

Main >> Local >> Detroit

Search | Help



Getting to the Bus Stop

Population Distribution and Transit Coverage

Utilizing 2000 U.S. Census population for the tri-county metro region, following table compares community population to transit coverage for 20 largest metro area communities. Updated December 1, 2002.

KEY

Rank - the 20 communities are listed from largest to smallest.

Community - the 20 largest communities based on 2000 U.S. Census.

Population - per 2000 U.S. Census.

Distance- an estimate of the furthest driving or walking distance to a regular SMART linehaul bus route or Park-n-ride stop, or to a DDOT fix route as applicable. Distances are estimated from published route maps

RANK	COMMUNITY	POPULATION	DISTANCE
1	Detroit	951,270	0.5 mi
2	Warren	138,247	1.0 mi
3	Sterling Hts	124,471	3.0 mi
4	Livonia	100,545	2.0 mi
5	Dearborn	97,775	1.0 mi
6	Clinton Twp	95,648	2.5 mi
7	Westland	86,602	2.0 mi
8	Farmington Hills	82,111	2.0 mi

9	-----Troy-----	80,959	-----4.0 mi
10	-----Southfield-----	78,296	-----1.0 mi
11	-----Canton Twp-----	76,366	-----8.0 mi
12	-----Waterford Twp-----	73,150	-----7.0 mi
13	-----Rochester Hills-----	68,825	-----10.0 mi
14	-----Pontiac-----	66,337	-----2.0 mi
15	-----Taylor-----	65,868	-----1.0 mi
16	-----Shelby Twp-----	65,159	-----9.0 mi
17	-----W Bloomfield Twp-----	64,860	-----7.5 mi
18	-----St Clair Shores-----	63,096	-----0.5 mi
19	-----Royal Oak-----	60,062	-----1.0 mi
20	-----Dearborn Hts-----	58,264	-----1.0 mi

DISCUSSION

These 20 communities represent approximately 50% of the metro region t population. The remaining communities in the area that are not on this have a population of less than 52,000 each.

The driving/walking distance to a bus line is significant because it provides a measure of the usefulness of the service. This is important the Detroit resident who is seeking to become part of the labor force suburban community. The community needs this labor.

It is also important for the community's residents who are seeking an alternative to driving to jobs which are outside of their community.

Some of these communities, such as Rochester Hills, have declined to support SMART financially, and is the reason for long access distances They are the losers, but the voters either decided the issue at the po or their elected officials decided for them.

-Business owners within SMART opt-out communities are losers, but they or may not have had a vote on the issue.

-Detroit residents who seek work are losers, and they certainly had no on the issue.

[Home](#)
[Bulletin Board](#)
[E-mail](#)