



Main >> Local >> Detroit

Search | Help



TRANSIT RIDERSHIP

For Selected Michigan Cities

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Tables:

Table 1a- Fixed-Route Ridership Data- for regularly scheduled fixed-route bus service, by agency and fiscal year.

Table 1b- Fixed Route Ridership Analysis- Change in ridership and daily estimate of individuals using fixed-route service, by agency.

Table 2- Demand-Response Ridership Data- for demand-response ("Dial-a-Ride", "Paratransit") transit service, by agency and fiscal year.

Table 3- People Mover Ridership- for Detroit's People Mover, by fiscal year.

Definitions:

Fiscal Year- The 12-month period of each agency's business year, typically ending June 30. All public transit agencies officially report by fiscal year.

Ridership- The number of passengers who board public transportation vehicles. A passenger is counted each time he/she boards a vehicle, even though he/she may be on the same journey from origin to destination. For example, an individual who makes a round trip journey on 2 seperate buses counts as 2 passengers. If the same individual transfers once on his/her outbound journey, and transfers again on the return trip, the individual will be counted as 4 passengers on the ridership tally.

Unlinked Passenger Trips- The federal government's term for "Ridership", as defined above.

Individual- A person of unique identity who rides transit. It is obviously unfeasible for a transit agency to know and report this information. A mathematical formula is utilized by the American Public Transportation Association (APTA) which multiplies Ridership by a factor of 0.45 to estimate the number of individuals who ride transit. However, this is only meaningful when calculating a single day's individual users, since the next day may see an entirely different mix of individuals using the bus.

Data Source:

U.S. Government National Transit Database. Agencies must report their figures to this body each year, under a standard reporting format. These are the official industry figures, and again are based on fiscal year. Because of the huge amount of data submitted nation wide, there is typically a 1 1/2- year lag between the end of the reporting fiscal year and when the data is published by the federal government. Care should be taken in attempting to directly compare new or "up to date" ridership information published in the local press, with official figures.

To access the reports, go to the [APTA website](#), scroll down to "Transit Agency Data" and select the year desired.

Table 1a- Fixed-Route Ridership Data

Fiscal Year	Ann Arbor (AATA)	Grand Rapids (ITP)	Lansing (CATA)	Detroit (DDOT)	Detroit (SMART)	Flint (MTA)
1996	3,831,900	3,299,200	3,644,300	46,303,600	8,565,600	5,197,400
1997	3,912,800	3,460,400	3,768,900	54,598,900	8,390,800	5,406,400

1998	4,062,500	3,581,300	4,163,100	55,234,300	7,861,600	6,135,700
1999	4,048,400	3,903,800	4,621,200	42,185,100	9,170,800	6,455,100
2000	4,274,100	4,172,400	6,042,900	43,887,000	10,486,000	6,565,000
2001	4,157,300	4,778,000	7,888,300	41,238,000	11,584,700	6,171,900
2002	4,229,500	5,208,500	8,263,700	39,756,500	10,552,200	5,336,500
2003	4,054,500	5,427,900	8,278,700	37,812,300	8,412,200	2,913,900

Note: FY 2004 data will be published about March, 2006

Table 1b- Fixed-Route Ridership Analysis

	AATA	ITP	CATA	DDOT	SMART	MTA
CHANGE-last 5 years	+0.1%	+39.0%	+79.2%	-10.4%	-8.3%	-54.9%
CHANGE-last 3 years	-2.5%	+13.6%	+5.0%	-8.3%	-27.4%	-52.8%
DAILY 2003 RIDERSHIP	11,108	14,871	22,681	103,595	23,047	7,983
DAILY 2003 INDIVIDUALS(1)	4,999	6,692	10,206	46,618	10,371	3,592

(1) Daily Individuals= Daily Ridership multiplied by 0.45 rides / individual (APTA formula)

Table 2- Demand Response Ridership Data

Fiscal Year	Ann Arbor (AATA)	Grand Rapids (ITP)	Lansing (CATA)	Detroit (DDOT)	Detroit (SMART)	Flint (MTA)
1996	320,900	174,300	306,200	Not Reported	892,300	257,900

1997	310,000	176,400	322,800	29,600	887,500	310,100
1998	288,800	217,400	329,700	119,100	861,000	388,800
1999	266,400	368,300	337,300	133,500	879,800	437,500
2000	251,100	402,000	434,700	155,400	870,500	485,000
2001	252,000	425,700	399,700	159,000	800,200	441,200
2002	246,300	389,400	415,200	175,300	770,700	459,400
2003	234,300	397,900	427,700	192,800	790,800	467,200

Table 3- Detroit People Mover Ridership Data

Fiscal Year	Detroit (DTC)
1996	2,048,900
1997	1,711,000
1998	1,989,100
1999	763,000
2000	1,485,900
2001	2,197,200
2002	2,186,600
2003	1,267,900

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