



# Ridership Summary

## Fiscal Year 2016-17

For the six-month period ending December 31, 2016

### Planning Department

With 3,117,345 passengers year to date, ridership is below that for the same period last year by 316,290, or -9.2%. There was one additional weekday, the same number of Saturdays and one less Sunday in the first half of FY 16-17 compared to FY 15-16. On average per day type for the first half of the fiscal year, ridership decreased by 10% per weekday, 12% per Saturday and 7% per Sunday year to date.

According to ridership data prepared by the American Public Transportation Association (APTA), the ridership decrease for the first half 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 -33% year to date) and decreased SBCC Fall semester enrollment (-7.1%). There were also six additional days of measurable precipitation the second quarter of this fiscal year compared to last fiscal year which typically negatively affects ridership.

### Fall 2016 Service Changes:

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

- Alternating trips of Lines 6 and 11 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 with the routing changed somewhat to provide more direct service in those areas. As opposed to all other lines in light of calendar day differences, ridership on Line 23 was significantly better and ridership on Line 25 experienced a significant increase.<sup>1</sup> Passengers per hour on Line 23 increased by 30.3% for the second quarter and 140.7% year to date. Passengers per hour on Line 25 decreased by 11.5% probably due to passengers distributed more throughout the day and night given the more regular service on this line (i.e., less service gaps). Year to date the passengers per hour on Line 25 increased by 8.9%. The overall

<sup>1</sup> The Line 23 and Line 25 higher ridership is significant because when passengers are no longer required to transfer between lines (e.g., Line 23 to Line 11), the fare box registers ridership only once upon boarding the bus vs prior to the August changes when ridership is registered two times due to transferring. Therefore, ridership occurring after the August changes compared to prior to the changes is actually greater than the ridership data shown. The inverse to this can also occur with lines that are no longer constantly interlined (e.g., Line 6 to 11) versus prior to the August changes when they were constantly interlined.

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. On average per weekday, ridership on Line 7 slightly decreased by approximately 5% (or 45 passengers) when comparing to combined ridership of Lines 7, 8 and 9 of the second quarter of last fiscal year which is less than the system wide ridership average per weekday decrease of approximately 9% (2,092 passengers). On average per Saturday, ridership was approximately flat in comparison and on average on Sunday increased by approximately 16% (or 35 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 second quarter and year to date likely due to the increased frequency as well as decreased overall ridership. Many passengers have commented they are pleased with the greater frequency of service for that is the only transit line serving between Carpinteria and Santa Barbara during the mid-day.
- A new Line 28 began service between Camino Real Marketplace and UCSB on August 22, 2016. It is fully funded by UCSB. The passengers per hour at 67.6 for the second quarter is more than double the system total of 29.8. Passengers may be new ones given the convenience of the 15 minute frequency during the weekdays and/or as a result of the 1,000 increase 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 origin and destination with respect to where the lines serve. Ridership on those other lines may decrease accordingly as a result. For example, Line 27 at capacity loads decreased by 76% or an average of 1.6 per day to 0.4 per day. In addition, UCSB faculty and staff can ride Line 28 for free per the UCSB/MTD agreement which in turn would increase the free fare category overall to some degree. Year to date passengers per hour is 27.6. It is significantly lower than the second quarter (yet at about the system YTD average of 28.8) likely due to UCSB Fall quarter beginning toward the end of the first quarter on September 22.

### **UCSB, SBCC & Secondary Schools:**

There were two less SBCC and UCSB school days in session for the second quarter of this fiscal year compared to the second quarter of last fiscal year. Year to date there was not a change in the number of SBCC and UCSB school days. Combined UCSB and SBCC student ridership for the second quarter of the year was 36% of total ridership which is similar to the second quarter of last fiscal year at 33%, and year to date was 28% of total ridership which was similar to year to date of last fiscal year at 26%. Combined ridership decreased 0.9% (5,287 passengers) for the second quarter and 4.3% (38,422 passengers) year to date compared to last year.

On average, there was a UCSB ridership increase of 14% (or 615 UCSB passengers) per weekday for the second quarter and an increase of 14% (or 391 UCSB passengers) per weekday year to date. As previously stated, the increase could be partially attributed to the 1,000 student enrollment increase 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. San Joaquin is now partially open for occupancy (128 out of a 1,005 beds) which can also contribute somewhat to the increase number of student passengers.

On average, there was a SBCC ridership decrease of 23% (or 893 SBCC passengers) per weekday and a decrease of 21% (or 727 SBCC passengers) per weekday year to date. As previously stated, SBCC enrollment for the Fall semester decreased 7.1%. 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 15-16 which involved closure of the West Campus bus stop served by Line 16. Line 16, now on a detour route compared to not on detour the second quarter of last year, saw an average per weekday passenger decrease for the second quarter of approximately 32% and for year to date at approximately 25%.

There were three less Santa Barbara Unified School District class days this second quarter than the second quarter of last year which is likely attributable to the 10.6% decrease in school booster ridership. Year to date, there was one more class day compared to year to date last fiscal year which is likely attributable to less of a school booster ridership decrease at 4.5% compared to a system wide decrease of 9.2%.

### **Cruise Ships:**

There were ten cruise ship visits to Santa Barbara in the second quarter of 2015. Six were large vessels (over 3,000 total capacity) which required a full complement of extra shuttles (4 units), while four were smaller vessels (under 3,000 total capacity) requiring three extra units. There were 11 cruise ship visits to Santa Barbara in the second quarter of 2016. Seven were large vessels requiring four extra units, while four vessels were of smaller size (under 3,000 total capacity) requiring three extra units. Year to date there was one additional ship compare to year to date last fiscal year. As usual, the extra shuttles were appreciated and well-used, with all shuttles together carrying an average of nearly 1,000 additional passengers per day. Note that passengers paying Senior fare are counted by the fare box as 'Senior' and not as 'Shuttle' passengers – thus the increase in Senior ridership.

# Planning

## Ridership by Fare Category (October – December 2016)

Fare Categories	Quarter			YTD		
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change
General Fare	214,365	238,593	-10.2%	476,475	543,265	-12.3%
Transfers	122,738	145,914	-15.9%	267,765	313,377	-14.6%
Full Fare Prepaid <sup>(1)</sup>	231,147	270,671	-14.6%	508,356	613,965	-17.2%
Santa Barbara City College	209,586	266,312	-21.3%	374,593	473,540	-20.9%
Senior & Disabled Prepaid <sup>(2)</sup>	164,691	167,623	-1.7%	336,611	342,243	-1.6%
Shuttle (DWE & Seaside)	44,539	53,287	-16.4%	126,312	139,582	-9.5%
UC Santa Barbara	365,059	313,620	16.4%	485,889	425,364	14.2%
Youth Prepaid <sup>(3)</sup>	139,117	161,536	-13.9%	288,915	318,968	-9.4%
Free	31,661	37,606	-15.8%	67,812	83,545	-18.8%
My Ride / Brooks	22,411	22,998	-2.6%	51,302	58,048	-11.6%
Senior	47,667	45,111	5.7%	101,396	91,069	11.3%
Persons w ith Disabilities	9,636	9,339	3.2%	19,663	19,061	3.2%
Tokens	5,967	5,683	5.0%	12,256	11,608	5.6%
<b>Total</b>	<b>1,608,584</b>	<b>1,738,293</b>	<b>-7.5%</b>	<b>3,117,345</b>	<b>3,433,635</b>	<b>-9.2%</b>

(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 (October – December 2016)

Metrics	Quarter			YTD		
	Oct 16 - Dec 16	Oct 15 - Dec 15	%Change	FY 2016-2017	FY2015- 2016	% Change
Passengers	1,608,584	1,738,293	-7.5%	3,117,345	3,433,635	-9.2%
Revenue Hours	53,895	51,864	3.9%	108,337	104,452	3.7%
Passengers per Revenue Hour	29.8	33.5	-10.9%	28.8	32.9	-12.5%
Miles	658,871	631,593	4.3%	1,310,267	1,260,820	3.9%
Passengers per Mile	2.4	2.8	-11.3%	2.4	2.7	-12.6%

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

# Planning

## MTD System Ridership (October – December 2016)

LINE	Quarter			YTD		
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change
1 West Santa Barbara	83,139	95,421	-12.9%	172,007	196,638	-12.5%
2 East Santa Barbara	128,017	150,305	-14.8%	262,389	309,713	-15.3%
3 Oak Park	48,275	49,750	-3.0%	97,958	104,540	-6.3%
4 Mesa / SBCC	30,300	33,645	-9.9%	63,372	70,264	-9.8%
5 Mesa / La Cumbre	34,743	38,782	-10.4%	71,339	81,944	-12.9%
6 Goleta	143,160	162,359	-11.8%	295,423	335,962	-12.1%
7 County Health / Fairview	63,985	31,357	104.1%	112,765	68,905	63.7%
8 County Health	-	25,253	-100.0%	13,743	52,433	-73.8%
9 Calle Real / Old Town Shuttle	-	8,812	-100.0%	4,257	17,819	-76.1%
10 Cathedral Oaks	5,261	7,209	-27.0%	10,490	13,375	-21.6%
11 UCSB	234,668	279,867	-16.2%	453,752	546,373	-17.0%
12x Goleta Express	53,547	61,609	-13.1%	114,675	125,777	-8.8%
14 Montecito	20,260	23,648	-14.3%	42,819	49,152	-12.9%
15x SBCC / UCSB Express	72,338	94,927	-23.8%	126,342	168,125	-24.9%
16 City College Shuttle	27,528	45,170	-39.1%	47,114	69,596	-32.3%
17 Lower West / SBCC	38,004	40,242	-5.6%	78,059	87,913	-11.2%
20 Carpinteria	68,674	77,414	-11.3%	145,611	162,573	-10.4%
21x Carpinteria Express	20,280	23,215	-12.6%	42,262	49,816	-15.2%
23 Winchester Canyon	14,684	14,548	0.9%	30,292	31,195	-2.9%
24x UCSB Express	145,612	175,897	-17.2%	281,129	332,655	-15.5%
25 Elwood	15,633	11,332	38.0%	28,897	24,577	17.6%
27 Isla Vista Shuttle	76,069	93,514	-18.7%	106,368	130,549	-18.5%
28 UCSB Shuttle	110,336	-	100.0%	133,114	-	100.0%
36 Seaside Shuttle	13,121	20,818	-37.0%	33,218	40,943	-18.9%
37 Crosstown Shuttle	21,300	24,320	-12.4%	44,663	48,934	-8.7%
Booster Services	65,911	73,731	-10.6%	106,899	111,975	-4.5%
<b>System Subtotal</b>	<b>1,534,845</b>	<b>1,663,145</b>	<b>-7.7%</b>	<b>2,918,957</b>	<b>3,231,746</b>	<b>-9.7%</b>
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	62,226	61,342	1.4%	163,748	162,523	0.8%
31 East Beach Waterfront Shuttle	8,001	7,355	8.8%	24,299	24,218	0.3%
32 West Beach Waterfront Shuttle	3,512	6,451	-45.6%	10,341	15,148	-31.7%
<i>Unknown</i>						
	-	-	0.0%	-	-	0.0%
<b>System Total</b>	<b>1,608,584</b>	<b>1,738,293</b>	<b>-7.5%</b>	<b>3,117,345</b>	<b>3,433,635</b>	<b>-9.2%</b>
<i>Related Routes</i>						
20, 21x Carpinteria	88,954	100,629	-11.6%	187,873	212,389	-11.5%
1, 2, 37 East/West & Crosstown	232,456	270,046	-13.9%	479,059	555,285	-13.7%
4, 5, 15x, 16, 17 Mesa Lines	202,913	252,766	-19.7%	386,226	477,842	-19.2%
6, 11 State/Hollister	377,828	442,226	-14.6%	749,175	882,335	-15.1%
7, 8, 9 Calle Real/Fairview	63,985	65,422	-2.2%	130,765	139,157	-6.0%

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

# Planning

## MTD Passengers per Revenue Hour (October – December 2016)

LINE	Quarter			YTD			
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	28.9	34.6	-16.3%	29.5	35.1	-16.1%
2	East Santa Barbara	28.1	34.7	-19.1%	28.4	35.6	-20.4%
3	Oak Park	19.5	19.6	-0.8%	19.1	20.1	-5.3%
4	Mesa / SBCC	26.5	29.7	-10.8%	27.2	30.3	-10.2%
5	Mesa / La Cumbre	20.0	22.5	-11.0%	20.3	23.4	-13.2%
6	Goleta	31.3	33.8	-7.6%	31.5	34.6	-9.0%
7	County Health / Fairview	17.0	24.3	-30.1%	18.1	26.3	-31.4%
8	County Health	-	27.8	-100.0%	26.0	28.2	-7.6%
9	Calle Real / Old Town Shuttle	-	14.0	-100.0%	11.7	13.9	-16.2%
10	Cathedral Oaks	13.3	19.3	-31.2%	13.2	17.3	-23.8%
11	UCSB	31.9	36.6	-12.8%	30.1	35.2	-14.7%
12x	Goleta Express	30.4	35.1	-13.3%	32.2	36.4	-11.6%
14	Montecito	16.2	19.2	-15.5%	17.0	19.6	-13.5%
15x	SBCC / UCSB Express	39.7	49.7	-20.1%	36.6	47.5	-23.1%
16	City College Shuttle	36.6	57.4	-36.3%	38.7	56.8	-31.8%
17	Lower West / SBCC	47.6	50.9	-6.6%	48.0	54.3	-11.7%
20	Carpinteria	19.5	23.0	-15.6%	20.5	23.9	-14.3%
21x	Carpinteria Express	22.4	22.2	0.9%	21.9	23.2	-5.5%
23	Winchester Canyon	23.3	17.9	30.3%	45.4	18.9	140.7%
24x	UCSB Express	47.6	57.6	-17.4%	27.1	55.9	-51.6%
25	Ellwood	26.8	30.2	-11.5%	35.0	32.1	8.9%
27	Isla Vista Shuttle	43.0	52.3	-17.8%	56.1	43.0	30.3%
28	UCSB Shuttle	67.6	-	100.0%	27.6	-	100.0%
36	Seaside Shuttle	12.5	20.0	-37.3%	15.6	19.3	-19.1%
37	Crosstown Shuttle	14.2	16.5	-13.8%	14.6	16.0	-9.3%
	Booster Services	89.8	95.2	-5.7%	88.8	93.6	-5.1%
System Subtotal		30.3	34.4	-11.9%	29.1	33.6	-13.5%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	25.0	22.7	10.4%	27.6	26.1	5.8%
31	East Beach Waterfront Shuttle	16.0	14.8	7.7%	17.5	17.6	-0.5%
32	West Beach Waterfront Shuttle	14.6	20.2	-27.6%	16.2	21.0	-22.7%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
<b>System Total</b>		<b>29.8</b>	<b>33.5</b>	<b>-10.9%</b>	<b>28.8</b>	<b>32.9</b>	<b>-12.5%</b>

<i>Related Routes</i>							
20, 21x	Carpinteria	20.1	22.8	-12.2%	20.8	23.7	-12.4%
1, 2, 37	East/West & Crosstown	26.0	31.5	-17.4%	26.4	32.0	-17.6%
4, 5, 15x, 16, 17	Mesa Lines	32.4	39.8	-18.5%	31.8	39.2	-18.8%
6, 11	State/Hollister	31.6	35.5	-10.9%	30.6	35.0	-12.5%
7, 8, 9	Calle Real	17.0	23.1	-26.5%	18.3	24.2	-24.1%

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

# Planning

## MTD "At Capacity" Loads \* (October – December 2016)

LINE	Quarter			YTD			
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	6	11	-45.5%	10	16	-37.5%
2	East Santa Barbara	14	33	-57.6%	25	66	-62.1%
3	Oak Park	2	4	-50.0%	11	10	10.0%
4	Mesa / SBCC	4	2	100.0%	5	3	66.7%
5	Mesa / La Cumbre	8	6	33.3%	22	21	4.8%
6	Goleta	75	36	108.3%	167	99	68.7%
7	County Health / Fairview	5	5	0.0%	9	20	-55.0%
8	County Health	-	4	-100.0%	1	4	-75.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	4	2	100.0%	4	2	100.0%
11	UCSB	103	115	-10.4%	156	206	-24.3%
12x	Goleta Express	12	15	-20.0%	30	34	-11.8%
14	Montecito	1	6	-83.3%	4	11	-63.6%
15x	SBCC / UCSB Express	48	47	2.1%	83	89	-6.7%
16	City College Shuttle	7	38	-81.6%	17	52	-67.3%
17	Lower West / SBCC	4	7	-42.9%	15	32	-53.1%
20	Carpinteria	8	21	-61.9%	19	38	-50.0%
21x	Carpinteria Express	1	1	0.0%	6	6	0.0%
23	Winchester Canyon	4	-	100.0%	5	-	100.0%
24x	UCSB Express	103	169	-39.1%	199	336	-40.8%
25	Elwood	4	-	100.0%	5	-	100.0%
27	Isla Vista Shuttle	35	146	-76.0%	39	163	-76.1%
28	UCSB Shuttle	79	-	100.0%	79	-	100.0%
36	Seaside Shuttle	-	11	-100.0%	5	27	-81.5%
37	Crosstown Shuttle	5	2	150.0%	5	6	-16.7%
	Booster Services	56	145	-61.4%	95	220	-56.8%
System Subtotal		588	826	-28.8%	1,016	1,461	-30.5%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	22	12	83.3%	85	158	-46.2%
31	East Beach Waterfront Shuttle	3	-	100	7	8	-12.5%
32	West Beach Waterfront Shuttle	-	-	0	-	-	0.0%
<i>Related Routes</i>							
20, 21x Carpinteria		9	22	-59.1%	25	44	-43.2%
1, 2, 37 East/West & Crosstown		25	46	-45.7%	40	88	-54.5%
4, 5, 15x, 16, 17 Mesa Lines		71	100	-29.0%	142	197	-27.9%
6, 11 State/Hollister		178	151	17.9%	323	305	5.9%
7, 8, 9 Calle Real, Fairview		5	9	-44.4%	10	24	-58.3%
<i>Unknown/Miscellaneous</i>							
		3	3	100.0%	23	3	100.0%
System Total		616	841	-26.8%	1,131	1,630	-30.6%

\* 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 \* (October – December 2016)

LINE	Quarter			YTD		
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change
1 West Santa Barbara	3	4	-25.0%	7	5	40.0%
2 East Santa Barbara	4	18	-77.8%	10	32	-68.8%
3 Oak Park	2	-	100.0%	5	1	400.0%
4 Mesa / SBCC	-	-	0.0%	1	-	100.0%
5 Mesa / La Cumbre	1	4	-75.0%	2	13	-84.6%
6 Goleta	31	24	29.2%	63	72	-12.5%
7 County Health / Fairview	-	4	-100.0%	2	9	-77.8%
8 County Health	-	-	0.0%	-	-	0.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10 Cathedral Oaks	2	-	100.0%	2	-	100.0%
11 UCSB	150	142	5.6%	178	209	-14.8%
12x Goleta Express	5	13	-61.5%	23	36	-36.1%
14 Montecito	-	-	0.0%	3	-	100.0%
15x SBCC / UCSB Express	24	39	-38.5%	52	126	-58.7%
16 City College Shuttle	3	16	-81.3%	6	23	-73.9%
17 Lower West / SBCC	-	-	0.0%	6	11	-45.5%
20 Carpinteria	1	16	-93.8%	5	18	-72.2%
21x Carpinteria Express	-	-	0.0%	-	1	-100.0%
23 Winchester Canyon	3	-	100.0%	4	-	100.0%
24x UCSB Express	175	221	-20.8%	291	445	-34.6%
25 Ellwood	3	-	100.0%	4	-	100.0%
27 Isla Vista Shuttle	119	109	9.2%	134	122	9.8%
28 UCSB Shuttle	223	-	100.0%	223	-	100.0%
36 Seaside Shuttle	1	2	-50.0%	11	6	83.3%
37 Crosstown Shuttle	4	2	100.0%	5	5	0.0%
Booster Services	31	75	-58.7%	50	114	-56.1%
<b>System Subtotal</b>	<b>785</b>	<b>689</b>	<b>13.9%</b>	<b>1,087</b>	<b>1,248</b>	<b>-12.9%</b>
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	127	79	60.8%	445	462	-3.7%
31 East Beach Waterfront Shuttle	18	4	350.0%	29	14	107.1%
32 West Beach Waterfront Shuttle	1	4	-75.0%	2	8	-75.0%
<i>Related Routes</i>						
20, 21x Carpinteria	1	16	-93.8%	5	19	-73.7%
1, 2, 37 East/West & Crosstown	11	24	-54.2%	22	42	-47.6%
4, 5, 15x, 16, 17 Mesa Lines	28	59	-52.5%	67	173	-61.3%
6, 11 State/Hollister	181	166	9.0%	241	281	-14.2%
7, 8, 9 Calle Real, Fairview	-	4	-100.0%	2	9	-77.8%
<i>Unknown/Miscellaneous</i>						
	10	4	150.0%	48	9	433.3%
<b>System Total</b>	<b>941</b>	<b>780</b>	<b>20.6%</b>	<b>1,611</b>	<b>1,741</b>	<b>-7.5%</b>

\* 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 (October – December 2016)

LINE	Quarter			YTD		
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change
1 West Santa Barbara	569	603	-5.6%	1,202	1,231	-2.4%
2 East Santa Barbara	1,414	1,499	-5.7%	2,908	3,052	-4.7%
3 Oak Park	446	595	-25.0%	858	1,368	-37.3%
4 Mesa / SBCC	382	517	-26.1%	921	1,172	-21.4%
5 Mesa / La Cumbre	754	714	5.6%	1,566	1,500	4.4%
6 Goleta	3,987	4,214	-5.4%	7,936	9,012	-11.9%
7 County Health / Fairview	1,533	756	102.8%	2,755	1,671	64.9%
8 County Health	-	551	-100.0%	330	1,232	-73.2%
9 Calle Real / Old Town Shuttle	-	114	-100.0%	51	203	-74.9%
10 Cathedral Oaks	104	123	-15.4%	250	288	-13.2%
11 UCSB	5,835	6,635	-12.1%	11,227	12,960	-13.4%
12x Goleta Express	1,847	2,270	-18.6%	4,011	4,591	-12.6%
14 Montecito	391	454	-13.9%	863	991	-12.9%
15x SBCC / UCSB Express	1,069	1,250	-14.5%	1,857	2,383	-22.1%
16 City College Shuttle	251	395	-36.5%	425	631	-32.6%
17 Lower West / SBCC	312	330	-5.5%	716	747	-4.1%
20 Carpinteria	1,824	2,101	-13.2%	3,684	4,394	-16.2%
21x Carpinteria Express	718	813	-11.7%	1,393	1,626	-14.3%
23 Winchester Canyon	317	270	17.4%	617	491	25.7%
24x UCSB Express	3,495	3,905	-10.5%	6,936	7,564	-8.3%
25 Ellwood	406	163	149.1%	624	347	79.8%
27 Isla Vista Shuttle	472	833	-43.3%	779	1,229	-36.6%
28 UCSB Shuttle	839	-	100.0%	839	-	100.0%
36 Seaside Shuttle <sup>1</sup>	-	-	0.0%	-	-	0.0%
37 Crosstown Shuttle <sup>1</sup>	20	-	100.0%	20	-	100.0%
Booster Services	54	44	22.7%	96	77	24.7%
<b>System Subtotal</b>	<b>27,039</b>	<b>29,149</b>	<b>-7.2%</b>	<b>52,864</b>	<b>58,760</b>	<b>-10.0%</b>
<i>Downtown Waterfront Shuttles <sup>1</sup></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	2,542	2,914	-12.8%	5,077	6,020	-15.7%
1,2,37 East/West & Crosstown	2,003	2,102	-4.7%	4,130	4,283	-3.6%
4, 5, 15x, 16, 17 Mesa Lines	2,768	3,206	-13.7%	5,485	6,433	-14.7%
6,11 State/Hollister	9,822	10,849	-9.5%	19,163	21,972	-12.8%
7, 8, 9 Calle Real/Fairview	1,533	1,421	7.9%	3,136	3,106	1.0%
<i>Unknown/Miscellaneous</i>						
	101	58	74.1%	610	112	444.6%
<b>System Total</b>	<b>27,140</b>	<b>29,207</b>	<b>-7.1%</b>	<b>53,474</b>	<b>58,872</b>	<b>-9.2%</b>

<sup>1</sup> MTD electric shuttles cannot carry bicycles.

# Planning

## MTD Wheelchairs Boarded (October – December 2016)

LINE	Quarter			YTD			
	Oct 16 - Dec 16	Oct 15 - Dec 15	% Change	FY 2016-2017	FY2015- 2016	% Change	
1	West Santa Barbara	300	325	-7.7%	665	689	-3.5%
2	East Santa Barbara	484	503	-3.8%	1,009	994	1.5%
3	Oak Park	339	443	-23.5%	749	793	-5.5%
4	Mesa / SBCC	27	23	17.4%	70	53	32.1%
5	Mesa / La Cumbre	202	182	11.0%	398	409	-2.7%
6	Goleta	566	627	-9.7%	1,092	1,271	-14.1%
7	County Health / Fairview	458	345	32.8%	890	620	43.5%
8	County Health	-	191	-100.0%	86	348	-75.3%
9	Calle Real / Old Town Shuttle	-	69	-100.0%	33	147	-77.6%
10	Cathedral Oaks	4	2	100.0%	9	3	200.0%
11	UCSB	598	771	-22.4%	1,221	1,503	-18.8%
12x	Goleta Express	171	188	-9.0%	361	389	-7.2%
14	Montecito	53	55	-3.6%	124	133	-6.8%
15x	SBCC / UCSB Express	61	13	369.2%	121	23	426.1%
16	City College Shuttle	88	72	22.2%	163	113	44.2%
17	Lower West / SBCC	66	25	164.0%	138	54	155.6%
20	Carpinteria	284	482	-41.1%	533	816	-34.7%
21x	Carpinteria Express	66	92	-28.3%	139	139	0.0%
23	Winchester Canyon	16	19	-15.8%	33	29	13.8%
24x	UCSB Express	136	111	22.5%	273	226	20.8%
25	Ellwood	19	16	18.8%	34	37	-8.1%
27	Isla Vista Shuttle	4	12	-66.7%	11	29	-62.1%
28	UCSB Shuttle	15	-	100.0%	15	-	100.0%
36	Seaside Shuttle	14	41	-65.9%	36	68	-47.1%
37	Crosstown Shuttle	12	20	-40.0%	47	41	14.6%
	Booster Services	2	5	100.0%	3	5	-40.0%
<b>System Subtotal</b>		<b>3,985</b>	<b>4,632</b>	<b>-14.0%</b>	<b>8,253</b>	<b>8,932</b>	<b>-7.6%</b>
<b><i>Downtown Waterfront Shuttles</i></b>							
30	State Street Shuttle	261	131	99.2%	506	296	70.9%
31	East Beach Waterfront Shuttle	31	57	-45.6%	65	93	-30.1%
32	West Beach Waterfront Shuttle	3	16	-81.3%	10	22	-54.5%
<b><i>Related Routes</i></b>							
20, 21x Carpinteria		350	574	-39.0%	672	955	-29.6%
1, 2, 37 East/West & Crosstown		796	848	-6.1%	1,721	1,724	-0.2%
4, 5, 15x, 16, 17 Mesa Lines		444	315	41.0%	890	652	36.5%
6, 11 State/Hollister		1,164	1,398	-16.7%	2,313	2,774	-16.6%
7, 8, 9 Calle Real/Fairview		458	605	-24.3%	1,009	1,115	-9.5%
<b><i>Unknown/Miscellaneous</i></b>							
		10	11	-9.1%	36	12	200.0%
<b>System Total</b>		<b>4,290</b>	<b>4,847</b>	<b>-11.5%</b>	<b>8,870</b>	<b>9,355</b>	<b>-5.2%</b>

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