



System Ridership Report: May 2017

System-wide ridership increased 1.9%, or approximately 11,000 passengers, for the month of May as compared to May 2016. MTD provided an extra day of weekday service this May and could account for the increase. UCSB was in session one more day this year and had a 25.3% increase in ridership.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
General Fare	81,683	81,871	-0.2%	841,933	932,141	-9.7%
Transfers	52,995	49,510	7.0%	485,409	555,211	-12.6%
Full Fare Prepaid ⁽¹⁾	83,730	91,606	-8.6%	890,187	1,061,410	-16.1%
Santa Barbara City College	45,478	56,951	-20.1%	686,382	872,394	-21.3%
Senior & Disabled Prepaid ⁽²⁾	60,519	60,164	0.6%	616,302	634,127	-2.8%
Shuttle (DWE & Seaside)	16,924	20,037	-15.5%	200,781	232,777	-13.7%
UC Santa Barbara	161,425	128,855	25.3%	1,238,006	1,050,459	17.9%
Student Prepaid ⁽³⁾	55,565	57,590	-3.5%	548,844	608,112	-9.7%
Free	12,435	12,794	-2.8%	120,749	145,403	-17.0%
My Ride	7,633	8,539	-10.6%	87,220	99,062	-12.0%
Senior	16,253	15,825	2.7%	175,225	169,691	3.3%
Persons with Disabilities	3,366	3,122	7.8%	35,037	34,702	1.0%
Tokens	2,249	2,257	-0.4%	24,103	22,944	5.1%
Total	600,255	589,121	1.9%	5,950,178	6,418,433	-7.3%

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

Table B: Revenue Hours and Revenue Miles

Metrics	Month			Fiscal Year to Date		
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
Passengers	600,255	589,121	1.9%	5,950,178	6,418,433	-7.3%
Revenue Hours	18,959	17,895	5.9%	199,807	193,493	3.3%
Passengers per Rev Hour	31.66	32.92	-3.8%	29.78	33.17	-10.2%
Miles	231,351	217,083	6.6%	2,433,965	2,347,267	3.7%
Passengers per Mile	2.59	2.71	-4.4%	2.44	2.73	-10.6%

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

Table C: May 2017 System Ridership

LINE	Month			Fiscal Year to Date		
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
1 West Santa Barbara	30,343	33,526	-9.5%	312,320	364,591	-14.3%
2 East Santa Barbara	45,933	48,747	-5.8%	476,180	553,797	-14.0%
3 Oak Park	18,202	16,736	8.8%	181,482	187,802	-3.4%
4 Mesa/SBCC	10,409	12,169	-14.5%	113,699	131,379	-13.5%
5 Mesa / La Cumbre	11,992	11,454	4.7%	128,610	147,463	-12.8%
6 Goleta	50,824	52,906	-3.9%	533,523	600,404	-11.1%
7 County Health / Fairview	23,146	10,069	129.9%	217,747	120,578	80.6%
8 County Health	-	8,199	-100.0%	13,743	93,178	-85.3%
9 Calle Real / Old Town Shuttle	-	2,942	-100.0%	4,257	33,134	-87.2%
10 Cathedral Oaks	2,090	2,181	-4.2%	20,043	25,305	-20.8%
11 UCSB	94,638	99,510	-4.9%	889,591	1,036,353	-14.2%
12x Goleta Express	17,948	20,314	-11.6%	199,039	225,934	-11.9%
14 Montecito	7,641	7,228	5.7%	77,692	86,417	-10.1%
15x SBCC / UCSB Express	15,696	20,078	-21.8%	237,050	316,178	-25.0%
16 City College Shuttle	5,161	6,590	-21.7%	88,960	128,688	-30.9%
17 Lower West / SBCC	13,043	12,893	1.2%	141,973	157,963	-10.1%
20 Carpinteria	23,923	25,365	-5.7%	260,876	289,893	-10.0%
21x Carpinteria Express	7,592	7,465	1.7%	78,031	87,754	-11.1%
23 Winchester Canyon	4,372	4,760	-8.2%	53,100	56,392	-5.8%
24x UCSB Express	55,593	68,186	-18.5%	545,776	662,340	-17.6%
25 Ellwood	6,023	3,778	59.4%	55,349	43,658	26.8%
27 Isla Vista Shuttle	36,726	42,204	-13.0%	277,921	327,819	-15.2%
28 UCSB Shuttle	50,801	-	100.0%	360,460	-	100.0%
36 Seaside Shuttle	5,246	7,242	-27.6%	56,701	75,406	-24.8%
37 Crosstown Shuttle	7,774	7,913	-1.8%	79,655	87,848	-9.3%
Booster Services	28,943	29,056	-0.4%	233,607	245,475	-4.8%
System Subtotal	574,059	561,511	2.2%	5,637,385	6,085,749	-7.4%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	22,006	22,578	-2.5%	260,026	270,560	-3.9%
31 East Beach Waterfront Shuttle	2,594	3,184	-18.5%	36,585	39,238	-6.8%
32 West Beach Waterfront Shuttle	1,596	1,848	-13.6%	16,449	26,088	-36.9%
Unknown/Miscellaneous	-	-	0.0%	-	-	0.0%
System Total	600,255	589,121	1.9%	5,950,445	6,421,635	-7.3%
Related Routes						
20, 21x Carpinteria	31,515	32,830	-4.0%	338,907	377,647	-10.3%
1, 2, 37 East/West & Crosstown	84,050	90,186	-6.8%	868,155	1,006,236	-13.7%
4, 5, 15x, 16, 17 Mesa Lines	56,301	63,184	-10.9%	710,292	881,671	-19.4%
7, 8, 9 Calle Real	23,146	21,210	9.1%	235,747	246,890	-4.5%
6, 11 State/Hollister	145,462	152,416	-4.6%	1,423,114	1,636,757	-13.1%

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: May 2017 - Passengers per Hour

LINE	Month			Fiscal Year to Date			
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change	
1	West Santa Barbara	30.2	34.1	-11.3%	29.2	34.9	-16.1%
2	East Santa Barbara	28.8	31.3	-7.9%	28.1	33.7	-16.7%
3	Oak Park	21.9	19.0	15.0%	19.9	19.7	1.1%
4	Mesa/SBCC	25.9	31.1	-16.7%	26.7	30.9	-13.5%
5	Mesa / La Cumbre	19.9	19.3	2.9%	20.0	22.9	-12.7%
6	Goleta	31.7	31.8	-0.3%	31.2	33.6	-7.2%
7	Calle Real / Fairview	17.5	22.5	-22.4%	17.3	25.0	-30.9%
8	Calle Real / Turnpike	-	26.0	-100.0%	26.0	27.3	-4.5%
9	Calle Real / Old Town Shuttle	-	13.5	-100.0%	11.7	14.1	-17.3%
10	Cathedral Oaks	13.8	16.7	-17.4%	13.3	17.9	-25.6%
11	UCSB	37.4	37.8	-1.0%	32.5	36.4	-10.7%
12x	Goleta Express	29.4	33.5	-12.2%	30.5	35.1	-13.1%
14	Montecito	17.6	17.4	1.7%	16.8	18.7	-10.4%
15x	SBCC / UCSB Express	28.0	36.4	-23.2%	35.5	45.5	-21.9%
16	City College Shuttle	29.3	40.7	-28.1%	36.1	52.3	-31.0%
17	Lower West / SBCC	46.2	47.1	-1.8%	47.7	53.1	-10.3%
20	Carpinteria	20.3	21.9	-7.3%	20.4	23.2	-12.1%
21x	Carpinteria Express	23.9	20.8	15.0%	22.5	22.2	1.4%
23	Winchester Canyon	21.3	17.0	24.8%	22.2	18.6	19.4%
24x	UCSB Express	51.8	63.3	-18.2%	47.9	59.1	-19.0%
25	Elwood	29.8	29.3	1.6%	27.1	31.2	-13.1%
27	Isla Vista Shuttle	52.5	62.3	-15.8%	44.4	52.0	-14.6%
28	UCSB Shuttle	68.9	-	100.0%	64.3	-	100.0%
36	Seaside Shuttle	14.3	20.1	-28.7%	14.6	19.4	-24.9%
37	Crosstown Shuttle	14.4	15.3	-6.1%	14.2	15.7	-9.6%
	Booster Services	86.6	91.5	-5.3%	87.2	91.6	-4.8%
System Average		32.3	33.6	-3.9%	30.2	33.9	-10.8%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	24.4	24.9	-1.9%	25.7	25.5	0.8%
31	East Beach Waterfront Shuttle	13.1	16.5	-20.8%	16.3	17.5	-6.9%
32	West Beach Waterfront Shuttle	17.0	19.8	-14.2%	15.7	22.2	-29.4%
System Total		31.7	32.9	-3.8%	29.8	33.2	-10.2%

Related Routes							
20, 21x	Carpinteria	21.1	21.6	-2.6%	20.8	22.9	-9.2%
1, 2, 37	East/West & Crosstown	26.8	29.5	-9.2%	26.1	31.0	-15.7%
4, 5, 15x, 16, 17	Mesa Lines	27.8	32.0	-13.2%	31.1	38.2	-18.5%
7, 8, 9	Calle Real/Fairview	17.5	21.6	-19.2%	17.5	23.3	-25.1%
6, 11	State/Hollister	35.2	35.5	-0.8%	32.0	35.3	-9.4%

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

Table E: May 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		
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
1 West Santa Barbara	-	3	-100.0%	30	29	3.4%
2 East Santa Barbara	2	11	-81.8%	50	122	-59.0%
3 Oak Park	4	1	300.0%	28	16	75.0%
4 Mesa/SBCC	-	2	-100.0%	10	10	0.0%
5 Mesa / La Cumbre	-	-	0.0%	34	35	-2.9%
6 Goleta	5	12	-58.3%	215	151	42.4%
7 Calle Real / Fairview	3	2	50.0%	18	31	-41.9%
8 Calle Real / Turnpike	-	1	-100.0%	2	8	-75.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	2	-100.0%
10 Cathedral Oaks	-	1	-100.0%	7	5	40.0%
11 UCSB	31	61	-49.2%	312	474	-34.2%
12x Goleta Express	2	6	-66.7%	47	54	-13.0%
14 Montecito	-	1	-100.0%	6	13	-53.8%
15x SBCC / UCSB Express	2	2	0.0%	154	162	-4.9%
16 City College Shuttle	-	1	-100.0%	18	58	-69.0%
17 Lower West / SBCC	1	1	0.0%	24	39	-38.5%
20 Carpinteria	1	1	0.0%	26	59	-55.9%
21x Carpinteria Express	-	1	-100.0%	10	10	0.0%
23 Winchester Canyon	-	-	0.0%	7	2	250.0%
24x UCSB Express	29	43	-32.6%	404	632	-36.1%
25 Elwood	-	-	0.0%	6	1	500.0%
27 Isla Vista Shuttle	5	8	-37.5%	100	303	-67.0%
28 UCSB Shuttle	53	-	100.0%	256	-	100.0%
36 Seaside Shuttle	-	4	-100.0%	5	42	-88.1%
37 CrossTown Shuttle	-	1	-100.0%	11	12	-8.3%
Booster Services	16	27	-40.7%	194	403	-51.9%
System Subtotal	154	190	-18.9%	1,974	2,673	-26.2%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	14	3	366.7%	145	186	-22.0%
31 East Beach Waterfront Shuttle	3	-	100.0%	12	8	50.0%
32 West Beach Waterfront Shuttle	-	-	0.0%	1	2	-50.0%
Unknown	-	-	0.0%	23	22	4.5%
System Total	171	193	-11.4%	2,155	2,891	-25.5%

Table F: May 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		
		May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
1	West Santa Barbara	1	2	-50.0%	14	8	75.0%
2	East Santa Barbara	2	5	-60.0%	23	43	-46.5%
3	Oak Park	1	-	100.0%	9	2	350.0%
4	Mesa/SBCC	-	-	0.0%	1	-	100.0%
5	Mesa / La Cumbre	1	-	100.0%	9	25	-64.0%
6	Goleta	5	1	400.0%	94	83	13.3%
7	Calle Real / Fairview	2	-	100.0%	4	12	-66.7%
8	Calle Real / Turnpike	-	-	0.0%	-	-	0.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	-	-	0.0%	2	-	100.0%
11	UCSB	56	72	-22.2%	460	549	-16.2%
12x	Goleta Express	-	-	0.0%	34	40	-15.0%
14	Montecito	-	-	0.0%	3	1	200.0%
15x	SBCC / UCSB Express	-	1	-100.0%	111	183	-39.3%
16	City College Shuttle	-	-	0.0%	6	29	-79.3%
17	Lower West / SBCC	-	-	0.0%	6	11	-45.5%
20	Carpinteria	-	-	0.0%	6	19	-68.4%
21x	Carpinteria Express	-	-	0.0%	-	1	-100.0%
23	Winchester Canyon	1	-	100.0%	9	-	100.0%
24x	UCSB Express	31	56	-44.6%	550	804	-31.6%
25	Elwood	-	-	0.0%	4	-	100.0%
27	Isla Vista Shuttle	27	35	-22.9%	372	349	6.6%
28	UCSB Shuttle	121	-	100.0%	775	-	100.0%
36	Seaside Shuttle	-	-	0.0%	13	8	62.5%
37	Crosstown Shuttle	-	-	0.0%	11	9	22.2%
	Booster Services	17	21	-19.0%	117	219	-46.6%
System Subtotal		265	193	37.3%	2,633	2,395	9.9%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	28	35	-20.0%	621	622	-0.2%
31	East Beach Waterfront Shuttle	-	3	-100.0%	44	28	57.1%
32	West Beach Waterfront Shuttle	-	4	-100.0%	12	18	-33.3%
Unknown		-	-	0.0%	52	26	100.0%
System Total		293	235	24.7%	3,362	3,089	8.8%

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

Table G: May 2017 – Bicycles Carried

LINE	Month			Fiscal Year to Date		
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
1 West Santa Barbara	192	211	-9.0%	2,153	2,242	-4.0%
2 East Santa Barbara	465	507	-8.3%	5,038	5,586	-9.8%
3 Oak Park	166	184	-9.8%	1,658	2,261	-26.7%
4 Mesa/SBCC	143	227	-37.0%	1,576	2,035	-22.6%
5 Mesa / La Cumbre	207	282	-26.6%	2,536	2,671	-5.1%
6 Goleta	1,000	1,471	-32.0%	13,175	15,269	-13.7%
7 Calle Real / Fairview	428	234	82.9%	4,799	2,707	77.3%
8 Calle Real / Turnpike	-	159	-100.0%	330	1,979	-83.3%
9 Calle Real / Old Town Shuttle	-	36	-100.0%	51	371	-86.3%
10 Cathedral Oaks	18	34	-47.1%	367	470	-21.9%
11 UCSB	1,686	2,490	-32.3%	20,067	23,759	-15.5%
12x Goleta Express	572	743	-23.0%	6,510	7,954	-18.2%
14 Montecito	61	146	-58.2%	1,279	1,653	-22.6%
15x SBCC / UCSB Express	280	244	14.8%	3,589	3,829	-6.3%
16 City College Shuttle	29	40	-27.5%	778	1,042	-25.3%
17 Lower West / SBCC	99	98	1.0%	1,090	1,224	-10.9%
20 Carpinteria	570	617	-7.6%	6,493	7,383	-12.1%
21x Carpinteria Express	251	187	34.2%	2,517	2,486	1.2%
23 Winchester Canyon	92	113	-18.6%	1,072	973	10.2%
24x UCSB Express	1,123	1,463	-23.2%	12,152	14,114	-13.9%
25 Elwood	130	47	176.6%	1,179	609	93.6%
27 Isla Vista Shuttle	163	223	-26.9%	1,707	2,653	-35.7%
28 UCSB Shuttle	377	-	100.0%	2,472	-	100.0%
36 Seaside Shuttle*	-	-	0.0%	-	-	0.0%
37 Crosstown Shuttle	2	-	100.0%	33	-	100.0%
Booster services	8	46	-82.6%	147	253	-41.9%
System Subtotal	8,062	9,802	-17.8%	92,768	103,523	-10.4%
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	44	19	131.6%	737	698	5.6%
System Total	8,106	9,821	-17.5%	93,505	104,221	-10.3%

* The electric shuttles cannot carry bicycles.

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

Table H: May 2017 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date		
	May 17	May 16	%Change	Jul 16 - May 17	Jul 15 - May 16	%Change
1 West Santa Barbara	139	134	3.7%	1,269	1,247	1.8%
2 East Santa Barbara	224	169	32.5%	2,002	1,755	14.1%
3 Oak Park	98	169	-42.0%	1,268	1,511	-16.1%
4 Mesa/SBCC	11	33	-66.7%	121	145	-16.6%
5 Mesa / La Cumbre	62	81	-23.5%	682	747	-8.7%
6 Goleta	200	226	-11.5%	2,031	2,296	-11.5%
7 Calle Real / Fairview	152	98	55.1%	1,665	1,045	59.3%
8 Calle Real / Turnpike	-	63	-100.0%	86	624	-86.2%
9 Calle Real / Old Town Shuttle	-	17	-100.0%	33	233	-85.8%
10 Cathedral Oaks	1	1	0.0%	11	14	-21.4%
11 UCSB	214	262	-18.3%	2,242	2,652	-15.5%
12x Goleta Express	65	57	14.0%	642	690	-7.0%
14 Montecito	36	22	63.6%	310	222	39.6%
15x SBCC / UCSB Express	10	21	-52.4%	207	132	56.8%
16 City College Shuttle	11	18	-38.9%	265	234	13.2%
17 Lower West / SBCC	10	34	-70.6%	232	147	57.8%
20 Carpinteria	116	147	-21.1%	1,187	1,632	-27.3%
21x Carpinteria Express	32	31	3.2%	272	323	-15.8%
23 Winchester Canyon	-	7	-100.0%	54	62	-12.9%
24x UCSB Express	68	42	61.9%	508	398	27.6%
25 Elwood	5	1	400.0%	60	45	33.3%
27 Isla Vista Shuttle	4	11	-63.6%	26	61	-57.4%
28 UCSB Shuttle	5	-	100.0%	861	-	100.0%
36 Seaside Shuttle	3	11	-72.7%	48	107	-55.1%
37 Crossstown Shuttle	5	6	-16.7%	69	68	1.5%
Booster Services	-	2	-100.0%	6	8	-25.0%
System Subtotal	1,471	1,663	-11.5%	16,157	16,398	-1.5%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	68	43	58.1%	55	539	-89.8%
31 East Beach Waterfront Shuttle	5	13	-61.5%	96	145	-33.8%
32 West Beach Waterfront Shuttle	4	5	-20.0%	22	46	-52.2%
Unknown	2	2	0.0%	54	48	12.5%
System Total	1,550	1,726	-10.2%	16,384	17,176	-4.6%

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

Table I: Ridership by Day Type

May 2017				May 2016					
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership	
Weekday	511,851	22	23,266	488,767	21	23,275	-9	0.0%	
Saturday	45,886	4	11,472	47,494	4	11,874	-402	-3.4%	
Sunday	42,518	5	8,504	52,860	6	8,810	-306	-3.5%	
Total	600,255	31	19,363	589,121	31	19,004	359	1.9%	

FY 2017				FY 2016					
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership	
Weekday	4,964,148	229	21,678	5,330,115	228	23,378	-1,700	-7.3%	
Saturday	571,907	52	10,998	628,651	52	12,089	-1,091	-9.0%	
Sunday	414,390	52	7,969	462,869	54	8,572	-603	-7.0%	
Total	5,950,445	333	17,869	6,421,635	334	19,226	-1,357	-7.1%	

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

External Factors Affecting Ridership

Service Days & School Days: MTD provided one more day of weekday service this May as compared to May 2016. SBCC and UCSB had one more school day this May.

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
May 17	22	4	5	21	10 + 12 SS	22
May 16	21	4	6	21	10 + 11 SS	21

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

Weather: Average temperatures for May 2017 were comparable to last May. The number of precipitation days for the month of May were equivalent to last year, with a total of one day.

	Temperature (°F)	High	Average	Low	Precipitation
May 17	Maximum	82	68	57	Weekday: 0.12 in (1 day)
	Mean	69	60	51	Saturday: 0 in (0 days)
	Minimum	60	54	45	Sunday: 0 in (0 days)
May 16	Maximum	74	62	56	Weekday: 0.3 in (1 day)
	Mean	68	59	50	Saturday: 0 in (0 days)
	Minimum	63	55	45	Sunday: 0 in (0 days)

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.