



Ridership Summary

Fiscal Year 2016-17

For the nine-month period ending March 31, 2017

Planning Department

With 4,762,706 passengers year-to-date through March, ridership is below that for the same period last year by 447,935, or -8.6%. There was one additional weekday, the same number of Saturdays and two fewer Sundays in the first nine months of FY 2016-17 compared to FY 2015-16. On average by day type for the first nine months of the fiscal year, ridership decreased by 11% on weekdays, 10% on Saturdays and 9% on Sundays year-to-date.

According to ridership data prepared by the American Public Transportation Association (APTA), the ridership decrease for the nine months of the year remains consistent with that experienced by other transit agencies statewide. As reported in recent ridership reports, this is likely attributed to lower gas prices, increased vehicle registrations, decreased international student enrollment (e.g., EF -32% year to date) and decreased SBCC enrollment in the Fall and Spring semesters (-7.1% and -7.4% respectively). There were also 20 additional days of measurable precipitation in the third quarter of this fiscal year compared to last fiscal year, and a total of 23 additional days year to date. Precipitation typically negatively affects ridership.

Fall 2016 Service Changes:

Ridership results of the service changes that were implemented in August 2016 are highlighted below:

- Alternating Line 6 and 11 trips were interlined with Lines 25 and 23 respectively at the Storke/Hollister intersection to lessen the need to transfer. Lines 23 and 25 were also de-interlined, and the routing was changed somewhat to provide more direct service in those areas. As opposed to most MTD lines, ridership per revenue hour on Line 23 was significantly better, and total ridership on Line 25 experienced a significant increase.¹ Passengers per hour on Line 23 increased by 28.0% for the third quarter and 19.0% year-to-date. Although passengers per hour on Line 25 decreased by 17.0% for the third quarter and 16.3% year to date, total ridership on

It is important to consider the impacts of the changes to these routes on the number of transfers. When a rider transfers from one line to another, they are counted both when boarding the first bus and when boarding the second. If they no longer need to transfer to complete their trip, they are counted only once. Thus, the elimination of the need to transfer will result in an apparent ridership decrease, even if the actual number of riders does not change. Therefore, it is significant that the ridership increased on Line 25 and the riders per hour improved on Line 23, even with the decrease in transfers. This suggests that the changes are quite popular with our riders.

that line increased for both the third quarter and year-to-date. This is probably because passengers are distributed more throughout the day and night given the more regular service on this line (i.e., there are fewer service gaps). The overall significant positive change on these lines is likely due to the significant increase in passenger convenience.

- Line 7 service was extended over the Fairview Bridge to provide direct service to Old Town Goleta and frequency was increased during weekdays. Lines 8 and 9 were discontinued, and those revenue hours were added to the revised Line 7. On average on weekdays, ridership on Line 7 slightly decreased by approximately 8% (or 79 passengers) when comparing to combined ridership of Lines 7, 8 and 9 of the third quarter of last fiscal year. This is slightly higher than the systemwide average ridership decrease on weekdays of approximately 7% (1,683 passengers). On average on Saturdays, ridership was nearly flat in comparison, and on average on Sunday ridership increased by approximately 16% (or 32 passengers).
- Line 20 frequency was increased from one hour to 40 minutes during the mid-day on weekdays. Consistent with the district-wide trend, Line 20 has experienced a significant decrease in “at capacity” and “too full to board” occurrences for the third quarter and year-to-date, due to the increased frequency as well as decreased overall ridership. Many passengers have commented they are pleased with the greater frequency of service as Line 20 is the only transit line serving between Carpinteria and Santa Barbara during the mid-day.
- The new Line 28, fully funded by UCSB, began service between Camino Real Marketplace and UCSB on August 22, 2016. The passengers per hour, 71.1 for the third quarter and 62.6 year-to-date, is more than double the system average of 30.3 and 29.3, respectively. Many of the riders may be new passengers, given the convenience of the 15-minute frequency during the weekdays and/or as a result of the increase of approximately 1,000 in student enrollment this school year. Many of the passengers may also be previous Line 11, 15x, 24x and 27 passengers, depending on daily class schedules and their origins and destinations. Ridership on those other lines may decrease accordingly as a result. For example, Line 27 at-capacity loads decreased by 71.6%, or an average of 1.3 per day to 0.5 per day. In addition, UCSB faculty and staff can ride Line 28 for free under the UCSB/MTD agreement. This has resulted in a small increase in the “free” fare category compared to the systemwide average.

UCSB, SBCC & Secondary Schools:

There were five fewer UCSB school days and the same number of SBCC school days for the third quarter of this fiscal year compared to the third quarter of last fiscal year. Year-to-date there were seven fewer UCSB school days and two fewer SBCC school days. Combined UCSB and SBCC student ridership for the third quarter of the year was 38% of total ridership, which is similar to the third quarter of last fiscal year at 35%, and year-to-date was 31% of total ridership, similar to year-to-date of last fiscal year at 29%.

Combined ridership decreased 1.9% (11,446 passengers) for the third quarter and 1.8% (26,976 passengers) year-to-date compared to last year.

On average, there was a UCSB student ridership increase of 31% (or 1,646 UCSB student passengers) per weekday for the third quarter and an increase of 22% (or 901 UCSB student passengers) per weekday year to date. As previously stated, the increase could be partially attributed to the increase in student enrollment this school year as well as the additional direct Line 28 service and more direct service between Line 23 and Line 11, which directly serves Isla Vista and UCSB. The San Joaquin housing is now partially open for occupancy (128 out of 1,005 beds), which also likely contributed to the increase in UCSB student passengers.

On average, there was an SBCC student ridership decrease of 23% (or 1,096 SBCC student passengers) per weekday for the third quarter and a decrease of 20% (or 909 SBCC student passengers) per weekday year to date. As previously stated, SBCC enrollment for the Fall and Spring semesters decreased 7.1% and 7.4% respectively. The enrollment decrease probably eases the SBCC parking situation, which might reduce the incentive for students to reach campus without an automobile. Also, construction of a new building on West Campus began shortly toward the end of the second quarter of FY 2016 which involved closure of the West Campus bus stop served by Line 16.

There was one fewer Santa Barbara Unified School District class day during this third quarter than the third quarter of last year, and four fewer days year-to-date. This has likely contributed to the 5.4% and 4.9% decreases, respectively, in school booster ridership.

Cruise Ships:

There were six cruise ship visits to Santa Barbara in the third quarter of FY 2016. All six were large vessels (over 3,000 total capacity), which required a full compliment of extra shuttles (i.e., four shuttles). There were three cruise ship visits to Santa Barbara in the third quarter of FY 2017, and all three were large vessels requiring four extra shuttles. One scheduled cruise ship visit was cancelled due to inclement weather.

Planning

Ridership by Fare Category (January – March 2017)

Fare Categories	Quarter			YTD		
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change
General Fare	211,753	231,652	-8.6%	688,228	774,917	-11.2%
Transfers	121,754	144,327	-15.6%	389,519	457,704	-14.9%
Full Fare Prepaid ⁽¹⁾	223,032	266,190	-16.2%	731,388	880,155	-16.9%
Santa Barbara City College	193,324	249,983	-22.7%	567,917	723,523	-21.5%
Senior & Disabled Prepaid ⁽²⁾	162,861	172,227	-5.4%	499,472	514,470	-2.9%
Shuttle (DWE & Seaside)	40,355	52,663	-23.4%	166,667	192,245	-13.3%
UC Santa Barbara	432,220	364,115	18.7%	918,109	789,479	16.3%
Youth Prepaid ⁽³⁾	154,236	174,756	-11.7%	443,151	493,724	-10.2%
Free	28,523	36,220	-21.3%	96,335	119,765	-19.6%
My Ride / Brooks	19,637	23,651	-17.0%	70,939	81,699	-13.2%
Senior	41,346	45,165	-8.5%	142,742	136,234	4.8%
Persons w ith Disabilities	8,886	9,250	-3.9%	28,549	28,311	0.8%
Tokens	7,434	6,807	9.2%	19,690	18,415	6.9%
Total	1,645,361	1,777,006	-7.4%	4,762,706	5,210,641	-8.6%

(1) Includes adult 10-ride and unlimited 30-day Passport use.

(2) Includes seniors' and persons w ith disabilities' 10-ride, and unlimited 30-day Passport use.

(3) Includes K-12 Youth 10-ride and unlimited 30-day Passport use.

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Revenue Hours and Revenue Miles (January – March 2017)

Metrics	Quarter			YTD		
	Jan 17 - Mar 17	Jan 16 - Mar 16	%Change	FY 2016-2017	FY2015- 2016	% Change
Passengers	1,645,361	1,777,006	-7.4%	4,762,706	5,210,641	-8.6%
Revenue Hours	54,279	53,200	2.0%	162,615	157,652	3.1%
Passengers per Revenue Hour	30.3	33.4	-9.2%	29.3	33.1	-11.4%
Miles	667,170	649,950	2.6%	1,977,437	1,910,770	3.5%
Passengers per Mile	2.5	2.7	-9.8%	2.4	2.7	-11.7%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Planning

MTD System Ridership (January – March 2017)

LINE	Quarter			YTD			
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	81,642	100,830	-19.0%	253,649	297,468	-14.7%
2	East Santa Barbara	124,570	146,319	-14.9%	386,959	456,032	-15.1%
3	Oak Park	48,282	49,363	-2.2%	146,240	153,903	-5.0%
4	Mesa / SBCC	29,361	36,485	-19.5%	92,733	106,749	-13.1%
5	Mesa / La Cumbre	33,300	40,401	-17.6%	104,639	122,345	-14.5%
6	Goleta	139,160	157,432	-11.6%	434,583	493,394	-11.9%
7	County Health / Fairview	61,277	31,519	94.4%	174,042	100,424	73.3%
8	County Health	-	24,722	-100.0%	13,743	77,155	-82.2%
9	Calle Real / Old Town Shuttle	-	9,580	-100.0%	4,257	27,399	-84.5%
10	Cathedral Oaks	5,379	7,295	-26.3%	15,869	20,670	-23.2%
11	UCSB	251,451	289,304	-13.1%	705,203	835,677	-15.6%
12x	Goleta Express	49,542	59,560	-16.8%	164,217	185,337	-11.4%
14	Montecito	20,366	22,638	-10.0%	63,185	71,790	-12.0%
15x	SBCC / UCSB Express	69,324	93,222	-25.6%	195,666	261,347	-25.1%
16	City College Shuttle	26,658	39,146	-31.9%	73,772	108,742	-32.2%
17	Lower West / SBCC	38,099	42,798	-11.0%	116,158	130,711	-11.1%
20	Carpinteria	68,447	75,996	-9.9%	214,058	238,569	-10.3%
21x	Carpinteria Express	21,086	22,214	-5.1%	63,348	72,030	-12.1%
23	Winchester Canyon	13,911	15,064	-7.7%	44,203	46,259	-4.4%
24x	UCSB Express	153,704	191,457	-19.7%	434,833	524,112	-17.0%
25	Elwood	14,731	11,607	26.9%	43,628	36,184	20.6%
27	Isla Vista Shuttle	99,794	114,731	-13.0%	206,162	245,280	-15.9%
28	UCSB Shuttle	128,834	-	100.0%	261,948	-	100.0%
36	Seaside Shuttle	13,491	20,208	-33.2%	46,709	61,151	-23.6%
37	Crosstown Shuttle	20,127	22,900	-12.1%	64,790	71,834	-9.8%
	Booster Services	72,842	76,984	-5.4%	179,741	188,959	-4.9%
	System Subtotal	1,585,378	1,701,775	-6.8%	4,504,335	4,933,521	-8.7%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	50,961	60,834	-16.2%	214,709	223,357	-3.9%
31	East Beach Waterfront Shuttle	6,129	8,494	-27.8%	30,428	32,712	-7.0%
32	West Beach Waterfront Shuttle	2,893	5,903	-51.0%	13,234	21,051	-37.1%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
	System Total	1,645,361	1,777,006	-7.4%	4,762,706	5,210,641	-8.6%
<i>Related Routes</i>							
	20, 21x Carpinteria	89,533	98,210	-8.8%	277,406	310,599	-10.7%
	1, 2, 37 East/West & Crosstown	226,339	270,049	-16.2%	705,398	825,334	-14.5%
	4, 5, 15x, 16, 17 Mesa Lines	196,742	252,052	-21.9%	582,968	729,894	-20.1%
	6, 11 State/Hollister	390,611	446,736	-12.6%	1,139,786	1,329,071	-14.2%
	7, 8, 9 Calle Real/Fairview	61,277	65,821	-6.9%	192,042	204,978	-6.3%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Planning

MTD Passengers per Revenue Hour (January – March 2017)

LINE	Quarter			YTD			
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	28.2	34.6	-18.5%	29.1	35.0	-16.8%
2	East Santa Barbara	27.1	31.7	-14.4%	28.0	34.3	-18.4%
3	Oak Park	20.3	19.0	7.0%	19.5	19.8	-1.5%
4	Mesa / SBCC	25.4	31.4	-19.1%	26.6	30.7	-13.3%
5	Mesa / La Cumbre	19.1	23.0	-17.0%	19.9	23.3	-14.4%
6	Goleta	30.2	32.3	-6.4%	31.1	33.8	-8.1%
7	County Health / Fairview	16.2	23.9	-32.5%	17.4	25.5	-32.0%
8	County Health	-	26.6	-100.0%	26.0	27.6	-5.9%
9	Calle Real / Old Town Shuttle	-	15.0	-100.0%	11.7	14.3	-18.3%
10	Cathedral Oaks	12.6	18.9	-33.4%	13.0	17.9	-27.3%
11	UCSB	34.4	37.3	-7.9%	31.5	35.9	-12.4%
12x	Goleta Express	28.1	33.4	-16.0%	30.8	35.4	-12.9%
14	Montecito	16.1	17.9	-10.0%	16.7	19.0	-12.4%
15x	SBCC / UCSB Express	36.6	44.9	-18.5%	36.6	46.6	-21.5%
16	City College Shuttle	35.4	51.9	-31.7%	37.5	54.9	-31.8%
17	Lower West / SBCC	47.2	52.8	-10.7%	47.7	53.8	-11.3%
20	Carpinteria	20.1	22.2	-9.5%	20.4	23.3	-12.8%
21x	Carpinteria Express	23.0	20.6	11.5%	22.3	22.3	-0.4%
23	Winchester Canyon	23.4	18.3	28.0%	22.2	18.7	19.0%
24x	UCSB Express	49.5	61.1	-19.0%	46.8	57.7	-19.0%
25	Elwood	25.3	30.5	-17.0%	26.4	31.6	-16.3%
27	Isla Vista Shuttle	53.5	59.6	-10.2%	42.0	49.5	-15.1%
28	UCSB Shuttle	71.1	-	100.0%	62.6	-	100.0%
36	Seaside Shuttle	12.8	19.1	-33.0%	14.7	19.2	-23.7%
37	Crosstown Shuttle	13.2	15.0	-12.0%	14.1	15.7	-10.2%
	Booster Services	85.4	89.0	-4.1%	87.4	91.7	-4.7%
System Subtotal		31.0	34.1	-9.1%	29.7	33.8	-12.0%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	20.7	23.4	-11.6%	25.6	25.3	1.1%
31	East Beach Waterfront Shuttle	12.6	16.9	-25.5%	16.2	17.4	-6.7%
32	West Beach Waterfront Shuttle	12.2	22.6	-46.1%	15.1	21.4	-29.4%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		30.3	33.4	-9.2%	29.3	33.1	-11.4%

<i>Related Routes</i>							
20, 21x Carpinteria		20.7	21.8	-5.1%	20.8	23.1	-10.1%
1, 2, 37 East/West & Crosstown		25.1	29.8	-15.8%	26.0	31.3	-17.0%
4, 5, 15x, 16, 17 Mesa Lines		31.0	38.4	-19.4%	31.5	38.9	-19.0%
6, 11 State/Hollister		32.8	35.4	-7.4%	31.3	35.1	-10.8%
7, 8, 9 Calle Real		16.2	22.8	-29.1%	17.6	23.7	-25.9%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Planning

MTD "At Capacity" Loads * (January – March 2017)

LINE	Quarter			YTD			
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	11	8	37.5%	21	24	-12.5%
2	East Santa Barbara	22	34	-35.3%	47	100	-53.0%
3	Oak Park	11	2	450.0%	22	12	83.3%
4	Mesa / SBCC	2	4	-50.0%	7	7	0.0%
5	Mesa / La Cumbre	7	13	-46.2%	29	34	-14.7%
6	Goleta	37	27	37.0%	204	126	61.9%
7	County Health / Fairview	6	8	-25.0%	15	28	-46.4%
8	County Health	-	3	-100.0%	1	7	-85.7%
9	Calle Real / Old Town Shuttle	-	2	0.0%	-	2	0.0%
10	Cathedral Oaks	3	1	200.0%	7	3	133.3%
11	UCSB	91	137	-33.6%	247	343	-28.0%
12x	Goleta Express	11	13	-15.4%	41	47	-12.8%
14	Montecito	2	1	100.0%	6	12	-50.0%
15x	SBCC / UCSB Express	58	55	5.5%	141	144	-2.1%
16	City College Shuttle	1	5	-80.0%	18	57	-68.4%
17	Lower West / SBCC	8	4	100.0%	23	36	-36.1%
20	Carpinteria	3	17	-82.4%	22	55	-60.0%
21x	Carpinteria Express	3	3	0.0%	9	9	0.0%
23	Winchester Canyon	1	2	100.0%	6	2	100.0%
24x	UCSB Express	140	192	-27.1%	339	528	-35.8%
25	Elwood	1	1	100.0%	6	1	100.0%
27	Isla Vista Shuttle	41	119	-65.5%	80	282	-71.6%
28	UCSB Shuttle	80	-	100.0%	159	-	100.0%
36	Seaside Shuttle	-	10	-100.0%	5	37	-86.5%
37	Crosstown Shuttle	3	2	50.0%	8	8	0.0%
	Booster Services	61	135	-54.8%	156	355	-56.1%
	System Subtotal	603	798	-24.4%	1,619	2,259	-28.3%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	28	20	40.0%	113	178	-36.5%
31	East Beach Waterfront Shuttle	2	-	100	9	8	12.5%
32	West Beach Waterfront Shuttle	-	-	0	-	-	0.0%
<i>Related Routes</i>							
	20, 21x Carpinteria	6	20	-70.0%	31	64	-51.6%
	1, 2, 37 East/West & Crosstown	36	44	-18.2%	76	132	-42.4%
	4, 5, 15x, 16, 17 Mesa Lines	76	81	-6.2%	218	278	-21.6%
	6, 11 State/Hollister	128	164	-22.0%	451	469	-3.8%
	7, 8, 9 Calle Real, Fairview	6	13	-53.8%	16	37	-56.8%
<i>Unknown/Miscellaneous</i>							
		-	17	100.0%	23	20	100.0%
	System Total	633	835	-24.2%	1,764	2,465	-28.4%

* Classified as a 30-foot vehicle with 10 or more standees, or a 40-foot vehicle with 20 or more standees.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

Planning

MTD "Too Full to Board" Loads * (January – March 2017)

LINE	Quarter			YTD			
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	1	1	0.0%	8	6	33.3%
2	East Santa Barbara	9	6	50.0%	19	38	-50.0%
3	Oak Park	2	1	100.0%	7	2	250.0%
4	Mesa / SBCC	-	-	0.0%	1	-	100.0%
5	Mesa / La Cumbre	4	11	-63.6%	6	24	-75.0%
6	Goleta	17	5	240.0%	80	77	3.9%
7	County Health / Fairview	-	3	-100.0%	2	12	-83.3%
8	County Health	-	-	0.0%	-	-	0.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	-	-	0.0%	2	-	100.0%
11	UCSB	149	181	-17.7%	327	390	-16.2%
12x	Goleta Express	7	2	250.0%	30	38	-21.1%
14	Montecito	-	1	-100.0%	3	1	100.0%
15x	SBCC / UCSB Express	49	48	2.1%	101	174	-42.0%
16	City College Shuttle	-	3	-100.0%	6	26	-76.9%
17	Lower West / SBCC	-	-	0.0%	6	11	-45.5%
20	Carpinteria	-	1	-100.0%	5	19	-73.7%
21x	Carpinteria Express	-	-	0.0%	-	1	-100.0%
23	Winchester Canyon	4	-	100.0%	8	-	100.0%
24x	UCSB Express	168	209	-19.6%	459	654	-29.8%
25	Elwood	-	-	0.0%	4	-	100.0%
27	Isla Vista Shuttle	163	152	7.2%	297	274	8.4%
28	UCSB Shuttle	301	-	100.0%	524	-	100.0%
36	Seaside Shuttle	1	1	0.0%	12	7	71.4%
37	Crosstown Shuttle	5	4	25.0%	10	9	11.1%
	Booster Services	32	72	-55.6%	82	186	-55.9%
	System Subtotal	912	701	30.1%	1,999	1,949	2.6%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	71	74	-4.1%	516	536	-3.7%
31	East Beach Waterfront Shuttle	12	6	100.0%	41	20	105.0%
32	West Beach Waterfront Shuttle	-	1	-100.0%	2	9	-77.8%
<i>Related Routes</i>							
	20, 21x Carpinteria	-	1	-100.0%	5	20	-75.0%
	1, 2, 37 East/West & Crosstown	15	11	36.4%	37	53	-30.2%
	4, 5, 15x, 16, 17 Mesa Lines	53	62	-14.5%	120	235	-48.9%
	6, 11 State/Hollister	166	186	-10.8%	407	467	-12.8%
	7, 8, 9 Calle Real, Fairview	-	3	-100.0%	2	12	-83.3%
<i>Unknown/Miscellaneous</i>							
		3	13	-76.9%	51	22	131.8%
	System Total	998	795	25.5%	2,609	2,536	2.9%

* Indicates that passengers were refused service because a vehicle was too full to safely board additional riders.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

Planning

MTD Bicycles Carried (January – March 2017)

LINE	Quarter			YTD			
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change	
1 West Santa Barbara	543	576	-5.7%	1,745	1,807	-3.4%	
2 East Santa Barbara	1,196	1,532	-21.9%	4,104	4,584	-10.5%	
3 Oak Park	460	519	-11.4%	1,318	1,887	-30.2%	
4 Mesa / SBCC	320	465	-31.2%	1,241	1,637	-24.2%	
5 Mesa / La Cumbre	516	607	-15.0%	2,082	2,107	-1.2%	
6 Goleta	3,119	3,568	-12.6%	11,055	12,580	-12.1%	
7 County Health / Fairview	1,155	573	101.6%	3,910	2,244	74.2%	
8 County Health	-	405	-100.0%	330	1,637	-79.8%	
9 Calle Real / Old Town Shuttle	-	98	-100.0%	51	301	-83.1%	
10 Cathedral Oaks	75	95	-21.1%	325	383	-15.1%	
11 UCSB	5,194	6,107	-15.0%	16,421	19,067	-13.9%	
12x Goleta Express	1,363	1,922	-29.1%	5,374	6,513	-17.5%	
14 Montecito	268	383	-30.0%	1,131	1,374	-17.7%	
15x SBCC / UCSB Express	971	821	18.3%	2,828	3,204	-11.7%	
16 City College Shuttle	229	267	-14.2%	654	898	-27.2%	
17 Lower West / SBCC	191	287	-33.4%	907	1,034	-12.3%	
20 Carpinteria	1,592	1,825	-12.8%	5,276	6,219	-15.2%	
21x Carpinteria Express	637	482	32.2%	2,030	2,108	-3.7%	
23 Winchester Canyon	251	273	-8.1%	868	764	13.6%	
24x UCSB Express	3,054	3,652	-16.4%	9,990	11,216	-10.9%	
25 Ellwood	289	163	77.3%	913	510	79.0%	
27 Isla Vista Shuttle	596	938	-36.5%	1,375	2,167	-36.5%	
28 UCSB Shuttle	899	-	100.0%	1,738	-	100.0%	
36 Seaside Shuttle ¹	-	-	0.0%	-	-	0.0%	
37 Crosstown Shuttle ¹	10	-	100.0%	30	-	100.0%	
Booster Services	28	106	-73.6%	124	183	-32.2%	
System Subtotal	22,956	25,664	-10.6%	75,820	84,424	-10.2%	
<i>Downtown Waterfront Shuttles ¹</i>							
30 State Street Shuttle	-	-	N/A	-	-	N/A	
31 East Beach Waterfront Shuttle	-	-	N/A	-	-	N/A	
32 West Beach Waterfront Shuttle	-	-	N/A	-	-	N/A	
<i>Related Routes</i>							
20, 21x Carpinteria	2,229	2,307	-3.4%	7,306	8,327	-12.3%	
1,2,37 East/West & Crosstown	1,749	2,108	-17.0%	5,879	6,391	-8.0%	
4, 5, 15x, 16, 17 Mesa Lines	2,227	2,447	-9.0%	7,712	8,880	-13.2%	
6,11 State/Hollister	8,313	9,675	-14.1%	27,476	31,647	-13.2%	
7, 8, 9 Calle Real/Fairview	1,155	1,076	7.3%	4,291	4,182	2.6%	
<i>Unknown/Miscellaneous</i>							
	44	538	-91.8%	654	650	0.6%	
System Total	23,000	26,202	-12.2%	76,474	85,074	-10.1%	

¹ MTD electric shuttles cannot carry bicycles.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

Planning

MTD Wheelchairs Boarded (January – March 2017)

LINE	Quarter			YTD			
	Jan 17 - Mar 17	Jan 16 - Mar 16	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	318	319	-0.3%	983	1,008	-2.5%
2	East Santa Barbara	551	426	29.3%	1,560	1,420	9.9%
3	Oak Park	298	421	-29.2%	1,047	1,214	-13.8%
4	Mesa / SBCC	28	26	7.7%	98	79	24.1%
5	Mesa / La Cumbre	162	196	-17.3%	560	605	-7.4%
6	Goleta	586	583	0.5%	1,678	1,854	-9.5%
7	County Health / Fairview	433	235	84.3%	1,323	855	54.7%
8	County Health	-	180	-100.0%	86	528	-83.7%
9	Calle Real / Old Town Shuttle	-	47	-100.0%	33	194	-83.0%
10	Cathedral Oaks	1	8	-87.5%	10	11	-9.1%
11	UCSB	640	663	-3.5%	1,861	2,166	-14.1%
12x	Goleta Express	140	178	-21.3%	501	567	-11.6%
14	Montecito	119	46	158.7%	243	179	35.8%
15x	SBCC / UCSB Express	53	61	-13.1%	174	84	107.1%
16	City College Shuttle	62	68	-8.8%	225	181	24.3%
17	Lower West / SBCC	67	33	103.0%	205	87	135.6%
20	Carpinteria	406	489	-17.0%	939	1,305	-28.0%
21x	Carpinteria Express	74	115	-35.7%	213	254	-16.1%
23	Winchester Canyon	16	19	-15.8%	49	48	2.1%
24x	UCSB Express	133	96	38.5%	406	322	26.1%
25	Ellwood	12	6	100.0%	46	43	7.0%
27	Isla Vista Shuttle	10	13	-23.1%	21	42	-50.0%
28	UCSB Shuttle	23	-	100.0%	38	-	100.0%
36	Seaside Shuttle	9	17	-47.1%	45	85	-47.1%
37	Crosstown Shuttle	14	13	7.7%	61	54	13.0%
	Booster Services	2	1	100.0%	5	6	-16.7%
System Subtotal		4,157	4,259	-2.4%	12,410	13,191	-5.9%
Downtown Waterfront Shuttles							
30	State Street Shuttle	196	143	37.1%	702	439	59.9%
31	East Beach Waterfront Shuttle	10	13	-23.1%	75	106	-29.2%
32	West Beach Waterfront Shuttle	4	9	-55.6%	14	31	-54.8%
Related Routes							
20, 21x Carpinteria		480	604	-20.5%	1,152	1,559	-26.1%
1, 2, 37 East/West & Crosstown		883	758	16.5%	2,604	2,482	4.9%
4, 5, 15x, 16, 17 Mesa Lines		372	384	-3.1%	1,262	1,036	21.8%
6, 11 State/Hollister		1,226	1,246	-1.6%	3,539	4,020	-12.0%
7, 8, 9 Calle Real/Fairview		433	462	-6.3%	1,442	1,577	-8.6%
Unknown/Miscellaneous							
		12	29	-58.6%	48	41	17.1%
System Total		4,379	4,453	-1.7%	13,249	13,808	-4.0%

Source: GFI Genfare, MTD Transit Development Department, Planning Section