



System Ridership Report: November 2019

System-wide ridership increased by 0.9%, or more than 4,900 passengers, for the month of November as compared to November 2018. MTD provided one day less of weekday service day this year as compared to last year. UCSB ridership increased 11.8% and SBCC ridership decreased 3.3%. UCSB and SBCC had one less school day in November as compared to November 2018.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
Persons with Disabilities Cash	1,860	2,490	-25.3%	11,170	14,972	-25.4%
Full Fare Prepaid ⁽¹⁾	80,295	82,181	-2.3%	479,431	475,569	0.8%
Free	8,770	9,503	-7.7%	50,281	54,738	-8.1%
General Fare	62,968	65,330	-3.6%	370,221	372,936	-0.7%
Santa Barbara City College	59,658	61,724	-3.3%	272,824	275,113	-0.8%
Senior & Disabled Prepaid ⁽²⁾	57,831	59,657	-3.1%	316,390	314,759	0.5%
Shuttle	12,152	13,733	-11.5%	101,077	100,315	0.8%
Senior Cash	13,969	13,593	2.8%	83,167	75,307	10.4%
Youth(K-12) Prepaid ⁽³⁾	46,548	47,091	-1.2%	262,326	253,612	3.4%
Special Pass Programs	3,725	3,329	11.9%	21,465	20,996	2.2%
Tokens	1,388	1,582	-12.3%	8,100	7,958	1.8%
Transfers	34,032	37,620	-9.5%	196,740	209,505	-6.1%
UC Santa Barbara	185,511	165,883	11.8%	589,476	521,063	13.1%
Total	568,707	563,716	0.9%	2,762,668	2,696,843	2.4%

(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		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
Passengers	568,707	563,716	0.9%	2,762,668	2,696,843	2.4%
Revenue Hours	17,518	17,670	-0.9%	92,969	91,998	1.1%
Passengers per Rev Hour	32.46	31.90	1.8%	29.72	29.31	1.4%
Revenue Miles	213,386	211,832	0.7%	1,116,362	1,089,812	2.4%
Passengers per Rev Mile	2.67	2.66	0.2%	2.47	2.47	0.0%

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

Table C: November 2019 System Ridership

LINE	Month			Fiscal Year to Date		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
1 West Santa Barbara	25,273	26,837	-5.8%	137,090	143,991	-4.8%
2 East Santa Barbara	39,619	40,240	-1.5%	212,015	211,693	0.2%
3 Oak Park	16,073	15,764	2.0%	85,348	84,849	0.6%
4 Mesa/SBCC	11,561	10,602	9.0%	58,730	52,951	10.9%
5 Mesa / La Cumbre	10,181	10,620	-4.1%	56,067	57,277	-2.1%
6 Goleta	48,429	46,744	3.6%	254,237	246,745	3.0%
7 County Health / Fairview	21,992	23,505	-6.4%	125,535	125,647	-0.1%
10 Cathedral Oaks	1,491	1,637	-8.9%	8,587	8,150	5.4%
11 UCSB	94,519	90,696	4.2%	434,690	421,804	3.1%
12x Goleta Express	14,578	15,590	-6.5%	80,428	86,584	-7.1%
14 Montecito	5,429	6,144	-11.6%	31,810	33,546	-5.2%
15x SBCC / UCSB Express	23,187	24,896	-6.9%	97,590	98,182	-0.6%
16 City College Shuttle	10,602	11,602	-8.6%	43,323	43,898	-1.3%
17 Lower West / SBCC	10,375	10,569	-1.8%	56,981	57,564	-1.0%
20 Carpinteria	29,281	29,011	0.9%	162,611	146,494	11.0%
23 Winchester Canyon	4,542	5,327	-14.7%	22,431	24,522	-8.5%
24x UCSB Express	46,175	50,281	-8.2%	239,133	247,276	-3.3%
25 Elwood	5,361	5,448	-1.6%	30,469	29,341	3.8%
27 Isla Vista Shuttle	33,691	32,493	3.7%	112,507	105,855	6.3%
28 UCSB Shuttle	67,406	51,411	31.1%	220,225	160,184	37.5%
36 Seaside Shuttle	4,893	4,847	0.9%	29,590	26,560	11.4%
37 Crosstown Shuttle	6,584	8,175	-19.5%	38,823	43,490	-10.7%
90 West Goleta Amtrak Shuttle	779	688	13.2%	4,742	4,096	15.8%
91 East Goleta Amtrak Shuttle	479	349	37.2%	2,338	1,897	23.2%
92 Santa Barbara Amtrak Shuttle	324	453	-28.5%	1,713	2,850	-39.9%
Booster Services	21,052	21,913	-3.9%	93,272	90,736	2.8%
System Subtotal	553,876	545,842	1.5%	2,640,285	2,566,017	2.9%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	12,118	15,070	-19.6%	96,698	105,340	-8.2%
31 East Beach Waterfront Shuttle	n/a	1,806	n/a	n/a	15,305	n/a
32 West Beach Waterfront Shuttle	n/a	998	n/a	n/a	10,181	n/a
34 Waterfront Shuttle	2,713	-	n/a	25,685	-	n/a
DWS Total	14,831	17,874	-17.0%	122,383	130,826	-6.5%
System Total	568,707	563,716	0.9%	2,762,668	2,696,843	2.4%

Related Routes						
11, 24x, 27, 28 UCSB Lines	241,791	224,881	7.5%	1,006,555	935,119	7.6%
1, 2, 37 East/West & Crosstown	71,476	75,252	-5.0%	387,928	399,174	-2.8%
4, 5, 15x, 16, 17 Mesa Lines	65,906	68,289	-3.5%	312,691	309,872	0.9%
6, 11 State/Hollister	142,948	137,440	4.0%	688,927	668,549	3.0%

*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: November 2019 - Passengers per Hour

LINE	Month			Fiscal Year to Date		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
1 West Santa Barbara	29.5	30.8	-4.4%	29.5	31.0	-4.9%
2 East Santa Barbara	29.7	29.7	0.2%	29.2	29.2	0.0%
3 Oak Park	22.3	21.2	5.1%	21.3	21.2	0.5%
4 Mesa/SBCC	33.7	29.3	15.4%	30.7	27.2	12.9%
5 Mesa / La Cumbre	18.6	19.2	-3.1%	19.0	19.5	-2.4%
6 Goleta	30.6	29.2	5.0%	30.0	29.1	3.1%
7 Calle Real / Fairview	18.9	19.7	-4.1%	19.6	19.6	-0.1%
10 Cathedral Oaks	12.0	12.5	-3.9%	11.9	11.3	5.6%
11 UCSB	39.5	37.5	5.3%	33.9	32.9	3.0%
12x Goleta Express	25.3	26.8	-5.7%	26.2	28.2	-7.1%
14 Montecito	14.0	15.6	-10.4%	15.0	15.9	-5.7%
15x SBCC / UCSB Express	34.3	35.1	-2.1%	31.6	31.6	-0.1%
16 City College Shuttle	36.8	38.1	-3.5%	41.0	41.5	-1.3%
17 Lower West / SBCC	40.5	41.9	-3.4%	40.7	42.3	-3.7%
20 Carpinteria	20.7	20.2	2.5%	21.2	20.6	3.0%
23 Winchester Canyon	24.5	28.5	-13.9%	22.6	24.8	-8.6%
24x UCSB Express	48.5	52.1	-6.9%	46.4	48.1	-3.4%
25 Elwood	25.3	25.4	-0.3%	26.7	25.7	3.8%
27 Isla Vista Shuttle	55.7	52.0	7.1%	44.4	41.7	6.3%
28 UCSB Shuttle	80.5	76.7	4.9%	64.5	55.0	17.4%
36 Seaside Shuttle	14.9	14.6	2.1%	16.7	15.0	11.7%
37 Crosstown Shuttle	14.9	17.5	-15.0%	15.1	16.9	-10.7%
90 West Goleta Amtrak Shuttle	81.7	64.9	25.8%	85.2	72.9	16.9%
91 East Goleta Amtrak Shuttle	50.2	32.9	52.5%	42.0	33.8	24.4%
92 Santa Barbara Amtrak Shuttle	23.1	29.0	-20.5%	20.9	34.5	-39.3%
Booster Services	93.9	89.5	5.0%	92.4	87.6	5.4%
System Average	33.6	32.8	2.5%	30.5	29.9	2.3%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	15.3	19.4	-21.0%	20.1	21.6	-6.7%
31 East Beach Waterfront Shuttle	n/a	11.4	n/a	n/a	12.9	n/a
32 West Beach Waterfront Shuttle	n/a	12.8	n/a	n/a	18.3	n/a
34 Waterfront Shuttle	11.4	n/a	n/a	14.8	n/a	n/a
DWS Average	14.4	17.6	-18.3%	18.7	19.8	-5.3%
System Total	32.5	31.9	1.8%	29.7	29.1	2.0%

Related Routes	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
11, 24x, 27, 28 UCSB Lines	224	218	2.7%	189	178	6.5%
1, 2, 37 East/West & Crosstown	27.1	27.9	-2.8%	26.8	27.6	-2.9%
4, 5, 15x, 16, 17 Mesa Lines	31.2	31.3	-0.2%	30.0	29.8	1.0%
6, 11 State/Hollister	36.0	34.2	5.2%	32.3	31.4	3.0%

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

Table E: November 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		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
1 West Santa Barbara	6	3	100.0%	25	16	56.3%
2 East Santa Barbara	7	4	75.0%	32	52	-38.5%
3 Oak Park	5	-	100.0%	16	4	300.0%
4 Mesa/SBCC	3	-	100.0%	5	2	150.0%
5 Mesa / La Cumbre	1	-	100.0%	23	6	283.3%
6 Goleta	18	11	63.6%	80	54	48.1%
7 Calle Real / Fairview	4	9	-55.6%	7	29	-75.9%
10 Cathedral Oaks	-	-	0.0%	1	3	-66.7%
11 UCSB	57	45	26.7%	221	168	31.5%
12x Goleta Express	-	6	-100.0%	18	62	-71.0%
14 Montecito	1	2	-50.0%	3	5	-40.0%
15x SBCC / UCSB Express	23	21	9.5%	85	116	-26.7%
16 City College Shuttle	3	6	-50.0%	10	16	-37.5%
17 Lower West / SBCC	1	-	100.0%	3	7	-57.1%
20 Carpinteria	23	7	228.6%	76	38	100.0%
23 Winchester Canyon	1	-	100.0%	3	4	-25.0%
24x UCSB Express	22	82	-73.2%	128	328	-61.0%
25 Elwood	-	1	-100.0%	3	11	-72.7%
27 Isla Vista Shuttle	80	50	60.0%	285	145	96.6%
28 UCSB Shuttle	35	17	105.9%	98	40	145.0%
36 Seaside Shuttle	2	-	100.0%	14	1	1300.0%
37 Crossstown Shuttle	-	-	0.0%	2	-	100.0%
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	63	16	293.8%	277	43	544.2%
System Subtotal	355	280	26.8%	1,415	1,151	22.9%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	1	4	-75.0%	32	53	-39.6%
31 East Beach Waterfront Shuttle	-	-	0.0%	n/a	1	n/a
32 West Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
34 Waterfront Shuttle	-	-	0.0%	5	n/a	n/a
DWS Total	1	4	-75.0%	37	54	-31.5%
System Total	356	284	25.4%	1,452	1,205	20.5%

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

Table F: November 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		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
1 West Santa Barbara	1	4	-75.0%	2	12	-83.3%
2 East Santa Barbara	1	2	-50.0%	9	4	125.0%
3 Oak Park	-	1	-100.0%	1	1	0.0%
4 Mesa/SBCC	-	-	0.0%	-	-	0.0%
5 Mesa / La Cumbre	-	-	0.0%	7	5	40.0%
6 Goleta	7	2	250.0%	30	19	57.9%
7 Calle Real / Fairview	-	-	0.0%	2	4	-50.0%
10 Cathedral Oaks	2	-	100.0%	10	2	400.0%
11 UCSB	120	108	11.1%	361	287	25.8%
12x Goleta Express	2	2	0.0%	49	60	-18.3%
14 Montecito	-	-	0.0%	1	-	100.0%
15x SBCC / UCSB Express	26	23	13.0%	125	76	64.5%
16 City College Shuttle	-	-	0.0%	13	3	333.3%
17 Lower West / SBCC	-	-	0.0%	2	-	100.0%
20 Carpinteria	2	-	100.0%	10	9	11.1%
23 Winchester Canyon	3	4	-25.0%	5	12	-58.3%
24x UCSB Express	48	62	-22.6%	375	320	17.2%
25 Elwood	-	-	0.0%	1	1	0.0%
27 Isla Vista Shuttle	118	51	131.4%	388	176	120.5%
28 UCSB Shuttle	106	52	103.8%	313	202	55.0%
36 Seaside Shuttle	1	1	0.0%	5	7	-28.6%
37 Crossstown Shuttle	-	-	0.0%	1	1	0.0%
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	27	20	35.0%	154	53	190.6%
System Subtotal	464	332	39.8%	1,864	1,254	48.6%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	2	5	-60.0%	70	82	-14.6%
31 East Beach Waterfront Shuttle	-	-	0.0%	n/a	2	n/a
32 West Beach Waterfront Shuttle	-	-	0.0%	n/a	4	n/a
34 Waterfront Shuttle	-	-	0.0%	5	n/a	n/a
DWS Total	2	5	-60.0%	75	88	-14.8%
System Total	466	337	38.3%	1,939	1,342	44.5%

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

Table G: November 2019 – Bicycles Carried

LINE	Month			Fiscal Year to Date		
	Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
1 West Santa Barbara	124	153	-19.0%	876	780	12.3%
2 East Santa Barbara	410	369	11.1%	2,145	1,882	14.0%
3 Oak Park	106	153	-30.7%	561	820	-31.6%
4 Mesa/SBCC	118	143	-17.5%	576	748	-23.0%
5 Mesa / La Cumbre	136	193	-29.5%	930	1,022	-9.0%
6 Goleta	919	1,029	-10.7%	5,273	5,568	-5.3%
7 Calle Real / Fairview	390	557	-30.0%	2,480	3,015	-17.7%
10 Cathedral Oaks	38	16	137.5%	237	128	85.2%
11 UCSB	1,663	1,816	-8.4%	8,187	9,283	-11.8%
12x Goleta Express	435	393	10.7%	2,581	2,593	-0.5%
14 Montecito	72	79	-8.9%	440	529	-16.8%
15x SBCC / UCSB Express	277	336	-17.6%	1,328	1,568	-15.3%
16 City College Shuttle	64	61	4.9%	325	283	14.8%
17 Lower West / SBCC	51	52	-1.9%	417	366	13.9%
20 Carpinteria	600	543	10.5%	3,570	3,073	16.2%
23 Winchester Canyon	63	82	-23.2%	317	559	-43.3%
24x UCSB Express	765	801	-4.5%	4,302	4,906	-12.3%
25 Elwood	88	81	8.6%	605	509	18.9%
27 Isla Vista Shuttle	222	147	51.0%	786	544	44.5%
28 UCSB Shuttle	433	258	67.8%	1,488	1,046	42.3%
36 Seaside Shuttle*	-	-	0.0%	3		100.0%
37 Crosstown Shuttle*	-	1	-100.0%	5	50	-90.0%
90 West Goleta Amtrak Shuttle	3	1	200.0%	5	13	-61.5%
91 East Goleta Amtrak Shuttle	2	3	-33.3%	6	26	-76.9%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	3	-100.0%
Booster services	24	13	84.6%	115	51	125.5%
System Subtotal	7,003	7,280	-3.8%	37,558	39,564	-5.1%
Downtown Waterfront Shuttles						
30 Downtown Shuttle*	-	-	0.0%	-	3	0.0%
31 East Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
32 West Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
34 Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
DWS Total	-	-	0.0%	-	3	-100.0%
System Total	7,003	7,280	-3.8%	37,558	39,567	-5.1%

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

*THE ELECTRIC SHUTTLE CANNOT CARRY BICYCLES, UNLESS REPLACED BY A DIESEL VEHICLE

Table H: November 2019 – Wheelchairs Boarded

LINE		Month			Fiscal Year to Date		
		Nov-19	Nov-18	%Change	Jul 19 - Nov 19	Jul 18 - Nov 18	%Change
1	West Santa Barbara	110	132	-16.7%	663	635	4.4%
2	East Santa Barbara	148	108	37.0%	706	700	0.9%
3	Oak Park	62	56	10.7%	346	441	-21.5%
4	Mesa/SBCC	13	10	30.0%	95	76	25.0%
5	Mesa / La Cumbre	38	22	72.7%	327	212	54.2%
6	Goleta	146	138	5.8%	778	795	-2.1%
7	Calle Real / Fairview	140	205	-31.7%	845	885	-4.5%
10	Cathedral Oaks	2	-	100.0%	25	10	150.0%
11	UCSB	188	247	-23.9%	947	1,145	-17.3%
12x	Goleta Express	75	48	56.3%	303	273	11.0%
14	Montecito	8	10	-20.0%	53	95	-44.2%
15x	SBCC / UCSB Express	2	11	-81.8%	4	47	-91.5%
16	City College Shuttle	34	47	-27.7%	177	212	-16.5%
17	Low er West / SBCC	15	9	66.7%	89	80	11.3%
20	Carpinteria	104	70	48.6%	638	464	37.5%
21x	Carpinteria Express	-	-	0.0%	-	27	-100.0%
23	Winchester Canyon	2	3	-33.3%	16	26	-38.5%
24x	UCSB Express	38	46	-17.4%	218	256	-14.8%
25	Elw ood	6	9	-33.3%	51	36	41.7%
27	Isla Vista Shuttle	7	5	40.0%	20	24	-16.7%
28	UCSB Shuttle	4	10	-60.0%	16	29	-44.8%
36	Seaside Shuttle	3	6	-50.0%	7	15	-53.3%
37	Crosstow n Shuttle	13	20	-35.0%	71	59	20.3%
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	2	3	-33.3%	4	9	-55.6%
System Subtotal		1,160	1,215	-4.5%	6,400	6,551	-2.3%
Downtown Waterfront Shuttles							
30	Dow ntow n Shuttle	25	68	-63.2%	304	431	-29.5%
31	East Beach Waterfront Shuttle	n/a	10	n/a	n/a	61	n/a
32	West Beach Waterfront Shuttle	n/a	3	n/a	n/a	46	n/a
34	Waterfront Shuttle	9	n/a	n/a	67	n/a	n/a
DWS Total		34	81	-58.0%	371	538	-31.0%
System Total		1,194	1,296	-7.9%	6,771	7,089	-4.5%

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

Table I: Ridership by Day Type

	November 2019			November 2018				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	451,650	18	25,092	463,856	19	24,413	678	2.8%
Saturday	68,961	6	11,494	56,974	5	11,395	99	0.9%
Sunday	48,096	5	9,619	42,886	5	8,577	1,042	12.1%
Total	568,707	29	19,611	563,716	29	19,438	172	0.9%

	FY 2019			FY 2018				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	2,294,556	105	21,853	2,241,658	106	21,148	705	3.3%
Saturday	258,724	23	11,249	246,077	22	11,185	64	0.6%
Sunday	209,388	24	8,725	209,108	24	8,713	12	0.1%
Total	2,762,668	152	18,175	2,696,843	152	17,742	433	2.4%

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

External Factors Affecting Ridership

Service Days & School Days:

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Nov-19	18	6	5	15	18	18
Nov-18	19	5	5	16	19	19

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

Weather: In the month of November, there were the same amount of rain days in November 2018.

	Temperature (°F)	High	Average	Low	Precipitation
Nov-19	Maximum	83	63	56	Weekday: 1.15 in (2 days)
	Mean	68	56	45	Saturday: 0.01 in(1 days) 1.16 in
	Minimum	56	46	37	Sunday: 0.0 in (0 days)
Nov-18	Maximum	81	67	55	Weekday: 1.01 in (3 days)
	Mean	72	59	46	Saturday: 0.0 in(0 days) 1.01 in
	Minimum	63	55	39	Sunday: 0.0 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 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.