73
San Bruno	40	79	90	46	130	125
Millbrae	46	725	888	54	934	779
Broadway	27	69	60	30	87	99
Burlingame	115	192	204	118	319	310
San Mateo	198	201	220	195	418	396
Hayward Park	88	63	57	101	145	164
Hillsdale	223	194	209	228	432	422
Belmont	109	72	69	119	178	191
San Carlos	195	82	111	158	306	240
Redwood City	380	182	186	377	566	559
Atherton	34	31	28	41	62	72
Menlo Park	272	146	113	250	385	396
Palo Alto	619	266	255	647	874	913
California Ave.	235	70	64	236	299	306
San Antonio	174	54	50	226	224	280
Mountain View	623	76	73	622	696	698
Sunnyvale	417	33	39	426	456	459
Lawrence	127	14	23	126	150	140
Santa Clara	312	12	17	331	329	343
San Jose Diridon	809	0	0	975	809	975
<b>TOTAL</b>	<b>5,082</b>	<b>5,082</b>	<b>5,357</b>	<b>5,357</b>	<b>10,439</b>	<b>10,439</b>

**February 2009 Caltrain Annual Counts**  
**SUNDAY PASSENGER ACTIVITY**

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,494	1,896	0	1,896	1,494
22nd Street	4	69	72	4	76	73
Bayshore	3	75	77	5	80	80
South SF	21	42	41	26	62	68
San Bruno	39	89	63	41	102	130
Millbrae	32	544	665	29	697	573
Broadway	17	40	33	29	50	69
Burlingame	72	145	142	92	214	237
San Mateo	105	138	159	146	264	284
Hayward Park	51	25	35	79	86	104
Hillsdale	132	127	123	141	255	268
Belmont	83	44	50	124	133	168
San Carlos	72	59	73	105	145	164
Redwood City	330	170	148	275	478	445
Atherton	33	28	36	27	69	55
Menlo Park	163	113	130	206	293	319
Palo Alto	421	257	179	483	600	740
California Ave.	178	40	53	174	231	214
San Antonio	157	37	46	178	203	215
Mountain View	457	63	57	458	514	521
Sunnyvale	338	24	24	362	362	386
Lawrence	109	13	11	111	120	124
Santa Clara	225	7	16	261	241	268
San Jose Diridon	601	0	0	773	601	773
<b>TOTAL</b>	<b>3,643</b>	<b>3,643</b>	<b>4,129</b>	<b>4,129</b>	<b>7,772</b>	<b>7,772</b>



**February 2009 Caltain Annual Count**  
**SATURDAY BOARDING BY NUMERIC CHANGE 2008 TO 2009**

STATION	2008 Boardings	2009 Boardings	Numeric Change	Percentage Change
Millbrae	705	934	229	32.5%
Hayward Park	86	145	59	68.6%
Mountain View	656	696	40	6.1%
Palo Alto	840	874	34	4.0%
Sunnyvale	427	456	29	6.8%
Menlo Park	363	385	22	6.1%
California Ave.	285	299	14	4.9%
San Jose Diridon	796	809	13	1.6%
22nd Street	105	117	12	11.4%
Burlingame	313	319	6	1.9%
Bayshore	91	88	-3	-3.3%
Lawrence	156	150	-6	-3.8%
Broadway	93	87	-6	-6.5%
San Antonio	239	224	-15	-6.3%
Atherton	81	62	-19	-23.5%
Santa Clara	367	329	-38	-10.4%
San Mateo	457	418	-39	-8.5%
San Bruno	176	130	-46	-26.1%
South SF	137	82	-55	-40.1%
Hillsdale	520	432	-88	-16.9%
Belmont	268	178	-90	-33.6%
San Carlos	408	306	-102	-25.0%
Redwood City	748	566	-182	-24.3%
San Francisco	2,804	2,353	-451	-16.1%
<b>TOTAL</b>	<b>11,121</b>	<b>10,439</b>	<b>-682</b>	<b>-6.1%</b>

**February 2009 Caltain Annual Count**  
**SUNDAY BOARDING BY NUMERIC CHANGE 2008 TO 2009**

STATION	2008 Boardings	2009 Boardings	Numeric Change	Percentage Change
Mountain View	474	514	40	8.4%
Millbrae	659	697	38	5.8%
Redwood City	453	478	25	5.5%
Atherton	48	69	21	43.8%
San Mateo	244	264	20	8.2%
San Antonio	184	203	19	10.3%
Bayshore	71	80	9	12.7%
Broadway	46	50	4	8.7%
South SF	60	62	2	3.3%
Hayward Park	85	86	1	1.2%
California Ave.	230	231	1	0.4%
22nd Street	80	76	-4	-5.0%
San Carlos	150	145	-5	-3.3%
Sunnyvale	378	362	-16	-4.2%
Lawrence	136	120	-16	-11.8%
Burlingame	240	214	-26	-10.8%
Belmont	162	133	-29	-17.9%
San Bruno	133	102	-31	-23.3%
Santa Clara	277	241	-36	-13.0%
Palo Alto	642	600	-42	-6.5%
San Jose Diridon	792	601	-191	-24.1%
San Francisco	2,112	1,896	-216	-10.2%
Hillsdale	495	255	-240	-48.5%
<b>TOTAL</b>	<b>8,481</b>	<b>7,772</b>	<b>-709</b>	<b>-8.4%</b>

**February 2009 Caltrain Annual Count**  
**SATURDAY NORTHBOUND**  
**PASSENGERS BY TRAIN 2002 vs 2008 vs 2009**

SJ Depart	2002		02 to 08 Change		2008		08 to 09 Change		2009	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
6:00 a	127	135			-	-			-	-
7:00 a	139	249	-79	-31.7%	421	197	-27	-13.7%	421	170
8:00 a	147	550	-260	-47.3%	423	244	46	18.9%	423	290
9:00 a	149	424	-41	-9.7%	425	304	79	26.0%	425	383
10:00 a	153	476	-74	-15.5%	427	386	16	4.1%	427	402
11:00 a	157	435	52	12.0%	429	418	69	16.5%	429	487
12:00 p	161	393	21	5.3%	431	465	-51	-11.0%	431	414
1:00 p	165	276	62	22.5%	433	437	-99	-22.7%	433	338
2:00 p	169	456	-83	-18.2%	435	500	-127	-25.4%	435	373
3:00 p	173	417	-69	-16.5%	437	590	-242	-41.0%	437	348
4:00 p	177	368	35	9.5%	439	563	-160	-28.4%	439	403
5:00 p	181	384	30	7.8%	441	526	-112	-21.3%	441	414
6:00 p	187	278	41	14.7%	443	364	-45	-12.4%	443	319
7:00 p	191	126	80	63.5%	445	263	-57	-21.7%	445	206
8:00 p	195	139	30	21.6%	447	227	-58	-25.6%	447	169
9:00 p	-	-			449	199	25	12.6%	449	224
10:30 p	199	271	-129	-47.6%	451	132	10	7.6%	451	142
	<b>Total</b>	<b>5377</b>	<b>-295</b>	<b>-5.5%</b>	<b>Total</b>	<b>5815</b>	<b>-733</b>	<b>-12.6%</b>	<b>Total</b>	<b>5082</b>

**February 2009 Caltrain Annual Count**  
**SATURDAY SOUTHBOUND**  
**PASSENGERS BY TRAIN 2002 vs 2008 vs 2009**

SF Depart	2002		02 to 08 Change		2008		08 to 09 Change		2009	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
7:00 a	128	210			-	-			-	-
8:00 a	134	249	4	1.6%	422	225	28	12.4%	422	253
9:00 a	138	252	17	6.7%	424	215	54	25.1%	424	269
10:00 a	142	329	-31	-9.4%	426	250	48	19.2%	426	298
11:00 a	146	308	-9	-2.9%	428	299	0	0.0%	428	299
12:00 p	150	406	-49	-12.1%	430	315	42	13.3%	430	357
1:00 p	154	526	-165	-31.4%	432	279	82	29.4%	432	361
2:00 p	158	339	80	23.6%	434	373	46	12.3%	434	419
3:00 p	162	347	87	25.1%	436	358	76	21.2%	436	434
4:00 p	166	395	64	16.2%	438	559	-100	-17.9%	438	459
5:00 p	174	492	15	3.0%	440	436	71	16.3%	440	507
6:00 p	184	419	30	7.2%	442	346	103	29.8%	442	449
7:00 p	188	318	47	14.8%	444	345	20	5.8%	444	365
8:00 p	192	257	14	5.4%	446	223	48	21.5%	446	271
9:00 p	-	-			448	223	-7	-3.1%	448	216
10:00 p	196	279	-65	-23.3%	450	536	-322	-60.1%	450	214
12:00 a	198	150	36	24.0%	454	324	-138	-42.6%	454	186
	Total	5276	81	1.5%	Total	5306	51	1.0%	Total	5357

**February 2009 Caltrain Annual Count**  
**SUNDAY NORTHBOUND**  
**PASSENGERS BY TRAIN 2002 vs 2008 vs 2009**

SJ Depart	2002		02 to 08 Change		2008		08 to 09 Change		2009	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
7:30 a	247	169			-	-			-	-
8:00 a	-	-			423	251	3	1.2%	423	254
9:00 a	253	329	-78	-23.7%	425	293	-42	-14.3%	425	251
10:00 a	255	400	-96	-24.0%	427	395	-91	-23.0%	427	304
11:00 a	257	276	64	23.2%	429	387	-47	-12.1%	429	340
12:00 p	259	331	-26	-7.9%	431	345	-40	-11.6%	431	305
1:00 p	-	-			433	355	-69	-19.4%	433	286
2:00 p	263	407	-81	-19.9%	435	336	-10	-3.0%	435	326
3:00 p	-	-			437	351	-18	-5.1%	437	333
4:00 p	271	428	-129	-30.1%	439	342	-43	-12.6%	439	299
5:00 p	-	-			441	309	-45	-14.6%	441	264
6:00 p	281	363	-154	-42.4%	443	202	7	3.5%	443	209
7:00 p	-	-			445	228	-22	-9.6%	445	206
8:00 p	285	213	-60	-28.2%	447	156	-3	-1.9%	447	153
9:00 p	-	-			449	169	-56	-33.1%	449	113
10:30 p	289	83			-	-			-	-
	Total	2999	644	21.5%	Total	4119	-476	-11.6%	Total	3643

**February 2009 Caltrain Annual Count**  
**SUNDAY SOUTHBOUND**  
**PASSENGERS BY TRAIN 2002 vs 2008 vs 2009**

SJ Depart	2002		02 to 08 Change		2008		08 to 09 Change		2009	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
7:00 a	-	-			-	-			-	-
8:00 a	234	242	-110	-45.5%	422	155	-23	-14.8%	422	132
9:00 a	-	-			424	205	-8	-3.9%	424	197
10:00 a	242	370	-98	-26.5%	426	256	16	6.3%	426	272
11:00 a	-	-			428	312	-32	-10.3%	428	280
12:00 p	250	458	-140	-30.6%	430	286	32	11.2%	430	318
1:00 p	-	-			432	316	1	0.3%	432	317
2:00 p	258	423	-69	-16.3%	434	318	36	11.3%	434	354
3:00 p	-	-			436	400	-90	-22.5%	436	310
4:00 p	266	418	-29	-6.9%	438	391	-2	-0.5%	438	389
5:00 p	274	292	167	57.2%	440	460	-1	-0.2%	440	459
6:00 p	284	338	50	14.8%	442	384	4	1.0%	442	388
7:00 p	288	208	149	71.6%	444	346	11	3.2%	444	357
8:00 p	292	227	-51	-22.5%	446	260	-84	-32.3%	446	176
9:00 p	-	-			448	273	-93	-34.1%	448	180
10:00 p	296	178			-	-			-	-
	Total	3154	975	30.9%	Total	4362	-233	-5.3%	Total	4129