



System Ridership Report: February 2019

System-wide ridership decreased by 2.7%, or less than 15,400 passengers, for the month of February as compared to February 2019. MTD provided the same weekday service days this year as compared to last year. UCSB ridership increased 6.5 % and SBCC ridership decreased 11.3%. UCSB and SBCC had the same amount of school days in February as compared to February 2018.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Feb-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
Persons with Disabilities Cash	2,187	2,714	-19.4%	21,803	22,537	-3.3%
Full Fare Prepaid ⁽¹⁾	77,338	70,498	9.7%	709,324	625,521	13.4%
Free	7,299	10,535	-30.7%	78,703	90,351	-12.9%
General Fare	56,835	63,012	-9.8%	561,525	582,679	-3.6%
Santa Barbara City College	61,599	69,461	-11.3%	420,908	449,396	-6.3%
Senior & Disabled Prepaid ⁽²⁾	51,736	55,261	-6.4%	479,227	455,285	5.3%
Shuttle	9,861	13,396	-26.4%	133,074	145,268	-8.4%
Senior Cash	11,927	12,749	-6.4%	112,824	114,828	-1.7%
Youth(K-12) Prepaid ⁽³⁾	48,349	47,629	1.5%	392,619	360,303	9.0%
Special Pass Programs	3,389	5,563	-39.1%	31,451	54,598	-42.4%
Tokens	1,389	1,873	-25.8%	12,505	15,752	-20.6%
Transfers	34,888	40,392	-13.6%	318,313	354,852	-10.3%
UC Santa Barbara	179,746	168,808	6.5%	961,858	839,243	14.6%
Total	546,543	561,891	-2.7%	4,234,134	4,110,613	3.0%

(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-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
Passengers	546,543	561,891	-2.7%	4,234,134	4,110,613	3.0%
Revenue Hours	17,326	17,302	0.1%	145,147	143,473	1.2%
Passengers per Rev Hour	31.54	32.48	-2.9%	29.17	28.65	1.8%
Revenue Miles	207,526	209,950	-1.2%	1,724,378	1,725,346	-0.1%
Passengers per Rev Mile	2.63	2.68	-1.6%	2.46	2.38	3.1%

*SOURCE: MTD PASSDAT PROGRAM, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table C: February 2019 System Ridership

LINE		Month			Fiscal Year to Date		
		Feb-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
1	West Santa Barbara	24,324	26,491	-8.2%	219,410	218,970	0.2%
2	East Santa Barbara	36,963	40,887	-9.6%	325,230	342,708	-5.1%
3	Oak Park	15,186	15,778	-3.8%	129,582	131,208	-1.2%
4	Mesa/SBCC	9,470	11,427	-17.1%	80,463	84,785	-5.1%
5	Mesa / La Cumbre	9,885	10,795	-8.4%	85,542	84,716	1.0%
6	Goleta	43,267	45,652	-5.2%	380,636	377,747	0.8%
7	County Health / Fairview	20,718	21,596	-4.1%	189,835	181,799	4.4%
10	Cathedral Oaks	1,463	1,644	-11.0%	12,266	11,768	4.2%
11	UCSB	89,889	89,862	0.0%	675,913	634,959	6.4%
12x	Goleta Express	14,904	15,618	-4.6%	130,306	129,531	0.6%
14	Montecito	5,463	5,142	6.2%	50,433	49,883	1.1%
15x	SBCC / UCSB Express	25,395	25,500	-0.4%	154,762	151,801	2.0%
16	City College Shuttle	11,202	10,689	4.8%	68,036	58,769	15.8%
17	Lower West / SBCC	10,408	12,963	-19.7%	87,005	99,490	-12.5%
20	Carpinteria	26,277	20,057	31.0%	228,830	177,096	29.2%
21x	Carpinteria Express	-	5,824	-100.0%	9,835	47,460	-79.3%
23	Winchester Canyon	4,944	4,555	8.5%	37,137	31,893	16.4%
24x	UCSB Express	50,486	47,804	5.6%	383,170	348,460	10.0%
25	Elwood	4,838	5,109	-5.3%	44,206	41,913	5.5%
27	Isla Vista Shuttle	36,680	37,097	-1.1%	196,716	186,406	5.5%
28	UCSB Shuttle	55,248	53,593	3.1%	295,754	263,464	12.3%
36	Seaside Shuttle	4,036	4,354	-7.3%	39,262	37,052	6.0%
37	Crosstown Shuttle	7,171	8,113	-11.6%	64,641	63,258	2.2%
90	West Goleta Amtrak Shuttle	626	-	100.0%	6,050	-	100.0%
91	East Goleta Amtrak Shuttle	377	-	100.0%	3,102	-	100.0%
92	Santa Barbara Amtrak Shuttle	460	-	100.0%	4,178	-	100.0%
	Booster Services	22,564	21,710	3.9%	155,189	138,429	12.1%
System Subtotal		532,244	542,260	-1.8%	4,057,489	3,893,565	4.2%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	12,222	16,755	-27.1%	144,431	176,302	-18.1%
31	East Beach Waterfront Shuttle	1,351	1,710	-21.0%	19,563	25,793	-24.2%
32	West Beach Waterfront Shuttle	726	1,166	-37.7%	12,651	14,953	-15.4%
DWS Total		14,299	19,631	-27.2%	176,645	217,048	-18.6%
System Total		546,543	561,891	-2.7%	4,234,134	4,110,613	3.0%

Related Routes							
20, 21x	Carpinteria	26,277	25,881	1.5%	238,665	224,556	6.3%
1, 2, 37	East/West & Crosstown	68,458	75,491	-9.3%	609,281	624,936	-2.5%
4, 5, 15x, 16, 17	Mesa Lines	66,360	71,374	-7.0%	475,808	479,561	-0.8%
6, 11	State/Hollister	133,156	135,514	-1.7%	1,056,549	1,012,706	4.3%

*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 2019 - Passengers per Hour

LINE		Month			Fiscal Year to Date		
		Feb-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
1	West Santa Barbara	28.5	31.0	-8.2%	30.0	29.5	1.7%
2	East Santa Barbara	27.8	30.7	-9.6%	28.5	29.6	-3.6%
3	Oak Park	20.7	21.5	-3.7%	20.6	20.8	-1.0%
4	Mesa/SBCC	26.5	32.0	-17.3%	26.3	27.7	-4.9%
5	Mesa / La Cumbre	18.2	20.0	-8.8%	18.4	18.4	0.2%
6	Goleta	27.7	29.2	-5.2%	28.4	28.7	-1.1%
7	Calle Real / Fairview	17.7	18.5	-4.1%	18.9	18.0	4.6%
10	Cathedral Oaks	11.2	12.6	-11.0%	10.9	10.4	4.9%
11	UCSB	38.2	38.1	0.0%	33.4	31.6	5.7%
12x	Goleta Express	26.4	27.7	-4.6%	26.8	26.9	0.0%
14	Montecito	13.9	13.1	6.3%	15.2	15.5	-2.1%
15x	SBCC / UCSB Express	36.2	36.0	0.6%	33.2	32.2	3.1%
16	City College Shuttle	38.9	37.1	4.8%	41.3	36.6	12.7%
17	Lower West / SBCC	41.8	52.1	-19.7%	40.8	46.5	-12.3%
20	Carpinteria	18.6	18.2	2.1%	19.8	20.0	-0.8%
21x	Carpinteria Express	-	18.3	-100.0%	17.6	18.7	-5.7%
23	Winchester Canyon	27.1	25.0	8.6%	23.7	20.3	16.9%
24x	UCSB Express	53.7	50.9	5.6%	47.3	42.9	10.1%
25	Elwood	23.1	24.4	-5.3%	24.6	24.0	2.5%
27	Isla Vista Shuttle	59.5	60.4	-1.4%	45.9	43.9	4.5%
28	UCSB Shuttle	84.0	81.3	3.3%	65.2	58.8	10.9%
36	Seaside Shuttle	12.5	13.3	-6.4%	14.1	13.8	1.9%
37	Crosstown Shuttle	15.4	17.4	-11.7%	16.2	15.8	2.1%
90	West Goleta Amtrak Shuttle	62.2	-	100.0%	69.6	-	100.0%
91	East Goleta Amtrak Shuttle	37.4	-	100.0%	35.7	-	100.0%
92	Santa Barbara Amtrak Shuttle	31.0	-	100.0%	32.7	-	100.0%
	Booster Services	81.8	79.2	3.2%	85.5	81.0	5.6%
System Average		32.5	33.2	-2.0%	30.0	29.1	3.0%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	16.5	22.6	-27.1%	19.9	24.8	-19.8%
31	East Beach Waterfront Shuttle	8.8	11.2	-21.2%	11.7	15.3	-23.7%
32	West Beach Waterfront Shuttle	9.7	15.5	-37.2%	16.0	18.8	-15.3%
DWS Average		14.8	33.2	-55.6%	18.1	22.6	-19.8%
System Total		31.5	32.5	-2.9%	29.2	28.6	1.8%

Related Routes							
20, 21x Carpinteria		49.4	46.6	5.9%	43.5	39.3	10.7%
1, 2, 37 East/West & Crosstown		28.1	30.8	-8.9%	29.1	29.5	-1.4%
4, 5, 15x, 16, 17 Mesa Lines		21.9	23.8	-8.1%	22.4	23.3	-3.6%
6, 11 State/Hollister		24.9	26.0	-4.1%	25.8	26.1	-1.3%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table E: February 2019 – ‘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-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
1 West Santa Barbara	5	6	-16.7%	27	41	-34.1%
2 East Santa Barbara	6	10	-40.0%	74	79	-6.3%
3 Oak Park	3	2	50.0%	8	6	33.3%
4 Mesa/SBCC	1	1	0.0%	4	9	-55.6%
5 Mesa / La Cumbre	2	3	-33.3%	16	24	-33.3%
6 Goleta	14	16	-12.5%	94	154	-39.0%
7 Calle Real / Fairview	-	3	-100.0%	32	13	146.2%
10 Cathedral Oaks	-	-	0.0%	3	2	50.0%
11 UCSB	43	47	-8.5%	275	248	10.9%
12x Goleta Express	7	6	16.7%	100	72	38.9%
14 Montecito	3	-	100.0%	23	11	109.1%
15x SBCC / UCSB Express	12	11	9.1%	161	68	136.8%
16 City College Shuttle	12	1	1100.0%	39	16	143.8%
17 Lower West / SBCC	-	3	-100.0%	7	11	-36.4%
20 Carpinteria	8	7	14.3%	63	27	133.3%
21x Carpinteria Express	-	3	-100.0%	1	4	-75.0%
23 Winchester Canyon	1	-	100.0%	7	4	75.0%
24x UCSB Express	45	33	36.4%	480	257	86.8%
25 Elwood	1	2	-50.0%	12	6	100.0%
27 Isla Vista Shuttle	71	62	14.5%	295	234	26.1%
28 UCSB Shuttle	29	43	-32.6%	98	150	-34.7%
36 Seaside Shuttle	-	-	0.0%	1	1	0.0%
37 Crosstown Shuttle	1	-	100.0%	7	5	40.0%
90 West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91 East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
Booster Services	31	9	244.4%	132	99	33.3%
System Subtotal	295	268	10.1%	1,959	1,541	27.1%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	-	15	-100.0%	53	91	-41.8%
31 East Beach Waterfront Shuttle	-	-	0.0%	1	7	-85.7%
32 West Beach Waterfront Shuttle	-	1	-100.0%	-	1	-100.0%
DWS Total	-	16	-100.0%	54	99	-45.5%
System Total	295	284	3.9%	2,013	1,640	22.7%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table F: February 2019 – ‘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-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
1 West Santa Barbara	-	3	-100.0%	13	6	116.7%
2 East Santa Barbara	2	3	-33.3%	7	22	-68.2%
3 Oak Park	1	-	100.0%	2	-	100.0%
4 Mesa/SBCC	-	-	0.0%	-	-	0.0%
5 Mesa / La Cumbre	-	-	0.0%	5	13	-61.5%
6 Goleta	13	9	44.4%	49	55	-10.9%
7 Calle Real / Fairview	1	-	100.0%	6	5	20.0%
10 Cathedral Oaks	-	-	0.0%	2	1	100.0%
11 UCSB	158	126	25.4%	625	477	31.0%
12x Goleta Express	3	4	-25.0%	66	40	65.0%
14 Montecito	-	-	0.0%	-	2	-100.0%
15x SBCC / UCSB Express	35	5	600.0%	165	36	358.3%
16 City College Shuttle	-	-	0.0%	3	5	-40.0%
17 Lower West / SBCC	-	-	0.0%	-	1	-100.0%
20 Carpinteria	2	-	100.0%	13	1	1200.0%
21x Carpinteria Express	-	-	0.0%	-	-	0.0%
23 Winchester Canyon	1	3	-66.7%	15	11	36.4%
24x UCSB Express	62	47	31.9%	487	310	57.1%
25 Ellwood	-	1	-100.0%	1	3	-66.7%
27 Isla Vista Shuttle	58	70	-17.1%	307	237	29.5%
28 UCSB Shuttle	92	104	-11.5%	425	430	-1.2%
36 Seaside Shuttle	-	-	0.0%	8	-	100.0%
37 Crossstown Shuttle	1	-	100.0%	3	1	200.0%
90 West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91 East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
Booster Services	13	5	160.0%	78	82	-4.9%
System Subtotal	442	380	16.3%	2,280	1,738	31.2%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	-	21	-100.0%	85	360	-76.4%
31 East Beach Waterfront Shuttle	-	-	0.0%	2	3	-33.3%
32 West Beach Waterfront Shuttle	-	-	0.0%	4	7	-42.9%
DWS Total	-	21	-100.0%	91	370	-75.4%
System Total	442	401	10.2%	2,371	2,108	12.5%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table G: February 2019 – Bicycles Carried

LINE	Month			Fiscal Year to Date		
	Feb-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change
1 West Santa Barbara	130	135	-3.7%	1,172	1,290	-9.1%
2 East Santa Barbara	340	346	-1.7%	3,047	3,237	-5.9%
3 Oak Park	119	134	-11.2%	1,183	1,159	2.1%
4 Mesa/SBCC	63	115	-45.2%	974	1,137	-14.3%
5 Mesa / La Cumbre	125	210	-40.5%	1,423	1,794	-20.7%
6 Goleta	790	997	-20.8%	8,368	8,758	-4.5%
7 Calle Real / Fairview	401	399	0.5%	4,473	4,172	7.2%
10 Cathedral Oaks	16	24	-33.3%	189	270	-30.0%
11 UCSB	1,308	1,688	-22.5%	13,814	13,436	2.8%
12x Goleta Express	392	461	-15.0%	3,805	4,506	-15.6%
14 Montecito	113	82	37.8%	850	852	-0.2%
15x SBCC / UCSB Express	253	348	-27.3%	2,106	2,405	-12.4%
16 City College Shuttle	50	97	-48.5%	408	515	-20.8%
17 Lower West / SBCC	46	77	-40.3%	492	640	-23.1%
20 Carpinteria	375	489	-23.3%	4,423	5,051	-12.4%
21x Carpinteria Express	-	144	-100.0%	199	1,415	-85.9%
23 Winchester Canyon	59	73	-19.2%	764	535	42.8%
24x UCSB Express	706	710	-0.6%	7,190	6,750	6.5%
25 Elwood	59	100	-41.0%	708	695	1.9%
27 Isla Vista Shuttle	140	265	-47.2%	924	1,314	-29.7%
28 UCSB Shuttle	203	532	-61.8%	1,582	2,152	-26.5%
36 Seaside Shuttle*	-	-	0.0%	2	-	100.0%
37 Crossstown Shuttle*	-	9	-100.0%	55	119	-53.8%
90 West Goleta Amtrak Shuttle	1	-	100.0%	14	-	100.0%
91 East Goleta Amtrak Shuttle	1	-	100.0%	28	-	100.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	5	-	100.0%
Booster services	15	27	-44.4%	77	137	-43.8%
System Subtotal	5,705	7,462	-23.5%	58,275	62,339	-6.5%
Downtown Waterfront Shuttles						
30 Downtown Shuttle*	-	2	-100.0%	-	3	-100.0%
31 East Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
32 West Beach Waterfront Shuttle*	-	-	0.0%	3	-	100.0%
DWS Total	-	2	-100.0%	3	3	0.0%
System Total	5,705	7,464	-23.6%	58,278	62,342	-6.5%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION
 *THE ELECTRIC SHUTTLE CANNOT CARRY BICYCLES, UNLESS REPLACED BY A DIESEL VEHICLE

Table H: February 2019 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date			
	Feb-19	Feb-18	%Change	Jul 18 - Feb 19	Jul 17 - Feb 18	%Change	
1	West Santa Barbara	104	184	-43.5%	992	1,306	-24.0%
2	East Santa Barbara	78	255	-69.4%	969	1,989	-51.3%
3	Oak Park	39	89	-56.2%	570	670	-14.9%
4	Mesa/SBCC	13	7	85.7%	115	79	45.6%
5	Mesa / La Cumbre	32	59	-45.8%	290	497	-41.6%
6	Goleta	127	174	-27.0%	1,229	1,469	-16.3%
7	Calle Real / Fairview	165	188	-12.2%	1,437	1,449	-0.8%
10	Cathedral Oaks	-	-	100.0%	10	4	150.0%
11	UCSB	179	220	-18.6%	1,686	1,815	-7.1%
12x	Goleta Express	35	54	-35.2%	388	466	-16.7%
14	Montecito	6	35	-82.9%	115	311	-63.0%
15x	SBCC / UCSB Express	3	22	-86.4%	63	166	-62.0%
16	City College Shuttle	56	49	14.3%	334	193	73.1%
17	Low er West / SBCC	6	24	-75.0%	117	148	-20.9%
20	Carpinteria	93	121	-23.1%	724	1,163	-37.7%
21x	Carpinteria Express	-	19	-100.0%	27	166	-83.7%
23	Winchester Canyon	2	2	0.0%	32	28	14.3%
24x	UCSB Express	46	41	12.2%	401	407	-1.5%
25	Ellw ood	2	8	-75.0%	49	54	-9.3%
27	Isla Vista Shuttle	-	1	-100.0%	27	43	-37.2%
28	UCSB Shuttle	-	12	-100.0%	36	68	-47.1%
36	Seaside Shuttle	3	8	-62.5%	20	35	-42.9%
37	Crosstow n Shuttle	24	22	9.1%	127	125	1.6%
90	West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91	East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92	Santa Barbara Amtrak Shuttle	-	-	100.0%	1	-	100.0%
	Booster Services	-	4	-100.0%	10	12	-16.7%
System Subtotal		1,013	1,598	-36.6%	9,769	12,663	-22.9%
Downtown Waterfront Shuttles							
30	Dow ntown Shuttle	35	91	-61.5%	558	524	6.5%
31	East Beach Waterfront Shuttle	16	14	14.3%	99	72	37.5%
32	West Beach Waterfront Shuttle	2	9	-77.8%	53	43	23.3%
DWS Total		53	114	-53.5%	710	639	11.1%
System Total		1,066	1,712	-37.7%	10,479	13,302	-21.2%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table I: Ridership by Day Type

February 2019

February 2018

	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	467,358	19	24,598	467,422	19	24,601	-3	0.0%
Saturday	49,497	5	9,899	56,825	5	11,365	-1,466	-12.9%
Sunday	29,688	4	7,422	37,644	4	9,411	-1,989	-21.1%
Total	546,543	28	19,519	561,891	28	20,068	-548	-2.7%

FY 2018

FY 2017

	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	3,514,056	163	21,559	3,379,852	164	20,609	950	4.6%
Saturday	401,961	38	10,578	413,503	38	10,882	-304	-2.8%
Sunday	318,117	40	7,953	317,258	39	8,135	-182	-2.2%
Total	4,234,134	241	17,569	4,110,613	241	17,056	513	3.0%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

External Factors Affecting Ridership

Service Days & School Days:

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Feb-19	19	5	4	18	18	19
Feb-18	19	5	4	18	18	19

*SOURCE: GREGORIAN CALENDAR, SB AREA SCHOOL DISTRICT, SBCC, UCSB. SS=SUMMER SESSION

Weather: In the month of February, there was 14 more days of rain compared to February 2018.

	Temperature (°F)	High	Average	Low	Precipitation
Feb-19	Maximum	62	57	53	Weekday: 2.85 in (10 Days)
	Mean	59	51	42	Saturday: 1.95 in(2 days) 5.27in
	Minimum	55	45	32	Sunday: 0.47 in (3 days)
Feb-18	Maximum	75	60	47	Weekday: 0.01 in (1 days)
	Mean	65	52	39	Saturday: 0 in (0 day) 0.01in
	Minimum	57	45	31	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.