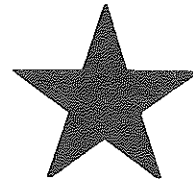


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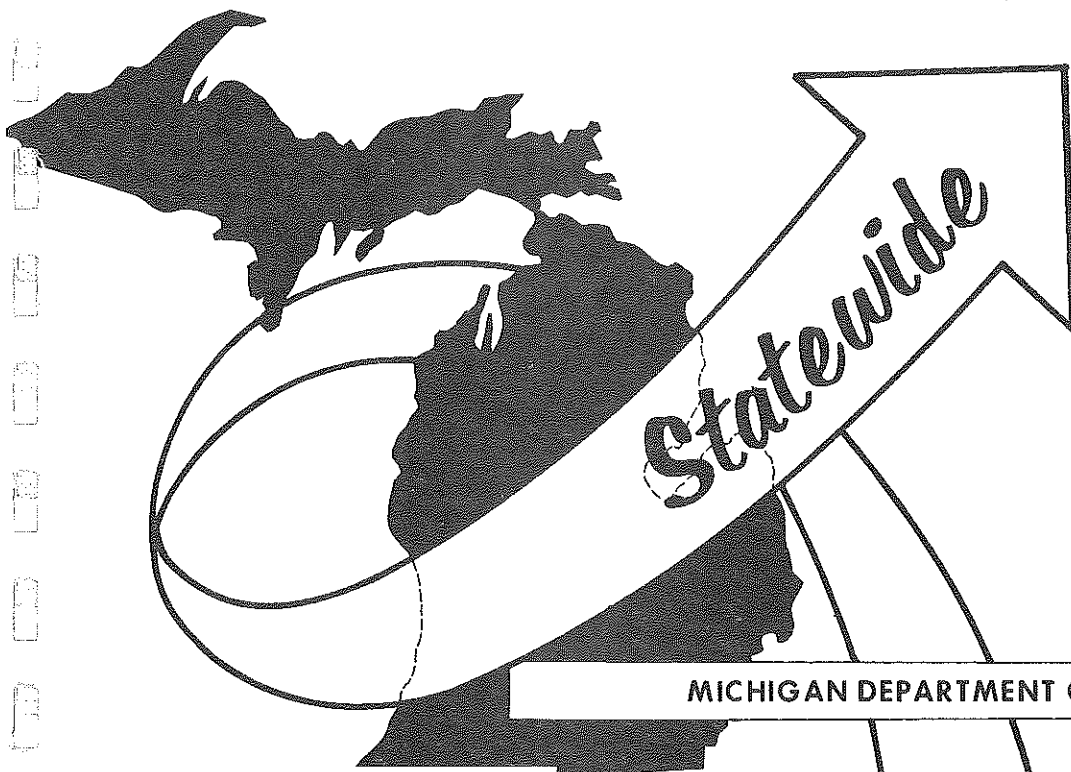
VOLUME XVI

MULTI-MODAL ANALYSIS:
DIAL-A-RIDE

STATEWIDE RESEARCH AND DEVELOPMENT

JANUARY, 1976

REVISED AUGUST, 1977



MICHIGAN DEPARTMENT OF TRANSPORTATION

MICHIGAN DEPARTMENT

OF

STATE HIGHWAYS AND TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING

STATEWIDE TRANSPORTATION
MODELING SYSTEM

VOLUME XVI

MULTI-MODAL ANALYSIS:
DIAL-A-RIDE

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JOHN P. WOODFORD, DIRECTOR

January 29, 1976

Mr. Sam F. Cryderman, Deputy Director
Bureau of Transportation Planning
Department of State Highways and Transportation
P.O. Drawer K
Lansing, Michigan 48904

Dear Mr. Cryderman:

The Highway Planning Division would like to present a new report in the Statewide Transportation Modeling System series entitled Multi-Modal Analysis: Dial-a-Ride. The report documents a procedure by which areas of the state may be ranked according to their probable success as Dial-a-Ride communities. A system such as the one described here might provide a helpful input to the Dial-a-Ride selection process, especially in these tight-budget times.

Sincerely,

A handwritten signature in cursive script that reads "R. J. Lilly".

R. J. Lilly, Administrator
Highway Planning Division



MULTI-MODAL ANALYSIS: DIAL-A-RIDE

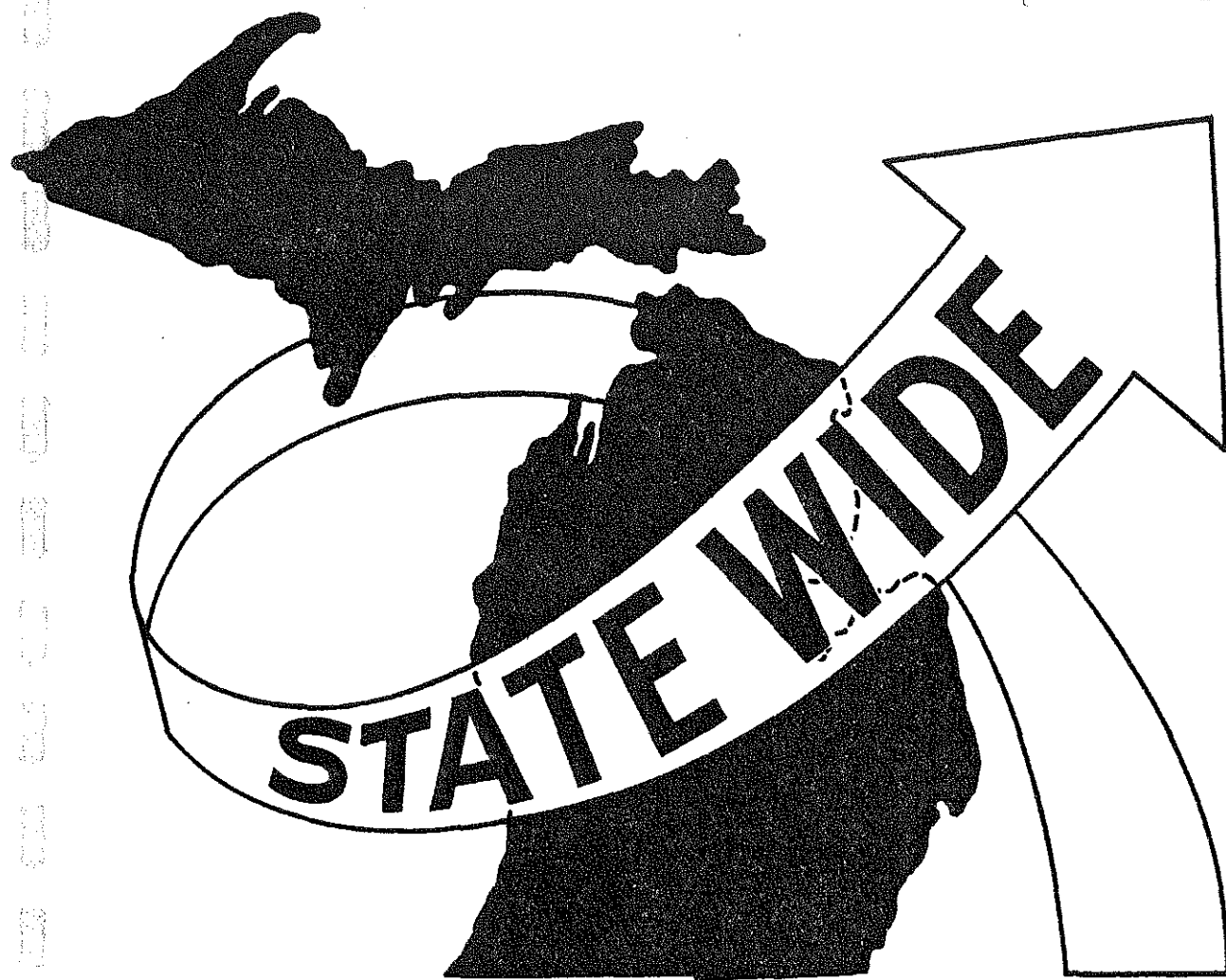
by

Terry L. Gotts

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PREFACE



PREFACE

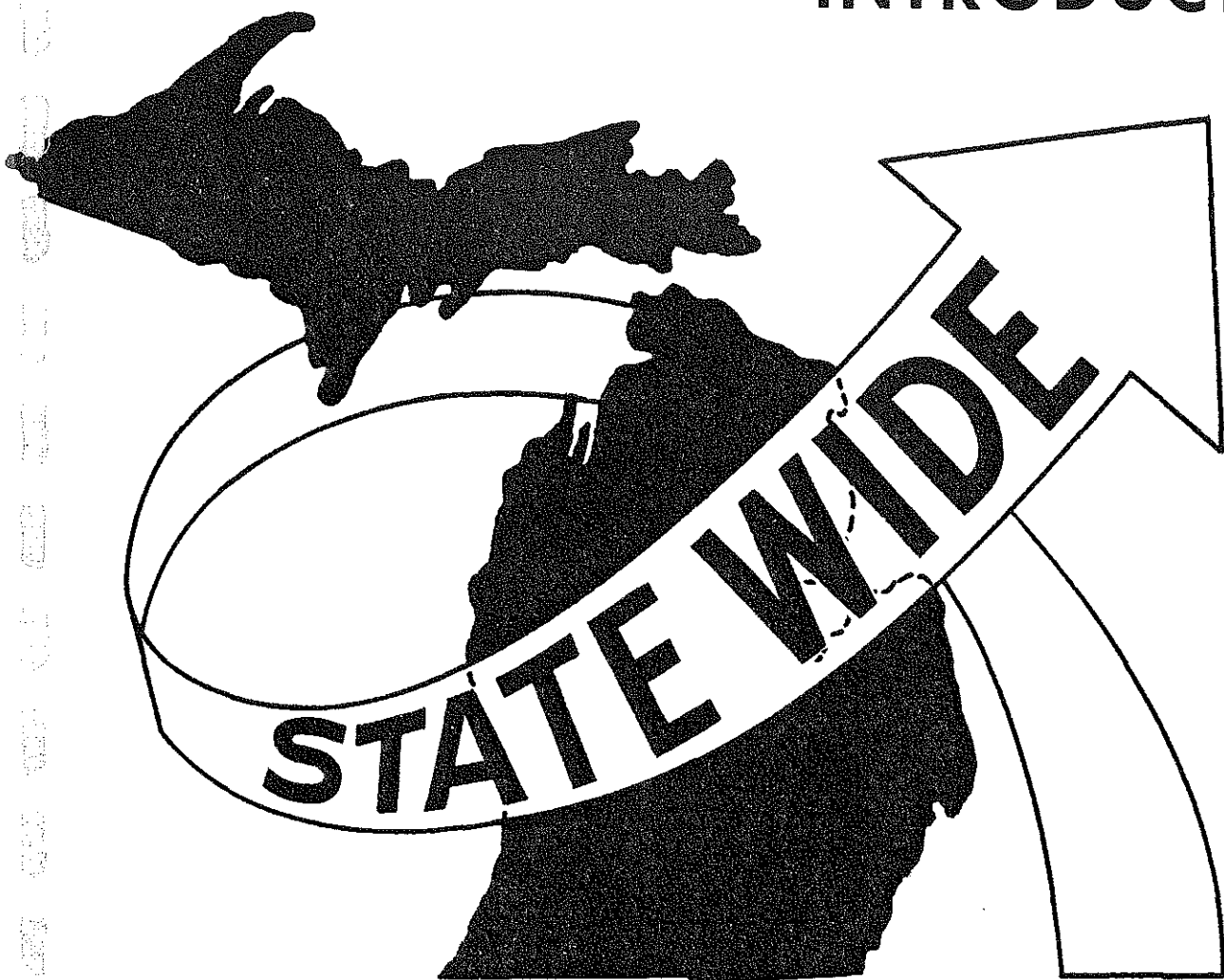
The first half of the present decade has presented an increasingly alarming dilemma to units of government at all levels. Although vocal demand for government services continues to rise dramatically, revenues have increased at a much slower rate due to the state of the economy. The problem of how to systematically serve the public and still stay within available funds is a very real one, and one which is of daily concern to anyone who is charged with responsibility over public monies.

Therefore, it is imperative that each tax dollar be made to serve as many citizens as possible. This can be done, in part, by making the most effective use of all available planning tools. Moreover, with so many groups competing for grants and aid, it is important to use consistent methods of selecting who gets what money, methods which can be clearly and succinctly explained to the public.

The type of process documented in this report is offered as a possible aid in the formulation of systematic future multi-modal planning. In particular, it could assist in laying ground for a statewide Dial-a-Ride plan.

In line with our original analysis, we have updated this report in regards to Dial-A-Ride as a working transportation system. For this, revision of equations and rankings was necessary with the results documented in the chapter entitled "Revision 1977".

INTRODUCTION



INTRODUCTION

As the demand for Dial-a-Ride programs increases, so does the need for methods of choosing possible sites which incorporate all the data currently available to the planner. One such method, used widely in business and industry, is the process of defining a "user profile"; this is typically done as a part of a market analysis. Essentially, planning from a user profile involves finding the characteristics of people who tend to use a given product most heavily and then concentrating attention first in areas having a high concentration of such people.

Utilizing the user profile method in selection of areas for services such as Dial-a-Ride involves three basic steps. First, a measure of success must be defined, some number by which one can assess the degree to which a Dial-a-Ride program meets its objectives or does not. Second, socio-economic characteristics must be identified which correlate highly with this measure in areas having existing Dial-a-Ride programs. For instance, it might be shown that programs operating in cities with a high concentration of poverty-level people do "better"--whatever this is defined to mean--than programs in cities where the general level of affluence is higher (see Figure 1). Finally, a single statistic must be developed to reflect this socio-economic profile and all areas of the state evaluated and ranked according to this statistic. Future programs could then be chosen from among the highest-ranked areas.

Example of High Correlation Between
Density of Poverty-Level People and
Success of Dail-a-Ride Programs
(Not based on actual data.)

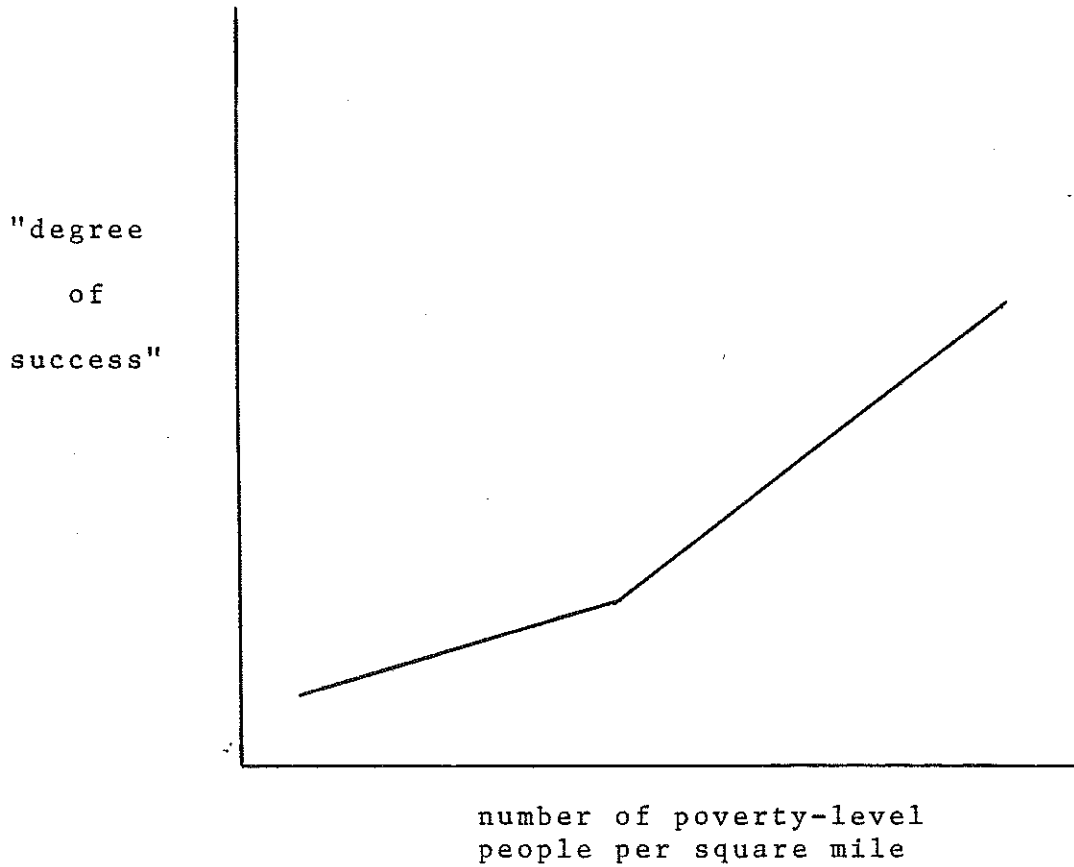
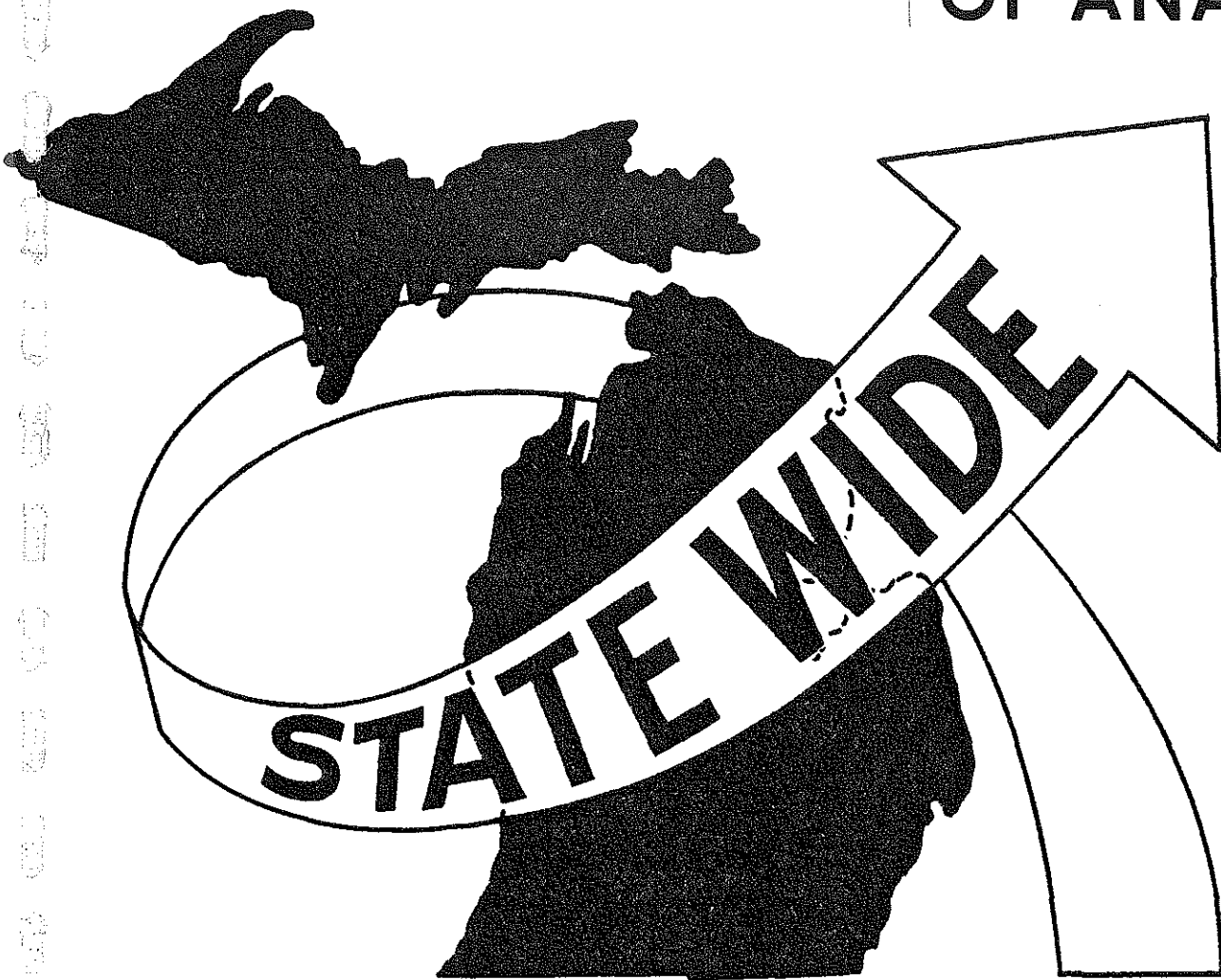


FIGURE 1

Obviously, such a method can never be totally compelling. It can only suggest preferred locations, since there are many factors in site selection which are beyond the scope of this analysis. But a ranking method like this can provide sound decision-making data in a realm where much less existed before in readily-accessible form.

**METHOD
OF ANALYSIS**



METHOD OF ANALYSIS

Data for twenty-two existing Dial-a-Ride programs were provided by the Bus Development Section of the Bureau of Urban and Public Transportation. One of the responsibilities of this Section is to keep records of the performance of Dial-a-Ride projects; data is kept by month on log sheets such as the one shown in Figure 2. After consultation with the Bus Development Section, the number of passengers per vehicle-hour was chosen as an acceptable measure of how well each system was working: the more passengers per vehicle-hour a system has, the more nearly self-supporting it is and the better it is apparently serving the public's needs.

The actual statistic chosen to represent the success or failure of a project is the average of the three highest passenger-per-vehicle-hour ratios, with the added stipulation that the first three months of any study would not be used. This measure will be referred to simply as "high ridership". The reasoning behind this choice goes like this:

1. Some type of averaging would be desirable since averaging is an effective method of "smoothing out" the data and thereby reducing the effect of random variability.

2. The first three months of a study tend to yield extremely erratic figures, possibly because of local promotion campaigns, novelty, or any number of other factors; this would considerably reduce the reliability of any average using these figures.

3. In order that standard errors of estimate be directly comparable from study to study, it is desirable to

average the same number of data for each project; from an inspection of existing data, the smallest acceptable number of points appears to be three.

4. Because seasonal variations in ridership do not necessarily follow the same patterns from one area of the state to another, a fixed three-month period would not allow the studies to be compared directly.

Therefore, since every study to be included in the analysis would have to have a minimum of six months of data, six Dial-a-Ride communities had to be excluded at the outset. (See Figure 3.)

The next step was to gather socio-economic data for these communities. This was made easy by the fact that the Statewide Socio-Economic Data Bank contains the 1970 census of population and housing summarized to the 508-instate-zone system shown in Figure 4. The rapid-retrieval capability of the system allows data to be obtained for all zones simultaneously in a matter of minutes.¹ It was decided to begin with five socio-economic groups which might be expected to make the most extensive use of Dial-a-Ride: the elderly, people in families classed as poverty-level, handicapped persons, households with no available automobile, and students. Furthermore, the important thing to a dispatched transportation system is less the sheer numbers of people in a zone as it is their concentration, since zones vary in size. There might be a large number of people in a zone who would be likely to take advantage of a Dial-a-Ride program, but

¹Friend, A.R., Michigan's Statewide Traffic Forecasting Model, Volume IX: Statewide Socio-Economic Data File, MDSH&T, March 1973.

FIGURE 3:

INITIAL 22 DIAL-A-RIDE COMMUNITIES

<u>Community</u>	<u>Number of Buses</u>	<u>"High Ridership"</u>
Holland	6	6.9
Ludington	4	7.9
Mt. Pleasant	5	7.8
Sault Ste. Marie	6	6.4
Traverse City	6	6.2
Isabella County	3	2.8
Midland	10	5.1
Houghton	5	8.5
Alpena	5	6.5
Benton Harbor	15	6.6
Niles	5	5.9
Marshall	3	4.8
Cadillac	4	6.1
Hillsdale	3	5.0
Manistee County	5	4.9
Big Rapids	4	5.0
Belding	2	*
Roscommon County	3	*
Gladwin	2	*
Dowagiac	2	*
Alma	3	*
Grand Haven	4	*

* -- Insufficient Data to Calculate

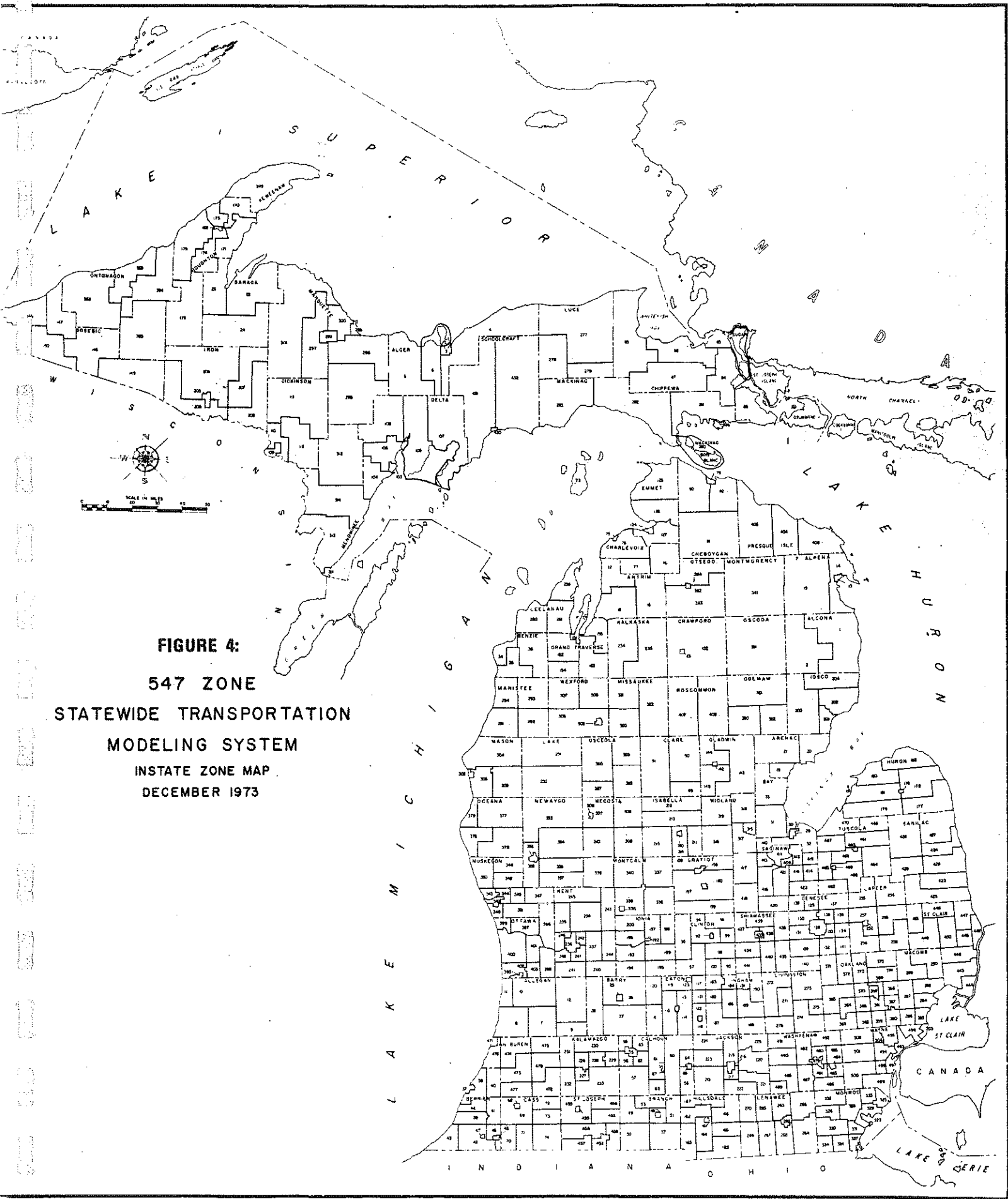


FIGURE 4:
547 ZONE
STATEWIDE TRANSPORTATION
MODELING SYSTEM
INSTATE ZONE MAP
DECEMBER 1973

if there were a similar number of prospective riders in a zone one-quarter the size of the first, the second zone could be expected to be served more efficiently and more economically than the first. Therefore, all socio-economic variables will be expressed on a per-square-mile basis. Figure 5 gives the study areas with their associated statistics.

What now had to be done was to find the sub-group of these variables with the greatest predictive power and then to combine this subset into a single statistic which, hopefully, would correlate highly with the success measure. For this purpose, a relatively new technique called factor analysis was used. Factor analysis is a method of data reduction whereby a number of input variables are used to derive, among other things, a linear regression equation. This equation, when applied to the input variables, yields a single number or "factor" for each zone which best represents the characteristics of all the input variables. Admittedly, this description is rather vague and imprecise, but there is little to be gained by going into a rigorous treatment here; interested readers may consult SPSS: Statistical Package for the Social Sciences by Nie, Bent, and Hull (McGraw-Hill, 1970) for a good user-oriented description. The important thing to remember is that in using factor analysis, it was hoped that a single statistic, describing the ridership potential of each zone, would emerge.

The variable "handicapped persons per square mile" was dropped out very early in the analysis. As can be seen readily in the table in Figure 5, it does not correlate well at all

<u>Community</u>	<u>Elderly/ sq.mi.</u>	<u>Poor/ sq.mi.</u>	<u>Handicapped/ sq.mi.</u>	<u>Carless Households/ sq.mi.</u>	<u>Students/ sq.mi.</u>
Holland	323.6	155.6	12.3	97.1	1093.1
Ludington	426.6	240.0	16.6	164.8	815.9
Mt. Pleasant	278.6	197.1	11.4	119.1	3164.0
Sault Ste. Marie	15.3	19.4	1.9	8.7	49.9
Traverse City	287.1	155.4	14.1	93.0	860.3
Isabella County	3.1	4.4	0.1	0.6	15.1
Midland	65.5	43.4	4.3	19.7	486.8
Houghton	436.9	423.5	16.5	211.5	1766.9
Alpena	187.6	140.8	13.4	63.4	647.8
Benton Harbor	466.3	545.6	51.6	303.4	1065.1
Niles	249.7	189.0	22.2	130.0	560.2
Marshall	208.3	64.2	19.4	90.3	582.5
Cadillac	199.3	123.6	23.4	88.6	525.3
Hillsdale	223.1	66.9	25.2	85.5	631.0
Manistee County	4.8	3.6	0.2	1.4	10.4
Big Rapids	145.1	130.0	14.3	77.5	1374.3

FIGURE 5: SOCIO-ECONOMIC DATA BY STUDY AREA

with the chosen measure of success, and therefore would make a poor predictor. This is logical, since many Dial-a-Ride communities have not had special facilities for the handicapped for a long enough time to have any statistical significance in this analysis.

Additionally, two study sites--Benton Harbor and Sault Ste. Marie--had to be excluded from the factor analysis because they appeared to behave inconsistently relative to the rest of the study zones. In the case of Benton Harbor, its socio-economic characteristics indicated that it should be doing very well; yet its ridership per vehicle-hour was significantly less than other comparable cities. In the Soo area, "high ridership" was much higher than could adequately be explained by socio-economic variables alone. Therefore, since the objective of this analysis is to develop a method which works well in the majority of areas, it is important not to let seeming data aberrations such as this introduce bias into the final equations. In using the process in site selection, the judgment of informed planners will be taken into account; and this sort of "extra information" is exactly what would be needed to explain adequately the behavior of Benton Harbor and the Soo.

At this time, we shall content ourselves with the development of a system of ranking zones according to their potential for a successful Dial-a-Ride system; the problem of actually estimating ridership is a more complex one and will be dealt with at a later

date. Therefore, the ranking system finally arrived at should approximate, as closely as possible, the actual ranks of the study sites:

FIGURE 6

<u>Site</u>	<u>"High Ridership"</u>	<u>Rank</u>
Houghton/Hancock	8.5	1
Ludington	7.9	2
Mt. Pleasant	7.8	3
Holland	6.9	4
Alpena	6.5	5
Traverse City	6.2	6
Cadillac	6.1	7
Niles	5.9	8
Midland	5.1	9
Big Rapids	5.0	10.5
Hillsdale	5.0	10.5
Manistee County	4.9	12
Marshall	4.8	13
Isabella County	2.8	14

} tie

The first attempt which gave a somewhat acceptable distribution of ranks yielded the following regression equation for the computation of a factor (call it F_1):

$$\begin{aligned}
 F_1 = & - .05657 \times (\text{number of elderly persons/square mile}) \\
 & + .16993 \times (\text{poverty-level persons/square mile}) \\
 & + .87156 \times (\text{carless households/square mile}) \\
 & + .02749 \times (\text{students/square mile})
 \end{aligned}$$

Using this formula to compute a "ridership factor" F_1 , the following comparison between actual and estimated ranks can be made:

FIGURE 7

<u>Site</u>	<u>Actual Rank (R)</u>	<u>F_1</u>	<u>Estimated Rank (R_1)</u>	<u>$R-R_1$</u>
Houghton/Hancock	1	304.9	1	0
Ludington	2	184.2	3	-1
Mt. Pleasant	3	224.3	2	+1
Holland	4	120.0	5	-1
Alpena	5	86.4	11	-6
Traverse City	6	114.9	7	-1
Cadillac	7	101.4	8	-1
Niles	8	146.7	4	+4
Midland	9	34.2	12	-3
Big Rapids	10.5	119.2	6	+4.5
Hillsdale	10.5	90.6	10	+0.5
Manistee County	12	1.8	13	-1
Marshall	13	93.8	9	+4
Isabella County	14	1.5	14	0

This gives an average absolute error in ranks of 1.8, and a root-mean-square error of 2.7.

Despite the four cities for which the procedure made an error of at least four ranks (Alpena, Niles, Big Rapids, Marshall), this does not seem to be performing too badly. If this were to be used for site selection, the user presumably would be choosing among the highest-ranked zones, and there was only one gross error among the top 50% of the study sites. However, the presence of

the negative coefficient of "elderly persons/square mile" in the computation of F_1 casts some doubt on the usefulness of F_1 to determine ranks. The negative coefficient implies that there are probably a goodly number of elderly among the ranks of the poor and the carless; in essence, if the elderly are to be counted in at all, a portion of them must be subtracted to avoid a kind of "double-counting". Therefore, if a zone is evaluated whose population of elderly is very different relative to its poor and carless--either a much higher or lower proportion--than in the study sites, the results might be quite erratic. It would be better not to use the variable "elderly/square mile" at all, particularly since the members of this group most likely to use a Dial-a-Ride system are already included in the "poor" and "carless" categories.

So one more try is in order. A second derivation of a desirability factor, using only three variables this time, yields the following formula for the factor F_2 :

$$\begin{aligned} F_2 = & .90760 \times (\text{poverty-level persons/square mile}) \\ & +.08662 \times (\text{carless households/square mile}) \\ & +.00920 \times (\text{students/square mile}) \end{aligned}$$

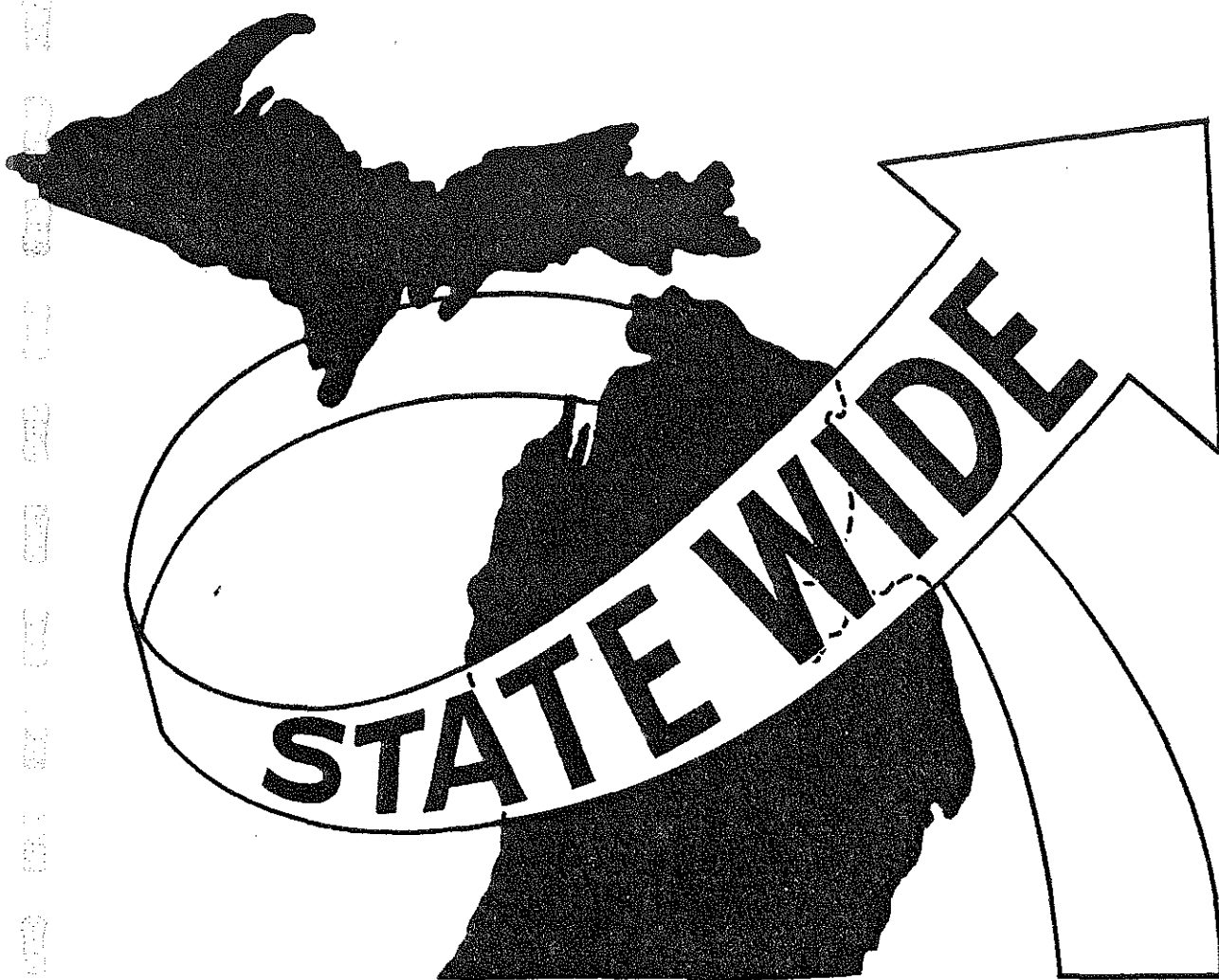
Now the comparison of observed and estimated ranks looks like this:

FIGURE 8

<u>Site</u>	<u>R</u>	<u>F₂</u>	<u>Estimated Rank (R₂)</u>	<u>R-R₂</u>
Houghton/Hancock	1	419.1	1	0
Ludington	2	239.7	2	0
Mt. Pleasant	3	218.7	3	0
Holland	4	159.8	5	-1
Alpena	5	139.3	7	-2
Traverse City	6	157.0	6	0
Cadillac	7	124.7	9	-2
Niles	8	188.0	4	+4
Midland	9	45.6	12	-3
Big Rapids	10.5	137.5	8	+2.5
Hillsdale	10.5	74.0	10	+0.5
Manistee County	12	3.5	14	-2
Marshall	13	71.6	11	+2
Isabella County	14	4.2	13	+1

The average absolute error in ranks here is 1.4, and the root-mean-square error is 1.7. Therefore, by dropping the variable "elderly/square mile", we get a factor F₂ which can be used to approximate ranks more accurately than was possible using F₁. It is also easily seen that F₂ is more consistent than F₁; this fact makes F₂ much more satisfying to use, since there is less chance of wild fluctuations occurring. Some problem apparently still exists with Niles and Midland which has not adequately been explained, but on the whole, F₂ performs very well indeed as a ranking criterion. Please note also that 50% of the study areas were approximated to within one rank of their observed ranking, and that 79% of the approximations came within two ranks of their target value.

SAMPLE RUN



SAMPLE RUN

Figure 9 shows an actual run to rank all 508 instate zones. For each possible Dial-a-Ride location, the following information is given: its rank (1-508), the Statewide zone number, the calculated factor, the county in which the zone lies, and the names of "places" within the zone; in general, unless accompanied by the parenthetical "(CITY)", these names denote townships. In addition, there is a column between "RANK" and "ZONE" in which an asterisk appears if that zone is a part of an existing Dial-a-Ride service area. For purposes of illustration, Figures 10, 11, and 12 show the first group of ten zones, the second ten, and the third ten, respectively, shaded on a zone map. Existing Dial-a-Ride areas are indicated by arrows on this map.

In looking over the listing and the maps, the reader should be very cautious in making judgments on how well existing Dial-a-Ride projects have been located based on how well they agree with the data presented here. He should always keep in mind that a system such as this is only one variable which could be considered in arriving at a project location. The other variables are beyond the scope of this report.

It is also worth noting that this run, for all instate zones, was made on a CDC 6600 computer at a total cost of about \$3.50.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR P2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
1	I I 493	1350.8	WAYNE	DETROIT(PART 2 OF 3), WEST OF LIVERNOIS, NORTH OF TIREMAN.
2	I I 493	1181.0	WAYNE	DETROIT(PART 1 OF 3), EAST OF LIVERNOIS, WEST OF JOHN R, SOUTH AND WEST OF EAST GRAND BLVD.
3	I I 493	1091.0	WAYNE	DETROIT (PART 3 OF 3), EAST OF JOHN R, EAST OF OAKLAND, NORTH AND EAST OF EAST GRAND BLVD.
4	I I 128	590.4	GENESEE	FLINT(CITY).
5	I I 409	589.6	SAGINAW	SAGINAW(CITY).
6	I I 236	570.9	KENT	GRAND RAPIDS(CITY).
7	I* I 37	531.5	BERRIEN	BENTON HARBOR(CITY), ST. JOE(CITY).
8	I* I 169	419.1	HOUGHTON	HOUGHTON(CITY).
9	I I 356	418.4	OAKLAND	PONTIAC(CITY).
10	I I 483	409.8	WASHTENAW	YPSILANTI(CITY).
11	I I 342	398.8	MUSKEGON	MUSKEGON(CITY).
12	I I 216	353.4	JACKSON	JACKSON(CITY).
13	I I 460	344.3	TUSCOLA	CARO.
14	I I 29	335.8	BAY	BAY CITY.
15	I I 471	319.4	VAN BUREN	SOUTH HAVEN(CITY).
16	I I 497	299.9	WAYNE	ALLEN PARK(CITY), ECORSE(CITY), LINCOLN PARK(CITY), MELVINDALE(CITY), RIVER ROUGE(CITY), SOUTHGATE(CITY), WYANDOTTE(CITY).
17	I I 183	295.0	INGHAM	LANSING(CITY), E. LANSING(CITY).
18	I I 55	292.3	CALHOUN	BATTLE CREEK(CITY).
19	I I 66	282.9	CALHOUN	ALBION(CITY).

FIGURE 9: SAMPLE OUTPUT FROM SELECTOR

-18-

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
20	I I 479	I 275.4	I WASHTENAW	I ANN ARBOR(CITY).
21	I I 433	I 253.4	I SHIAWASSEE	I OWOSSO(CITY).
22	I I 366	I 246.9	I OAKLAND	I ROYAL OAK TWP, AND THE FOLLOWING CITIES) BERKLEY, CLAWSON, I FERNDALE, HAZEL PARK, HUNTINGTON WOODS, MADISON HEIGHTS, I OAK PARK, PLEASANT RIDGE.
23	I*I 302	I 239.7	I MASON	I LUDINGTON(CITY).
24	I I 101	I 220.6	I CRAWFORD	I GRAYLING(CITY).
25	I*I 210	I 218.7	I ISABELLA	I MT PLEASANT.
26	I I 262	I 215.5	I LENAWEE	I ADRIAN(CITY).
27	I I 285	I 210.4	I MACOMB	I ST CLAIR SHORES(CITY)E.DET(CITY),ROSEVILLE(CITY).
28	I*I 68	I 207.8	I CASS	I DOWAGIAC(CITY).
29	I I 176	I 197.4	I HURON	I BAD AXE(CITY).
30	I I 311	I 194.3	I MENOMINEE	I MENOMINEE(CITY).
31	I*I 45	I 188.0	I BERRIEN	I NILES(CITY).
32	I I 47	I 176.5	I BERRIEN	I BUCHANAN(CITY).
33	I I 226	I 172.4	I KALAMAZOO	I KALAMAZOO.
34	I I 48	I 169.8	I BRANCH	I COLDWATER(CITY).
35	I I 123	I 169.0	I EATON	I GRAND LEDGE(CITY).
36	I I 192	I 167.8	I IONIA	I IONIA(CITY).
37	I I 459	I 165.6	I ST JOSEPH	I THREE RIVERS(CITY).
38	I I 494	I 160.9	I WAYNE	I DEARBURN(CITY).
39	I*I 395	I 159.8	I OTTAWA	I HOLLAND(CITY).

-19-

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
40	1*I 151	157.0	GRAND TRAVERSE	TRAVERSE CITY(CITY) AND PENINSULA.
41	1 I 323	153.5	MONROE	MONROE(CITY).
42	1 I 75	152.7	CHARLEVOIX	CHARLEVOIX(CITY), PEAINE, ST. JAMES.
43	1 I 430	150.0	SCHOOLCRAFT	MANISTIQUE(CITY).
44	1 I 504	149.0	WAYNE	REDFORD.
45	1 I 335	148.6	MONTCALM	GREENVILLE.
46	1 I 286	148.5	MACOMB	WARREN(CITY).
47	1*I 156	140.3	GRATIOT	ALMA(CITY).
48	1*I 13	139.3	ALPENA	ALPENA(CITY).
49	1 I 103	138.0	DELTA	ESCANABA(CITY).
50	1*I 306	137.5	MECOSTA	BIG RAPIDS(CITY).
51	1 I 295	135.3	MARQUETTE	MARQUETTE(CITY).
52	1 I 498	135.1	WAYNE	TAYLOR(CITY).
53	1 I 503	125.8	WAYNE	GROSSE PTE(CITY), GROSSE PTE FARMS(CITY), GROSSE PTE PARK(CITY), GROSSE PTE SHORES(CITY) GROSSE PTE WOODS(CITY), HARPER WOODS(CITY).
54	1*I 505	124.7	WEXFORD	CADILLAC(CITY).
55	1 I 280	119.7	MACKINAC	BOIS BLANC ISLAND, ST. IGNACE(CITY).
56	1 I 124	118.6	EMMET	PETOSKEY(CITY).
57	1 I 205	116.9	IRON	IRON RIVER(CITY).
58	1 I 501	115.8	WAYNE	CANTON.
59	1 I 92	105.8	CLINTON	ST. JOHNS(CITY).

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
60	I I 109	I 94.6	I DICKINSON	I IRON MOUNTAIN(CITY).
61	I I 248	I 93.1	I KENT	I WYOMING(CITY).
62	I I 284	I 89.9	I MACOMB	I CLINTON, HARRISON.
63	I I 122	I 88.3	I EATON	I EATON RAPIDS(CITY).
64	I I 113	I 87.2	I EATON	I CHARLOTTE(CITY).
65	I I 442	I 85.2	I ST CLAIR	I FORT GRATIOT, PORT HURON.
66	I I 79	I 85.0	I CHEBOYGAN	I CHEBOYGAN.
67	I I 252	I 81.1	I LAPEER	I LAPEER(CITY).
68	I I 469	I 79.4	I TUSCOLA	I VASSAR(CITY).
69	I I 370	I 77.5	I OAKLAND	I WATERFORD.
70	I I 25	I 74.1	I BARRY	I HASTINGS(CITY).
71	I*I 161	I 74.0	I HILLSDALE	I HILLSDALE(CITY).
72	I*I 67	I 71.6	I CALHOUN	I MARSHALL(CITY).
73	I I 133	I 66.8	I GENESEE	I BURTON(CITY).
74	I I 352	I 63.4	I NEWAGO	I FREMONT(CITY).
75	I*I 142	I 60.1	I GLADWIN	I GLADWIN(CITY).
76	I I 392	I 58.7	I OTSEGO	I GAYLORD(CITY).
77	I I 136	I 54.8	I GENESEE	I GENESEE.
78	I I 160	I 52.8	I GRATIOT	I ITHACA(CITY).
79	I I 39	I 50.9	I BERRIEN	I BENTON, HAGAR, ST. JOSEPH.
80	I I 30	I 48.4	I BAY	I BANGOR.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
81	I I 359	I 46.9	I OAKLAND	I SOUTHFIELD.
82	I* I 315	I 45.6	I MIDLAND	I MIDLAND(CITY).
83	I I 3	I 44.8	I ALGER	I MONISING(CITY).
84	I I 362	I 43.9	I OAKLAND	I FARMINGTON.
85	I* I 83	I 43.6	I CHIPPEWA	I SAULT STE. MARIE, SUGAR ISLAND.
86	I I 484	I 42.0	I WASHTENAW	I YPSILANTI.
87	I I 345	I 41.4	I MUSKEGON	I NORTON SHORES.
88	I I 361	I 41.2	I OAKLAND	I BLOOMFIELD.
89	I* I 399	I 39.3	I OTTAWA	I SPRING LAKE.
90	I I 130	I 38.5	I GENESEE	I FLUSHING, MT MORRIS.
91	I I 502	I 37.7	I WAYNE	I NORTHVILLE, PLYMOUTH.
92	I I 366	I 37.1	I OAKLAND	I WEST BLOOMFIELD.
93	I I 299	I 35.6	I MARQUETTE	I ISHPEMING(CITY).
94	I I 287	I 33.9	I MACOMB	I SHELBY.
95	I I 368	I 32.8	I OAKLAND	I AVON.
96	I I 344	I 32.8	I MUSKEGON	I MUSKEGON.
97	I I 367	I 31.7	I OAKLAND	I TROY(CITY).
98	I I 369	I 30.6	I OAKLAND	I PONTIAC.
99	I I 227	I 28.0	I KALAMAZOO	I PORTAGE.
100	I I 170	I 25.2	I HOUGHTON	I CALUMET, OSCEOLA, SCHOOLCRAFT.
101	I I 452	I 25.2	I ST JOSEPH	I STURGIS.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
102	I I 217	I 24.3	I JACKSON	I SUMMIT.
103	I I 500	I 23.4	I WAYNE	I ROMULUS, SUMPTER, VAN BUREN.
104	I I 184	I 23.2	I INGHAM	I MERIDIAN.
105	I I 499	I 22.3	I WAYNE	I BROWNSTOWN, GROSSE ISLE, HURON.
106	I I 329	I 22.1	I MONROE	I FRENCHTOWN, MONROE.
107	I I 247	I 22.0	I KENT	I KENTWOOD.
108	I I 412	I 21.5	I SAGINAW	I BUENA VISTA, ZILWAUKEE.
109	I I 444	I 21.3	I ST CLAIR	I CLAY, COTTRELLVILLE.
110	I I 62	I 21.2	I CALHOUN	I EMMETT.
111	I I 131	I 21.1	I GENESEE	I CLAYTON, FLINT.
112	I I 58	I 20.2	I CALHOUN	I BATTLE CREEK.
113	I I 46	I 19.2	I BERRIEN	I NILES.
114	I I 364	I 19.1	I OAKLAND	I COMMERCE.
115	I I 411	I 19.0	I SAGINAW	I CARROLLTON, KOCHVILLE, SAGINAW.
116	I I 327	I 18.1	I MONROE	I ERIE.
117	I I 9	I 18.1	I ALLEGAN	I GUNPLAIN, OTSEGO.
118	I I 44	I 18.1	I BERRIEN	I LINCOLN, ROYALTUN, SODUS.
119	I I 288	I 16.6	I MACOMB	I CHESTERFIELD, MACOMB.
120	I I 415	I 15.8	I SAGINAW	I BRIDGEPORT.
121	I I 228	I 15.5	I KALAMAZOO	I COMSTOCK.
122	I I 38	I 15.0	I BERRIEN	I BARUDA, LAKE, ORONOKO.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
123	117	14.7	EATON	DELTA.
124	132	14.6	GENESEE	GRAND BLANC.
125	40	14.6	BERRIEN	BAINBRIDGE, COLOMA, WATERVLIET.
126	63	14.5	CALHOON	PENNFIELD.
127	185	14.4	INGHAM	DELHI.
128	59	13.4	CALHOON	BEDFORD.
129	324	13.3	MONROE	BEDFORD.
130	349	13.2	MUSKEGON	EGELSTON.
131	476	13.2	VAN BUREN	COVERT, SOUTH HAVEN.
132	402	13.1	UTTAWA	HOLLAND, PARK.
133	413	13.0	SAGINAW	THOMAS.
134	43	12.9	BERRIEN	CHIKAMING, NEW BUFFALO, THREE OAKS.
135	373	12.8	OAKLAND	BRANDON, INDEPENDENCE.
136	140	12.7	GENESEE	ARGENTINE, FENTON.
137	129	12.6	GENESEE	VIENNA.
138	136	12.4	GENESEE	MONTROSE.
139	219	12.3	JACKSON	BLACKMAN, RIVES.
140	445	12.2	ST CLAIR	KIMBALL.
141	486	11.7	WASHTENAW	AUGUSTA, YORK.
142	246	11.3	KENT	WALKER.
143	363	11.2	OAKLAND	LYON.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
144	I I 239	11.2	KENT	ALPINE, SPARTA.
145	I I 436	11.0	SHIAWASSEE	CALEDONIA.
146	I I 343	11.0	MUSKEGON	LAKETON.
147	I I 362	10.7	OAKLAND	HIGHLAND, MILFORD, WHITE LAKE.
148	I I 173	10.4	HOUGHTON	FRANKLIN, HANCOCK, QUINCY.
149	I I 398	10.3	OTTAWA	GEORGETOWN, JAMESTOWN.
150	I I 485	10.1	WASHTENAW	SUPERIOR.
151	I I 481	10.0	WASHTENAW	PITTSFIELD.
152	I I 474	9.9	VAN BUREN	BANGOR, COLUMBIA, GENEVA.
153	I I 134	9.9	GENESEE	DAVISON.
154	I I 204	9.7	IOSCO	OSCODA.
155	I I 371	9.6	OAKLAND	HOLLY, ROSE.
156	I I 241	9.5	KENT	BYRON, GAINES.
157	I I 41	9.4	BERRIEN	BERRIEN, PIPESTONE.
158	I* I 211	9.3	ISABELLA	CHIPPEWA, COE.
159	I I 334	9.2	MONROE	WHITEFORD.
160	I I 463	9.2	TUSCOLA	INDIANFIELDS, JUNIATA.
161	I I 351	9.0	MUSKEGON	FRUITPORT, RAVENNA, SULLIVAN.
162	I I 220	8.9	JACKSON	GRASS LAKE, LEONI.
163	I I 290	8.9	MACOMB	ARMADA, LENOX, RICHMOND.
164	I I 268	8.8	LENAWEE	FAIRFIELD, MADISON.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
165	1 I 348	8.7	MUSKEGON	CECUM CREEK, DALTON.
166	1 I 403	8.7	OTTAWA	ZEELAND.
167	1 I 236	8.3	KALAMAZOO	COOPER, RICHLAND, ROSS.
168	1 I 374	8.3	OAKLAND	OAKLAND, ORION.
169	1 I 350	8.2	MUSKEGON	FRUITLAND, MONTAGUE, WHITE RIVER, WHITEHALL.
170	1 I 420	8.2	SAGINAW	CHESANING, MAPLE GROVE.
171	1 I 472	8.1	VAN BUREN	ANTWERP, DECATUR, PORTER.
172	1 I 32	8.1	BAY	FRANKENLUST, HAMPTON, MERRITT, PORTSMOUTH.
173	1 I 473	8.0	VAN BUREN	ARLINGTON, HARTFORD, LAWRENCE.
174	1 I 100	8.0	CLINTON	DEWITT.
175	1 I 11	8.0	ALLEGAN	LAKETOWN, SAUGATUCK.
176	1 I 76	8.0	CASS	HOWARD, MILTON.
177	1 I 34	7.9	BENZIE	CRYSTAL LAKE, LAKE.
178	1 I 331	7.7	MONROE	LASALLE.
179	1 I 450	7.6	ST JOSEPH	LEONIDAS, MENDON.
180	1 I 238	7.4	KENT	ALGOMA, CANNON, COURTLAND, PLAINFIELD.
181	1 I 69	7.3	CASS	LA GRANGE, POKAGON, SILVER CREEK, WAYNE.
182	1 I 106	7.3	DELTA	ESCANABA, WELLS.
183	1 I 19	7.3	ARENAC	LINCOLN, STANDISH.
184	1 I 441	7.2	SHIAWASSEE	PERRY, WOODHULL.
185	1 I 31	7.2	BAY	BEAVER, KAWKAWLIN, MONITOR, WILLIAMS.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
186	I I 258	I 7.2	I LAPEER	I ALMONT, DRYDEN, IMLAY.
187	I I 477	I 7.2	I VAN BUREN	I HAMILTON, KEELER.
188	I I 289	I 7.2	I MACOMB	I BRUCE, RAY, WASHINGTON.
189	I I 448	I 7.2	I ST CLAIR	I BROCKWAY, GREENWOOD.
190	I I 435	I 7.2	I SHIAWASSEE	I BURNS, VERNON.
191	I I 333	I 7.2	I MONROE	I ASH.
192	I* I 291	I 7.1	I MANISTEE	I BROWN, FILER, MANISTEE, STRONACH.
193	I I 443	I 7.0	I ST CLAIR	I CASCO, CHINA, EAST CHINA, IRA.
194	I I 387	I 7.0	I OSCEOLA	I HERSEY, RICHMOND.
195	I I 139	I 6.9	I GENESEE	I GAINES, MUNDY.
196	I I 71	I 6.9	I CASS	I JEFFERSON, ONTWA.
197	I I 320	I 6.9	I MONROE	I DUNDEE.
198	I* I 214	I 6.8	I ISABELLA	I LINCOLN, UNION.
199	I I 7	I 6.7	I ALLEGAN	I ALLEGAN, CHESHIRE, TROWBRIDGE, VALLEY.
200	I I 457	I 6.7	I ST JOSEPH	I MOTTVILLE, WHITE PIGEON.
201	I I 223	I 6.6	I JACKSON	I PARMA, SANDSTONE.
202	I I 78	I 6.5	I CHARLEVOIX	I BAY, CHARLEVOIX, EVANGELINE, EVELINE, HAYES, MARION, NORWOOD.
203	I I 470	I 6.5	I VAN BUREN	I ALMENA, PAW PAW, WAVERLY.
204	I I 174	I 6.5	I HOUGHTON	I PORTAGE.
205	I I 401	I 6.4	I OTTAWA	I ALLENDALE, BLENDON
206	I I 140	I 6.4	I GOGEBIC	I IRONWOOD.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
207	1 I 181	6.4	HURON	COLFAX, FAIRHAVEN, OLIVER, WINSOR.
208	1 I 8	6.4	ALLEGAN	CASCO, CLYDE, GANGES, LEE.
209	1 I 200	6.4	IONIA	ORLEANS, OTISCO.
210	1 I 325	6.3	MONROE	BERLIN.
211	1 I 355	6.3	NEWAGO	BRIDGETON, DAYTON, SHERIDAN.
212	1 I 408	6.2	TUSCOLA	FREMONT, VASSAR, WATERTOWN.
213	1 I 480	6.2	WASHTENAW	ANN ARBOR.
214	1 I 462	6.2	TUSCOLA	ARBELA, MILLINGTON.
215	1 I 275	6.2	LIVINGSTON	BRIGHTON, GENOA.
216	1 I 245	6.1	KENT	NELSON, SOLON, TYRONE.
217	1 I 337	6.1	MONTCALM	DAY, FERRIS, HOME, RICHLAND.
218	1 I 466	6.1	TUSCOLA	ELKLAND, ELMWOOD.
219	1 I 135	6.1	GENESEE	RICHFIELD.
220	1 I 56	6.1	CALHOUN	ALBION, HUMER.
221	1 I 89	6.1	CLARE	GRANT, SHERIDAN.
222	1 I 194	6.1	IONIA	CAMPBELL, OUESSA.
223	1 I 271	6.0	LIVINGSTON	HOWELL, MARION.
224	1 I 410	6.0	SAGINAW	JAMES, ST. CHARLES, SWAN CREEK.
225	1 I 53	5.9	BRANCH	GIRARD, UNION.
226	1 I 177	5.9	HURON	BINGHAM, PARIS, SAND BEACH, SHERMAN.
227	1 I 269	5.9	LENAWEE	HUDSON, MEDINA.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
228	1 1 446	5.9	ST CLAIR	COLUMBUS, ST CLAIR.
229	1 1 221	5.9	JACKSON	NAPOLEON, NORVELL.
230	1 1 377	5.8	OCEANA	COLFAX, CRYSTAL, ELBRIDGE, HART, LEAVITT, WEARE.
231	1 1 492	5.8	WASHTENAW	NORTHFIELD, SALEM.
232	1 1 421	5.8	SAGINAW	ALBEE, SPAULDING.
233	1 1 417	5.7	SAGINAW	FREMONT, JONESFIELD, LAKEFIELD, RICHLAND.
234	1 1 137	5.7	GENESEE	FOREST, THETFORD.
235	1 1 397	5.7	OTTAWA	CROCKERY, POLKTON.
236	1 1 186	5.6	INGHAM	ALAIEDON, VEVA.
237	1 1 458	5.6	ST JOSEPH	BURR OAK, FAWN RIVER.
238	1 1 276	5.6	LENAWEE	ROLLIN, WOODSTOCK.
239	1 1 422	5.5	SAGINAW	BIRCH RUN, TAYMOUTH.
240	1 1 257	5.5	LAPEER	LAPEER, MAYFIELD, OREGON.
241	1 1 54	5.5	BRANCH	COLDWATER.
242	1 1 357	5.5	NEWAGO	ASHLAND, ENSLEY, GRANT.
243	1 1 274	5.5	LIVINGSTON	GREEN OAK, HAMBURG.
244	1 1 434	5.5	SHIAWASSEE	BENNINGTON, SCIOTA.
245	1 1 191	5.4	INGHAM	WHEATFIELD, WILLIAMSTON.
246	1 1 12	5.4	ALLEGAN	DORR, HOPKINS, LEIGHTON, MARTIN, WATSON, WAYLAND.
247	1 1 179	5.4	HURON	BROOKFIELD, GRANT, SEBEWAING, SHERIDAN.
248	1 1 375	5.4	OAKLAND	ADDISON, OXFORD.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
249	I I 73	5.4	I CASS	I NEWBERG, PENN.
250	I I 14	5.4	I ALPENA	I ALPENA, SANBORN.
251	I I 166	5.4	I HILLSDALE	I JEFFERSON, PITTSFORD.
252	I I 266	5.3	I LENAWEE	I CLINTON, MACON, RAISIN, RIDGEWAY, TECUMSEH.
253	I I 198	5.3	I IONIA	I LYONS, NORTH PLAINS.
254	I I 95	5.3	I CLINTON	I BATH.
255	I I 187	5.3	I INGHAM	I AURELIUS, LESLIE, ONONDAGA.
256	I I 96	5.3	I CLINTON	I DUPLAIN, GREENBUSH.
257	I I 167	5.2	I HILLSDALE	I LITCHFIELD, MOSCOW, SCIPO.
258	I I 330	5.2	I MONROE	I IDA, SUMMERFIELD.
259	I I 182	5.2	I HURON	I DWIGHT, GORE, HOME, HURON, PORT AUSTIN, POINT AUX BARQUES.
260	I I 475	5.1	I VAN BUREN	I BLOOMINGDALE, PINE GROVE.
261	I I 242	5.1	I KENT	I GRAND RAPIDS.
262	I I 65	5.1	I CALHOUN	I TEKUNSHA.
263	I I 244	5.1	I KENT	I LOWELL, VERGENNES.
264	I I 188	5.0	I INGHAM	I BUNKER HILL, STOCKBRIDGE.
265	I I 396	5.0	I OTTAWA	I CHESTER, TALLMADGE, WRIGHT.
266	I I 376	5.0	I OCEANA	I BENONA, CLAYBANKS, SHELBY.
267	I I 229	4.9	I KALAMAZOO	I CHARLESTON.
268	I I 193	4.9	I IONIA	I BERLIN, BOSTON.
269	I I 26	4.9	I BARRY	I CARLTON, CASTLETON, HASTINGS, IRVING, RUTLAND, WOODLAND.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
270	42	4.9	BERRIEN	BERTRAND, BUCHANAN, GALIEN, WEESAW.
271	99	4.8	CLINTON	OVID.
272	336	4.8	MONTCALM	BLOOMER, BUSHNELL, CRYSTAL, EVERGREEN.
273	447	4.8	ST CLAIR	BURICHVILLE, CLYDE, GRANT.
274	165	4.8	HILLSDALE	CAMDEN, READING.
275	451	4.8	ST CLAIR	LYNN, MUSSEY.
276	418	4.8	SAGINAW	BRADY, BRANT, CHAPIN, MAHON.
277	265	4.8	LENAWEE	CAMBRIDGE, ROME.
278	201	4.8	IUSCO	ALABASTER, TAWAS.
279	338	4.7	MONTCALM	EUREKA, FAIRPLAIN, MONTCALM, SIDNEY.
280	423	4.7	SANILAC	BUEL, ELK, LEXINGTON.
281	225	4.6	JACKSON	HENRIETTA, WATERLOO.
282	64	4.6	CALHOUN	SHERIDAN.
283	121	4.6	EATON	WINDSOR.
284	380	4.5	OGEMAW	EDWARDS, HORTON, OGEMAW, WEST BRANCH.
285	453	4.5	ST JOSEPH	COLON, NOTTAWA.
286	50	4.5	BRANCH	BETHEL, BRONSON, GILEAD, NOBLE.
287	150	4.4	GOGEBIC	BESSEMER, ERWIN.
288	202	4.4	IUSCO	AU SABLE, BALDWIN, WILBER.
289	72	4.4	CASS	MARCELLUS, VOLINIA.
290	243	4.4	KENT	GRATTAN, OAKFIELD, SPENCER.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
291	1 I 28	4.4	BARRY	ORANGEVILLE, PRAIRIEVILLE, THORNAPPLE, YANKEE SPRINGS.
292	1 I 171	4.3	HOUGHTON	CHASSELL, TORCH LAKE
293	1 I 261	4.3	LEELANAU	BINGHAM, CENTERVILLE, ELMWOOD, SOLON.
294	1 I 339	4.3	MONTCALM	MAPLE VALLEY, PIERSON, REYNOLDS, WINFIELD.
295	1 I 437	4.3	SHIAWASSEE	FAIRFIELD, MIDDLEBURY, OWOSSO.
296	1 I 347	4.3	MUSKEGON	CASNOVIA, MOORLAND.
297	1 I 96	4.3	CLARE	ARTHUR, FRANKLIN, FROST, HAMILTON, HATTON, HAYES.
298	1 I 254	4.3	LAPEER	BURLINGTON, BURNSIDE, NORTH BRANCH.
299	1 I 404	4.2	PRESQUE ISLE	BELKNAP, BISMARCK, METZ, MOLTKE, ROGERS.
300	1 I 425	4.2	SANILAC	FLYNN, FREMONT, MAPLE VALLEY, SPEAKER, WORTH.
301	1 I 116	4.2	EATON	BELLEVUE, KALAMO.
302	1 I 77	4.2	CHARLEVOIX	SOUTH ARM, WILSON.
303	1 I 372	4.1	OAKLAND	GROVELAND, SPRINGFIELD.
304	1 I 320	4.1	MISSAUKEE	LAKE, REEDER, RICHLAND, RIVERSIDE.
305	1 I 168	4.1	HILLSDALE	ADAMS, SOMERSET, WHEATLAND.
306	1 I 33	4.0	BAY	FRASER, GARFIELD, GIBSON, MT. FOREST, PINCONNING.
307	1 I 233	4.0	KALAMAZOO	BRADY, CLIMAX, PAVILION, SCHOOLCRAFT, WAKESHMA.
308	1 I 319	4.0	MIDLAND	EDENVILLE, GENEVA, JEROME, WARREN.
309	1 I 317	4.0	MIDLAND	HOMER, INGERSOLL, MIDLAND, MT. HALEY.
310	1 I 419	4.0	SAGINAW	BLUMFIELD
311	1 I 164	4.0	HILLSDALE	CAMBRIA, HILLSDALE, WOODBRIDGE.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
312	1 I 328	3.9	MUNROE	EXETER, RAISINVILLE.
313	1 I 308	3.9	MECOSTA	CHIPPEWA, FORK, MARTINY, SHERIDAN.
314	1 I 382	3.9	UGEMAW	CHURCHILL, LOGAN, MILLS, RICHLAND.
315	1 I 178	3.9	HURON	BLOOMFIELD, LINCOLN, RIBICON, SIGEL, VERONA.
316	1 I 450	3.9	ST CLAIR	KENUCKEE, WALES.
317	1 I 309	3.9	MECOSTA	HINTON, MILLBROOK, MORTON, WHEATLAND.
318	1 I 189	3.9	INGHAM	INGHAM, WHITE OAK.
319	1 I 356	3.8	NEWAGO	BROOKS, CROTON, GARFIELD.
320	1 I 305	3.8	MASON	AMBER, PERE MARQUETTE, RIVERTON, SUMMIT.
321	1 I 273	3.8	LIVINGSTON	DEERFIELD, HARTLAND, OCEOLA, TYRONE.
322	1 I 253	3.8	LAPEER	ARCADIA, ATTICA, GOODLAND.
323	1 I 346	3.8	MUSKEGON	BLUE LAKE, HOLTON.
324	1 I 199	3.8	IONIA	ORANGE, PORTLAND.
325	1 I 407	3.8	TUSCOLA	FAIRGROVE, GILFORD.
326	1 I 482	3.8	WASHTENAW	SCIO, WEBSTER.
327	1 I 255	3.8	LAPEER	DEERFIELD, MARATHON, RICH.
328	1 I 163	3.8	HILLSDALE	AMBOY, RANSOM, WRIGHT.
329	1 I 267	3.8	LENAWEE	DOVER, SENECA.
330	1 I 276	3.7	LIVINGSTON	PUTNAM, UNADILLA.
331	1 I 52	3.7	BRANCH	ALGANSEE, CALIFORNIA, KINDERHOOK, OVID.
332	1 I 180	3.7	HURON	CASEVILLE, CHANDLER, LAKE, MCKINLEY, MEADE.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
333	1 I 27	3.7	BARRY	ASSYRIA, BALTIMORE, BARRY, HOPE, JOHNSTOWN, MAPLE GROVE.
334	1 I 427	3.7	SANILAC	DELAWARE, MARION, MINDEN, WHEATLAND.
335	1 I 231	3.6	KALAMAZOO	ALAMO, OSHTemo.
336	1 I 379	3.6	OCEANA	GOLDEN, PENTWATER.
337	1 I 454	3.6	ST JOSEPH	CONSTANTINE, FLORENCE, SHERMAN.
338	1 I 159	3.6	GRATIOT	ELBA, FULTON, NORTH SHADE, WASHINGTON.
339	1 I 256	3.6	LAPEER	ELBA, MADLEY, METAMORA.
340	1 I 80	3.6	CHEBOYGAN	BEAUGRAND, BURT, HEBRON, INVERNESS, MACKINAW, MULLETT, MUNRO.
341	1 I 316	3.5	MIDLAND	GREENDALE, JASPER, LEE, PORTER.
342	1 I 152	3.5	GRAND TRAVERSE	BLAIR, GARFIELD, GREEN LAKE, LONG LAKE.
343	1 I 307	3.5	MECOSTA	BIG RAPIDS, COLFAX, GRANT, GREEN.
344	1 I 222	3.5	JACKSON	COLUMBIA, LIBERTY.
345	1 I 51	3.5	BRANCH	BUTLER, QUINCY.
346	1 I 49	3.5	BRANCH	BATAVIA, MATTESON, SHERWOOD.
347	1 I 158	3.5	GRATIOT	BETHANY, PINE RIVER, SEVILLE, WHEELER.
348	1 I 115	3.4	EATON	CARMEL, CHESTER, WALTON.
349	1* I 407	3.4	ROSCOMMON	DENTON, GERRISH, LAKE, LYON, MARKEY, ROSCOMMON.
350	1 I 464	3.4	TUSCOLA	DAYTON, KINGSTON, KOYLTON, WELLS.
351	1 I 259	3.4	LEELANAU	LEELANAU, LELAND, SUTTONS BAY
352	1 I 74	3.4	CASS	CALVIN, MASON, PORTER.
353	1 I 118	3.4	EATON	EATON RAPIDS, HAMLIN.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
354	I I 127	3.3	EMMET	BEAR CREEK, RESORT, SPRINGVALE.
355	I I 440	3.3	SHIAWASSEE	ANTRIM, SHIAWASSEE.
356	I I 420	3.3	SANILAC	ELMER, MARLETTE.
357	I I 438	3.3	SHIAWASSEE	HAZELTON, VENICE.
358	I I 487	3.3	WASHTENAW	LODI, SALINE.
359	I I 263	3.3	LENAWEE	ADRIAN, FRANKLIN.
360	I I 400	3.3	OTTAWA	GRAND HAVEN, OLIVE, PORT SHELDON, ROBINSON.
361	I I 439	3.3	SHIAWASSEE	NEW HAVEN, RUSH.
362	I I 10	3.3	ALLEGAN	FILLMORE, HEATH, MANLIUS, MONTEREY, OVERISEL, SALEM.
363	I I 449	3.3	ST CLAIR	BERLIN, EMMETT, RILEY.
364	I I 87	3.3	CHIPPEWA	KINKROSS, RUDYARD, TROUT LAKE.
365	I I 237	3.3	KENT	ADA, CASCADE.
366	I I 35	3.3	BENZIE	BENZONIA, BLAINE, GILMORE, JOYFIELD, WELDON.
367	I I 272	3.2	LIVINGSTON	COMUCTAH, CONWAY, HANDY, IOSCO.
368	I I 232	3.2	KALAMAZOO	PRAIRIE RONDE, TEXAS.
369	I I 119	3.2	EATON	ONEIDA, ROXAND.
370	I I 120	3.2	EATON	SUNFIELD, VERMONTVILLE.
371	I I 110	3.2	DICKINSON	BREITUNG.
372	I I 57	3.2	CALHOUN	ATHENS, BURLINGTON, LEROY, NEWTON.
373	I I 294	3.2	MANISTEE	ARCADIA, BEAR LAKE, ONEKAMA, PLEASANTON.
374	I I 426	3.2	SANILAC	ARGYLE, AUSTIN, EVERGREEN, GREENLEAF, LAMOTTE, MOORE.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
375	I I 240	3.1	KENT	BOWNE, CALEDONIA.
376	I I 490	3.1	WASHTENAW	LIMA, SYLVAN.
377	I I 354	3.1	NEWAGO	BIG PRAIRIE, EVERETT, GOODWELL, LINCOLN, SHERMAN, WILCOX.
378	I I 224	3.1	JACKSON	SPRINGPORT, TOMKINS.
379	I I 218	3.1	JACKSON	CONCORD, HANOVER, PULASKI, SPRING ARBOR.
380	I I 470	3.1	TUSCOLA	AKRON, COLUMBIA, WISNER.
381	I I 429	3.1	SANILAC	SANILAC, WASHINGTON, WATERTOWN.
382	I I 157	3.0	GRATIOT	ARCADE, EMERSON, HAMILTON, LAFAYETTE, NORTH STAR, NEW HAVEN, NEWARK, SUMNER.
383	I*I 212	3.0	ISABELLA	COLDWATER, GILMORE, VERNON, WISE.
384	I I 195	3.0	IONIA	DANDY, SEBEWA.
385	I I 388	3.0	OSCEOLA	EVART, ORIENT, OSCEOLA, SYLVAN.
386	I I 508	3.0	WEXFORD	CEDAR CREEK, COLFAX, GREENWOOD, LIBERTY.
387	I I 203	3.0	IOSCO	BURLEIGH, GRANT, PLAINFIELD, RENO, SHERMAN.
388	I I 264	2.9	LENAWEE	BLISSFIELD, DEERFIELD, UGDEN, PALMYRA, RIGA.
389	I I 98	2.9	CLINTON	OLIVE, VICTOR.
390	I I 18	2.9	ANTRIM	CUSTER, ELK RAPIDS, FOREST HOME, HELENA, KEARNEY, MILTON.
391	I I 114	2.9	EATON	BENTON, BROOKFIELD, EATON.
392	I I 112	2.9	DICKINSON	NORWAY, WAUCEDAH.
393	I*I 215	2.9	ISABELLA	BROOMFIELD, DEERFIELD, FREMONT, ROLLAND.
394	I I 145	2.8	GLADWIN	BEAVERTON, BUCKEYE, GROUT.
395	I*I 213	2.8	ISABELLA	DENVER, ISABELLA, NOTTAWA, SHERMAN.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
395	I I 455	2.8	I ST JOSEPH	I FABIUS, FLOWERFIELD, LOCKPORT, PARK.
397	I I 21	2.8	I ARENAC	I ADAMS, ARENAC, CLAYTON, DEEP RIVER, MASON, MOFFATT.
398	I I 190	2.8	I INGHAM	I LEROY, LOCKE.
399	I I 190	2.8	I TONIA	I EASTON, KEENE.
400	I I 162	2.8	I HILLSDALE	I ALLEN, FAYETTE.
401	I I 378	2.8	I OCEANA	I FERRY, GRANT, GREENWOOD, NEWFIELD, OTTO.
402	I I 20	2.8	I ARENAC	I AU GRES, SIMS, TURNER, WHITNEY.
403	I I 91	2.7	I CLARE	I FREEMAN, GARFIELD, GREENWOOD, LINCOLN, REDDING, SUMMERFIELD, SURREY, WINTERFIELD.
404	I I 175	2.7	I HOUGHTON	I ADAMS, ELM RIVER, STANTON.
405	I I 88	2.7	I CHIPPEWA	I BAY MILLS, DAFTER, SUPERIOR.
406	I I 389	2.7	I OSCEOLA	I HARTWICK, HIGHLAND, MARION, MIDDLE BRANCH.
407	I I 424	2.7	I SANILAC	I BRIDGEHAMPTON, CUSTER, FORESTER.
408	I I 126	2.6	I EMMET	I FRIENDSHIP, LITTLEFIELD, LITTLE TRAVERSE, MAPLE RIVER, PLEASANT VIEW, WEST TRAVERSE.
409	I I 489	2.6	I WASHTENAW	I MANCHESTER.
410	I I 250	2.6	I LAKE	I CHASE, CHERRY VALLEY, LAKE, PINORA, PLEASANT PLAIN, SWEETWATER, WEBBER, YATES.
411	I I 461	2.6	I TUSCOLA	I ALMER, ELLINGTON, NOVESTA.
412	I I 17	2.6	I ANTRIM	I BANKS, CENTRAL LAKE, ECHO, TORCH LAKE.
413	I I 97	2.6	I CLINTON	I EAGLE, RILEY, WATERTOWN.
414	I I 61	2.5	I CALHOUN	I CONVIS, FREDONIA, MARSHALL.
415	I I 104	2.5	I DELTA	I BARK RIVER, FORD RIVER.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
416	I I 125	2.5	EMMET	BLISS, CARR LAKE, CROSS VILLAGE, CENTER, MCKINLEY, READMOND, WAWATAM.
417	I I 197	2.5	IONIA	IONIA, RONALD.
418	I I 506	2.5	WEXFORD	BOON, CHERRY GROVE, CLAM LAKE, HARING, HENDERSON, SOUTH BRANCH, SELMA, SLAGLE.
419	I I 296	2.4	MARQUETTE	CHOCOLAY, RICHMOND, SANDS, SKANDIA, WEST BRANCH.
420	I I 153	2.4	GRAND TRAVERSE	EAST BAY, FIFE LAKE, PARADISE, UNION.
421	I I 95	2.4	CLINTON	DALLAS, LEBANON, WESTPHALIA.
422	I I 234	2.4	KALKASKA	BOARDMAN, CLEARWATER, KALKASKA, ORANGE, RAPID RIVER, SPRINGFIELD.
423	I I 318	2.4	MIDLAND	HOPE, LARKIN, LINCOLN, MILLS.
424	I I 332	2.4	MONROE	LONDON, MILAN.
425	I I 94	2.3	CLINTON	BENGAL, BINGHAM, ESSEX.
426	I I 1	2.3	ALCONA	ALCONA, CALEDONIA, GREENBUSH, GUSTIN, HARRISVILLE, HAWES, HAYNES, MIKADO.
427	I I 155	2.3	GRAND TRAVERSE	ACME, WHITEWATER.
428	I I 154	2.2	GRAND TRAVERSE	GRANT, MAYFIELD.
429	I I 313	2.2	MENOMINEE	INGALLSTON, LAKE, MELLEN, MENOMINEE, STEPHENSON.
430	I I 296	2.2	MARQUETTE	EWING, FORSYTH, TURIN, WELLS.
431	I I 390	2.1	OSCEOLA	BURDELL, CEDAR, LEROY, LINCOLN, ROSE LAKE, SHERMAN.
432	I I 410	2.1	SAGINAW	TITTABAWASSEE.
433	I I 340	2.1	MONTCALM	BELVIDERE, CATO, DOUGLASS, PINE.
434	I I 507	2.1	WEXFORD	ANTIOCH, HANOVER, SPRINGVILLE, WEXFORD.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
435	I I 303	2.1	MASON	BRANCH, CUSTER, EDEN, LOGAN.
436	I I 491	2.0	WASHTENAW	DEXTER, LYNDON.
437	I I 141	2.0	GENESEE	ATLAS.
438	I I 15	2.0	ALPENA	GREEN, LONG RAPIDS, MAPLE RIDGE, OSSINEKE, WELLINGTON, WILSON.
439	I I 381	2.0	OGEMAW	CUMMING, FOSTER, GOODAR, HILL, KLACKING, ROSE.
440	I I 144	2.0	GLADWIN	GLADWIN, SAGE, SHERMAN.
441	I* I 293	1.9	MANISTEE	CLEON, MAPLE GROVE, MARILLA, SPRINGDALE.
442	I I 60	1.9	CALHOUN	CLARENCE, CLARENDON, ECKFORD, LEE, MARENGO.
443	I I 310	1.9	MECOSTA	AETNA, AUSTIN, DEERFIELD, MECOSTA.
444	I I 143	1.9	GLADWIN	BENTLEY, BILLINGS, BOURRET, BUTMAN, CLEMENT, GRIM, HAY, SECURD, SHERIDAN, TOBACCO.
445	I I 405	1.9	PRESCUE ISLE	ALLIS, BEARINGER, CASE, NORTH ALLIS, OCQUEOC.
446	I I 353	1.8	NEWAGO	BARTON, BEAVER, DENVER, HOME, LILLEY, MERRILL, MONROE, NORWICH, TROY.
447	I I 76	1.7	CHARLEVOIX	BOYNE VALLEY, CHANDLER, HUDSON, MELROSE.
448	I I 168	1.6	DELTA	BALDWIN, BRAMPTON, CORNELL, MAPLE RIDGE.
449	I I 304	1.6	MASON	FREESOIL, GRANT, HAMLIN, MEADE, SHERIDAN, SHERMAN, VICTORY.
450	I I 260	1.6	LEELANAU	CLEVELAND, EMPIRE, GLEN ARBOR, KASSON.
451	I I 465	1.6	TUSCOLA	DENMARK, TUSCOLA.
452	I I 84	1.6	CHIPPEWA	BRUCE, PICKFORD.
453	I I 400	1.6	PRESCUE ISLE	KRAKOW, POSEN, PRESCUE ISLE, PULAWSKI.
454	I I 147	1.6	GOGEBIC	WAKEFIELD.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
455	I I 23	I 1.5	I BARAGA	I BARAGA.
456	I I 394	I 1.5	I OTSEGO	I CORWITH, DOVER, ELMIRA, LIVINGSTON.
457	I I 312	I 1.5	I MENOMINEE	I HARRIS, MEYER, SPALDING.
458	I I 488	I 1.5	I WASHTENAW	I BRIDGEWATER, FREEDOM, SHARON.
459	I I 10	I 1.5	I ANTRIM	I CHESTONIA, JORDAN, MANCERONA, STAR, WARNER.
460	I I 341	I 1.4	I MONTMORENCY	I ALBERT, AVERY, BRILEY, HILLMAN, LOUD, MONTMORENCY, RUST, VIENNA.
461	I I 35	I 1.4	I BENZIE	I ALMIRA, COLFAX, HOMESTEAD, INLAND, PLATTE.
462	I I 81	I 1.4	I CHEBOYGAN	I ELLIS, FOREST, KOEHLER, MENTOR, NUNDA, TUSCARORA, WALKER, WAVERLY, WILMOT.
463	I I 206	I 1.4	I IRON	I STAMBAUGH.
464	I I 314	I 1.4	I MENOMINEE	I CEDARVILLE, DAGGETT, FAITHORN, GOURLEY, HOLMES, NADEAU.
465	I I 82	I 1.4	I CHEBOYGAN	I ALUMA, BENTON, GRANT.
466	I I 321	I 1.4	I MISSAUKEE	I BLOOMFIELD, CALDWELL, FOREST, PIONEER.
467	I I 391	I 1.4	I OSCODA	I BIG CREEK, CLINTON, COMINS, ELMER, GREENWOOD, MENTOR.
468	I* I 292	I 1.4	I MANISTEE	I DICKSON, NORMAN.
469	I I 322	I 1.3	I MISSAUKEE	I AETNA, BUTTERFIELD, CLAM UNION, ENTERPRISE, HOLLAND, NORWICH, WEST BRANCH.
470	I I 251	I 1.3	I LAKE	I DOVER, EDEN, ELK, ELLSWORTH, NEWKIRK, PEACOCK, SAUBLE.
471	I* I 408	I 1.2	I ROSCOMMON	I AU SABLE, BACKUS, HIGGINS, NESTER, RICHFIELD.
472	I I 383	I 1.2	I ONTONAGON	I ONTONAGON.
473	I I 300	I 1.2	I MARQUETTE	I MARQUETTE, NEGAUNEE.
474	I I 414	I 1.1	I SAGINAW	I FRANKENMUTH.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
475	I I 281	1.1	MACKINAC	CLARK, MARQUETTE, ST IGNACE.
476	I I 22	1.0	BARAGA	ARVON, LANSE.
477	I I 207	1.0	IRON	CRYSTAL FALLS.
478	I I 393	1.0	OTSEGO	BAGLEY, CHARLTON, CHESTER, HAYES, OTSEGO LAKE.
479	I I 102	1.0	CRAWFORD	BEAVER CREEK, FREDERIC, GRAYLING, LOVELLS, MAPLE FOREST, SOUTH BRANCH.
480	I I 283	.9	MACKINAC	GARFIELD, NEWTON, PORTAGE.
481	I I 385	.9	ONTONAGON	HAIGHT, INTERIOR, MCMILLAN, STANNARD.
482	I I 249	.9	KEWEENAW	ALLOUEZ, EAGLE HARBOR, GRANT, HOUGHTON, SHERMAN.
483	I I 105	.8	DELTA	BAY DE NOC, ENSIGN, MASONVILLE.
484	I I 5	.7	ALGER	LIMESTONE, MATHIAS, ONOTA, ROCK RIVER.
485	I I 279	.7	LUCE	PENTLAND.
486	I I 107	.7	DELTA	FAIRBANKS, GARDEN, NAHMA.
487	I I 235	.7	KALKASKA	BEAR LAKE, BLUE LAKE, COLD SPRINGS, EXCELSIOR, GARFIELD, OLIVER.
488	I I 282	.6	MACKINAC	BREVORT, HENDRICKS, HUDSON, MORAN.
489	I I 297	.6	MARQUETTE	ELY, ISHPEMING, TILDEN.
490	I I 278	.6	LUCE	COLUMBUS, LAKEFIELD.
491	I I 4	.6	ALGER	BURT, MUNISING.
492	I I 2	.5	ALCONA	CURTIS, MILLEN, MITCHELL.
493	I I 80	.5	CHIPPEWA	DETOUR, DRUMMOND, RABER.
494	I I 432	.5	SCHOOLCRAFT	DOYLE, GERMFASK, MANISTIQUE, MUELLER, SENEY.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

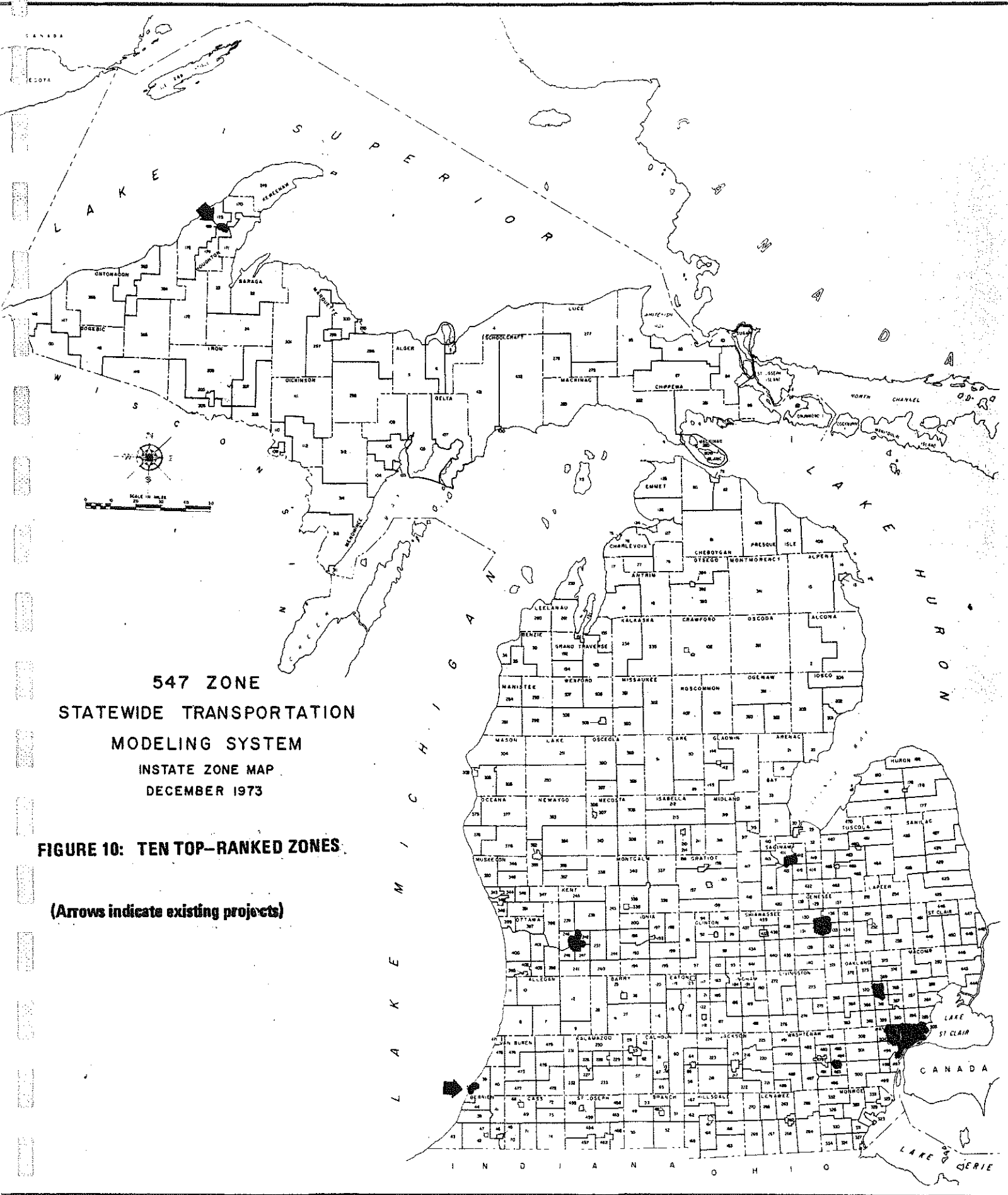
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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE SELECTOR USING DERIVED FACTOR F2

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
495	I I 301	.4	MARQUETTE	CHAMPION, HUMBOLDT, MICHIGAMME, POWELL, REPUBLIC.
496	I I 209	.4	IRON	BATES, HEMATITE, IRON RIVER.
497	I I 431	.4	SCHOOLCRAFT	HIAWATHA, INWOOD, THOMPSON.
498	I I 277	.4	LUCE	MCMILLAN.
499	I I 0	.4	ALGER	AU TRAIN, GRAND ISLAND.
500	I I 172	.3	HOUGHTON	DUNCAN, LAIRD.
501	I I 149	.3	GOGEBIC	WATERSMEET.
502	I I 111	.3	DICKINSON	BREEN, FELCH, SAGOLA, WEST BRANCH.
503	I I 85	.3	CHIPPEWA	CHIPPEWA, HULBERT, WHITEFISH.
504	I I 386	.2	ONTONAGON	BERGLAND, CARP LAKE, MATCHWOOD.
505	I I 24	.2	BARAGA	COVINGTON, SPURR.
506	I I 384	.2	ONTONAGON	BOHEMIA, GREENLAND, ROCKLAND.
507	I I 203	.2	IRON	MANSFIELD, MASTODON.
508	I I 148	.1	GOGEBIC	MARENISCO.

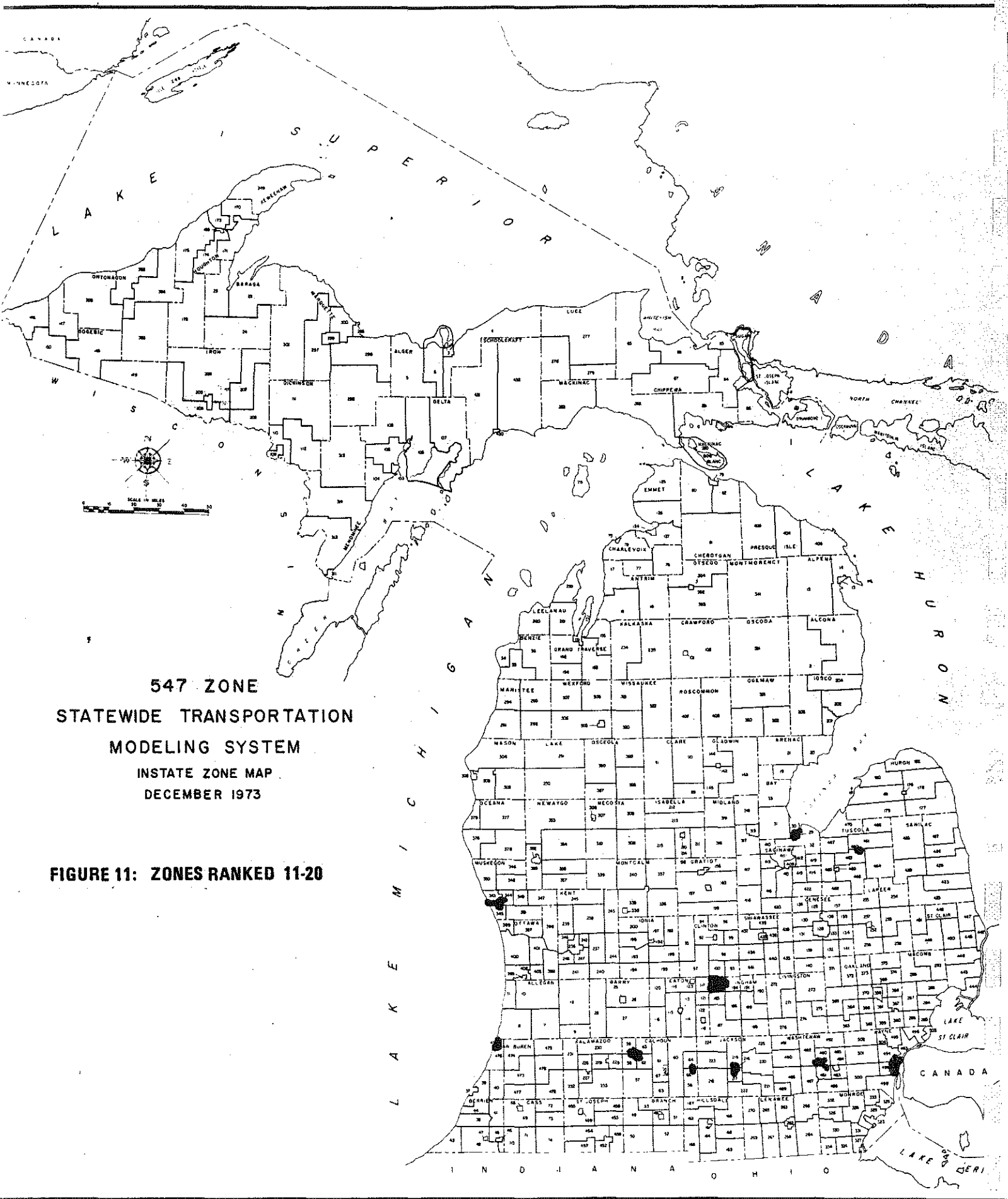
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547 ZONE
 STATEWIDE TRANSPORTATION
 MODELING SYSTEM
 INSTATE ZONE MAP
 DECEMBER 1973

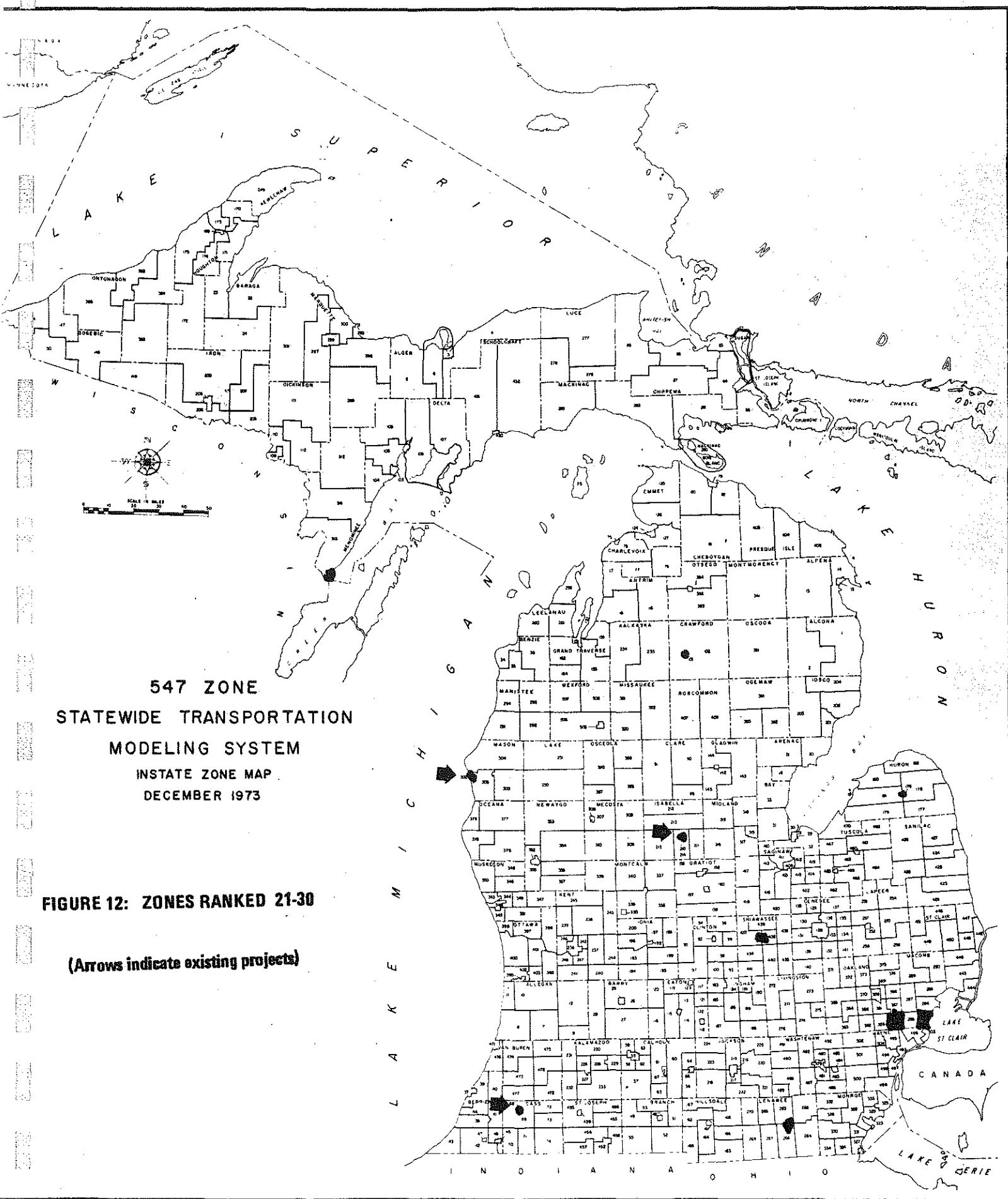
FIGURE 10: TEN TOP-RANKED ZONES

(Arrows indicate existing projects)



547 ZONE
 STATEWIDE TRANSPORTATION
 MODELING SYSTEM
 INSTATE ZONE MAP
 DECEMBER 1973

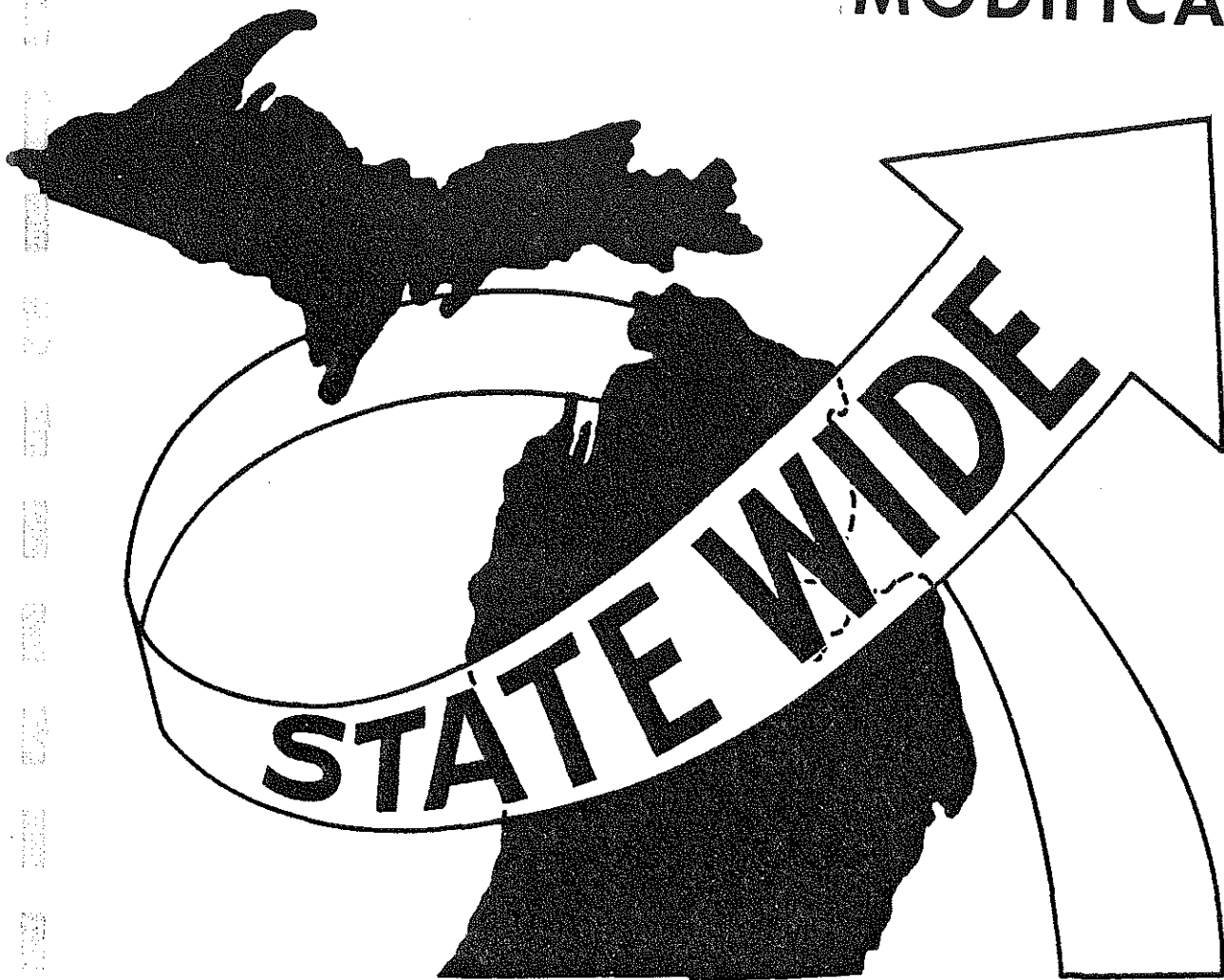
FIGURE 11: ZONES RANKED 11-20



**547 ZONE
STATEWIDE TRANSPORTATION
MODELING SYSTEM
INSTATE ZONE MAP
DECEMBER 1973**

FIGURE 12: ZONES RANKED 21-30
(Arrows indicate existing projects)

**FUTURE
MODIFICATIONS**



FUTURE MODIFICATIONS

The most important modification, from a statistical viewpoint, is one which should be done on a continuing basis. Data is collected every month on existing projects and should be used to update the computation of the ranking factor periodically. In this way, the process can be made stronger and stronger. It may also allow the addition of new socio-economic variables which may help to explain previously troublesome areas; Niles and Midland (see Figure 8) would be an example of places in which additional data might be very useful.

Second, the process should allow the aggregation of zones into user-selected summary areas. The most obvious example would be the adding of certain zones to form a county-wide area.

Finally, if there are clearly-defined selection criteria other than socio-economic characteristics, these might also be incorporated. For instance, it may be desirable not to consider cities of more than 100,000 people or zones having a land area of more than 150 square miles. This is obviously a subject on which user feedback is not only desirable, but eagerly sought.

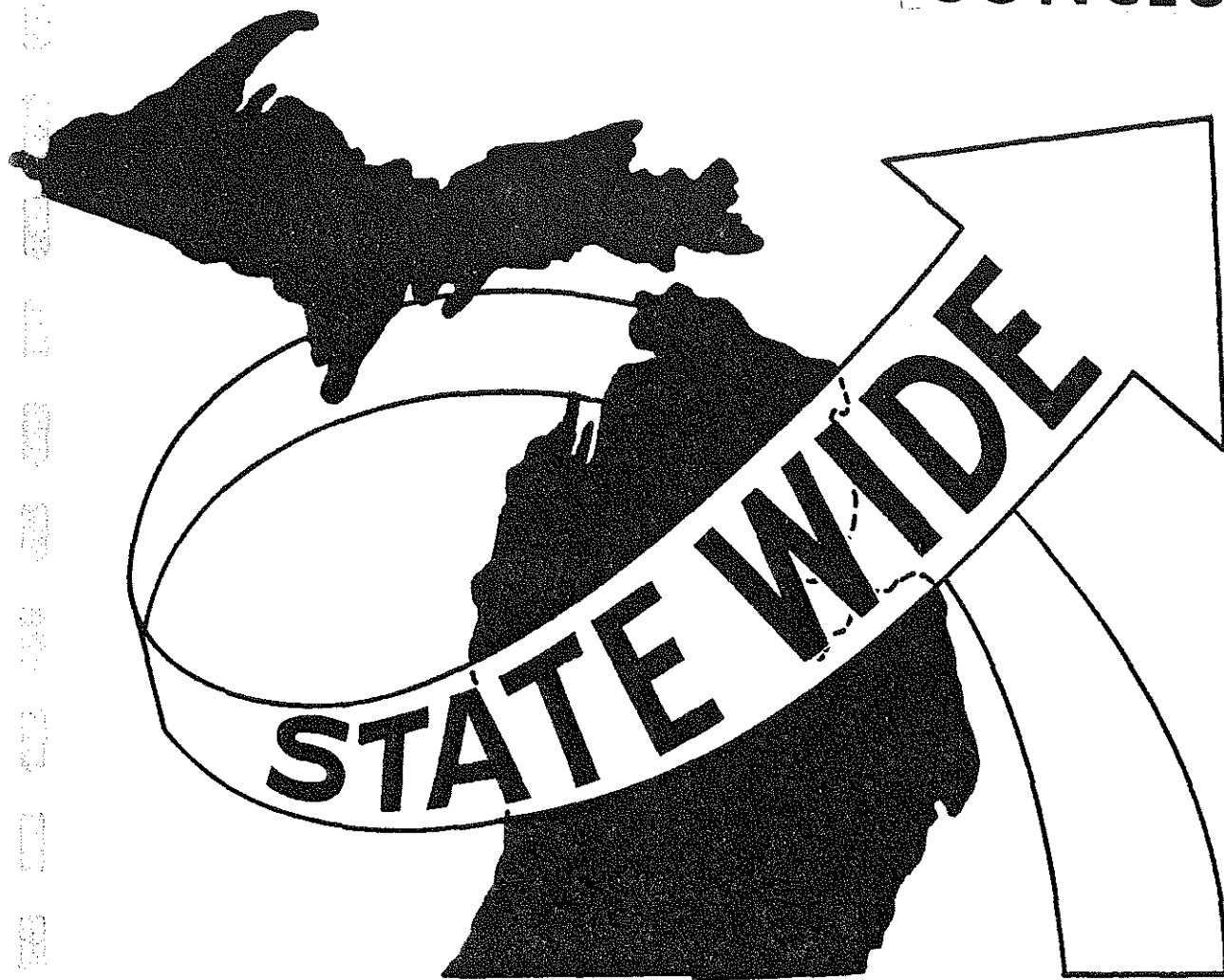
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Finally, if there are clearly-defined selection criteria other than socio-economic characteristics, these might also be incorporated. For instance, it may be desirable not to consider cities of more than 100,000 people or zones having a land area of more than 150 square miles. This is obviously a subject on which user feedback is not only desirable, but eagerly sought.

CONCLUSION



CONCLUSION

Because of increased public demand for such services as Dial-a-Ride coupled with the necessity of using every tax dollar to the fullest measure, multi-modal planners owe it to themselves and to the public to use every scrap of information they can in choosing places to spend money. This process is offered as a possible first step in providing an additional dimension in Dial-a-Ride site selection. Something like this could also be useful in formulating a statewide Dial-a-Ride plan.

This report is more of the nature of a working paper than a report on a finished product. The process is offered with the expectation that feedback from potential users will help to strengthen it until it can be used as a day-to-day tool. Any comments or questions can be directed to:

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REVISION 1977



REVISION 1977

In line with our suggestion in the chapter entitled "Future Modifications", events of the past year have necessitated an update of the ranking model. More D.A.R.T. systems have been initiated, and existing systems have had another year of experience. Presumably, the data base should be more reliable than before. In addition, some input socio-economic variables have been redefined to ensure compatibility with studies underway in the Bus Transport Section of the Multi-Modal Planning Division.

For this update, data for twenty-two D.A.R.T. communities were chosen. Other Dial-A-Ride projects --most notably in the SEMTA region and in Michigan's Upper Peninsula-- were excluded because their boundaries could not be described as an aggregate of statewide model zones. The ranking variable, "high ridership", is defined as before, with one exception: the months of January, February, and March of 1977 were not used because the unusual severity of the weather in those months seemed to produce an abnormally high ridership in many cities. Figure 1977-1 is a list of the ridership data input.

Two changes in the definition of the socio-economic characteristics of zones were made. First, "elderly" was redefined to be persons at least 60 years of age; the previous definition included only persons over 65. Second, "students" was redefined to be only college students, instead of all students over 16 years of age. As before, data was retrieved from the 1970 census by the State-wide Information Retrieval Program and was divided by the number of square miles in the study area before being used in the factor analysis. The socio-economic data used in this analysis is shown in Figure 1977-2.

COMPARISON OF RANKS

<u>STUDY</u>	<u>OBSERVED RIDERSHIP</u>	<u>RANK OF OBSERVED RIDERSHIP, R₁</u>	<u>FACTOR</u>	<u>RANK OF FACTOR, R₂</u>	<u>R₁ - R₂</u>
ADRIAN	8.0	7	168.9	5	+2
ALMA	6.9	12	88.0	13	-1
ALPENA	6.5	13	73.7	14	-1
BIG RAPIDS	8.2	6	112.8	8	-2
BENTON HARBOR	7.0	10.5	324.5	1	+9.5
CADILLAC	8.4	4	97.9	12	-8
DOWAGIAC	7.7	8	150.2	6	+2
EATON RAPIDS	5.8	17	57.6	16	+1
GLADWIN	6.4	14.5	57.8	15	-0.5
HILLSDALE	7.4	9	99.8	10	-1
HOUGHTON	8.3	5	270.9	2	+3
ISABELLA CO.	3.0	21	0.9	20	+1
LAKE CO.	3.2	20	0.5	22	-2
LUDINGTON	8.9	2	185.3	4	-2
MANISTEE CO.	6.4	14.5	1.7	19	-4.5
MARSHALL	8.5	3	99.6	11	-8
MIDLAND	5.7	18	25.8	17	+1
MT. PLEASANT	9.9	1	217.8	3	-2
NILES	7.0	10.5	141.6	7	+2.5
ROSCOMMON CO.	2.0	22	0.8	21	+1
SAULT STE MARIE	6.2	16	22.6	18	-2
TRAVERSE CITY	5.4	19	111.2	9	+10

SOCIO-ECONOMIC DATA

<u>STUDY</u>	<u>CITY #</u>	<u>ELDERLY/ SQ. MI.</u>	<u>HANDICAPPED/ SQ. MI.</u>	<u>POVERTY LEVEL PERSONS/ SQ. MI.</u>	<u>STUDENTS/ SQ. MI.</u>	<u>CARLESS HOUSEHOLDS/ SQ. MI.</u>	<u>SQUARE MILE</u>
ALMA	21	321.4	128.9	140.2	196.3	69.4	6.4
ADRIAN	23	548.7	235.2	209.8	292.8	141.3	5.4
BIG RAPIDS	16	217.3	71.8	130.0	1052.9	77.5	5.1
BENTON HARBOR	10	677.1	293.2	545.6	64.9	303.4	6.8
ALPENA	9	278.5	124.1	140.8	72.7	63.4	7.4
CADILLAC	13	296.9	120.2	123.6	20.2	88.6	5.8
DOWAGIAC	20	375.8	160.8	208.5	43.5	138.5	2.6
EATON RAPIDS	24	263.3	64.4	87.8	31.1	47.0	2.7
GLADWIN	19	219.4	53.8	56.9	35.0	50.0	1.6
HILLSDALE	14	291.7	88.8	66.9	203.8	85.5	4.2
HOUGHTON	8	684.2	188.1	423.5	1011.5	211.5	2.6
ISABELLA CO.	6	4.5	1.7	4.4	2.2	0.6	568.8
LAKE CO.	25	2.7	0.9	2.1	0.1	0.4	571.2
LUDINGTON	2	629.0	113.1	240.0	33.8	164.8	2.9
MANISTEE CO.	15	6.7	1.6	3.6	0.2	1.4	552.9
MARSHALL	12	319.2	96.4	64.2	44.2	90.3	3.6
MIDLAND	7	106.6	50.2	43.4	57.6	19.7	25.3
MT. PLEASANT	3	439.1	108.9	197.1	2354.0	119.1	3.5
NILES	11	374.1	146.7	189.0	37.8	130.0	5.8
ROSCOMMON CO.	18	5.1	1.7	2.4	0.1	0.6	521.1
SAULT STE MARIE	4	55.8	21.4	44.9	17.0	20.1	48.9
TRAVERSE CITY	5	514.1	111.1	155.2	77.9	93.2	7.1

FIGURE 1977-2

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In the factor analysis, the variable "handicapped per square mile" quickly appeared to be nonsignificant. This is probably because many people who fall into this category are also accounted for under the headings of either "elderly", "poor", or "carless". The best agreement was given by calculating a ranking factor as:

$$F = (.041) \times (\text{elderly/sq mi}) + (.028) \times (\text{poverty level persons/sq mi}) + (.036) \times (\text{students/sq mi}) + (.920) \times (\text{carless households/sq mi})$$

The results of the ranking is shown in Figure 1977-3.

In these rankings, a rank ending in ".5" indicates a tie. For example, Gladwin and Manistee Counties both have observed riderships of 6.4; instead of arbitrarily assigning one rank 14 and the other rank 15, they both are given rank 14.5.

Except for five studies --Benton Harbor, Cadillac, Manistee County, Marshall, and Traverse City-- agreement between observed and estimated ranks seems to be pretty good. Even with these five large deviations, the average absolute error is 3.0 and the root-mean-square error is 4.19. It may be worthwhile to attempt to explain the discrepancies in these five outliers.

1. Benton Harbor is the toughest one. While most systems have been steadily gaining in ridership per vehicle hour, it has remained relatively constant. Perhaps the best explanation lies in the number of buses in service. Whereas most other

<u>PROJECT</u>	<u>CITY NUMBER</u>	<u>RIDERSHIP</u>
ADRIAN	23	8.0
ALMA	21	6.9
ALPENA	9	6.5
BIG RAPIDS	16	8.2
BENTON HARBOR	10	7.0
CADILLAC	13	8.4
DOWAGIAC	20	7.7
EATON RAPIDS	24	5.8
GLADWIN	19	6.4
HILLSDALE	14	7.4
HOUGHTON	8	8.3
ISABELLA CO.	6	3.0
LAKE CO.	25	3.2
LUDINGTON	2	8.9
MANISTEE CO.	15	6.4
MARSHALL	12	8.5
MIDLAND	7	5.7
MT. PLEASANT	3	9.9
NILES	11	7.0
ROSCOMMON CO.	18	2.0
SAULT STE. MARIE	4	6.2
TRAVERSE CITY	5	5.4

cities of comparable size have four to seven demand-responsive vehicles, Benton Harbor has 15. It appears to be "over-bused", in that two buses seem to be carrying more total passengers than one, but only at a loss in operating efficiency.

2. Cadillac's socio-economic characteristics indicate that it should rank somewhere in the middle of the pack, yet its observed data ranks high. The answer is probably Cadillac's high proportion of free riders (for example: children riding with parents). Whereas most systems have 0-6% free riders, Cadillac has 15-20% free riders. If these extra 9-20% had to pay, they might not ride at all, which would reduce the passengers per vehicle hour considerably.
3. Manistee County is a deceptively named study. In reality, the system serves very little of the county outside of the city of Manistee; it is still in the process of expansion. Therefore, the population density (and corresponding densities of elderly, poor, students, and carless) used is lower than it really is in the actual service area of Manistee County D.A.R.T. system, which in turn results in a lower factor and lower rank than should be the case.
4. Marshall has the third highest rank, but its socio-economic characteristics fail to account for such a high ridership. One explanation is that the Marshall D.A.R.T. contracts to carry school children on school days. In doing so, it reaches into a ridership pool which is virtually untapped by other Dial-A-Ride systems.

5. Traverse City's ridership is actually among the lowest, although by looking at its socio-economic statistics it should be doing quite well. The answer here probably lies in the economic profile of the city's elderly population. In most cities, the elderly generally belong to the lower economic classes. Traverse City retirees tend to be better-off financially and, as such, are less likely to use public transportation.

If we eliminate these five studies and rerank the rest, the picture looks brighter (see Figure 1977-4).

This gives an average absolute error of 1.18 and a root-mean-square error of 1.41 --not too bad at all.

The revised ranking for all zones of the state is given in Figure 1977-5.

A couple of observations are in order from this printout. First, the ordering of the zones is not drastically different from the original model. Second, 20 of the top-ranked 100 zones already have Dial-A-Ride systems. Since some of the highest-ranked zones are probably unsuitable for demand-responsive bus systems anyway, this seems to indicate that the model is choosing zones not too differently than the way in which they are now selected.

RANKS DISCARDING OUTLIERS

<u>STUDY</u>	<u>OBSERVED RIDERSHIP</u>	<u>R1</u>	<u>FACTOR</u>	<u>R2</u>	<u>R1 - R2</u>
ADRIAN	8.0	5	168.9	4	+1
ALMA	6.9	9	88.0	9	0
ALPENA	6.5	10	73.7	10	0
BIG RAPIDS	8.2	4	112.8	7	-3
DOWAGIAC	7.7	6	150.2	5	-1
EATON RAPIDS	5.8	13	57.6	12	+1
GLADWIN	6.4	11	57.8	11	0
HILLSDALE	7.4	7	99.8	8	-1
HOUGHTON	8.3	3	270.9	1	+2
ISABELLA CO.	3.0	16	0.9	15	+1
LAKE CO.	3.2	15	0.5	17	-2
LUDINGTON	8.9	2	185.3	3	-1
MIDLAND	5.7	14	25.8	13	+1
MT. PLEASANT	9.9	1	217.8	2	-1
NILES	7.0	8	141.6	6	+2
ROSCOMMON CO.	2.0	17	0.8	16	+1
SAULT STE MARIE	6.2	12	22.6	14	-2

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
1	I I 495	I 1175.5	I WAYNE	I DETROIT(PART 2 OF 3), WEST OF LIVERNOIS, NORTH OF TIREMAN.
	I I	I	I	I
2	I I 493	I 1050.3	I WAYNE	I DETROIT(PART 1 OF 3), EAST OF LIVERNOIS, WEST OF JOHN R,
	I I	I	I	I SOUTH AND WEST OF EAST GRAND BLVD.
	I I	I	I	I
3	I I 496	I 979.5	I WAYNE	I DETROIT (PART 3 OF 3), EAST OF JOHN R, EAST OF OAKLAND,
	I I	I	I	I NORTH AND EAST OF EAST GRAND BLVD.
	I I	I	I	I
4	I I 236	I 438.8	I KENT	I GRAND RAPIDS(CITY).
	I I	I	I	I
5	I I 483	I 372.0	I WASHTENAW	I YPSILANTI(CITY).
	I I	I	I	I
6	I I 479	I 342.3	I WASHTENAW	I ANN ARBOR(CITY).
	I I	I	I	I
7	I I 409	I 340.8	I SAGINAW	I SAGINAW(CITY).
	I I	I	I	I
8	I I 128	I 340.3	I GENESEE	I FLINT(CITY).
	I I	I	I	I
9	I I 37	I 324.5	I BERRIEN	I BENTON HARBOR(CITY), ST. JOE(CITY).
	I I	I	I	I
10	I I 216	I 272.3	I JACKSON	I JACKSON(CITY).
	I I	I	I	I
11	I I 169	I 270.9	I HOUGHTON	I HOUGHTON(CITY).
	I I	I	I	I
12	I I 29	I 260.1	I BAY	I BAY CITY.
	I I	I	I	I
13	I I 342	I 258.6	I MUSKEGON	I MUSKEGON(CITY).
	I I	I	I	I
14	I I 358	I 239.8	I OAKLAND	I PONTIAC(CITY).
	I I	I	I	I
15	I I 433	I 221.0	I SHIAWASSEE	I OWOSSO(CITY).
	I I	I	I	I
16	I I 210	I 217.9	I ISABELLA	I MT PLEASANT.
	I I	I	I	I
17	I I 183	I 214.6	I INGHAM	I LANSING(CITY), E. LANSING(CITY).
	I I	I	I	I
18	I I 497	I 210.4	I WAYNE	I ALLEN PARK(CITY), ECORSE(CITY), LINCOLN PARK(CITY),
	I I	I	I	I MELVINDALE(CITY), RIVER ROUGE(CITY), SOUTHGATE(CITY),
	I I	I	I	I WYANDOTTE(CITY).
	I I	I	I	I
19	I I 55	I 205.0	I CALHOON	I BATTLE CREEK(CITY).
	I I	I	I	I

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
20	I I 302	I 185.4	I MASON	I LUDINGTON(CITY).
21	I*I 360	I 180.6	I OAKLAND	I ROYAL OAK TWP, AND THE FOLLOWING CITIES) BERKLEY, CLAWSON, I FERNDALE, HAZEL PARK, HUNTINGTON WOODS, MADISON HEIGHTS, I OAK PARK, PLEASANT RIDGE.
22	I*I 262	I 168.9	I LENAWEE	I ADRIAN(CITY).
23	I I 460	I 168.2	I TUSCOLA	I CARO.
24	I I 471	I 166.0	I VAN BUREN	I SOUTH HAVEN(CITY).
25	I I 66	I 156.0	I CALHOUN	I ALBION(CITY).
26	I I 311	I 155.6	I MENOMINEE	I MENOMINEE(CITY).
27	I*I 503	I 154.6	I WAYNE	I GROSSE PTE(CITY), GROSSE PTE FARMS(CITY), I GROSSE PTE PARK(CITY), GROSSE PTE SHORES(CITY) I GROSSE PTE WOODS(CITY), HARPER WOODS(CITY).
28	I I 226	I 151.6	I KALAMAZOO	I KALAMAZOO.
29	I*I 68	I 150.2	I CASS	I DOWAGIAC(CITY).
30	I I 47	I 148.9	I BERRIEN	I BUCHANAN(CITY).
31	I I 494	I 145.3	I WAYNE	I DEARBORN(CITY).
32	I*I 101	I 145.0	I CRAWFORD	I GRAYLING(CITY).
33	I I 45	I 141.6	I BERRIEN	I NILES(CITY).
34	I I 459	I 138.9	I ST JOSEPH	I THREE RIVERS(CITY).
35	I I 192	I 133.8	I IONIA	I IONIA(CITY).
36	I I 48	I 127.2	I BRANCH	I COLDWATER(CITY).
37	I I 395	I 123.5	I OTTAWA	I HOLLAND(CITY).
38	I*I 306	I 121.7	I MEGOSTA	I BIG RAPIDS(CITY).

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
39	I I 323	I 116.5	I MONROE	I MONROE(CITY).
40	I I 151	I 114.0	I GRAND TRAVERSE	I TRAVERSE CITY(CITY)ANDPENINSULA.
41	I I 123	I 113.8	I EATON	I GRAND LEDGE(CITY).
42	I I 124	I 108.2	I EMMET	I PETOSKEY(CITY).
43	I I 285	I 107.9	I MACOMB	I ST CLAIR SHORES(CITY)E.DET(CITY),ROSEVILLE(CITY).
44	I I 504	I 101.3	I WAYNE	I REDFORD.
45	I I 161	I 99.8	I HILLSDALE	I HILLSDALE(CITY).
46	I I 67	I 99.5	I CALHOUN	I MARSHALL(CITY).
47	I I 505	I 97.9	I WEXFORD	I CADILLAC(CITY).
48	I I 295	I 97.6	I MARQUETTE	I MARQUETTE(CITY).
49	I I 205	I 97.5	I IRON	I IRON RIVER(CITY).
50	I I 335	I 95.1	I MONTCALM	I GREENVILLE.
51	I I 103	I 94.3	I DELTA	I ESCANABA(CITY).
52	I I 156	I 88.0	I GRATIOT	I ALMA(CITY).
53	I I 176	I 86.2	I HURON	I BAD AXE(CITY).
54	I I 92	I 85.7	I CLINTON	I ST. JOHNS(CITY).
55	I I 280	I 83.3	I MACKINAC	I BOIS BLANC ISLAND, ST.IGNACE(CITY).
56	I I 75	I 81.8	I CHARLEVOIX	I CHARLEVOIX(CITY), PEAINE, ST. JAMES.
57	I I 352	I 78.9	I NEWAGO	I FREMONT(CITY).
58	I I 13	I 76.3	I ALPENA	I ALPENA(CITY).
59	I I 109	I 76.1	I DICKINSON	I IRON MOUNTAIN(CITY).

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
60	I I 392	I 74.2	I OTSEGO	I GAYLORD(CITY).
	I I	I	I	I
61	I I 113	I 72.4	I EATON	I CHARLOTTE(CITY).
	I I	I	I	I
62	I I 430	I 69.7	I SCHOOLCRAFT	I MANISTIQUE(CITY).
	I I	I	I	I
63	I I 286	I 65.3	I MACOMB	I WARREN(CITY).
	I I	I	I	I
64	I I 25	I 64.2	I BARRY	I HASTINGS(CITY).
	I I	I	I	I
65	I I 252	I 63.0	I LAPEER	I LAPEER(CITY).
	I I	I	I	I
66	I* I 442	I 58.0	I ST CLAIR	I FORT GRATIOT, PORT HURON.
	I I	I	I	I
67	I* I 142	I 57.8	I GLADWIN	I GLADWIN(CITY).
	I I	I	I	I
68	I I 122	I 57.6	I EATON	I EATON RAPIDS(CITY).
	I I	I	I	I
69	I I 469	I 49.2	I TUSCOLA	I VASSAR(CITY).
	I I	I	I	I
70	I I 248	I 47.9	I KENT	I WYOMING(CITY).
	I I	I	I	I
71	I I 501	I 44.4	I WAYNE	I CANTON.
	I I	I	I	I
72	I* I 284	I 42.5	I MACOMB	I CLINTON, HARRISON.
	I I	I	I	I
73	I I 299	I 39.4	I MARQUETTE	I ISHPENING(CITY).
	I I	I	I	I
74	I I 79	I 36.1	I CHEBOYGAN	I CHEBOYGAN.
	I I	I	I	I
75	I I 160	I 35.5	I GRATIOT	I ITHACA(CITY).
	I I	I	I	I
76	I I 3	I 35.1	I ALGER	I MUNISING(CITY).
	I I	I	I	I
77	I I 498	I 34.6	I WAYNE	I TAYLOR(CITY).
	I I	I	I	I
78	I* I 399	I 32.8	I OTTAWA	I SPRING LAKE.
	I I	I	I	I
79	I* I 370	I 31.4	I OAKLAND	I WATERFORD.
	I I	I	I	I
80	I I 359	I 29.1	I OAKLAND	I SOUTHFIELD.
	I I	I	I	I

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
81	I*I 361	I 28.5	I OAKLAND	I BLOOMFIELD.
	I I	I	I	I
82	I I 315	I 25.8	I MIDLAND	I MIDLAND(CITY).
	I I	I	I	I
83	I I 133	I 25.6	I GENESEE	I BURTON(CITY).
	I I	I	I	I
84	I I 502	I 24.6	I WAYNE	I NORTHVILLE, PLYMOUTH.
	I I	I	I	I
85	I I 452	I 24.6	I ST JOSEPH	I STURGIS.
	I I	I	I	I
86	I*I 83	I 22.7	I CHIPPEWA	I SAULT STE. MARIE, SUGAR ISLAND.
	I I	I	I	I
87	I I 362	I 19.2	I OAKLAND	I FARMINGTON.
	I I	I	I	I
88	I I 39	I 18.1	I BERRIEN	I BENTON, HAGAR, ST. JOSEPH.
	I I	I	I	I
89	I I 345	I 17.8	I MUSKEGON	I NORTON SHORES.
	I I	I	I	I
90	I I 484	I 16.3	I WASHTENAW	I YPSILANTI.
	I I	I	I	I
91	I I 30	I 15.5	I BAY	I BANGOR.
	I I	I	I	I
92	I I 368	I 15.4	I OAKLAND	I AVON.
	I I	I	I	I
93	I I 367	I 15.0	I OAKLAND	I TROY(CITY).
	I I	I	I	I
94	I I 136	I 14.6	I GENESEE	I GENESEE.
	I I	I	I	I
95	I I 58	I 14.3	I CALHOUN	I BATTLE CREEK.
	I I	I	I	I
96	I I 184	I 14.1	I INGHAM	I MERIDIAN.
	I I	I	I	I
97	I I 444	I 12.6	I ST CLAIR	I CLAY, COTTRELLVILLE.
	I I	I	I	I
98	I I 366	I 12.5	I OAKLAND	I WEST BLOOMFIELD.
	I I	I	I	I
99	I I 217	I 11.5	I JACKSON	I SUMMIT.
	I I	I	I	I
100	I I 411	I 11.2	I SAGINAW	I CARROLLTON, KOCHVILLE, SAGINAW.
	I I	I	I	I
101	I I 287	I 11.1	I MACOMB	I SHELBY.
	I I	I	I	I

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
102	I I 170	I 10.3	I HOUGHTON	I CALUMET, OSCEOLA, SCHOOLCRAFT.
	I I	I	I	I
103	I I 499	I 10.0	I WAYNE	I BROWNSTOWN, GROSSE ISLE, HURON.
	I I	I	I	I
104	I I 130	I 9.7	I GENESEE	I FLUSHING, MT MORRIS.
	I I	I	I	I
105	I I 369	I 9.4	I OAKLAND	I PONTIAC.
	I I	I	I	I
106	I I 62	I 9.3	I CALHOUN	I EMMETT.
	I I	I	I	I
107	I I 500	I 8.4	I WAYNE	I ROMULUS, SUMPTER, VAN BUREN.
	I I	I	I	I
108	I I 344	I 8.3	I MUSKEGON	I MUSKEGON.
	I I	I	I	I
109	I I 227	I 8.1	I KALAMAZOO	I PORTAGE.
	I I	I	I	I
110	I I 131	I 8.0	I GENESEE	I CLAYTON, FLINT.
	I I	I	I	I
111	I I 412	I 7.8	I SAGINAW	I BUENA VISTA, ZILWAUKEE.
	I I	I	I	I
112	I I 43	I 7.6	I BERRIEN	I CHIKAMING, NEW BUFFALO, THREE OAKS.
	I I	I	I	I
113	I I 329	I 7.4	I MONROE	I FRENCHTOWN, MONROE.
	I I	I	I	I
114	I I 129	I 7.4	I GENESEE	I VIENNA.
	I I	I	I	I
115	I I 46	I 7.0	I BERRIEN	I NILES.
	I I	I	I	I
116	I I 324	I 6.8	I MONROE	I BEDFORD.
	I I	I	I	I
117	I I 44	I 6.8	I BERRIEN	I LINCOLN, ROYALTON, SODUS.
	I I	I	I	I
118	I I 403	I 6.7	I OTTAWA	I ZEELAND.
	I I	I	I	I
119	I I 40	I 6.6	I BERRIEN	I BAINBRIDGE, COLOMA, WATERVLIET.
	I I	I	I	I
120	I I 38	I 6.3	I BERRIEN	I BARODA, LAKE, ORONOKO.
	I I	I	I	I
121	I I 247	I 6.3	I KENT	I KENTWOOD.
	I I	I	I	I
122	I I 132	I 6.2	I GENESEE	I GRAND BLANC.
	I I	I	I	I

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
123	I I 185	I 6.0	I INGHAM	I DELHI.
124	I I 327	I 6.0	I MONROE	I ERIE.
125	I I 228	I 5.8	I KALAMAZOO	I COMSTOCK.
126	I I 9	I 5.6	I ALLEGAN	I GUNPLAIN, OTSEGO.
127	I I 436	I 5.6	I SHIAWASSEE	I CALEDONIA.
128	I I 481	I 5.5	I WASHTENAW	I PITTSFIELD.
129	I I 219	I 5.5	I JACKSON	I BLACKMAN, RIVES.
130	I I 140	I 5.5	I GENESEE	I ARGENTINE, FENTON.
131	I I 476	I 5.4	I VAN BUREN	I COVERT, SOUTH HAVEN.
132	I I 402	I 5.3	I OTTAWA	I HOLLAND, PARK.
133	I I 365	I 4.9	I OAKLAND	I HIGHLAND, MILFORD, WHITE LAKE.
134	I I 288	I 4.9	I MACOMB	I CHESTERFIELD, MACOMB.
135	I I 117	I 4.9	I EATON	I DELTA.
136	I I 134	I 4.8	I GENESEE	I DAVISON.
137	I I 415	I 4.8	I SAGINAW	I BRIDGEPORT.
138	I I 146	I 4.7	I GOGEBIC	I IRONWOOD.
139	I I 349	I 4.7	I MUSKEGON	I EGELSTON.
140	I I 343	I 4.7	I MUSKEGON	I LAKETON.
141	I I 241	I 4.6	I KENT	I BYRON, GAINES.
142	I I 59	I 4.5	I CALHOUN	I BEDFORD.
143	I I 474	I 4.5	I VAN BUREN	I BANGOR, COLUMBIA, GENEVA.

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**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
144	I I 291	I 4.4	I MANISTEE	I MANISTEE, BROWN, FILER, STRONACH.
145	I I 246	I 4.4	I KENT	I WALKER.
146	I I 375	I 4.3	I OAKLAND	I ADDISON, OXFORD.
147	I I 445	I 4.3	I ST CLAIR	I KIMBALL.
148	I I 364	I 4.1	I OAKLAND	I COMMERCE.
149	I I 100	I 4.1	I CLINTON	I DEWITT.
150	I I 239	I 4.1	I KENT	I ALPINE, SPARTA.
151	I I 271	I 4.1	I LIVINGSTON	I HOWELL, MARION.
152	I I 374	I 4.0	I OAKLAND	I OAKLAND, ORION.
153	I I 200	I 4.0	I IONIA	I ORLEANS, OTISCO.
154	I I 443	I 4.0	I ST CLAIR	I CASCO, CHINA, EAST CHINA, IRA.
155	I I 473	I 3.9	I VAN BUREN	I ARLINGTON, HARTFORD, LAWRENCE.
156	I I 106	I 3.8	I DELTA	I ESCANABA, WELLS.
157	I I 435	I 3.7	I SHIAWASSEE	I BURNS, VERNON.
158	I I 478	I 3.6	I VAN BUREN	I ALMENA, PAW PAW, WAVERLY.
159	I I 373	I 3.6	I OAKLAND	I BRANDON, INDEPENDENCE.
160	I I 363	I 3.6	I OAKLAND	I LYON.
161	I I 290	I 3.5	I MACOMB	I ARMADA, LENOX, RICHMOND.
162	I I 486	I 3.5	I WASHTENAW	I AUGUSTA, YORK.
163	I I 220	I 3.5	I JACKSON	I GRASS LAKE, LEONI.
164	I I 351	I 3.5	I HUSKEGON	I FRUITPORT, RAVENNA, SULLIVAN.

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***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
165	I I 71	I 3.5	I CASS	I JEFFERSON, ONTWA.
166	I I 7	I 3.4	I ALLEGAN	I ALLEGAN, CHESHIRE, TROWBRIDGE, VALLEY.
167	I I 371	I 3.4	I OAKLAND	I HOLLY, ROSE.
168	I I 63	I 3.4	I CALHOUN	I PENNFIELD.
169	I I 350	I 3.3	I MUSKEGON	I FRUITLAND, MONTAGUE, WHITE RIVER, WHITEHALL.
170	I I 173	I 3.3	I HOUGHTON	I FRANKLIN, HANCOCK, QUINCY.
171	I I 485	I 3.1	I WASHTENAW	I SUPERIOR.
172	I I 238	I 3.1	I KENT	I ALGOMA, CANNON, COURTLAND, PLAINFIELD.
173	I I 379	I 3.1	I OCEANA	I GOLDEN, PENTWATER.
174	I I 413	I 3.1	I SAGINAW	I THOMAS.
175	I I 11	I 3.1	I ALLEGAN	I LAKETOWN, SAUGATUCK.
176	I I 270	I 3.0	I LENAWEE	I ROLLIN, WOODSTOCK.
177	I I 19	I 3.0	I ARENAC	I LINCOLN, STANDISH.
178	I I 398	I 3.0	I OTTAWA	I GEORGETOWN, JAMESTOWN.
179	I I 266	I 3.0	I LENAWEE	I CLINTON, MACON, RAISIN, RIDGEWAY, TECUMSEH.
180	I I 242	I 3.0	I KENT	I GRAND RAPIDS.
181	I I 191	I 2.9	I INGHAM	I WHEATFIELD, WILLIAMSTON.
182	I I 89	I 2.9	I CLARE	I GRANT, SHERIDAN.
183	I I 331	I 2.9	I MONROE	I LASALLE.
184	I I 480	I 2.9	I WASHTENAW	I ANN ARBOR.
185	I I 326	I 2.9	I MONROE	I DUNDEE.

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
186	I I 472	2.8	VAN BUREN	ANTWERP, DECATUR, PORTER.
187	I I 53	2.8	BRANCH	GIRARD, UNION.
188	I I 490	2.8	WASHTENAW	LIMA, SYLVAN.
189	I I 138	2.8	GENESEE	MONTROSE.
190	I I 70	2.8	CASS	HOWARD, MILTON.
191	I I 489	2.7	WASHTENAW	MANCHESTER.
192	I I 54	2.7	BRANCH	COLDWATER.
193	I I 457	2.7	ST JOSEPH	MOTTVILLE, WHITE PIGEON.
194	I I 416	2.7	SAGINAW	JAMES, ST. CHARLES, SWAN CREEK.
195	I I 275	2.7	LIVINGSTON	BRIGHTON, GENOA.
196	I I 186	2.7	INGHAM	ALAIEDON, VEVAY.
197	I I 325	2.6	MONROE	BERLIN.
198	I I 229	2.6	KALAMAZOO	CHARLESTON.
199	I I 52	2.6	BAY	FRANKENLUST, HAMPTON, MERRITT, PORTSMOUTH.
200	I I 453	2.6	ST JOSEPH	COLON, NOTTAWA.
201	I I 244	2.5	KENT	LOWELL, VERGENNES.
202	I I 441	2.5	SHIARASSEE	PERRY, WOODHULL.
203	I I 194	2.5	IONIA	CAMPBELL, ODESSA.
204	I I 34	2.5	BENZIE	CRYSTAL LAKE, LAKE.
205	I I 258	2.5	LAPEER	ALMONT, DRYDEN, IMLAY.
206	I I 31	2.5	BAY	BEAVER, KAWKAWLIN, MONITOR, WILLIAMS.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
207	I I 466	2.4 I	TUSCOLA	I ELKLAND, ELMWOOD.
	I I	I	I	I
208	I I 387	2.4 I	OSCEOLA	I HERSEY, RICHMOND.
	I I	I	I	I
209	I I 162	2.4 I	HILLSDALE	I ALLEN, FAYETTE.
	I I	I	I	I
210	I I 93	2.4 I	CLINTON	I BATH.
	I I	I	I	I
211	I I 221	2.4 I	JACKSON	I NAPOLEON, NORVELL.
	I I	I	I	I
212	I I 423	2.3 I	SANILAC	I BUEL, ELK, LEXINGTON.
	I I	I	I	I
213	I I 333	2.3 I	MONROE	I ASH.
	I I	I	I	I
214	I I 69	2.3 I	CASS	I LA GRANGE, POKAGON, SILVER CREEK, WAYNE.
	I I	I	I	I
215	I I 274	2.3 I	LIVINGSTON	I GREEN OAK, HAMBURG.
	I I	I	I	I
216	I I 420	2.3 I	SAGINAW	I CHESANING, MAPLE GROVE.
	I I	I	I	I
217	I I 8	2.3 I	ALLEGAN	I CASCO, CLYDE, GANGES, LEE.
	I I	I	I	I
218	I I 482	2.3 I	WASHTENAW	I SCIO, WEBSTER.
	I I	I	I	I
219	I I 397	2.3 I	DTTAWA	I CROCKERY, POLKTON.
	I I	I	I	I
220	I I 245	2.3 I	KENT	I NELSON, SOLON, TYRONE.
	I I	I	I	I
221	I I 165	2.2 I	HILLSDALE	I CAMDEN, READING.
	I I	I	I	I
222	I I 199	2.2 I	IONIA	I ORANGE, PORTLAND.
	I I	I	I	I
223	I I 164	2.2 I	HILLSDALE	I CAMBRIA, HILLSDALE, WOODBRIDGE.
	I I	I	I	I
224	I I 267	2.2 I	LENAWEE	I DOVER, SENECA.
	I I	I	I	I
225	I I 230	2.2 I	KALAHAZOO	I COOPER, RICHLAND, ROSS.
	I I	I	I	I
226	I I 330	2.2 I	MONROE	I IDA, SUMMERFIELD.
	I I	I	I	I
227	I I 72	2.2 I	CASS	I MARCELLUS, VOLINIA.
	I I	I	I	I

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
228	I I 269	I 2.2	I LENAWE	I HUDSON, MEDINA.
229	I I 121	I 2.2	I EATON	I WINDSOR.
230	I I 424	I 2.2	I SANILAC	I BRIDGEHAMPTON, CUSTER, FORESTER.
231	I I 289	I 2.1	I MACOMB	I BRUCE, RAY, WASHINGTON.
232	I I 268	I 2.1	I LENAWE	I FAIRFIELD, MADISON.
233	I I 51	I 2.1	I BRANCH	I BUTLER, QUINCY.
234	I I 414	I 2.1	I SAGINAW	I FRANKENMUTH.
235	I I 463	I 2.0	I TUSCOLA	I INDIANFIELDS, JUNIATA.
236	I I 422	I 2.0	I SAGINAW	I BIRCH RUN, TAYMOUTH.
237	I I 201	I 2.0	I IOSCO	I ALABASTER, TAWAS.
238	I I 348	I 2.0	I MUSKEGON	I CEDAR CREEK, DALTON.
239	I I 174	I 2.0	I HOUGHTON	I PORTAGE.
240	I I 187	I 2.0	I INGHAM	I AURELIUS, LESLIE, ONONDAGA.
241	I I 177	I 2.0	I HURON	I BINGHAM, PARIS, SAND BEACH, SHERMAN.
242	I I 218	I 2.0	I JACKSON	I CONCORD, HANOVER, PULASKI, SPRING ARBOR.
243	I I 150	I 2.0	I GOGEBIC	I BESSEMER, ERWIN.
244	I I 50	I 1.9	I BRANCH	I BETHEL, BRONSON, GILEAD, NOBLE.
245	I I 181	I 1.9	I HURON	I COLFAX, FAIRHAVEN, OLIVER, WINSOR.
246	I I 41	I 1.9	I BERRIEN	I BERRIEN, PIPESTONE.
247	I I 120	I 1.9	I EATON	I SUNFIELD, VERMONTVILLE.
248	I I 73	I 1.9	I CASS	I NEWBERG, PENN.

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**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
249	I I 264	I 1.9	I LENAWE	I BLISSFIELD, DEERFIELD, OGDEN, PALMYRA, RIGA.
250	I I 410	I 1.9	I SAGINAW	I TITTABAWASSEE.
251	I I 338	I 1.9	I MONTCALM	I EUREKA, FAIRPLAIN, MONTCALM, SIDNEY.
252	I I 448	I 1.9	I ST CLAIR	I BROCKWAY, GREENWOOD.
253	I I 214	I 1.9	I ISABELLA	I LINCOLN, UNION.
254	I I 33	I 1.9	I BAY	I FRASER, GARFIELD, GIBSON, MT. FOREST, PINCONNING.
255	I I 446	I 1.9	I ST CLAIR	I COLUMBUS, ST CLAIR.
256	I I 421	I 1.9	I SAGINAW	I ALBEE, SPAULDING.
257	I I 78	I 1.9	I CHARLEVOIX	I BAY, CHARLEVOIX, EVANGELINE, EVELINE, HAYES, MARION, NORWOOD.
258	I I 317	I 1.8	I MIDLAND	I HOMER, INGERSOLL, MIDLAND, MT. HALEY.
259	I I 356	I 1.8	I NEWAGO	I BROOKS, CROTON, GARFIELD.
260	I I 99	I 1.8	I CLINTON	I OVID.
261	I I 334	I 1.8	I MONROE	I WHITEFORD.
262	I I 477	I 1.8	I VAN BUREN	I HAMILTON, KEELER.
263	I I 167	I 1.8	I HILLSDALE	I LITCHFIELD, MOSCOW, SCIPO.
264	I I 233	I 1.8	I KALAMAZOO	I BRADY, CLIMAX, PAVILION, SCHOOLCRAFT, WAKESHMA.
265	I I 272	I 1.8	I LIVINGSTON	I COHOCTAH, CONWAY, HANDY, IDSCO.
266	I I 42	I 1.7	I BERKIE	I BERTRAND, BUCHANAN, GALIEN, WEESAH.
267	I I 56	I 1.7	I CALHOUN	I ALBION, HOMER.
268	I I 376	I 1.7	I OCEANA	I BENONA, CLAYBANKS, SHELBY.
269	I I 137	I 1.7	I GENESEE	I FOREST, THETFORD.

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
270	I I 492	I 1.7	I WASHTENAW	I NORTHFIELD, SALEM.
271	I I 179	I 1.7	I HURON	I BROOKFIELD, GRANT, SEBEWAING, SHERIDAN.
272	I I 197	I 1.7	I IONIA	I IONIA, RONALD.
273	I I 396	I 1.7	I OTTAWA	I CHESTER, TALLMADGE, WRIGHT.
274	I I 401	I 1.7	I OTTAWA	I ALLENDALE, BLENDON
275	I I 202	I 1.7	I IUSCO	I AU SABLE, BALDWIN, WILBER.
276	I I 240	I 1.6	I KENT	I BOWNE, CALEDONIA.
277	I I 255	I 1.6	I LAPEER	I DEERFIELD, MARATHON, RICH.
278	I I 380	I 1.6	I OGEMAW	I EDWARDS, HORTON, OGEMAW, WEST BRANCH.
279	I I 152	I 1.6	I GRAND TRAVERSE	I BLAIR, GARFIELD, GREEN LAKE, LONG LAKE.
280	I I 166	I 1.6	I HILLSDALE	I JEFFERSON, PITTSFORD.
281	I I 193	I 1.6	I IONIA	I BERLIN, BOSTON.
282	I I 26	I 1.6	I BARRY	I CARLTON, CASTLETON, HASTINGS, IRVING, RUTLAND, WOODLAND.
283	I I 462	I 1.6	I TUSCOLA	I ARBELA, MILLINGTON.
284	I I 428	I 1.6	I SANILAC	I ELMER, MARLETTE.
285	I I 437	I 1.6	I SHIAWASSEE	I FAIRFIELD, MIDDLEBURY, OWOSSO.
286	I I 454	I 1.6	I ST JOSEPH	I CONSTANTINE, FLORENCE, SHERMAN.
287	I I 222	I 1.6	I JACKSON	I COLUMBIA, LIBERTY.
288	I I 468	I 1.6	I TUSCOLA	I FREMONT, VASSAR, WATERTOWN.
289	I I 438	I 1.6	I SHIAWASSEE	I HAZELTON, VENICE.
290	I I 28	I 1.6	I BARRY	I ORANGEVILLE, PRAIRIEVILLE, THORNAPPLE, YANKEE SPRINGS.

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
291	I I 276	I 1.6	I LIVINGSTON	I PUTNAM, UNADILLA.
	I I	I	I	I
292	I I 447	I 1.6	I ST CLAIR	I BURTCHVILLE, CLYDE, GRANT.
	I I	I	I	I
293	I I 211	I 1.6	I ISABELLA	I CHIPPEWA, COE.
	I I	I	I	I
294	I I 64	I 1.6	I CALHOUN	I SHERIDAN.
	I I	I	I	I
295	I I 458	I 1.5	I ST JOSEPH	I BURR OAK, FAWN RIVER.
	I I	I	I	I
296	I I 141	I 1.5	I GENESEE	I ATLAS.
	I I	I	I	I
297	I I 116	I 1.5	I EATON	I BELLEVUE, KALAMO.
	I I	I	I	I
298	I I 372	I 1.5	I OAKLAND	I GROVELAND, SPRINGFIELD.
	I I	I	I	I
299	I I 35	I 1.5	I BENZIE	I BENZONIA, BLAINE, GILMORE, JOYFIELD, WELDON.
	I I	I	I	I
300	I I 417	I 1.5	I SAGINAW	I FREMONT, JONESFIELD, LAKEFIELD, RICHLAND.
	I I	I	I	I
301	I I 52	I 1.5	I BRANCH	I ALGANSEE, CALIFORNIA, KINDERHOOK, OVID.
	I I	I	I	I
302	I I 487	I 1.5	I WASHTENAW	I LODI, SALINE.
	I I	I	I	I
303	I I 77	I 1.5	I CHARLEVOIX	I SOUTH ARM, WILSON.
	I I	I	I	I
304	I I 337	I 1.5	I MONTCALM	I DAY, FERRIS, HOME, RICHLAND.
	I I	I	I	I
305	I I 355	I 1.5	I NEWAGO	I BRIDGETON, DAYTON, SHERIDAN.
	I I	I	I	I
306	I I 319	I 1.5	I MIDLAND	I EDENVILLE, GENEVA, JEROME, WARREN.
	I I	I	I	I
307	I I 158	I 1.5	I GRATIOT	I BETHANY, PINE RIVER, SEVILLE, WHEELER.
	I I	I	I	I
308	I I 419	I 1.5	I SAGINAW	I BLUMFIELD
	I I	I	I	I
309	I I 237	I 1.5	I KENT	I ADA, CASCADE.
	I I	I	I	I
310	I I 336	I 1.5	I MONTCALM	I BLOOMER, BUSHNELL, CRYSTAL, EVERGREEN.
	I I	I	I	I
311	I I 231	I 1.5	I KALAMAZOO	I ALAMO, OSHTMO.
	I I	I	I	I

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
312	I I 12	1.4	I ALLEGAN	I DORR, HOPKINS, LEIGHTON, MARTIN, WATSON, WAYLAND.
313	I I 74	1.4	I CASS	I CALVIN, MASON, PORTER.
314	I I 377	1.4	I OCEANA	I COLFAX, CRYSTAL, ELBRIDGE, HART, LEAVITT, WEARE.
315	I I 139	1.4	I GENESEE	I GAINES, HUNDY.
316	I I 254	1.4	I LAPEER	I BURLINGTON, BURNSIDE, NORTH BRANCH.
317	I I 257	1.4	I LAPEER	I LAPEER, MAYFIELD, OREGON.
318	I I 328	1.4	I MONROE	I EXETER, RAISINVILLE.
319	I I 339	1.4	I MONTCALM	I MAPLE VALLEY, PIERSON, REYNOLDS, WINFIELD.
320	I I 357	1.4	I NEWAGO	I ASHLAND, ENSLEY, GRANT.
321	I I 27	1.4	I BARRY	I ASSYRIA, BALTIMORE, BARRY, HOPE, JOHNSTOWN, MAPLE GROVE.
322	I I 332	1.4	I MONROE	I LONDON, MILAN.
323	I I 90	1.3	I CLARE	I ARTHUR, FRANKLIN, FRUST, HAMILTON, HATTON, HAYES.
324	I I 451	1.3	I ST CLAIR	I LYNN, MUSSEY.
325	I I 259	1.3	I LEELANAU	I LEELANAU, LELAND, SUTTONS BAY
326	I I 112	1.3	I DICKINSON	I NORWAY, WAUCEDAH.
327	I I 96	1.3	I CLINTON	I DUPLAIN, GREENBUSH.
328	I I 10	1.3	I ALLEGAN	I FILLMORE, HEATH, MANLIUS, MONTEREY, OVERISEL, SALEM.
329	I I 17	1.3	I ANTRIM	I BANKS, CENTRAL LAKE, ECHO, TORCH LAKE.
330	I I 261	1.3	I LEELANAU	I BINGHAM, CENTERVILLE, ELMWOOD, SOLON.
331	I I 188	1.3	I INGHAM	I BUNKER HILL, STOCKBRIDGE.
332	I I 456	1.3	I ST JOSEPH	I LEONIDAS, HENDON.

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
333	I I 198	I 1.3	I IONIA	I LYONS, NORTH PLAINS.
	I I	I	I	I
334	I I 256	I 1.3	I LAPEER	I ELBA, HADLEY, METAMORA.
	I I	I	I	I
335	I I 429	I 1.3	I SANILAC	I SANILAC, WASHINGTON, WATERTOWN.
	I I	I	I	I
336	I I 465	I 1.3	I TUSCOLA	I DENMARK, TUSCOLA.
	I I	I	I	I
337	I I 196	I 1.3	I IONIA	I EASTON, KEENE.
	I I	I	I	I
338	I I 204	I 1.3	I IOSCO	I OSCODA.
	I I	I	I	I
339	I I 340	I 1.3	I MONTCALM	I BELVIDERE, CATO, DOUGLASS, PINE.
	I I	I	I	I
340	I I 225	I 1.2	I JACKSON	I HENRIETTA, WATERLOO.
	I I	I	I	I
341	I I 223	I 1.2	I JACKSON	I PARMA, SANDSTONE.
	I I	I	I	I
342	I I 49	I 1.2	I BRANCH	I BATAVIA, MATTESON, SHERWOOD.
	I I	I	I	I
343	I I 475	I 1.2	I VAN BUREN	I BLOOMINGDALE, PINE GROVE.
	I I	I	I	I
344	I I 159	I 1.2	I GRATIOT	I ELBA, FULTON, NORTH SHADE, WASHINGTON.
	I I	I	I	I
345	I I 135	I 1.2	I GENESEE	I RICHFIELD.
	I I	I	I	I
346	I I 57	I 1.2	I CALHOUN	I ATHENS, BURLINGTON, LEROY, NEWTON.
	I I	I	I	I
347	I I 65	I 1.2	I CALHOUN	I TEKONSHA.
	I I	I	I	I
348	I I 382	I 1.2	I OGENAW	I CHURCHILL, LOGAN, HILLS, RICHLAND.
	I I	I	I	I
349	I I 404	I 1.2	I PRESQUE ISLE	I BELKNAP, BISMARCK, METZ, MOLTKE, ROGERS.
	I I	I	I	I
350	I I 400	I 1.2	I OTTAWA	I GRAND HAVEN, OLIVE, PORT SHELDON, ROBINSON.
	I I	I	I	I
351	I I 426	I 1.2	I SANILAC	I ARGYLE, AUSTIN, EVERGREEN, GREENLEAF, LAMOTTE, MOORE.
	I I	I	I	I
352	I I 309	I 1.2	I MECOSTA	I HINTON, MILLBROOK, MORTON, WHEATLAND.
	I I	I	I	I
353	I I 407	I 1.1	I ROSCOMMON	I DENTON, GERRISH, LAKE, LYON, MARKEY, ROSCOMMON.
	I I	I	I	I

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
354	I I 206	I 1.1	I IRON	I STAMBAUGH.
	I I	I	I	I
355	I I 118	I 1.1	I EATON	I EATON RAPIDS, HAMLIN.
	I I	I	I	I
356	I I 147	I 1.1	I GOGEBIC	I WAKEFIELD.
	I I	I	I	I
357	I I 114	I 1.1	I EATON	I BENTON, BROOKFIELD, EATON.
	I I	I	I	I
358	I I 110	I 1.1	I DICKINSON	I BREITUNG.
	I I	I	I	I
359	I I 418	I 1.1	I SAGINAW	I BRADY, BRANT, CHAPIN, MARION.
	I I	I	I	I
360	I I 425	I 1.1	I SANILAC	I FLYNN, FREMONT, MAPLE VALLEY, SPEAKER, WORTH.
	I I	I	I	I
361	I I 467	I 1.1	I TUSCOLA	I FAIRGROVE, GILFORD.
	I I	I	I	I
362	I I 60	I 1.1	I CALHOUN	I CLARENCE, CLARENDON, ECKFORD, LEE, MARENGO.
	I I	I	I	I
363	I I 190	I 1.1	I INGHAM	I LERDY, LOCKE.
	I I	I	I	I
364	I I 182	I 1.1	I HURON	I DWIGHT, GORE, HUME, HURON, PORT AUSTIN, POINT AUX BARQUES.
	I I	I	I	I
365	I I 464	I 1.1	I TUSCOLA	I DAYTON, KINGSTON, KOYLTON, WELLS.
	I I	I	I	I
366	I I 20	I 1.1	I AREHAC	I AU GRES, SIMS, TURNER, WHITNEY.
	I I	I	I	I
367	I I 163	I 1.1	I HILLSDALE	I AMBOY, RANSOM, WRIGHT.
	I I	I	I	I
368	I I 18	I 1.1	I ANTRIM	I CUSTER, ELK RAPIDS, FOREST HOME, HELENA, KEARNEY, MILTON.
	I I	I	I	I
369	I I 273	I 1.1	I LIVINGSTON	I DEERFIELD, HARTLAND, OCEOLA, TYRONE.
	I I	I	I	I
370	I I 195	I 1.0	I IONIA	I DANBY, SEBENA.
	I I	I	I	I
371	I I 305	I 1.0	I MASON	I AMBER, PERE MARQUETTE, RIVERTON, SUMMIT.
	I I	I	I	I
372	I I 224	I 1.0	I JACKSON	I SPRINGPORT, TOMKINS.
	I I	I	I	I
373	I I 171	I 1.0	I HOUGHTON	I CHASSELL, TORCH LAKE
	I I	I	I	I
374	I I 126	I 1.0	I EMMET	I FRIENDSHIP, LITTLEFIELD, LITTLE TRAVERSE, MAPLE RIVER, I PLEASANT VIEW, WEST TRAVERSE.
	I I	I	I	I
	I I	I	I	I

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
375	I I 115	I 1.0	I EATON	I CARMEL, CHESTER, WALTON.
376	I I 440	I 1.0	I SHIAWASSEE	I ANTRIM, SHIAWASSEE.
377	I I 388	I 1.0	I OSCEOLA	I EVART, ORIENT, OSCEOLA, SYLVAN.
378	I I 303	I 1.0	I MASON	I BRANCH, CUSTER, EDEN, LOGAN.
379	I I 232	I 1.0	I KALAMAZOO	I PRAIRIE RONDE, TEXAS.
380	I I 347	I 1.0	I HUSKEGON	I CASNOVIA, MOORLAND.
381	I I 450	I 1.0	I ST CLAIR	I KENDOCKEE, WALES.
382	I I 168	I 1.0	I HILLSDALE	I ADAMS, SOMERSET, WHEATLAND.
383	I I 434	I 1.0	I SHIAWASSEE	I BENNINGTON, SCIOTA.
384	I I 207	I 1.0	I IRON	I CRYSTAL FALLS.
385	I I 14	I 1.0	I ALPENA	I ALPENA, SANBORN.
386	I I 470	I 1.0	I TUSCOLA	I AKRON, COLUMBIA, WISHER.
387	I I 203	I 1.0	I IOSCO	I BURLEIGH, GRANT, PLAINFIELD, RENO, SHERMAN.
388	I I 294	I 0.9	I MANISTEE	I ARCADIA, BEAR LAKE, ONEKAMA, PLEASANTON.
389	I I 21	I 0.9	I ARENAC	I ADAMS, ARENAC, CLAYTON, DEEP RIVER, MASON, MOFFATT.
390	I I 175	I 0.9	I HOUGHTON	I ADAMS, ELM RIVER, STANTON.
391	I I 427	I 0.9	I SANILAC	I DELAWARE, MARION, MINDEN, WHEATLAND.
392	I I 455	I 0.9	I ST JOSEPH	I FABIUS, FLOWERFIELD, LOCKPORT, PARK.
393	I I 213	I 0.9	I ISABELLA	I DENVER, ISABELLA, NOTTAWA, SHERMAN.
394	I I 449	I 0.9	I ST CLAIR	I BERLIN, EMMETT, RILEY.
395	I I 97	I 0.9	I CLINTON	I EAGLE, RILEY, WATERTOWN.

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

<u>RANK</u>	<u>ZONE</u>	<u>FACTOR</u>	<u>COUNTY</u>	<u>PLACE NAMES</u>
396	I I 145	I 0.9	I GLADWIN	I BEAVERTON, BUCKEYE, GROUT.
	I I	I	I	I
397	I I 250	I 0.9	I LAKE	I CHASE, CHERRY VALLEY, LAKE, PINORA, PLEASANT PLAIN,
	I I	I	I	I SWEETWATER, WEBBER, YATES.
	I I	I	I	I
398	I I 265	I 0.9	I LENAHEE	I CAMBRIDGE, ROME.
	I I	I	I	I
399	I I 119	I 0.8	I EATON	I ONEIDA, ROXAND.
	I I	I	I	I
400	I I 243	I 0.8	I KENT	I GRATTAN, OAKFIELD, SPENCER.
	I I	I	I	I
401	I I 381	I 0.8	I OGEMAW	I CUMMING, FOSTER, GODDAR, HILL, KLACKING, ROSE.
	I I	I	I	I
402	I I 320	I 0.8	I MISSAUKEE	I LAKE, REEDER, RICHLAND, RIVERSIDE.
	I I	I	I	I
403	I I 234	I 0.8	I KALKASKA	I BOARDMAN, CLEARWATER, KALKASKA, ORANGE, RAPID RIVER,
	I I	I	I	I SPRINGFIELD.
	I I	I	I	I
404	I I 354	I 0.8	I NEWAGO	I BIG PRAIRIE, EVERETT, GOODWELL, LINCOLN, SHERMAN, WILCOX.
	I I	I	I	I
405	I I 491	I 0.8	I WASHTENAW	I DEXTER, LYNDON.
	I I	I	I	I
406	I I 439	I 0.8	I SHIAWASSEE	I NEW HAVEN, RUSH.
	I I	I	I	I
407	I I 461	I 0.8	I TUSCOLA	I ALMER, ELLINGTON, NOVESTA.
	I I	I	I	I
408	I I 303	I 0.8	I MECOSTA	I CHIPPEWA, FORK, MARTINY, SHERIDAN.
	I I	I	I	I
409	I I 153	I 0.8	I GRAND TRAVERSE	I EAST BAY, FIFE LAKE, PARADISE, UNION.
	I I	I	I	I
410	I I 189	I 0.8	I INGHAM	I INGHAM, WHITE OAK.
	I I	I	I	I
411	I I 383	I 0.8	I ONTONAGON	I ONTONAGON.
	I I	I	I	I
412	I I 94	I 0.8	I CLINTON	I BENGAL, BINGHAM, ESSEX.
	I I	I	I	I
413	I I 144	I 0.8	I GLADWIN	I GLADWIN, SAGE, SHERMAN.
	I I	I	I	I
414	I I 157	I 0.8	I GRATIOT	I ARCADA, EMERSON, HAMILTON, LAFAYETTE, NORTH STAR, NEW HAVEN,
	I I	I	I	I NEWARK, SUMNER.
	I I	I	I	I
415	I I 80	I 0.8	I CHEBOYGAN	I BEAUGRAND, BURT, HEBRON, INVERNESS, MACKINAW, MULLETT,
	I I	I	I	I MUNRO.
	I I	I	I	I

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
416	I*I 16	I 0.8	I ANTRIM	I CHESTONIA, JORDAN, MANCELONA, STAR, WARNER.
417	I*I 390	I 0.7	I OSCEOLA	I BURDELL, CEDAR, LEROY, LINCOLN, ROSE LAKE, SHERMAN.
418	I*I 307	I 0.7	I MECOSTA	I BIG RAPIDS, COLFAX, GRANT, GREEN.
419	I I 215	I 0.7	I ISABELLA	I BROOMFIELD, DEERFIELD, FREMONT, ROLLAND.
420	I I 143	I 0.7	I GLADWIN	I BENTLEY, BILLINGS, BOURRET, BUTMAN, CLEMENT, GRIM, HAY, SECORD, SHERIDAN, TOBACCO.
421	I I 378	I 0.7	I OCCANA	I FERRY, GRANT, GREENWOOD, NEWFIELD, OTTO.
422	I I 253	I 0.7	I LAPEER	I ARCADIA, ATTICA, GOODLAND.
423	I I 154	I 0.7	I GRAND TRAVERSE	I GRANT, MAYFIELD.
424	I I 507	I 0.7	I WEXFORD	I ANTIOCH, HANQVER, SPRINGVILLE, WEXFORD.
425	I I 61	I 0.7	I CALHOUN	I CONVIS, FREDDONIA, MARSHALL.
426	I I 506	I 0.7	I WEXFORD	I BOON, CHERRY GROVE, CLAM LAKE, HARING, HENDERSON, SOUTH BRANCH, SELMA, SLAGLE.
427	I I 310	I 0.7	I MECOSTA	I AETNA, AUSTIN, DEERFIELD, MECOSTA.
428	I I 1	I 0.7	I ALCONA	I ALCONA, CALEDONIA, GREENBUSH, GUSTIN, HARRISVILLE, HAWES, HAYNES, MIKADO.
429	I I 508	I 0.6	I WEXFORD	I CEDAR CREEK, COLFAX, GREENWOOD, LIBERTY.
430	I I 313	I 0.6	I MENOMINEE	I INGALLSTON, LAKE, MELLEN, MENOMINEE, STEPHENSON.
431	I I 91	I 0.6	I CLARE	I FREEMAN, GARFIELD, GREENWOOD, LINCOLN, REDDING, SUMMERFIELD, SURREY, WINTERFIELD.
432	I I 180	I 0.6	I HURON	I CASEVILLE, CHANDLER, LAKE, MCKINLEY, HEADE.
433	I I 316	I 0.6	I MIDLAND	I GREENDALE, JASPER, LEE, PORTER.
434	I I 104	I 0.6	I DELTA	I BARK RIVER, FORD RIVER.

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
435	I I 22	I 0.6	I BARAGA	I ARVON, LANSE.
	I I	I	I	I
436	I I 318	I 0.6	I MIDLAND	I HOPE, LARKIN, LINCOLN, MILLS.
	I I	I	I	I
437	I I 389	I 0.6	I OSCEOLA	I HARTWICK, HIGHLAND, MARION, MIDDLE BRANCH.
	I I	I	I	I
438	I I 127	I 0.6	I EMMET	I BEAR CREEK, RESORT, SPRINGVALE.
	I I	I	I	I
439	I I 346	I 0.6	I MUSKEGON	I BLUE LAKE, HOLTON.
	I I	I	I	I
440	I I 98	I 0.6	I CLINTON	I OLIVE, VICTOR.
	I I	I	I	I
441	I I 88	I 0.6	I CHIPPEWA	I BAY MILLS, DAFTER, SUPERIOR.
	I I	I	I	I
442	I I 212	I 0.6	I ISABELLA	I COLDWATER, GILMORE, VERNON, WISE.
	I I	I	I	I
443	I I 125	I 0.6	I EMMET	I BLISS, CARP LAKE, CROSS VILLAGE, CENTER, MCKINLEY, READMOND, HAWATAM.
	I I	I	I	I
444	I I 178	I 0.5	I HURON	I BLOOMFIELD, LINCOLN, RIBICON, SIGEL, VERDNA.
	I I	I	I	I
445	I I 95	I 0.5	I CLINTON	I DALLAS, LEBANON, WESTPHALIA.
	I I	I	I	I
446	I I 263	I 0.5	I LENAWE	I ADRIAN, FRANKLIN.
	I I	I	I	I
447	I I 155	I 0.5	I GRAND TRAVERSE	I ACME, WHITEWATER.
	I I	I	I	I
448	I I 296	I 0.5	I MARQUETTE	I CHOCOLAY, RICHMOND, SANDS, SKANDIA, WEST BRANCH.
	I I	I	I	I
449	I I 408	I 0.5	I ROSCOMMON	I AU SABLE, BACKUS, HIGGINS, NESTER, RICHFIELD.
	I I	I	I	I
450	I I 406	I 0.5	I PRESQUE ISLE	I KRAKOW, POSEN, PRESQUE ISLE, PULAWSKI.
	I I	I	I	I
451	I I 488	I 0.5	I WASHTENAW	I BRIDGEWATER, FREEDOM, SHARON.
	I I	I	I	I
452	I I 23	I 0.5	I BARAGA	I BARAGA.
	I I	I	I	I
453	I I 304	I 0.5	I MASON	I FREESDIL, GRANT, HAMLIN, HEADE, SHERIDAN, SHERMAN, VICTORY.
	I I	I	I	I
454	I I 385	I 0.5	I ONTONAGON	I HAIGHT, INTERIOR, MCMILLAN, STANNARD.
	I I	I	I	I
455	I I 108	I 0.5	I DELTA	I BALDWIN, BRAMPTON, CORNELL, MAPLE RIDGE.
	I I	I	I	I

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
456	I I 300	0.5	I MARQUETTE	I MARQUETTE, NEGAUNEE.
457	I I 293	0.5	I MANISTEE	I CLEON, MAPLE GROVE, MARILLA, SPRINGDALE.
458	I I 353	0.4	I NEWAGO	I BARTON, BEAVER, DENVER, HOME, LILLEY, HERRILL, MONROE, NORWICH, TRDY.
459	I I 405	0.4	I PRESQUE ISLE	I ALLIS, BEARINGER, CASE, NORTH ALLIS, OCQUEOC.
460	I I 393	0.4	I OTSEGO	I BAGLEY, CHARLTON, CHESTER, HAYES, OTSEGO LAKE.
461	I I 260	0.4	I LEELANAU	I CLEVELAND, EMPIRE, GLEN ARBOR, KASSON.
462	I I 391	0.4	I OSCODA	I BIG CREEK, CLINTON, COMINS, ELMER, GREENWOOD, MENTOR.
463	I I 297	0.4	I MARQUETTE	I ELY, ISHPEMING, TILDEN.
464	I I 312	0.4	I MENOMINEE	I HARRIS, MEYER, SPALDING.
465	I I 5	0.4	I ALGER	I LIMESTONE, MATHIAS, ONOTA, ROCK RIVER.
466	I I 87	0.4	I CHIPPEWA	I KINROSS, RUDYARD, TROUT LAKE.
467	I I 341	0.4	I MONTMORENCY	I ALBERT, AVERY, BRILEY, HILLMAN, LOUD, MONTMORENCY, RUST, VIENNA.
468	I I 394	0.4	I OTSEGO	I CORWITH, DOVER, ELMIRA, LIVINGSTON.
469	I I 15	0.4	I ALPENA	I GREEN, LONG RAPIDS, MAPLE RIDGE, OSSINEKE, WELLINGTON, WILSON.
470	I I 279	0.3	I LUCE	I PENTLAND.
471	I I 281	0.3	I MACKINAC	I CLARK, MARQUETTE, ST IGNACE.
472	I I 321	0.3	I MISSAUKEE	I BLOOMFIELD, CALDWELL, FOREST, PIONEER.
473	I I 322	0.3	I MISSAUKEE	I AETNA, BUTTERFIELD, CLAM UNION, ENTERPRISE, HOLLAND, NORWICH, WEST BRANCH.
474	I I 107	0.3	I DELTA	I FAIRBANKS, GARDEN, NAHMA.

**NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
475	I I 314	I 0.3	I MENOMINEE	I CEDARVILLE, DAGGETT, FAITHORN, GOURLEY, HOLMES, NADEAU.
	I I	I	I	I
476	I I 298	I 0.3	I MARQUETTE	I EWING, FORSYTH, TURIN, WELLS.
	I I	I	I	I
477	I I 84	I 0.3	I CHIPPEWA	I BRUCE, PICKFORD.
	I I	I	I	I
478	I I 292	I 0.3	I MANISTEE	I DICKSON, NORMAN.
	I I	I	I	I
479	I I 81	I 0.3	I CHEBOYGAN	I ELLIS, FOREST, KOEHLER, MENTOR, NUNDA, TUSCARDRA, WALKER, WAVERLY, WILMOT.
	I I	I	I	I
480	I I 82	I 0.3	I CHEBOYGAN	I ALOHA, BENTON, GRANT.
	I I	I	I	I
481	I I 251	I 0.3	I LAKE	I DOVER, EDEN, ELK, ELLSWORTH, NEWKIRK, PEACOCK, SAUBLE.
	I I	I	I	I
482	I I 105	I 0.3	I DELTA	I BAY DE NOC, ENSIGN, MASONVILLE.
	I I	I	I	I
483	I I 76	I 0.3	I CHARLEVOIX	I BOYNE VALLEY, CHANDLER, HUDSON, MELROSE.
	I I	I	I	I
484	I I 249	I 0.3	I KEWEENAW	I ALLOUEZ, EAGLE HARBOR, GRANT, HOUGHTON, SHERMAN.
	I I	I	I	I
485	I I 36	I 0.3	I BENZIE	I ALMIRA, COLFAX, HOMESTEAD, INLAND, PLATTE.
	I I	I	I	I
486	I I 277	I 0.3	I LUCE	I MCMILLAN.
	I I	I	I	I
487	I I 111	I 0.2	I DICKINSON	I BREEN, FELCH, SAGOLA, WEST BRANCH.
	I I	I	I	I
488	I I 235	I 0.2	I KALKASKA	I BEAR LAKE, BLUE LAKE, COLD SPRINGS, EXCELSIOR, GARFIELD, OLIVER.
	I I	I	I	I
489	I I 86	I 0.2	I CHIPPEWA	I DETOUR, DRUMMOND, RADER.
	I I	I	I	I
490	I I 209	I 0.2	I IRON	I BATES, HEMATITE, IRON RIVER.
	I I	I	I	I
491	I I 301	I 0.2	I MARQUETTE	I CHAMPION, HUMBOLDT, MICHIGAMME, POWELL, REPUBLIC.
	I I	I	I	I
492	I I 283	I 0.2	I MACKINAC	I GARFIELD, NEWTON, PORTAGE.
	I I	I	I	I
493	I I 278	I 0.2	I LUCE	I COLUMBUS, LAKEFIELD.
	I I	I	I	I
494	I I 172	I 0.2	I HOUGHTON	I DUNCAN, LAIRD.
	I I	I	I	I

***NOTE--STARRED ZONES HAVE EXISTING DIAL-A-RIDE PROGRAMS.

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STATEWIDE DIAL-A-RIDE SELECTOR

DIAL-A-RIDE RANKING.....1977 UPDATE

RANK	ZONE	FACTOR	COUNTY	PLACE NAMES
495	I A I 102	I 0.2	I CRAWFORD	I BEAVER CREEK, FREDERIC, GRAYLING, LOVELLS, MAPLE FOREST, I SOUTH BRANCH.
	I I	I	I	I
	I I	I	I	I
496	I I 384	I 0.2	I ONTONAGON	I BOHEMIA, GREENLAND, ROCKLAND.
	I I	I	I	I
497	I I 149	I 0.2	I GOGEBIC	I WATERSMEET.
	I I	I	I	I
498	I I 208	I 0.2	I IRON	I MANSFIELD, MASTODON.
	I I	I	I	I
499	I I 4	I 0.2	I ALGER	I BURT, MUNISING.
	I I	I	I	I
500	I A I 282	I 0.2	I MACKINAC	I BREVORT, HENDRICKS, HUDSON, MORAN.
	I I	I	I	I
501	I I 85	I 0.1	I CHIPPEWA	I CHIPPEWA, HULBERT, WHITEFISH.
	I I	I	I	I
502	I I 2	I 0.1	I ALCONA	I CURTIS, MILLEN, MITCHELL.
	I I	I	I	I
503	I I 431	I 0.1	I SCHOOLCRAFT	I HIAWATHA, INWOOD, THOMPSON.
	I I	I	I	I
504	I I 386	I 0.1	I ONTONAGON	I BERGLAND, CARP LAKE, MATCHWOOD.
	I I	I	I	I
505	I I 432	I 0.1	I SCHOOLCRAFT	I DOYLE, GERMFASK, MANISTIQUE, MUELLER, SENEY.
	I I	I	I	I
506	I I 148	I 0.1	I GOGEBIC	I MARENISCO.
	I I	I	I	I
507	I I 24	I 0.1	I BARAGA	I COVINGTON, SPURR.
	I I	I	I	I
508	I I 6	I 0.0	I ALGER	I AU TRAIN, GRAND ISLAND.
	I I	I	I	I

RUN COMPLETED

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