Keeping up with Caltrain Ridership

Adina Levin - Friends of Caltrain
June 2015

Keeping up with Caltrain ridership

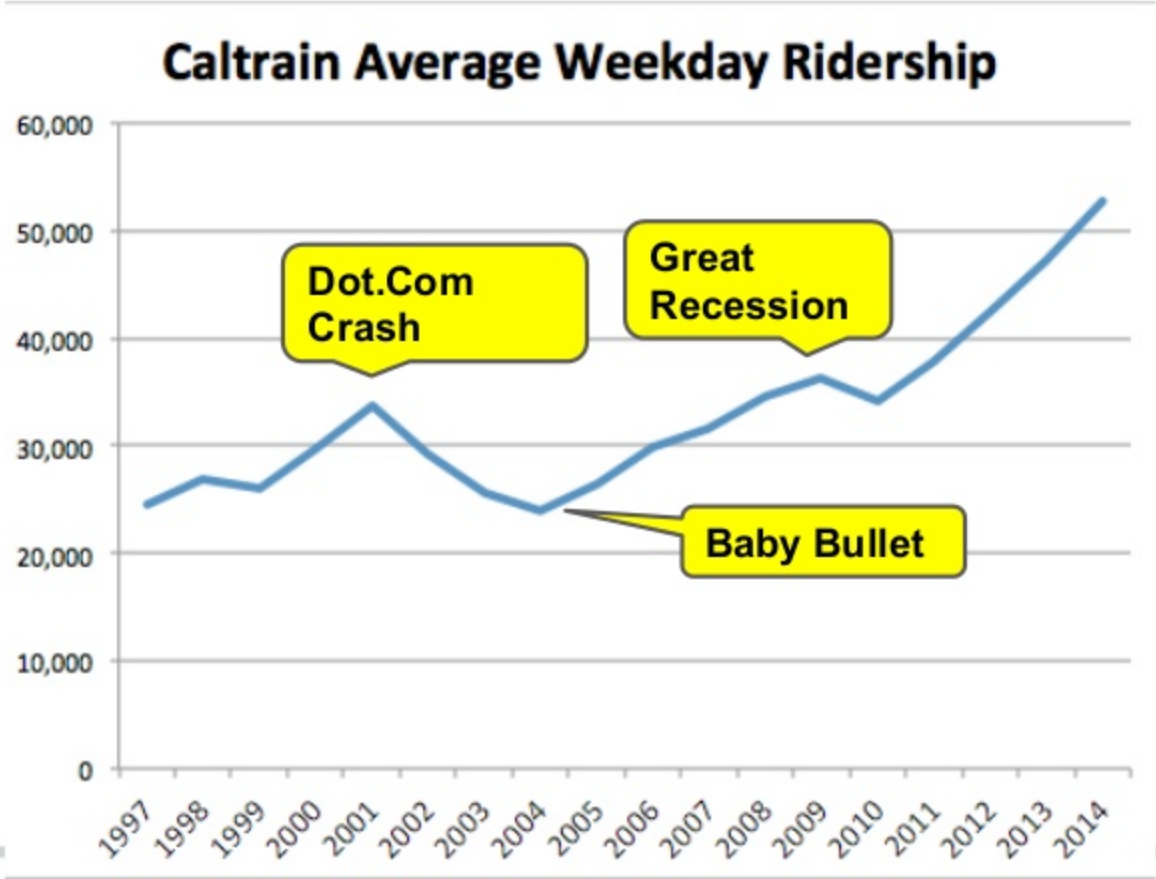
Underlying trends driving ridership growth

How Caltrain can keep up with growth

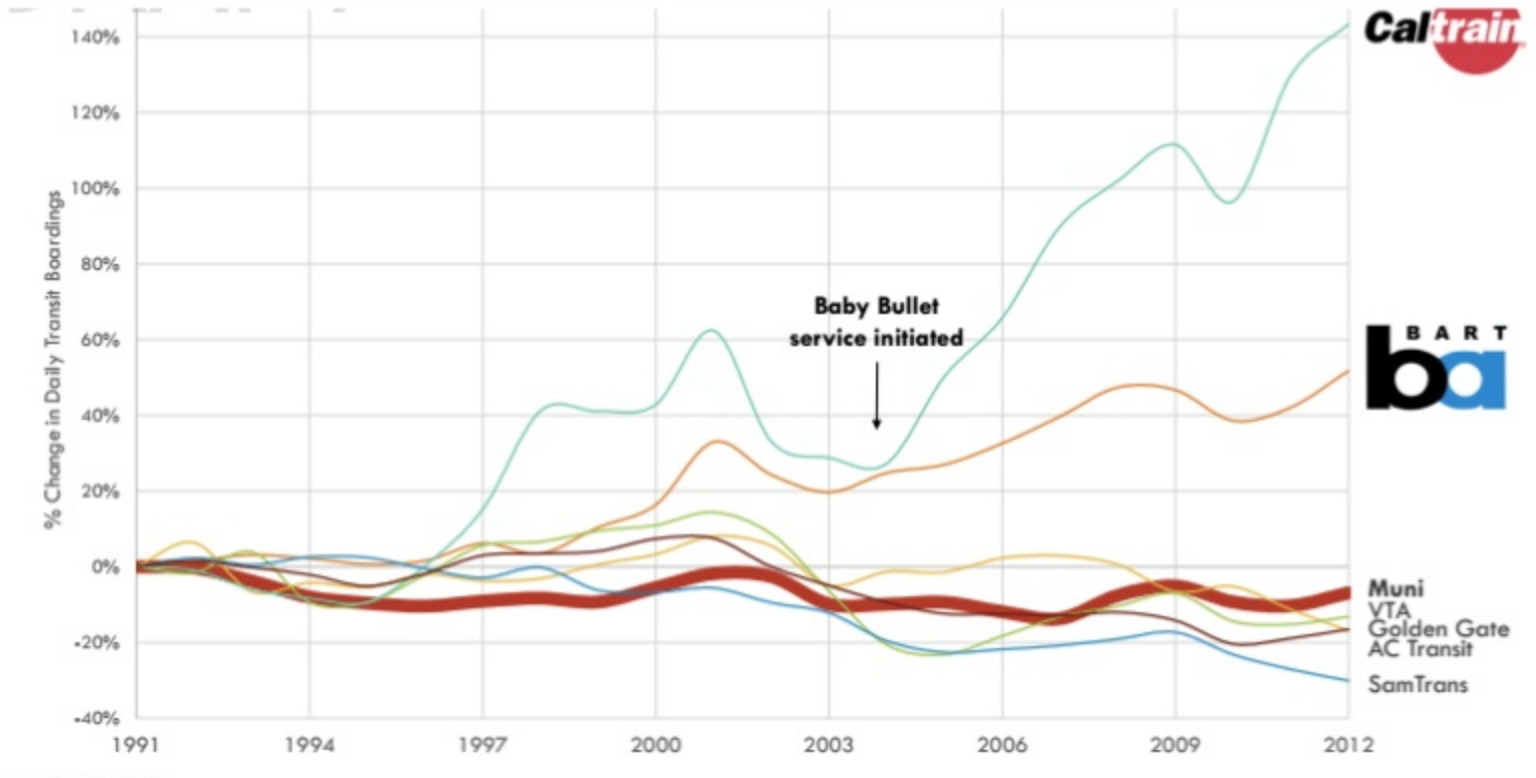
Grade separations

Funding and participation opportunities

Ridership doubled in last decade



Fastest-growing transit in Bay Area



Rapid growth in Mountain View, Palo Alto

Average weekday ridership growth

	Rank	2012	2013	2014	Change
Palo Alto University	2	4,461	5,469	6,156	38%
Mountain View	3	3,670	3,876	4,274	16%

Trains are crowded

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%

Trains are crowded

Standing room only

Platforms 4th & King

Transit corridor growth

State policy to reduce greenhouse gas emissions, coordinate transportation & land use

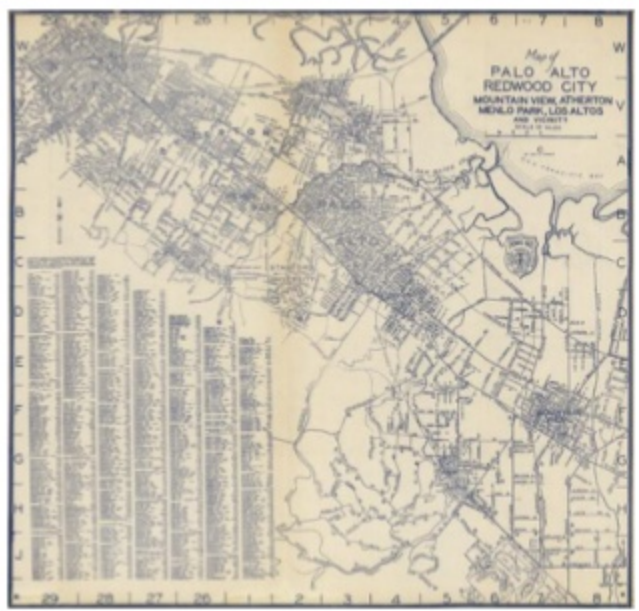
Accommodate 80% of housing, 60% of job growth in < 5% of land with transit access

Back to the Future

Caltrain corridor is original transit-oriented development

Cities grew around train

RWC, PA, MV 1938



Cars off the freeway

If Caltrain were shut down, it would take 4-5 extra lanes on Highway 101 to carry the extra rush hour traffic.

1,500 cars/hour/lane

8,000 pax/peak hour trad peak

6,000 pax/peak hour rev. peak

City policies to reduce trips

Transportation Demand Management

- Accommodate more people with less cars, traffic, parking demand
- Transit passes, shuttles, carpool, carshare, education/marketing
- Transportation Management Association Nonprofit (typically)
- Funded by employers, developments, parking
- Data, reporting, accountability

Established Developing

Goals to reduce drivealone

Mountain View North Bayshore

- 45% drivealone (55% today)

Downtown Palo Alto

- 30% reduction (55% today)

Changing transportation preferences

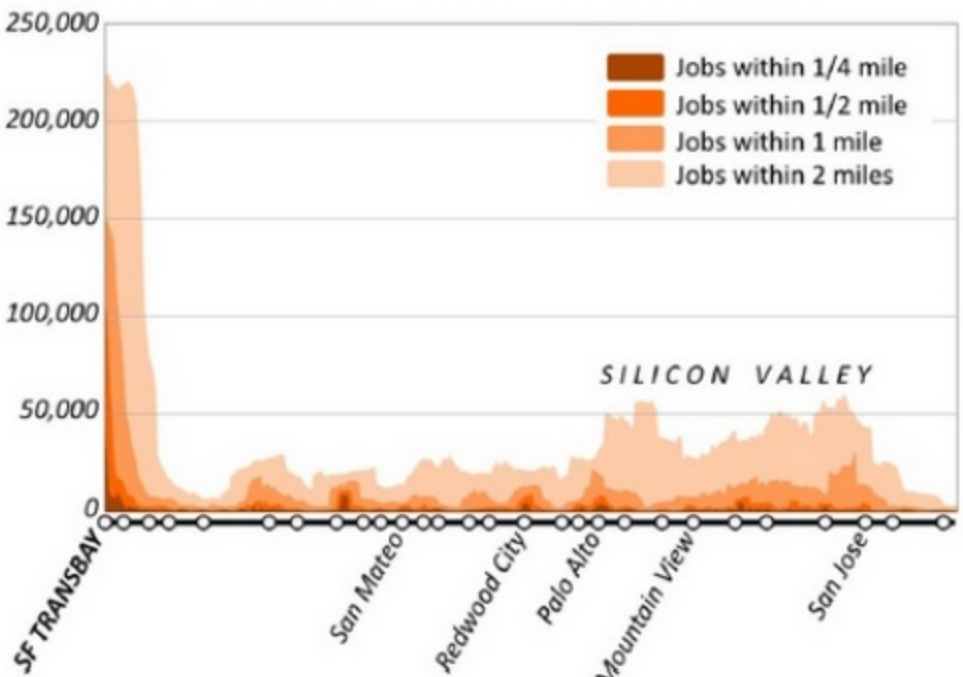
Younger people driving less…

- Average miles driven by 16 to 34 year-olds dropped by 23% between 2001 & 2009
- 75% of millennials expect to live in a place where they do not need a car to get around
- Caltrain rider average income $117,000 (could drive if they wanted to)
- 55% are under 35...

Better access to jobs in San Francisco

Jobs, jobs, jobs at Transbay

There are more jobs within ½ mile of Transbay than within ½ mile of all Caltrain stations *combined !*



Central Subway 2019

Downtown extension to Transbay 202x

Credit: Clem TIllier

Better access to jobs in San Francisco

Central Subway
2019

Connects to Powell Street BART and Muni Metro

Diridon and the BART Connection

Diridon Station Area Plan

- 20,000+ jobs
- 2600 housing units
- ~20,000 avg daily BART
- ~20,000 avg daily Caltrain
- Up from ~4,000 Caltrain
- 40% drivealone mode share

Double ridership in the next decade

"We need to double Caltrain ridership from 60,000 to 120,000 daily trips by the next decade"

Carl Guardino, Silicon Valley Leadership Group

Peak hour capacity

How many people can travel at peak hour

train cars

people per car (seated, standing, bikes)

trains per hour

Even distribution (are some cars less full)

How can Caltrain keep up?

Current peak - 5 car trains, 5 trains per hour = 25

1) Surplus cars from LA Metrolink

6 cars x 5 trains per hour = 30