

# **APPENDIX 21-5**

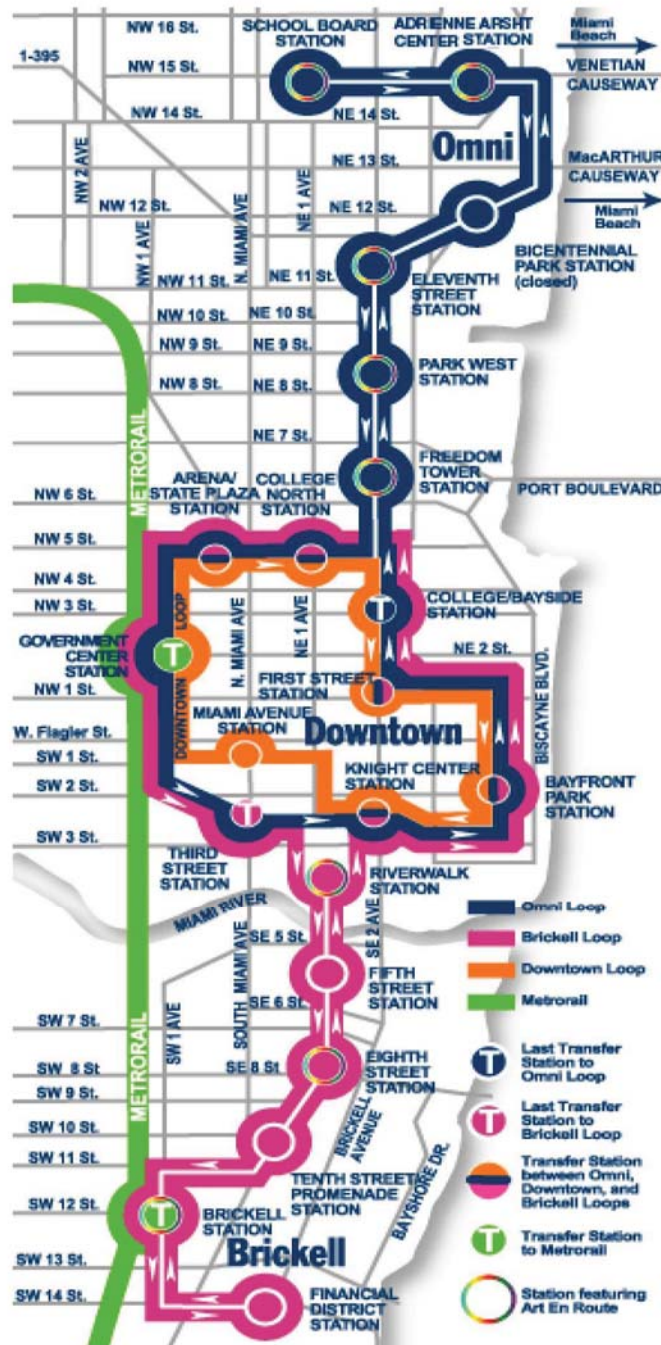
Transit Data

Figure 2-4: MDT Metrorail System 2010



Source: Miami-Dade Transit, 2010

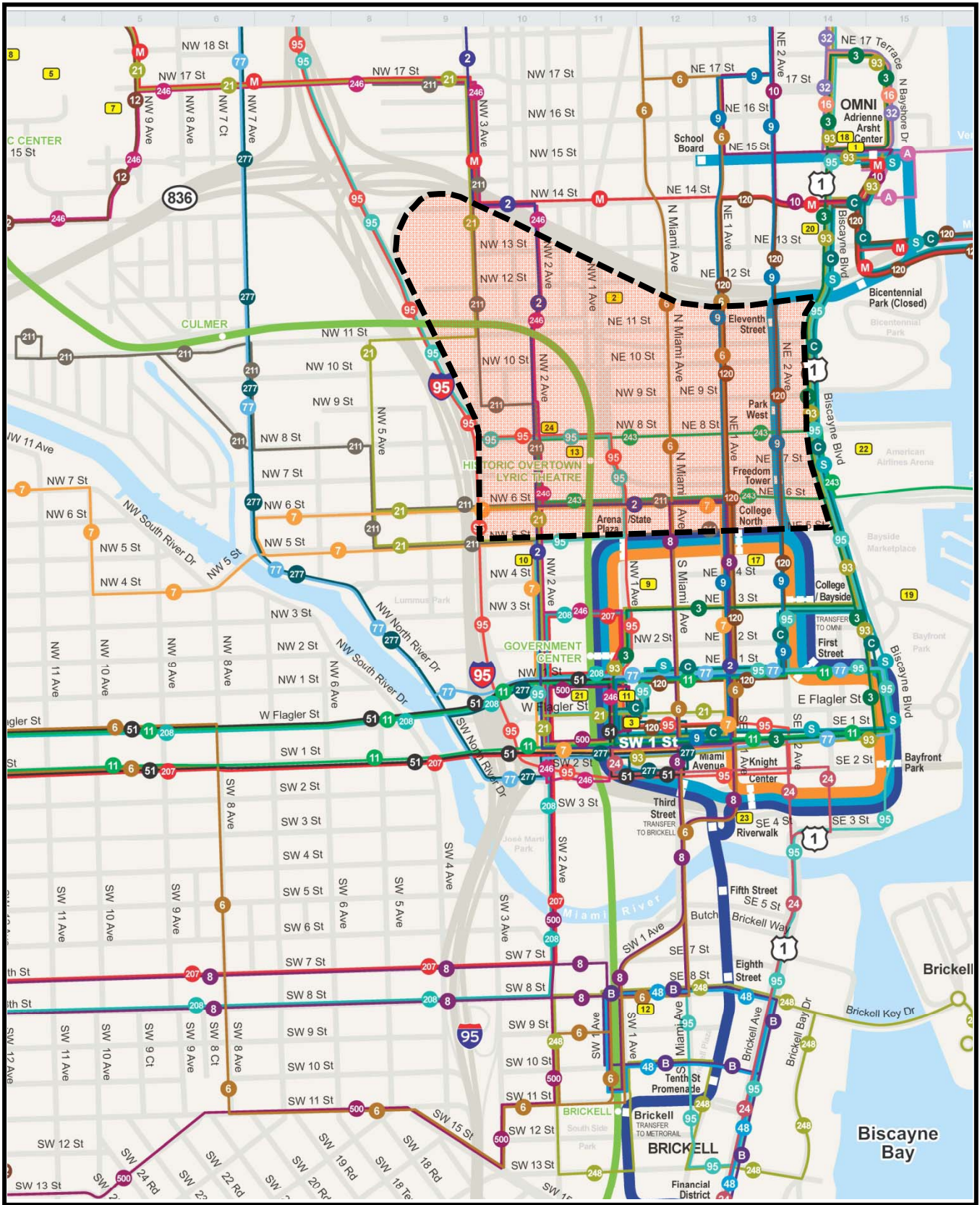
Figure 2-5: MDT Metromover System 2010






Source: Miami-Dade Transit, 2010

## 2.5 Miami-Dade Transit Passenger Fare Structure

In June 2009, MDT transitioned to a new passenger fare collection system which no longer accepts tokens or currency as fare payment for Metrorail known as the EASY Card. The EASY Card is an automated fare collection system and the first of its kind in the State of Florida. Additionally, cash fare payments may also be made on Metrobus. MDT passengers are now



 SEOPW DRI Boundaries

-  Metrorail
-  Metromover
-  Metrobus Routes

Map J-3C-1  
Existing Local and Premium Transit  
SEOPW DRI – Increment III



- Metrorail
- Metromover
- 6— Metrobus Routes

Map J-3C-2  
Existing Local and Premium Transit  
SEOPW DRI – Increment III

**MDT METROBUS ROUTE HEADWAYS (December 2009)**

<b>ROUTE</b>	<b>PEAK (AM/PM)</b>	<b>OFF-PEAK (Midday)</b>	<b>EVENING (after 8 pm)</b>	<b>OVERNIGHT</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>BRANCHES</b>						
1	30	40	70	n/a	40	40
2						
NE 84 Street/Miami Avenue	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	18	18	30	60	15	20
6	60	60	n/a	n/a	60	60
7						
East of NW 60 Avenue	15	20	30	n/a	20	20
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 57 Avenue	10	15	20	n/a	15	20
East of SW 82 Avenue	10/20	15	20	n/a	15	20
Westchester	n/a	n/a	n/a	n/a	15	20
FIU via SW 8 Street	30	30	n/a	n/a	n/a	n/a
FIU via Coral Way	30	30	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	30	30	30	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	12	20	60	12	15
Mall of the Americas	16	24	40	60	24	30
FIU-University Park Campus	16	24	40	60	24	30
12	30	30	40	n/a	40	40
16	18	30	30	n/a	24	30
17						
South of NW 95 Street/North of Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
South of Flagler Street	30	30	60	n/a	30	30
19	30	30	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24						
Westchester	20	20	24	n/a	30	30
FIU-University Park Campus	40	40	24	n/a	60	60
SW 137 Avenue/26 Street	40	40	n/a	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of NW 183 Street	15	15	30	n/a	20	30
Via NW 27/32 Avenue & via NW 37 Avenue	30	30	60	60	40	60
29	45	45	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	40	n/a	30	30
32	24	30	60	n/a	40	60
33	30	35	60	n/a	30	30
34 (Busway Flyer)	7½	n/a	n/a	n/a	n/a	n/a
35	30	30	60	n/a	60	60
36						
East of NW 57 Avenue	20	30	20	n/a	30	30
Doral Center	20/40	60	40	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	60	n/a	n/a	n/a
37	30	30	40	n/a	30	30
38 (Busway MAX)	12	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	60	n/a	60	60
SW 8 Street/SW 129 Avenue	30	60	60	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	n/a	n/a	60	60
42						
Miami Int'l Airport Terminal	15	30	60	n/a	30	30
South of NW 36 Street	15	30	n/a	n/a	30	30
Miami Springs Circle	30	60	n/a	n/a	60	60
Opa-locka Tri-Rail Station	30	60	n/a	n/a	60	60

**MDT METROBUS ROUTE HEADWAYS (December 2009)**

<b>ROUTE BRANCHES</b>	<b>PEAK (AM/PM)</b>	<b>OFF-PEAK (Midday)</b>	<b>EVENING (after 8 pm)</b>	<b>OVERNIGHT</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
46 (Liberty City Connection)	40	n/a	n/a	n/a	n/a	n/a
48	60	60	n/a	n/a	n/a	n/a
49	30	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	25	30	30	n/a	30	30
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56						
East of SW 107 Avenue	30	60	n/a	n/a	n/a	n/a
MDC - Kendall Campus	60	n/a	n/a	n/a	n/a	n/a
Miller Road /SW 152 Avenue	60	60	n/a	n/a	n/a	n/a
57	40	60	n/a	n/a	n/a	n/a
59	50	n/a	n/a	n/a	n/a	n/a
62						
Dr. Martin Luther King, Jr. Station	10	15	30	n/a	20	30
Hialeah	30	30	30	n/a	20	30
Miami Beach	30	n/a	n/a	n/a	n/a	n/a
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	60	n/a	n/a	60	60
71	30	60	n/a	n/a	60	60
72						
East of SW 137 Avenue	30	30	n/a	n/a	60	60
Miller Square	60	60	n/a	n/a	60	60
Kendall Drive/SW 157 Avenue	60	60	40	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	45	60
77						
South of NW 183 Street	8	15	30	n/a	15	30
NW 199 Street	16	30	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88						
East of SW 132 Avenue	15	30	30	n/a	24	30
Kendale Lakes	30	60	n/a	n/a	48	60
SW 157 Avenue/Kendall Drive	30	60	30	n/a	48	60
93 (Biscayne MAX)	18	30	n/a	n/a	n/a	n/a
95	5	n/a	n/a	n/a	n/a	n/a
97 (27 Avenue MAX)	20	40	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	45	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	20	45	40	n/a	45	45
102 (Route B)						
East of Harbor Drive	10/15	30	30	n/a	30	30
Cape Florida State Park	10/30	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	24	60	60	n/a	60	60
105 (Route E)	30	45	60	n/a	60	60
107 (Route G)	20/30	30	70	n/a	35	35
108 (Route H)	24	24	45	n/a	30	30
110 (Route J)	20	30	60	n/a	30	30
112 (Route L)						
Northside Station	12	12	20	60	15	20
Amtrak Station	24	24	n/a	*	*	*
Hialeah Station	24	24	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	40	40	60	n/a	60	60
119 (Route S)	12	12	12	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	60	n/a	30	n/a
Aventura Mall	24	24	60	n/a	30	30

MDT METROBUS ROUTE HEADWAYS (December 2009)

ROUTE	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
BRANCHES						
123 (South Beach Local)	20	12	20	n/a	12	12
132 (Tri-Rail Doral Shuttle)	80/60	n/a	n/a	n/a	n/a	n/a
133 (Tri-Rail Airport Shuttle)	15/20	30	30	n/a	30	30
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	50	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	40
150 (Airport Flyer)	30	30	30	n/a	30	30
183 (183 Local)						
East of NW 57 Avenue	12	20	24	n/a	20	24
Miami Gardens Drive/NW 87 Avenue	24	40	n/a	n/a	40	48
202 (Little Haiti Connection)	60	60	n/a	n/a	60	60
204 (Killian KAT)	7½	n/a	30	n/a	n/a	n/a
207/208 (Little Havana Connection)	15	20	20	n/a	20	20
211 (Overtown Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	40/50	60	n/a	n/a	n/a	n/a
243 (Seaport Connection)	30	n/a	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60	60
248 (Brickell Key Shuttle)	20	n/a	n/a	n/a	n/a	n/a
249 (Coconut Grove Circulator)	18	18	20	n/a	18	18
252 (Coral Reef MAX)						
East of SW 117 Avenue	20	60	50	n/a	60	60
Metrozoo	20	60	n/a	n/a	60	60
Country Walk	20	60	50	n/a	60	60
SW 162 Avenue	40	n/a	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
272 (Sunset KAT)	10	n/a	n/a	n/a	n/a	n/a
277 (7 Avenue MAX)	18	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	24	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall KAT)	15	n/a	n/a	n/a	n/a	n/a
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60	60

n/a = no service available or not applicable

\* = Service via select trips only

Gray shaded cells are branches to routes



**Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020)**

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020			
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR		
A	No planned improvements.																						
B	No planned improvements.																						
C	No planned improvements.																						
E	No planned improvements.																						
G	No planned improvements.																						
H	No planned improvements.																						
J	Extend to 72 Street.																						
L	No planned improvements.																						
M	No planned improvements.																						
S	Improve headways. Monday-Saturday from 12 to 10 minutes and Sundays from 15 to 10 minutes.					\$1,750,000	4	\$1,750,000	4	\$1,750,000	4	\$1,750,000	4	\$1,750,000	4	\$1,750,000	4	\$1,750,000	4	\$1,750,000	4	\$1,750,000	4
1	Extend Route to Dadeland South Metrorail Station									\$500,000	3	\$500,000	3	\$500,000	3	\$500,000	3	\$500,000	3	\$500,000	3	\$500,000	3
2	Realign northern terminus to future Golden Glades Intermodal Terminal.							\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
3	No planned improvements.																						
6	Extend route to serve the Miami Intermodal Center.					\$221,623	0	\$221,623	0	\$221,623	0	\$221,623	0	\$221,623	0	\$221,623	0	\$221,623	0	\$221,623	0	\$221,623	0
7	New branch (7M) from MIC to Culmer Metrorail station, serving the Marlins Ballpark.			\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6	\$850,000	6
8	No planned improvements.																						
9	No planned improvements.																						
10	No planned improvements.																						
11	No planned improvements.																						

**Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)**

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
12	Remove Civic Center loop; alignment will stay on NW 12 Ave. City of Miami to implement Health District Circulator.	-\$173,190		-\$173,190		-\$173,190		-\$173,190		-\$173,190		-\$173,190		-\$173,190		-\$173,190		-\$173,190		-\$173,190	
16	No planned improvements.																				
17	No planned improvements.																				
19	No planned improvements.																				
21	No planned improvements.																				
22	No planned improvements.																				
24	Convert limited-stop service east of Ponce de Leon Boulevard due to City of Miami Coral Way Trolley.	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2	-\$600,000	-2
27	No planned improvements.																				
29	No planned improvements.																				
31 (Busway Local)	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.					\$2,411,848	5	\$2,411,848	5	\$2,411,848	5	\$2,411,848	5	\$2,411,848	5	\$2,411,848	5	\$2,411,848	5	\$2,411,848	5
32	No planned improvements.																				
33	Improve peak headway from 30 to 20 minutes.													\$395,453	3	\$395,453	3	\$395,453	3	\$395,453	3
34 (Busway Flyer)	No planned improvements.																				
35	Improve peak headway from 30 to 20 minutes.					\$642,620	4	\$642,620	4	\$642,620	4	\$642,620	4	\$642,620	4	\$642,620	4	\$642,620	4	\$642,620	4
36	No planned improvements.																				
37	Realign route to serve the Miami Intermodal Center.			\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
38 (Busway MAX)	Improve peak headway from 12 to 10 minutes.	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1	\$255,396	1
40	No planned improvements.																				
42	Realign route to serve the Miami Intermodal Center.			\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
46 (Liberty City Connection)	No planned improvements.																				
48	No planned improvements.																				
49	No planned improvements.																				
51 (Flagler MAX)	Route to be transformed to Flagler Rapid Bus (see New Routes table).	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0

**Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)**

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
52	No planned improvements.																				
54	No planned improvements.																				
56	Discontinue peak period branch to MDC, increase service to 162 Avenue branch.	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
57	Realign route to serve the Miami Intermodal Center.			\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
59	Realign to 163rd Street Mall with 2-way service	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1	\$100,000	1
62	No planned improvements.																				
70	Truncate Route at Southland Mall when Cutler Bay Circulator begins service.	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0	(\$82,000)	0
71	Extend Route to Palmetto station via 74 Street.			\$500,000	2	\$500,000	2		2	\$500,000	2	\$500,000	2	\$500,000	2	\$500,000	2	\$500,000	2	\$500,000	2
72	Extend route westward to future West Kendall Terminal.	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1	\$207,000	1
73	No planned improvements.																				
75	No planned improvements.																				
77	No planned improvements.																				
79 (79 Street MAX)	Extend Route to Tri-Rail Metrorail	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1	\$153,000	1
87	Extend to Flager station in Medley			\$400,000	1	\$400,000	1	\$400,000	1	\$400,000	1	\$400,000	1	\$400,000	1	\$400,000	1	\$400,000	1	\$400,000	1
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the 142 Avenue branch.	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1	\$233,477	1
93 (Biscayne Max)	Route to be transformed to Biscayne Rapid Bus (see New Routes table).	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
95X	Increase the number of trips to downtown and Civic Center by 10%.	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0	\$192,780	0
97 (27 Avenue MAX)	Route to be transformed to 27 Avenue Rapid Bus, connecting to MIC (see New Routes table).			\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
99	No planned improvements.																				
104	Realign route westward to future West Kendall Terminal.	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0	\$83,629	0
115 (Mid-North Beach Connection)	Restructure into two (2) separate routes			\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
120 (Beach MAX)	Improve weekday headways from 12 to 10 minutes.			\$765,000	3	\$765,000	3	\$765,000	3	\$765,000	3	\$765,000	3	\$765,000	3	\$765,000	3	\$765,000	3	\$765,000	3

**Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)**

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
123 (South Beach Local)	No planned improvements.																				
132 (Tri-Rail Doral Shuttle)	No planned improvements.																				
133 (Tri-Rail Airport Shuttle)	To be discontinued with the opening of the MIC-MIA Mover.			(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1	(\$142,000)	-1
135	Discontinue Hialeah branch to MDC, and increase service to Miami Lakes.	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
136	No planned improvements.																				
137 (West Dade Connection)	No planned improvements.																				
150 (Airport Flyer)	Extend north to 44th St / Collins Ave. and south to South Pointe Dr.	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1	\$600,000	1
183 Local	No planned improvements.																				
195 (I-95 Dade-Broward Express)	Add midday service			\$217,000	0	\$217,000	0	\$217,000	0	\$217,000	0	\$217,000	0	\$217,000	0	\$217,000	0	\$217,000	0	\$217,000	0
202 (Little Haiti Connection)	No planned improvements.																				
204 (Killian KAT)	Realign route to the future West Kendall Bus Terminal.	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
207/208 (Little Havana Circulator)	Extend Route to Brickell Metrorail station.			\$438,000	1	\$438,000	1	\$438,000	1	\$438,000	1	\$438,000	1	\$438,000	1	\$438,000	1	\$438,000	1	\$438,000	1
211 (Overtown Circulator)	No planned improvements.																				
212 (Sweetwater Circulator)	No planned improvements.																				

**Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)**

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
238 (East-West Connection)	Extend westward to Beacon Lakes.					\$250,000	1	\$250,000	1	\$250,000	1	\$250,000	1	\$250,000	1	\$250,000	1	\$250,000	1	\$250,000	1
243 (Seaport Connection)	No planned improvements.																				
246 (Night Owl)	No planned improvements.																				
248 (Brickell Key Shuttle)	Discontinue service once City of Miami Shuttle begins service.			(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1	(\$130,000)	-1
249 (Coconut Grove Circulator)	No planned improvements.																				
252 (Coral Reef MAX)	Operate later evening service into the Metrozoo Entertainment complex.															\$81,004	1	\$81,004	1	\$81,004	1
254 (Brownsville Circulator)	No planned improvements.																				
272 (Sunset KAT)	Realign route to the future West Kendall Bus Terminal.	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0

**Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)**

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
277 (7 Avenue MAX)	No planned improvements.																				
286 ( North Pointe Circulator)	No planned improvements.																				
287 (Saga Bay MAX)	Improve peak headway from 30 to 20 minutes.			\$153,213	1	\$153,213	1	\$153,213	1	\$153,213	1	\$153,213	1	\$153,213	1	\$153,213	1	\$153,213	1	\$153,213	1
288 (Kendall KAT)	Realign route to the future West Kendall Bus Terminal and transform to Kendall Enhanced Bus.	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
344	No planned improvements.																				
500 (Midnight Owl)	No planned improvements.																				

<b>INCREMENTAL TOTALS</b>	\$970,092	4	\$4,021,305	12	\$9,297,396	14	\$9,297,396	0	\$9,797,396	3	\$9,797,396	0	\$10,192,849	3	\$10,273,853	1	\$10,273,853	0	\$10,273,853	0
(MINI-BUSES)		0		0		0		0		0		0		0		0		0		0
(FULL SIZE BUSES)		4		12		14		0		3		0		3		1		0		0

<b>CUMULATIVE TOTALS</b>	\$970,092	4	\$4,991,397	16	\$14,288,793	30	\$23,586,189	30	\$33,383,585	33	\$43,180,981	33	\$53,373,830	36	\$63,647,683	37	\$73,921,536	37	\$84,195,389	37
(MINI-BUSES)		0		0		0		0		0		0		0		0		0		0
(FULL SIZE BUSES)		4		16		30		30		33		33		36		37		37		37

Source: Miami-Dade Transit, 2010



## Service Standards



Miami-Dade Transit  
Service Planning & Scheduling  
701 NW First Court  
Miami, FL 33136  
[www.miamidade.gov/transit](http://www.miamidade.gov/transit)

*Revised 9/29/09  
Adopted 11/04/09*

The maximum passenger load factor for a single trip will not exceed 160%. Premium service refers to limited and express routes. Loading standards are at the maximum load point during a 30 minute interval of service. When elderly ridership exceeds 20% of the ridership of a route, the loading standard will not exceed 100%, except during the peak hours where the standard is 110%. When the standing time on a trip is of short duration (less than or equal to 10 min.) such as school trippers with low elderly ridership, the maximum load for a single trip can be 160%.

<b>Average Maximum Loading Standards by Time Period for Bus</b>				
Headway (min.)	Peak	Midday/Weekend	Night	Premium
1 – 15	160%	120%	110%	120%
16 – 30	130%	110%	100%	100%
31 – 60	110%	100%	100%	-NA-

The standards for Metrorail passenger loading is for normal scheduled service at the peak load point during a 30 minute interval of service. When loading standards are exceeded, additional cars are added, if possible, prior to decreasing headways.

<b>Average Maximum Loading Standards by Time Period for Rail</b>			
Headway (min.)	Peak	Midday/Weekend	Night
1 – 10	145%	125%	100%
11 – 30	130%	110%	100%

<b>Average Maximum Loading Standards by Time Period for Mover</b>			
Headway (min.)	Peak	Midday/Weekend	Night
1.5 – 3	75%	75%	75%



# METROBUS

## Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
<b>1</b>	3,329	66,588	8,264	6,543	81,396
<b>2</b>	4,288	85,755	9,057	5,586	100,397
<b>3</b>	8,546	170,915	36,447	26,130	233,492
<b>6</b>	1,428	28,559	3,190	2,690	34,439
<b>7</b>	6,494	129,879	16,784	12,762	159,425
<b>8</b>	8,326	166,523	18,356	13,576	198,455
<b>9</b>	6,825	136,509	18,352	11,893	166,754
<b>10</b>	2,800	55,993	9,036	6,745	71,774
<b>11</b>	11,784	235,677	36,477	31,790	303,944
<b>12</b>	3,364	67,283	7,798	6,566	81,647
<b>16</b>	4,206	84,126	12,413	6,812	103,351
<b>17</b>	4,953	99,064	13,042	8,832	120,938
<b>21</b>	2,251	45,021	6,737	5,560	57,319
<b>22</b>	4,592	91,849	9,550	5,894	107,293
<b>24</b>	2,935	58,702	9,361	6,043	74,105
<b>27</b>	9,922	198,437	28,902	16,974	244,312
<b>28</b>	1,445	28,897	2,544	2,170	33,612
<b>29</b>	1,093	21,860	-	-	21,860
<b>31-BUSWAY LOCAL</b>	1,753	35,065	3,298	5,518	43,881
<b>32</b>	3,651	73,021	6,107	4,344	83,471
<b>33</b>	1,886	37,710	4,111	2,966	44,787
<b>34-BUSWAY FLYER</b>	2,023	40,464	-	-	40,464

# METROBUS

## Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
<b>35</b>	3,075	61,495	7,874	6,007	75,376
<b>36</b>	3,206	64,115	7,871	5,693	77,678
<b>37</b>	4,058	81,169	-	-	81,169
<b>37/72</b>	-	-	14,318	12,938	27,256
<b>38/500-BWMX/MIDN</b>	6,979	139,571	23,955	22,395	185,921
<b>40</b>	2,554	51,079	5,496	4,592	61,167
<b>41-AIRPORT WEST</b>	347	6,937	-	-	6,937
<b>42</b>	1,275	25,505	4,008	3,191	32,704
<b>46-LIBERTY CITY CONN</b>	216	4,320	-	-	4,320
<b>48</b>	461	9,217	-	-	9,217
<b>51-FLAGLER MAX</b>	3,969	79,375	-	-	79,375
<b>52</b>	1,762	35,239	2,877	2,786	40,901
<b>54</b>	3,691	73,819	10,874	7,784	92,477
<b>56</b>	1,075	21,499	-	-	21,499
<b>57</b>	1,065	21,299	-	-	21,299
<b>62</b>	3,921	78,419	12,036	10,777	101,231
<b>65</b>	363	7,254	-	-	7,254
<b>70</b>	2,055	41,092	3,847	3,020	47,959
<b>71</b>	1,435	28,691	2,386	1,431	32,508
<b>72</b>	546	10,926	-	-	10,926
<b>73</b>	2,072	41,431	4,524	1,763	47,718
<b>75</b>	3,350	66,993	1,972	1,127	70,092
<b>77</b>	9,911	198,225	27,658	15,598	241,481
<b>83</b>	3,779	75,587	10,007	5,988	91,582
<b>87</b>	2,104	42,086	4,919	2,532	49,537
<b>88</b>	2,907	58,130	7,566	5,815	71,511
<b>91</b>	1,115	22,294	2,537	1,440	26,272

## METROBUS Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
<b>93 - BISCAYNE MAX</b>	3,545	70,890	-	-	70,890
<b>95-EXPRESS</b>	2,319	46,372	-	-	46,372
<b>97 - 27 MAX</b>	1,524	30,486	-	-	30,486
<b>99</b>	1,078	21,564	2,180	1,552	25,296
<b>A</b>	583	11,660	1,281	1,493	14,433
<b>B</b>	1,838	36,764	4,856	3,621	45,241
<b>C</b>	4,239	84,774	16,212	11,625	112,612
<b>104</b>	1,890	37,804	3,704	3,052	44,561
<b>E</b>	1,573	31,469	3,191	2,585	37,245
<b>G</b>	3,327	66,531	11,862	9,460	87,853
<b>H</b>	4,893	97,860	19,973	14,597	132,430
<b>J</b>	5,666	113,324	14,018	10,576	137,919
<b>K</b>	3,844	76,889	9,815	9,059	95,762
<b>L</b>	10,364	207,282	34,087	26,175	267,544
<b>M</b>	1,248	24,963	2,789	2,167	29,919
<b>R</b>	301	6,024	-	-	6,024
<b>S</b>	12,757	255,143	47,696	41,241	344,081
<b>120-SOUTH BEACH MAX</b>	1,837	36,734	4,075	3,685	44,493
<b>123-SOUTH BEACH LOCAL</b>	4,820	96,407	23,888	19,013	139,308
<b>132 - TRI-RAIL DORAL</b>	91	1,816	-	-	1,816
<b>133 - TRI-RAIL AIRPORT</b>	1,693	33,865	0	470	34,335
<b>136</b>	243	4,867	-	-	4,867
<b>137-WEST DADE CONN</b>	2,273	45,459	5,269	4,065	54,794
<b>183-183rd STREET MAX</b>	1,323	26,455	4,666	2,489	33,609
<b>202-LITTLE HAITI CONN</b>	737	14,748	2,400	1,606	18,754
<b>204 KAT-KILLIAN</b>	1,778	35,562	-	-	35,562
<b>207(7st)-LITTLE HAVANA CIRC</b>	1,581	31,620	4,679	4,963	41,263
<b>208(8st)-LITTLE HAVANA CIRC</b>	1,637	32,742	5,647	4,969	43,357
<b>211-OVERTOWN CIRC</b>	126	2,510	941	-	3,451

# METROBUS

## Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
212-SWEETWATER CONN	241	4,812	481	452	5,745
224-CORAL WAY MAX	260	5,193	-	-	5,193
238-EAST/WEST CONN	571	11,424	-	-	11,424
240-BIRD ROAD MAX	428	8,563	-	-	8,563
243-SEA PORT CONN	126	2,519	-	-	2,519
246-NIGHT OWL	462	9,230	2,315	2,550	14,095
248-BRICKELL KEY	451	9,011	-	-	9,011
249-COCONUT GROVE	1,707	34,131	5,675	5,145	44,951
252-CORAL REEF	1,395	27,892	1,553	1,410	30,854
254-BROWNSVILLE CIRC	123	2,453	-	-	2,453
267-LUDLAM MAX	414	8,277	-	-	8,277
272 KAT-SUNSET	970	19,396	-	-	19,396
277-7th AVENUE MAX	1,268	25,355	-	-	25,355
282-HIALEAH GARDENS	300	5,993	-	-	5,993
287-SAGA BAY	471	9,425	-	-	9,425
288 KAT-KENDALL	652	13,037	-	-	13,037
344	263	5,255	-	-	5,255
GREEN HILLS SHUTTLE	7	27	-	-	27
KINGS CREEK SHUTTLE	7	21	-	-	21
SIERRA LAKES SHUTTLE	18	73	-	-	73
ROBERT SHARPE SHUTTLE	5	10	-	-	10
Special	-	-	-	-	-
Park n Ride	-	-	-	-	-
<b>TOTALS</b>	<b>254,448</b>	<b>5,088,345</b>	<b>647,805</b>	<b>492,290</b>	<b>6,228,439</b>

February, 2009

# METRORAIL

## Boardings By Stations

<b>STATIONS</b>	<b>AVERAGE WEEKDAY</b>	<b>WEEKDAY BOARDINGS</b>	<b>SATURDAY BOARDINGS</b>	<b>SUNDAY BOARDINGS</b>	<b>PRESIDENT'S DAY BOARDINGS</b>	<b>TOTAL BOARDINGS</b>
Dadeland South	7,416	140,900	18,830	11,520	4,982	176,232
Dadeland North	5,269	100,111	11,238	6,658	3,515	121,522
South Miami	3,643	69,217	8,509	5,053	2,238	85,017
University	2,170	41,221	4,944	2,056	941	49,162
Douglas	3,535	67,160	8,798	5,429	2,220	83,608
Coconut Grove	1,674	31,814	5,158	3,644	1,953	42,569
Vizcaya	1,392	26,453	4,190	2,550	887	34,081
Brickell	2,554	48,535	6,436	4,178	1,706	60,855
Government Center	9,371	178,047	17,205	11,181	4,861	211,294
Overtown/Arena	2,028	38,525	6,150	3,623	1,333	49,632
Culmer	1,342	25,491	2,441	1,915	653	30,501
Civic Center	6,078	115,490	15,201	3,884	1,484	136,060
Santa Clara	679	12,908	1,765	1,078	431	16,182
Allapattah	1,977	37,562	5,318	3,853	1,508	48,241
Earlington Heights	1,660	31,543	4,455	3,354	1,182	40,535
Brownsville	974	18,510	3,079	1,960	1,025	24,575
Martin Luther King	1,386	26,336	3,718	2,851	1,094	34,000
Northside	1,833	34,834	5,378	3,970	1,474	45,655
Tri-Rail	2,150	40,842	4,858	4,152	1,762	51,614
Hialeah	1,985	37,710	5,170	3,040	1,198	47,118
Okeechobee	1,191	22,635	1,523	1,084	591	25,833
Palmetto	1,139	21,634	2,438	1,180	703	25,955
<b>Total</b>	<b>61,446</b>	<b>1,167,478</b>	<b>146,805</b>	<b>88,216</b>	<b>37,742</b>	<b>1,440,241</b>

## METROMOVER Boardings By Stations

<b>STATIONS</b>	<b>AVERAGE WEEKDAY</b>	<b>WEEKDAY BOARDINGS</b>	<b>SATURDAY BOARDINGS</b>	<b>SUNDAY BOARDINGS</b>	<b>PRESIDENT'S DAY BOARDINGS</b>	<b>TOTAL BOARDINGS</b>
School Board	817	15,526	2,681	2,123	623	20,953
Omni	1,909	36,263	6,882	4,893	1,588	49,626
Bicentennial Park	0	0	0	0	0	0
Eleventh Street	264	5,016	1,003	823	278	7,120
Park West	551	10,476	1,955	1,750	343	14,524
Freedom Tower	629	11,946	2,250	2,556	408	17,160
Government Center	5,979	113,598	15,241	12,151	4,032	145,022
Miami Avenue	979	18,605	2,981	1,266	450	23,302
Third Street	32	610	117	96	45	868
Knight Center	1,052	19,983	3,120	1,598	554	25,255
Bayfront Park	4,225	80,278	6,760	4,654	1,653	93,345
First Street	518	9,843	1,967	1,617	495	13,922
College/Bayside	1,200	22,804	4,561	3,574	1,166	32,105
College North	942	17,889	1,734	1,116	416	21,155
Arena/State Plaza	1,250	23,752	2,377	1,969	692	28,790
Riverwalk	437	8,309	1,495	972	329	11,105
Fifth Street	384	7,305	1,120	764	347	9,536
Eighth Street	303	5,761	1,229	596	220	7,806
Tenth Street	672	12,759	1,927	1,553	544	16,783
Brickell	2,299	43,684	5,556	4,044	1,318	54,602
Financial District	1,303	24,753	4,547	2,302	892	32,494
<b>Total</b>	<b>25,745</b>	<b>489,160</b>	<b>69,503</b>	<b>50,417</b>	<b>16,393</b>	<b>625,473</b>