



System Ridership Report: April 2019

System-wide ridership increased by 5.7%, or more than 34,000 passengers, for the month of April as compared to April 2018. MTD provided one more weekday service day this year as compared to last year. UCSB ridership increased 12.2 % and SBCC ridership decreased 7.3%. UCSB and SBCC had one more school day in April as compared to April 2018.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
Persons with Disabilities Cash	2,539	3,960	-35.9%	26,914	29,792	-9.7%
Full Fare Prepaid ⁽¹⁾	86,531	73,587	17.6%	878,115	771,527	13.8%
Free	10,908	10,612	2.8%	97,702	110,789	-11.8%
General Fare	68,886	67,668	1.8%	693,897	713,460	-2.7%
Santa Barbara City College	67,737	73,106	-7.3%	544,200	585,993	-7.1%
Senior & Disabled Prepaid ⁽²⁾	63,274	61,323	3.2%	603,183	575,229	4.9%
Shuttle	14,687	14,187	3.5%	161,388	171,426	-5.9%
Senior Cash	14,766	14,652	0.8%	141,168	142,720	-1.1%
Youth(K-12) Prepaid ⁽³⁾	56,565	48,852	15.8%	495,577	450,281	10.1%
Special Pass Programs	4,335	7,560	-42.7%	39,301	67,430	-41.7%
Tokens	1,544	1,826	-15.4%	15,475	19,691	-21.4%
Transfers	42,251	44,343	-4.7%	399,461	441,899	-9.6%
UC Santa Barbara	202,890	180,882	12.2%	1,303,439	1,158,285	12.5%
Total	636,913	602,558	5.7%	5,399,820	5,238,522	3.1%

(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		
	Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
Passengers	636,913	602,558	5.7%	5,398,958	5,238,523	3.1%
Revenue Hours	19,186	18,930	1.4%	182,941	181,456	0.8%
Passengers per Rev Hour	33.20	31.83	4.3%	29.51	28.87	2.2%
Revenue Miles	230,221	229,240	0.4%	2,175,727	2,184,064	-0.4%
Passengers per Rev Mile	2.77	2.63	5.3%	2.48	2.40	3.5%

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

Table C: April 2019 System Ridership

LINE	Month			Fiscal Year to Date		
	Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
1 West Santa Barbara	29,548	28,606	3.3%	276,094	274,452	0.6%
2 East Santa Barbara	44,819	42,732	4.9%	410,997	426,395	-3.6%
3 Oak Park	18,479	17,216	7.3%	164,640	164,577	0.0%
4 Mesa/SBCC	11,486	11,655	-1.5%	101,986	107,778	-5.4%
5 Mesa / La Cumbre	11,114	10,652	4.3%	106,794	105,488	1.2%
6 Goleta	49,697	49,124	1.2%	476,423	476,141	0.1%
7 County Health / Fairview	25,093	22,651	10.8%	238,696	226,260	5.5%
10 Cathedral Oaks	1,845	1,567	17.7%	15,398	14,627	5.3%
11 UCSB	100,633	95,264	5.6%	862,514	814,925	5.8%
12x Goleta Express	15,676	16,638	-5.8%	161,059	161,319	-0.2%
14 Montecito	6,522	5,892	10.7%	63,007	61,195	3.0%
15x SBCC / UCSB Express	28,425	25,866	9.9%	202,732	197,996	2.4%
16 City College Shuttle	12,291	12,822	-4.1%	89,434	81,128	10.2%
17 Lower West / SBCC	12,169	13,190	-7.7%	109,989	125,868	-12.6%
20 Carpinteria	30,214	22,480	34.4%	289,402	220,470	31.3%
21x Carpinteria Express	-	6,142	-100.0%	9,835	58,947	-83.3%
23 Winchester Canyon	3,884	4,741	-18.1%	44,576	40,626	9.7%
24x UCSB Express	55,703	51,313	8.6%	482,777	441,571	9.3%
25 Elwood	5,023	5,147	-2.4%	54,177	52,399	3.4%
27 Isla Vista Shuttle	38,175	36,255	5.3%	262,319	252,994	3.7%
28 UCSB Shuttle	71,484	61,228	16.8%	412,363	367,011	12.4%
36 Seaside Shuttle	5,259	4,924	6.8%	49,488	46,049	7.5%
37 Crosstown Shuttle	8,912	7,706	15.7%	81,138	78,302	3.6%
90 West Goleta Amtrak Shuttle	845	732	15.4%	7,571	732	934.3%
91 East Goleta Amtrak Shuttle	421	206	104.4%	3,866	206	1776.7%
92 Santa Barbara Amtrak Shuttle	396	402	-1.5%	5,004	402	1144.8%
Booster Services	28,425	24,730	14.9%	203,778	181,891	12.0%
System Subtotal	616,538	579,881	6.3%	5,186,057	4,979,749	4.1%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	15,746	18,962	-17.0%	173,937	211,409	-17.7%
31 East Beach Waterfront Shuttle	2,463	1,978	24.5%	24,034	29,536	-18.6%
32 West Beach Waterfront Shuttle	2,166	1,737	24.7%	15,792	17,828	-11.4%
DWS Total	20,375	22,677	-10.2%	213,763	258,773	-17.4%
System Total	636,913	602,558	5.7%	5,399,820	5,238,522	3.1%

Related Routes	Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
20, 21x Carpinteria	30,214	28,622	5.6%	299,237	279,417	7.1%
1, 2, 37 East/West & Crosstown	83,279	79,044	5.4%	768,229	779,149	-1.4%
4, 5, 15x, 16, 17 Mesa Lines	75,485	74,185	1.8%	610,935	618,258	-1.2%
6, 11 State/Hollister	150,330	144,388	4.1%	1,338,937	1,291,066	3.7%

*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: April 2019 - Passengers per Hour

LINE		Month			Fiscal Year to Date		
		Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
1	West Santa Barbara	31.5	31.1	1.3%	30.0	29.5	1.8%
2	East Santa Barbara	30.6	29.8	2.7%	28.7	29.3	-2.4%
3	Oak Park	22.5	21.6	4.1%	20.8	20.7	0.3%
4	Mesa/SBCC	28.9	30.2	-4.0%	26.5	28.0	-5.2%
5	Mesa / La Cumbre	18.7	18.4	2.1%	18.3	18.2	0.5%
6	Goleta	29.0	29.1	-0.3%	28.3	28.7	-1.4%
7	Calle Real / Fairview	19.3	17.8	8.3%	18.9	17.9	5.6%
10	Cathedral Oaks	12.2	10.8	12.4%	10.9	10.3	5.8%
11	UCSB	39.2	37.5	4.4%	33.9	32.3	5.2%
12x	Goleta Express	25.6	27.4	-6.6%	26.4	26.6	-0.6%
14	Montecito	15.1	14.2	6.4%	15.1	15.0	0.4%
15x	SBCC / UCSB Express	34.1	32.4	5.4%	33.4	32.2	3.5%
16	City College Shuttle	34.9	38.1	-8.5%	39.6	36.7	8.1%
17	Lower West / SBCC	43.6	48.7	-10.5%	40.9	46.7	-12.4%
20	Carpinteria	19.5	19.0	2.7%	19.8	19.6	1.1%
21x	Carpinteria Express	-	17.9	-100.0%	17.6	18.1	-3.0%
23	Winchester Canyon	19.6	24.2	-19.1%	22.7	20.6	10.1%
24x	UCSB Express	54.2	50.6	7.1%	47.5	43.4	9.5%
25	Elwood	21.9	22.8	-3.7%	24.0	23.7	1.1%
27	Isla Vista Shuttle	55.1	54.0	2.0%	46.9	45.6	2.8%
28	UCSB Shuttle	97.4	72.0	35.2%	70.7	61.2	15.6%
36	Seaside Shuttle	14.9	13.9	6.7%	14.1	13.5	4.4%
37	Crosstown Shuttle	16.5	15.0	10.4%	16.1	15.5	3.6%
90	West Goleta Amtrak Shuttle	72.5	65.8	10.2%	69.0	65.8	4.9%
91	East Goleta Amtrak Shuttle	36.1	18.5	95.1%	35.2	18.5	90.4%
92	Santa Barbara Amtrak Shuttle	23.1	24.5	-5.9%	31.0	24.5	26.3%
	Booster Services	85.0	81.2	4.6%	85.1	80.0	6.4%
System Average		33.9	32.4	4.7%	30.3	29.3	3.3%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	20.3	24.0	-15.3%	19.6	24.3	-19.1%
31	East Beach Waterfront Shuttle	15.1	12.1	24.7%	12.0	14.7	-18.2%
32	West Beach Waterfront Shuttle	26.7	21.6	23.7%	16.5	18.6	-11.3%
DWS Average		20.0	32.4	-38.3%	18.1	22.1	-18.4%
System Total		33.2	31.8	4.3%	29.5	28.9	2.2%

Related Routes							
20, 21x Carpinteria		48.6	46.3	4.9%	43.5	39.7	9.5%
1, 2, 37 East/West & Crosstown		30.9	30.2	2.4%	29.2	29.4	-0.6%
4, 5, 15x, 16, 17 Mesa Lines		23.0	23.2	-0.6%	22.4	23.0	-2.6%
6, 11 State/Hollister		26.2	26.1	0.2%	25.7	26.0	-1.3%

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

Table E: April 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		
		Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
1	West Santa Barbara	6	10	-40.0%	38	60	-36.7%
2	East Santa Barbara	10	14	-28.6%	88	111	-20.7%
3	Oak Park	6	3	100.0%	15	10	50.0%
4	Mesa/SBCC	-	-	0.0%	4	10	-60.0%
5	Mesa / La Cumbre	3	3	0.0%	20	30	-33.3%
6	Goleta	3	17	-82.4%	109	184	-40.8%
7	Calle Real / Fairview	-	-	0.0%	32	14	128.6%
10	Cathedral Oaks	2	1	100.0%	6	3	100.0%
11	UCSB	40	60	-33.3%	337	336	0.3%
12x	Goleta Express	-	-	0.0%	105	75	40.0%
14	Montecito	6	-	100.0%	29	12	141.7%
15x	SBCC / UCSB Express	12	11	9.1%	180	90	100.0%
16	City College Shuttle	2	12	-83.3%	41	36	13.9%
17	Low er West / SBCC	1	-	100.0%	8	12	-33.3%
20	Carpinteria	7	4	75.0%	78	34	129.4%
21x	Carpinteria Express	-	-	0.0%	1	5	-80.0%
23	Winchester Canyon	3	1	200.0%	10	5	100.0%
24x	UCSB Express	64	38	68.4%	587	316	85.8%
25	Elw ood	1	1	0.0%	16	7	128.6%
27	Isla Vista Shuttle	47	17	176.5%	368	256	43.8%
28	UCSB Shuttle	15	36	-58.3%	128	218	-41.3%
36	Seaside Shuttle	-	-	0.0%	1	1	0.0%
37	Crosstow n Shuttle	1	-	100.0%	8	5	60.0%
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	35	18	94.4%	198	122	62.3%
System Subtotal		264	246	7.3%	2,407	1,952	23.3%
Downtown Waterfront Shuttles							
30	Dow ntow n Shuttle	3	18	-83.3%	57	109	-47.7%
31	East Beach Waterfront Shuttle	3	2	50.0%	4	10	-60.0%
32	West Beach Waterfront Shuttle	-	-	0.0%	-	1	-100.0%
DWS Total		6	20	-70.0%	61	120	-49.2%
System Total		270	266	1.5%	2,468	2,072	19.1%

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

Table F: April 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		
		Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
1	West Santa Barbara	2	2	0.0%	15	13	15.4%
2	East Santa Barbara	3	3	0.0%	11	27	-59.3%
3	Oak Park	1	1	0.0%	3	1	200.0%
4	Mesa/SBCC	-	-	0.0%	-	-	0.0%
5	Mesa / La Cumbre	1	-	100.0%	7	13	-46.2%
6	Goleta	5	3	66.7%	57	58	-1.7%
7	Calle Real / Fairview	-	1	-100.0%	6	6	0.0%
10	Cathedral Oaks	5	1	400.0%	10	2	400.0%
11	UCSB	133	128	3.9%	825	697	18.4%
12x	Goleta Express	2	3	-33.3%	68	44	54.5%
14	Montecito	-	-	0.0%	-	2	-100.0%
15x	SBCC / UCSB Express	26	2	1200.0%	212	42	404.8%
16	City College Shuttle	1	-	100.0%	5	5	0.0%
17	Low er West / SBCC	-	-	0.0%	-	1	-100.0%
20	Carpinteria	3	-	100.0%	17	1	1600.0%
21x	Carpinteria Express	-	-	0.0%	-	-	0.0%
23	Winchester Canyon	8	7	14.3%	24	18	33.3%
24x	UCSB Express	47	55	-14.5%	566	397	42.6%
25	Elw ood	-	-	0.0%	1	3	-66.7%
27	Isla Vista Shuttle	42	53	-20.8%	365	324	12.7%
28	UCSB Shuttle	148	149	-0.7%	628	660	-4.8%
36	Seaside Shuttle	2	-	100.0%	10	-	100.0%
37	Crosstow n Shuttle	-	-	0.0%	4	1	300.0%
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	13	138.5%	137	101	35.6%
System Subtotal		460	421	9.3%	2,971	2,416	23.0%
Downtown Waterfront Shuttles							
30	Dow ntown Shuttle	11	26	-57.7%	97	388	-75.0%
31	East Beach Waterfront Shuttle	-	-	0.0%	3	5	-40.0%
32	West Beach Waterfront Shuttle	1	5	-80.0%	5	12	-58.3%
DWS Total		12	31	-61.3%	105	405	-74.1%
System Total		472	452	4.4%	3,076	2,821	9.0%

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

Table G: April 2019 – Bicycles Carried

LINE	Month			Fiscal Year to Date			
	Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change	
1	West Santa Barbara	194	184	5.4%	1,567	1,628	-3.7%
2	East Santa Barbara	502	387	29.7%	3,960	4,009	-1.2%
3	Oak Park	166	134	23.9%	1,464	1,394	5.0%
4	Mesa/SBCC	128	150	-14.7%	1,202	1,387	-13.3%
5	Mesa / La Cumbre	166	186	-10.8%	1,738	2,156	-19.4%
6	Goleta	958	1,053	-9.0%	10,137	10,705	-5.3%
7	Calle Real / Fairview	576	500	15.2%	5,520	5,103	8.2%
10	Cathedral Oaks	31	37	-16.2%	237	331	-28.4%
11	UCSB	1,677	1,861	-9.9%	16,859	16,752	0.6%
12x	Goleta Express	429	409	4.9%	4,666	5,339	-12.6%
14	Montecito	80	52	53.8%	1,001	959	4.4%
15x	SBCC / UCSB Express	338	428	-21.0%	2,683	3,126	-14.2%
16	City College Shuttle	59	90	-34.4%	504	682	-26.1%
17	Low er West / SBCC	74	80	-7.5%	622	773	-19.5%
20	Carpinteria	598	634	-5.7%	5,490	6,181	-11.2%
21x	Carpinteria Express	-	204	-100.0%	199	1,764	-88.7%
23	Winchester Canyon	51	100	-49.0%	870	716	21.5%
24x	UCSB Express	892	910	-2.0%	8,852	8,432	5.0%
25	Elw ood	51	84	-39.3%	811	835	-2.9%
27	Isla Vista Shuttle	189	236	-19.9%	1,199	1,722	-30.4%
28	UCSB Shuttle	346	468	-26.1%	2,115	2,923	-27.6%
36	Seaside Shuttle*	-	-	0.0%	2	-	100.0%
37	Crosstow n Shuttle*	2	2	0.0%	58	137	-57.7%
90	West Goleta Amtrak Shuttle	1	-	100.0%	15	-	100.0%
91	East Goleta Amtrak Shuttle	6	3	100.0%	39	3	1200.0%
92	Santa Barbara Amtrak Shuttle	1	1	0.0%	6	1	500.0%
	Booster services	24	26	-7.7%	119	173	-31.2%
System Subtotal		7,539	8,219	-8.3%	71,935	77,231	-6.9%
Downtown Waterfront Shuttles							
30	Downtown Shuttle*	1	-	100.0%	4	3	33.3%
31	East Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
32	West Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
DWS Total		1	-	-100.0%	4	3	33.3%
System Total		7,540	8,219	-8.3%	71,939	77,234	-6.9%

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

Table H: April 2019 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date		
	Apr-19	Apr-18	%Change	Jul 18 - Apr 19	Jul 17 - Apr 18	%Change
1 West Santa Barbara	104	140	-25.7%	1,239	1,610	-23.0%
2 East Santa Barbara	125	202	-38.1%	1,182	2,449	-51.7%
3 Oak Park	93	73	27.4%	727	805	-9.7%
4 Mesa/SBCC	14	23	-39.1%	141	120	17.5%
5 Mesa / La Cumbre	55	83	-33.7%	384	639	-39.9%
6 Goleta	154	156	-1.3%	1,555	1,830	-15.0%
7 Calle Real / Fairview	203	156	30.1%	1,817	1,767	2.8%
10 Cathedral Oaks	1	1	0.0%	11	5	120.0%
11 UCSB	240	238	0.8%	2,170	2,287	-5.1%
12x Goleta Express	46	67	-31.3%	475	584	-18.7%
14 Montecito	11	36	-69.4%	131	387	-66.1%
15x SBCC / UCSB Express	1	18	-94.4%	69	192	-64.1%
16 City College Shuttle	75	73	2.7%	457	317	44.2%
17 Lower West / SBCC	7	11	-36.4%	139	167	-16.8%
20 Carpinteria	153	219	-30.1%	1,000	1,539	-35.0%
21x Carpinteria Express	-	14	-100.0%	27	189	-85.7%
23 Winchester Canyon	6	4	50.0%	39	34	14.7%
24x UCSB Express	95	44	115.9%	549	502	9.4%
25 Elwood	5	6	-16.7%	57	62	-8.1%
27 Isla Vista Shuttle	6	2	200.0%	35	56	-37.5%
28 UCSB Shuttle	3	6	-50.0%	39	79	-50.6%
36 Seaside Shuttle	3	10	-70.0%	25	51	-51.0%
37 Crossstown Shuttle	20	9	122.2%	160	144	11.1%
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%	1	-	100.0%
Booster Services	4	2	100.0%	15	15	0.0%
System Subtotal	1,424	1,593	-10.6%	12,444	15,830	-21.4%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	54	83	-34.9%	680	703	-3.3%
31 East Beach Waterfront Shuttle	14	22	-36.4%	126	97	29.9%
32 West Beach Waterfront Shuttle	10	7	42.9%	66	53	24.5%
DWS Total	78	112	-30.4%	872	853	2.2%
System Total	1,502	1,705	-11.9%	13,316	16,683	-20.2%

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

Table I: Ridership by Day Type

	April 2019			April 2018				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	556,480	22	25,295	510,944	21	24,331	964	4.0%
Saturday	46,056	4	11,514	47,059	4	11,765	-251	-2.1%
Sunday	34,377	4	8,594	44,555	5	8,911	-317	-3.6%
Total	636,913	30	21,230	602,558	30	20,085	1,145	5.7%

	FY 2018			FY 2017				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	4,509,934	206	21,893	4,332,594	207	20,930	962	4.6%
Saturday	497,288	47	10,581	510,248	47	10,856	-276	-2.5%
Sunday	392,598	49	8,012	395,680	48	8,243	-231	-2.8%
Total	5,399,820	302	17,880	5,238,522	302	17,346	534	3.1%

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

External Factors Affecting Ridership

Service Days & School Days:

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Apr-19	22	4	4	22	22	22
Apr-18	21	4	5	20	21	21

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

Weather: In the month of April, there were three less days of rain compared to April 2018.

	Temperature (°F)	High	Average	Low	Precipitation
Apr-19	Maximum	87	74	60	Weekday: 0.02 in (2 Days)
	Mean	69	60	51	Saturday: 0.01 in(1 days) 0.09 in
	Minimum	60	55	44	Sunday: 0.06 in (1 days)
Apr-18	Maximum	87	69	58	Weekday:T (1 day)
	Mean	70	60	49	Saturday: T (1 day) T
	Minimum	58	54	42	Sunday: 0.00 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.