

**Table Three:
Changes in Manhattan Bus Ridership and Service*
September 1997 through September 2002**

**Ridership + 24%
Service + 11%**



Route	Change in Ridership 1997 vs. 2002	Change in Service 1997 vs. 2002
M5	-2%	-1%
M6	6%	10%
M10/20	9%	12%
M22	50%	63%
M23	49%	51%
M35	31%	37%
M79	24%	39%
M86	33%	40%
M98	28%	29%

**Routes where Service Outpaced Ridership
(9 Routes)**

Route	Change in Ridership 1997 vs. 2002	Change in Service 1997 vs. 2002
M1	15%	11%
M2	10%	0%
M3	3%	0%
M4	10%	4%
M7	12%	4%
M8	39%	-10%
M9	51%	9%
M11	13%	1%
M14	55%	11%
M15	13%	4%
M18	53%	-7%
M21	10%	6%
M30	21%	0%
M31	29%	1%
M34/16	24%	4%
M42	23%	-7%
M50/27	7%	-8%
M57	43%	24%
M60	233%	126%
M66	50%	12%
M72	33%	1%
M96	56%	26%
M100	37%	10%
M101/2/3	25%	21%
M104	-4%	-14%
M106	92%	36%
M116	89%	31%

**Routes where Service Lagged Behind Ridership
(27 Routes)**

*Amount of service is measured in revenue seat miles, an industry standard measure. Ridership is measured in terms of average weekday ridership. Source: MTA New York City Transit.