



System Ridership Report: February 2017

System-wide ridership decreased 11.7%, or approximately 71,000 passengers, for the month of February as compared to February 2016. MTD had one less day of weekday service this February and could account toward the decrease in ridership. Non-student ridership decreased 20.1%. UCSB had one less day of regular class this month, yet ridership had an increase of 24.5%. Token usage also increased by 5.0%.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change
General Fare	61,980	74,157	-16.4%	614,543	697,786	-11.9%
Transfers	36,245	47,560	-23.8%	345,885	407,341	-15.1%
Full Fare Prepaid ⁽¹⁾	69,079	89,071	-22.4%	652,297	788,213	-17.2%
Santa Barbara City College	72,223	98,921	-27.0%	495,648	626,407	-20.9%
Senior & Disabled Prepaid ⁽²⁾	49,383	57,011	-13.4%	439,438	452,905	-3.0%
Shuttle (DWE & Seaside)	11,386	18,070	-37.0%	150,943	173,800	-13.2%
UC Santa Barbara	162,971	130,936	24.5%	784,597	684,189	14.7%
Student Prepaid ⁽³⁾	48,142	58,025	-17.0%	392,777	436,655	-10.0%
Free	8,028	12,862	-37.6%	85,231	106,917	-20.3%
My Ride	5,766	7,559	-23.7%	63,028	73,184	-13.9%
Senior	12,198	14,912	-18.2%	127,110	119,151	6.7%
Persons with Disabilities	2,546	3,032	-16.0%	25,148	25,071	0.3%
Tokens	2,296	2,187	5.0%	17,056	15,788	8.0%
Total	542,243	614,303	-11.7%	4,193,701	4,607,407	-9.0%

(1) Includes adult 10-Ride and Unlimited 30-Day Passport use.

(2) Includes seniors' and persons with disabilities' 10-Ride and Unlimited 30-Day Passport use.

(3) Includes student 10-Ride and Unlimited 30-Day Passport use.

Table B: Revenue Hours and Revenue Miles

Metrics	Month			Fiscal Year to Date		
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change
Passengers	542,243	614,303	-11.7%	4,193,701	4,607,407	-9.0%
Revenue Hours	17,140	17,219	-0.5%	143,503	138,902	3.3%
Passengers per Rev Hour	31.64	35.67	-11.3%	29.22	33.17	-11.9%
Miles	211,697	211,478	0.1%	1,742,748	1,680,675	3.7%
Passengers per Mile	2.56	2.90	-11.8%	2.41	2.74	-12.2%

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

Table C: February 2017 System Ridership

LINE	Month			Fiscal Year to Date		
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change
1 West Santa Barbara	25,790	35,313	-27.0%	225,430	262,869	-14.2%
2 East Santa Barbara	37,641	49,197	-23.5%	341,940	405,793	-15.7%
3 Oak Park	15,126	17,134	-11.7%	129,015	136,425	-5.4%
4 Mesa/SBCC	9,313	13,084	-28.8%	81,688	94,276	-13.4%
5 Mesa / La Cumbre	11,054	13,872	-20.3%	92,529	107,996	-14.3%
6 Goleta	42,829	52,953	-19.1%	384,709	439,609	-12.5%
7 County Health / Fairview	18,716	10,452	79.1%	151,904	89,929	68.9%
8 County Health	-	8,212	-100.0%	13,743	68,388	-79.9%
9 Calle Real / Old Town Shuttle	-	3,309	-100.0%	4,257	24,077	-82.3%
10 Cathedral Oaks	1,794	2,405	-25.4%	14,056	18,135	-22.5%
11 UCSB	82,058	96,708	-15.1%	618,595	740,057	-16.4%
12x Goleta Express	15,341	19,471	-21.2%	146,788	164,685	-10.9%
14 Montecito	6,123	7,471	-18.0%	55,488	63,682	-12.9%
15x SBCC / UCSB Express	27,051	38,798	-30.3%	171,703	227,932	-24.7%
16 City College Shuttle	10,238	16,861	-39.3%	64,069	95,185	-32.7%
17 Lower West / SBCC	12,592	15,067	-16.4%	103,086	115,738	-10.9%
20 Carpinteria	20,955	25,133	-16.6%	189,423	212,172	-10.7%
21x Carpinteria Express	6,652	7,234	-8.0%	55,680	63,688	-12.6%
23 Winchester Canyon	4,481	5,121	-12.5%	39,635	41,265	-4.0%
24x UCSB Express	52,770	66,692	-20.9%	384,288	465,403	-17.4%
25 Elwood	4,900	4,026	21.7%	38,192	32,079	19.1%
27 Isla Vista Shuttle	38,172	40,136	-4.9%	176,245	211,239	-16.6%
28 UCSB Shuttle	49,102	-	100.0%	222,757	-	100.0%
36 Seaside Shuttle	3,814	7,026	-45.7%	41,507	53,960	-23.1%
37 Crosstown Shuttle	6,016	7,959	-24.4%	57,288	63,541	-9.8%
Booster Services	22,845	25,405	-10.1%	155,787	163,118	-4.5%
System Subtotal	525,373	589,039	-10.8%	3,959,802	4,361,241	-9.2%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	14,655	20,827	-29.6%	194,576	201,689	-3.5%
31 East Beach Waterfront Shuttle	1,406	3,024	-53.5%	27,592	29,588	-6.7%
32 West Beach Waterfront Shuttle	809	1,413	-42.7%	12,024	18,091	-33.5%
Unknown/Miscellaneous	-	-	0.0%	-	-	0.0%
System Total	542,243	614,303	-11.7%	4,193,994	4,610,609	-9.0%
Related Routes						
20, 21x Carpinteria	27,607	32,367	-14.7%	245,103	275,860	-11.1%
1, 2, 37 East/West & Crosstown	69,447	92,469	-24.9%	624,658	732,203	-14.7%
4, 5, 15x, 16, 17 Mesa Lines	70,248	97,682	-28.1%	513,075	641,127	-20.0%
7, 8, 9 Calle Real	18,716	21,973	-14.8%	169,904	182,394	-6.8%
6, 11 State/Hollister	124,887	149,661	-16.6%	1,003,304	1,179,666	-15.0%

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

Table C Notes - Period over period comparison exceptions: System changes and enhancements occur throughout the year. These affect the quality of conclusions drawn when comparing ridership period over period for those lines that are modified.

Table D: February 2017 - Passengers per Hour

LINE	Month			Fiscal Year to Date			
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change	
1	West Santa Barbara	28.8	37.8	-23.8%	29.3	35.1	-16.7%
2	East Santa Barbara	26.5	33.2	-20.2%	28.0	34.7	-19.4%
3	Oak Park	20.6	20.5	0.6%	19.4	19.9	-2.6%
4	Mesa/SBCC	26.1	35.1	-25.7%	26.6	30.8	-13.5%
5	Mesa / La Cumbre	20.4	24.7	-17.1%	19.9	23.2	-14.3%
6	Goleta	30.0	34.0	-11.7%	31.1	34.1	-8.7%
7	Calle Real / Fairview	16.0	24.7	-35.3%	17.5	26.0	-32.5%
8	Calle Real / Turnpike	-	27.5	-100.0%	26.0	27.8	-6.5%
9	Calle Real / Old Town Shuttle	-	16.2	-100.0%	11.7	14.2	-17.7%
10	Cathedral Oaks	13.7	19.3	-29.1%	13.2	17.9	-26.0%
11	UCSB	36.2	39.1	-7.4%	31.2	36.0	-13.3%
12x	Goleta Express	28.0	34.2	-18.2%	31.1	35.6	-12.6%
14	Montecito	15.6	18.2	-14.4%	16.6	19.2	-13.3%
15x	SBCC / UCSB Express	37.9	50.6	-25.1%	36.8	47.5	-22.6%
16	City College Shuttle	35.5	55.4	-35.9%	38.1	56.8	-32.9%
17	Lower West / SBCC	50.6	57.9	-12.6%	48.1	54.1	-11.2%
20	Carpinteria	19.9	23.0	-13.5%	20.3	23.5	-13.5%
21x	Carpinteria Express	23.5	20.7	13.1%	22.1	22.5	-1.5%
23	Winchester Canyon	24.2	19.4	24.9%	22.2	18.8	18.3%
24x	UCSB Express	54.7	66.6	-17.9%	46.8	58.3	-19.6%
25	Elwood	27.2	33.0	-17.8%	26.4	31.6	-16.5%
27	Isla Vista Shuttle	62.1	62.7	-0.9%	41.4	49.0	-15.5%
28	UCSB Shuttle	74.9	-	100.0%	62.1	-	100.0%
36	Seaside Shuttle	11.7	20.7	-43.8%	14.8	19.2	-23.1%
37	Crosstown Shuttle	12.9	16.2	-20.3%	14.2	15.9	-10.2%
	Booster Services	83.4	88.0	-5.2%	87.5	92.1	-5.0%
	<i>System Average</i>	32.5	36.4	-10.7%	29.7	34.0	-12.6%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	19.1	25.8	-26.2%	25.7	25.4	1.2%
31	East Beach Waterfront Shuttle	9.2	18.2	-49.4%	16.1	17.3	-6.7%
32	West Beach Waterfront Shuttle	10.8	18.3	-40.7%	15.1	20.5	-26.0%
	<i>System Total</i>	31.6	35.7	-11.3%	29.2	33.2	-11.9%

Related Routes							
20, 21x	Carpinteria	20.6	22.4	-8.1%	20.7	23.2	-10.9%
1, 2, 37	East/West & Crosstown	25.0	31.8	-21.5%	26.1	31.6	-17.4%
4, 5, 15x, 16, 17	Mesa Lines	32.7	43.1	-24.1%	31.7	39.3	-19.4%
7, 8, 9	Calle Real/Fairview	16.0	23.7	-32.7%	17.8	23.9	-25.8%
6, 11	State/Hollister	33.8	37.1	-8.9%	31.1	35.2	-11.6%

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

Table E: February 2017 – ‘At Capacity’ Loads Indicated

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

LINE	Month			Fiscal Year to Date		
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change
1 West Santa Barbara	1	3	-66.7%	16	23	-30.4%
2 East Santa Barbara	6	9	-33.3%	42	89	-52.8%
3 Oak Park	1	1	0.0%	15	11	36.4%
4 Mesa/SBCC	2	1	100.0%	7	4	75.0%
5 Mesa / La Cumbre	2	5	-60.0%	26	33	-21.2%
6 Goleta	15	12	25.0%	195	122	59.8%
7 Calle Real / Fairview	2	2	0.0%	14	27	-48.1%
8 Calle Real / Turnpike	-	1	-100.0%	1	6	-83.3%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10 Cathedral Oaks	2	1	100.0%	7	3	133.3%
11 UCSB	34	54	-37.0%	221	301	-26.6%
12x Goleta Express	5	4	25.0%	40	45	-11.1%
14 Montecito	-	-	0.0%	5	12	-58.3%
15x SBCC / UCSB Express	22	22	0.0%	126	127	-0.8%
16 City College Shuttle	-	2	-100.0%	17	57	-70.2%
17 Lower West / SBCC	3	-	100.0%	21	34	-38.2%
20 Carpinteria	-	7	-100.0%	22	52	-57.7%
21x Carpinteria Express	1	-	100.0%	9	6	50.0%
23 Winchester Canyon	-	1	-100.0%	6	2	200.0%
24x UCSB Express	41	81	-49.4%	303	475	-36.2%
25 Elwood	1	-	100.0%	6	-	100.0%
27 Isla Vista Shuttle	14	56	-75.0%	72	258	-72.1%
28 UCSB Shuttle	14	-	100.0%	127	-	100.0%
36 Seaside Shuttle	-	8	-100.0%	5	36	-86.1%
37 Crosstown Shuttle	1	1	0.0%	7	8	-12.5%
Booster Services	25	37	-32.4%	138	313	-55.9%
System Subtotal	192	308	-37.7%	1,448	2,044	-29.2%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	-	-	0.0%	91	159	-42.8%
31 East Beach Waterfront Shuttle	-	-	100.0%	7	8	-12.5%
32 West Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
Unknown	-	12	100.0%	23	17	100.0%
System Total	192	320	-40.0%	1,569	2,228	-29.6%

Table F: February 2017 – ‘Too Full to Board’ Loads Indicated

Passengers were refused service because a vehicle was too full to safely board additional riders.

LINE	Month			Fiscal Year to Date		
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change
1 West Santa Barbara	-	1	0.0%	7	6	16.7%
2 East Santa Barbara	-	3	-100.0%	10	37	-73.0%
3 Oak Park	2	-	100.0%	7	1	600.0%
4 Mesa/SBCC	-	-	0.0%	1	-	100.0%
5 Mesa / La Cumbre	-	1	-100.0%	2	19	-89.5%
6 Goleta	4	3	33.3%	72	76	-5.3%
7 Calle Real / Fairview	-	1	-100.0%	2	12	-83.3%
8 Calle Real / Turnpike	-	-	0.0%	-	-	0.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10 Cathedral Oaks	-	-	0.0%	2	-	0.0%
11 UCSB	60	56	7.1%	292	345	-15.4%
12x Goleta Express	2	-	100.0%	29	38	-23.7%
14 Montecito	-	-	0.0%	3	-	100.0%
15x SBCC / UCSB Express	21	13	61.5%	91	158	-42.4%
16 City College Shuttle	-	3	-100.0%	6	26	-76.9%
17 Lower West / SBCC	-	-	0.0%	6	11	-45.5%
20 Carpinteria	-	-	0.0%	5	18	-72.2%
21x Carpinteria Express	-	-	0.0%	-	1	-100.0%
23 Winchester Canyon	2	-	100.0%	7	-	100.0%
24x UCSB Express	65	78	-16.7%	419	599	-30.1%
25 Elwood	-	-	0.0%	4	-	100.0%
27 Isla Vista Shuttle	82	37	121.6%	268	241	11.2%
28 UCSB Shuttle	132	-	100.0%	439	-	100.0%
36 Seaside Shuttle	-	-	0.0%	12	7	71.4%
37 Crosstown Shuttle	1	1	0.0%	8	7	14.3%
Booster Services	9	32	-71.9%	69	163	-57.7%
System Subtotal	380	229	65.9%	1,761	1,765	-0.2%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	14	31	-54.8%	477	501	-4.8%
31 East Beach Waterfront Shuttle	-	3	-100.0%	36	17	111.8%
32 West Beach Waterfront Shuttle	-	1	-100.0%	2	9	-77.8%
Unknown	1	10	-90.0%	51	21	142.9%
System Total	395	274	44.2%	2,327	2,313	0.6%

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

Table G: February 2017 – Bicycles Carried

LINE	Month			Fiscal Year to Date			
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change	
1	West Santa Barbara	140	222	-36.9%	1,544	1,596	-3.3%
2	East Santa Barbara	379	499	-24.0%	3,665	3,989	-8.1%
3	Oak Park	159	199	-20.1%	1,141	1,695	-32.7%
4	Mesa/SBCC	79	162	-51.2%	1,069	1,454	-26.5%
5	Mesa / La Cumbre	162	189	-14.3%	1,868	1,852	0.9%
6	Goleta	906	1,206	-24.9%	9,900	11,367	-12.9%
7	Calle Real / Fairview	332	182	82.4%	3,426	1,999	71.4%
8	Calle Real / Turnpike	-	149	-100.0%	330	1,495	-77.9%
9	Calle Real / Old Town Shuttle	-	36	-100.0%	51	267	-80.9%
10	Cathedral Oaks	18	26	-30.8%	297	346	-14.2%
11	UCSB	1,542	2,168	-28.9%	14,546	17,086	-14.9%
12x	Goleta Express	400	675	-40.7%	4,806	5,840	-17.7%
14	Montecito	65	125	-48.0%	1,017	1,220	-16.6%
15x	SBCC / UCSB Express	379	285	33.0%	2,467	2,868	-14.0%
16	City College Shuttle	90	119	-24.4%	564	802	-29.7%
17	Lower West / SBCC	52	119	-56.3%	832	950	-12.4%
20	Carpinteria	436	623	-30.0%	4,646	5,603	-17.1%
21x	Carpinteria Express	202	172	17.4%	1,781	1,922	-7.3%
23	Winchester Canyon	63	100	-37.0%	770	691	11.4%
24x	UCSB Express	900	1,266	-28.9%	8,932	9,842	-9.2%
25	Elwood	87	50	74.0%	783	450	74.0%
27	Isla Vista Shuttle	234	333	-29.7%	1,217	1,936	-37.1%
28	UCSB Shuttle	350	-	100.0%	1,486	-	100.0%
36	Seaside Shuttle*	-	-	0.0%	-	-	0.0%
37	Crosstown Shuttle*	1	-	100.0%	26	-	100.0%
	Booster services	10	36	-72.2%	114	138	-17.4%
System Subtotal		6,986	8,941	-21.9%	67,278	75,408	-10.8%
Downtown Waterfront Shuttles							
30	Downtown Shuttle*	-	-	N/A	-	-	N/A
31	East Beach Waterfront Shuttle*	-	-	N/A	-	-	N/A
32	West Beach Waterfront Shuttle*	-	-	N/A	-	-	N/A
Unknown		9	324	-97.2%	629	539	16.7%
System Total		6,995	9,265	-24.5%	67,907	75,947	-10.6%

* The electric shuttles cannot carry bicycles.

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

Table H: February 2017 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date		
	Feb 17	Feb 16	%Change	Jul 16 - Feb 17	Jul 15 - Feb 16	%Change
1 West Santa Barbara	94	105	-10.5%	867	879	-1.4%
2 East Santa Barbara	151	123	22.8%	1,335	1,271	5.0%
3 Oak Park	79	144	-45.1%	937	1,058	-11.4%
4 Mesa/SBCC	8	10	-20.0%	90	70	28.6%
5 Mesa / La Cumbre	52	58	-10.3%	487	535	-9.0%
6 Goleta	183	194	-5.7%	1,488	1,650	-9.8%
7 Calle Real / Fairview	123	91	35.2%	1,125	759	48.2%
8 Calle Real / Turnpike	-	68	-100.0%	86	462	-81.4%
9 Calle Real / Old Town Shuttle	-	11	-100.0%	33	174	-81.0%
10 Cathedral Oaks	-	1	-100.0%	10	5	100.0%
11 UCSB	225	228	-1.3%	1,645	1,959	-16.0%
12x Goleta Express	49	51	-3.9%	452	503	-10.1%
14 Montecito	55	10	450.0%	212	164	29.3%
15x SBCC / UCSB Express	17	21	-19.0%	148	55	169.1%
16 City College Shuttle	18	28	-35.7%	197	160	23.1%
17 Lower West / SBCC	19	11	72.7%	181	74	144.6%
20 Carpinteria	131	146	-10.3%	793	1,145	-30.7%
21x Carpinteria Express	11	41	-73.2%	172	214	-19.6%
23 Winchester Canyon	5	6	-16.7%	44	39	12.8%
24x UCSB Express	47	33	42.4%	359	283	26.9%
25 Elwood	6	2	200.0%	42	42	0.0%
27 Isla Vista Shuttle	5	3	66.7%	19	35	-45.7%
28 UCSB Shuttle	8	-	100.0%	30	-	100.0%
36 Seaside Shuttle	3	2	50.0%	42	71	-40.8%
37 Crosstown Shuttle	3	6	-50.0%	52	53	-1.9%
Booster Services	1	1	0.0%	5	6	-16.7%
System Subtotal	1,293	1,394	-7.2%	10,851	11,666	-7.0%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	78	42	85.7%	630	391	61.1%
31 East Beach Waterfront Shuttle	2	3	-33.3%	67	101	-33.7%
32 West Beach Waterfront Shuttle	2	1	100.0%	12	27	-55.6%
Unknown	-	21	100.0%	43	37	16.2%
System Total	1,375	1,461	-5.9%	11,603	12,222	-5.1%

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

Table I: Ridership by Day Type

February 2017

February 2016

	February 2017			February 2016			% Change in	
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	Daily Ridership
Weekday	453,805	19	23,884	514,370	20	25,719	-1,834	-7.1%
Saturday	54,413	5	10,883	62,077	5	12,415	-1,533	-12.3%
Sunday	34,025	4	8,506	37,856	4	9,464	-958	-10.1%
Total	542,243	28	19,366	614,303	29	21,183	-1,817	-8.6%

FY 2017

FY 2016

	FY 2017			FY 2016			% Change in	
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	Daily Ridership
Weekday	3,475,075	164	21,189	3,795,193	163	23,283	-2,094	-9.0%
Saturday	422,221	39	10,826	476,697	39	12,223	-1,397	-11.4%
Sunday	296,698	39	7,608	338,719	40	8,468	-860	-10.2%
Total	4,193,994	242	17,331	4,610,609	242	19,052	-1,722	-9.0%

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

External Factors Affecting Ridership

Service Days & School Days: MTD provided one less day of weekday service this February as compared to February 2016. All schools had one less school day this February.

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Feb 17	19	5	4	18	18	19
Feb 16	20	5	4	19	19	20

Source: Gregorian Calendar, SB Area School Districts, SBCC, UCSB. SS = Summer Session

Weather: Average temperatures for February 2017 were significantly cooler than in February 2016. There was also a huge increase in precipitation this February, with thirteen more days, as compared to 2016.

	Temperature (°F)				Precipitation	
	Maximum	High	Average	Low	Weekday	Saturday
Feb 17	Maximum	64	55	45	8.05 in (10 days)	
	Mean	64	54	44		8.97 in
	Minimum	64	53	42		
Feb 16	Maximum	82	65	60	0.5 in (2 days)	
	Mean	69	59	48		.5 in
	Minimum	62	52	39		

Source: www.wunderground.com

Addendum: Data Source Documentation

GFI Genfare data is taken directly from the electronic fare box system on each MTD vehicle so equipped. In general, GFI data has not been verified, modified, adjusted, added, or removed since being captured at the time of the driver/passenger transaction. GFI data is considered raw data.

Passdat program accuracy is determined by the amount of GFI fare box data that remains unchanged as compared to Trapeze Run and Trip templates for the evaluation time period. Both human and mechanical errors influence the need to make manual adjustments. These corrections are defined and determined by evaluation of historical and experiential ridership patterns.