Coastal Communities Transit Plan

July 13, 2007

for

Miami Dade Transit

City of Miami Beach

by
Center for Urban Transportation Research
University of South Florida

Coastal Communities Transit Plan

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For:

Miami Dade Transit	City of Miami Beach
Stephen P. Clark Center, 9th Floor	1700 Convention Center Drive
111 NW 1st Street	Miami, Florida 33137
Miami, Florida 33128	

Project Manager:	Project Manager:
David R. Fialkoff, P.E.	Fernando A. Vazquez, P.E.
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Coastal Communities Transit Plan

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&

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Background

Miami Dade Transit (MDT) in a joint effort with the City of Miami Beach (CMB), and with participation from the City's neighboring coastal communities including: the City of Aventura, City of Sunny Isles Beach, Town of Bal Harbour Village, Town of Bay Harbor Islands, Town of Surfside, and City of North Bay Village are interested in analyzing existing transit services in the Coastal Communities, assessing current and future needs, and determining if and how existing bus transit services can be streamlined to provide the same or improved service levels with fewer routes along the A1A Corridor.

Underlying their interest is the understanding that the Coastal Communities as barrier islands are physically constrained regarding both development and the ability to allocate additional land toward transportation infrastructure. As addressing the increasing demand for single-occupant-vehicle use requires wider roads and more land in a constrained environment, the future of sustainable development and livability in the coastal communities must place greater reliance on transit options that provide a more efficient utilization of existing right-of-way for moving people, not cars.

Embarking on this work at this time is very advantageous in the context of several other transportation work efforts that are about to start and have recently been completed.

The City of Miami Beach with its neighboring Coastal Communities and the Miami-Dade County Metropolitan Planning Organization (MPO) are currently working with a consulting team to perform the Coastal Communities Transportation Master Plan (CCTMP). The goal of the CCTMP is to provide a multi-jurisdiction regional plan with short-term (current year), mid-term (10-year horizon), and long-term (25-year horizon) solutions to transportation issues under varying development forecast scenarios.

As Miami-Dade Transit implements the People's Transportation Plan (PTP), approved by referendum on November 5th, 2002, it continues to search for ways to enhance the service and efficiency of public transportation in Dade County. Toward this goal, MDT has been continuing to develop data-based analysis to provide a better balance between convenience and transit mode share, and operational efficiency. In this effort, MDT recently completed a Comprehensive Bus Operations Analysis (CBOA), performed by the Center for Urban Transportation Research (CUTR) at the University of South Florida. The importance of the CBOA to this study is the data that was collected:

1. System-wide ride check to provide for each bus route, and bus stop and segment level operational data, including passenger boardings, debarkings, and bus schedule adherence. This data set, completed in 2003 contains approximately 1.1-million data records.

2. System-wide on-board passenger survey to determine trip origin-destination pairs, trip purpose pairs, transfer modes, ridership profiles, community needs, and passenger satisfaction for each route in the County. This data set, also completed in 2003 includes approximately 28,000 surveys, each with 18 questions.

3. MDT has also recently performed an on-board passenger survey of Metro-Rail to determine trip origin-destination pairs, trip purpose pairs, transfer modes, ridership profiles, community needs, and passenger satisfaction. This data set, completed in 2004 includes approximately 8,000 surveys, each with 18 questions.

The importance of these recent efforts is in that it allows the Coastal Communities Transit Plan to make extensive use of these data sources in the analysis of transit services and development of recommendations.

This Coastal Communities Transit Plan is performed under an inter-local agreement between Miami-Dade County and the University of South Florida, with the City's participation under an inter-local agreement between the City of Miami Beach and Miami-Dade County. The study has been performed at a cost of $125,300, with ½ participation from Miami Dade County, and ½ participation from the City of Miami Beach

Overview

Goals

The four goals of the Coastal Communities Transit Plan are:

1. to analyze existing transit services in the coastal communities;

2. assess current and future needs; and determine if and how existing bus transit services can be streamlined along the A1A Corridor with fewer routes and capacity that is better matched to demand, while reallocating resources to provide potential enhancements to better match other transit needs that have evolved in the Coastal Communities there are currently 14 MDT routes that serve the coastal Communities. Of these, 10 provide duplicate service along the A1A corridor, with an peak overlap of 8 routes on the segment of A1A from 63rd Street to 72nd Street;

3. identify locations for major transfer hubs

4. Perform the study and develop the plan in coordination with the concurrently performed Coastal Communities Transportation Master Plan (CCTMP).
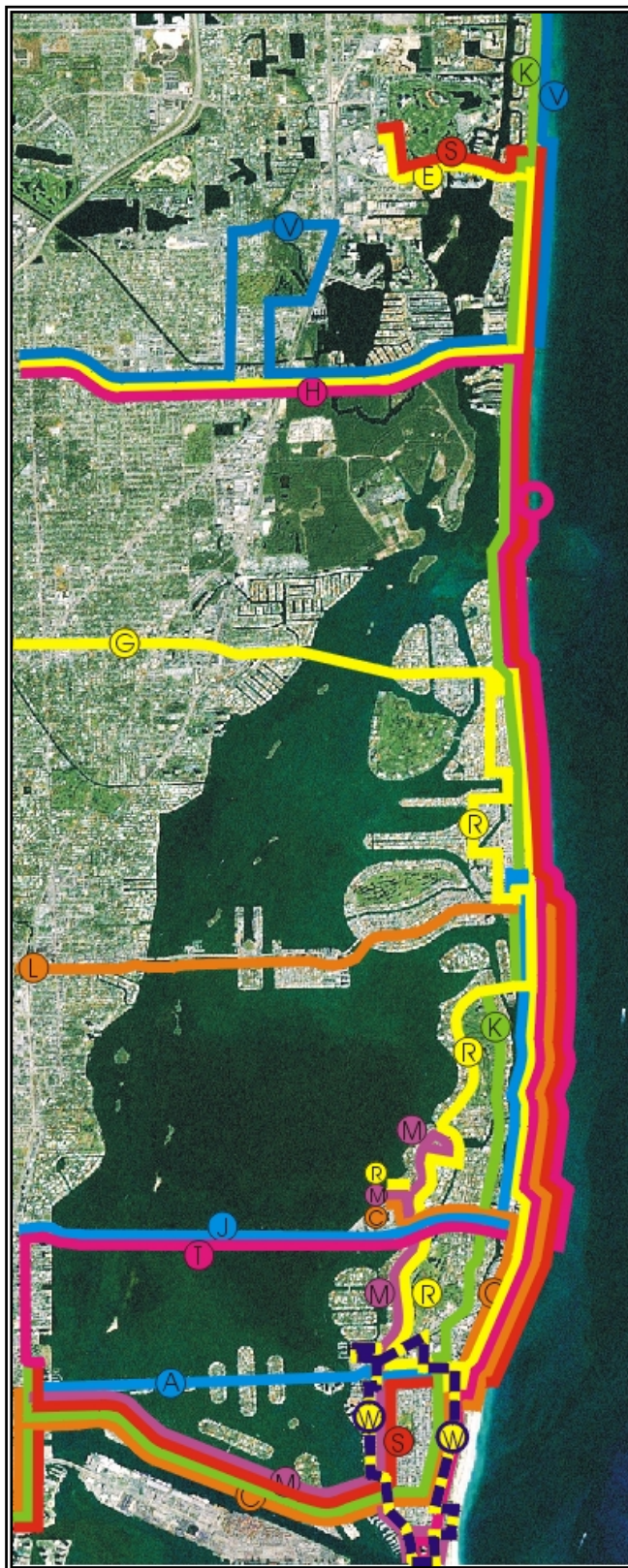
Concept

From the outset, the concept of the Coastal Communities Transit Plan, illustrated at right, is to create a high-capacity service that runs the length of the A1A Corridor, (magenta line) and would be comprised of two routes; one a local-stop regional route, and the other, an express / limited stop service for longer distance transit trips.

With this north-south, backbone in place, east-wet regional routes (red lines) may be truncated at A1A, depending on a balance between passenger impacts and operational benefits. In some cases it is not possible to truncate high-ridership route at their intersection with A1A, but still, it may be possible to truncate them at some downstream location to relieve the A1A Corridor and produce better system efficiencies.

The next component is to create more and better neighborhood transit circulators (yellow lines) to conveniently bring passengers from locations as near as possible to their destinations to the more efficient, faster, regional routes: both north-south, and east-west.

Finally, if better system efficiency and faster travel times are to be attained through the restructuring, more transfers will be made to meet existing transit travel patterns,

then transfer locations need to be consolidated to efficiently provide the greatest number of travel options to passengers that can be made in convenient, safe, and comfortable environment. This motivates the recommendation of consolidated bus transfer stations to achieve this. The location and implementation of the stations not only serves the bus network, but puts in place the loci of the infrastructure that may be needed for possible long-range fixed-guide way options (light rail, or bus rapid transit (BRT)). The concept includes two types of stations;

1) Transfer stations (red circle with white center) that facilitate convenient transfers between the north-south routes, east-west routes, and local transit circulators. These stations must be along the A1A Corridor. They are generally to be located near: 1) the Cultural Campus in South Beach, 2) the North Shore area of North Beach, 3) Sunny Isles Beach Boulevard, and 4) Aventura Mall. The stations may be off-street where high capacities are required, or on-street where less capacity is required.

2) Interceptor park-and-ride facilities (red circle with black center) that facilitate
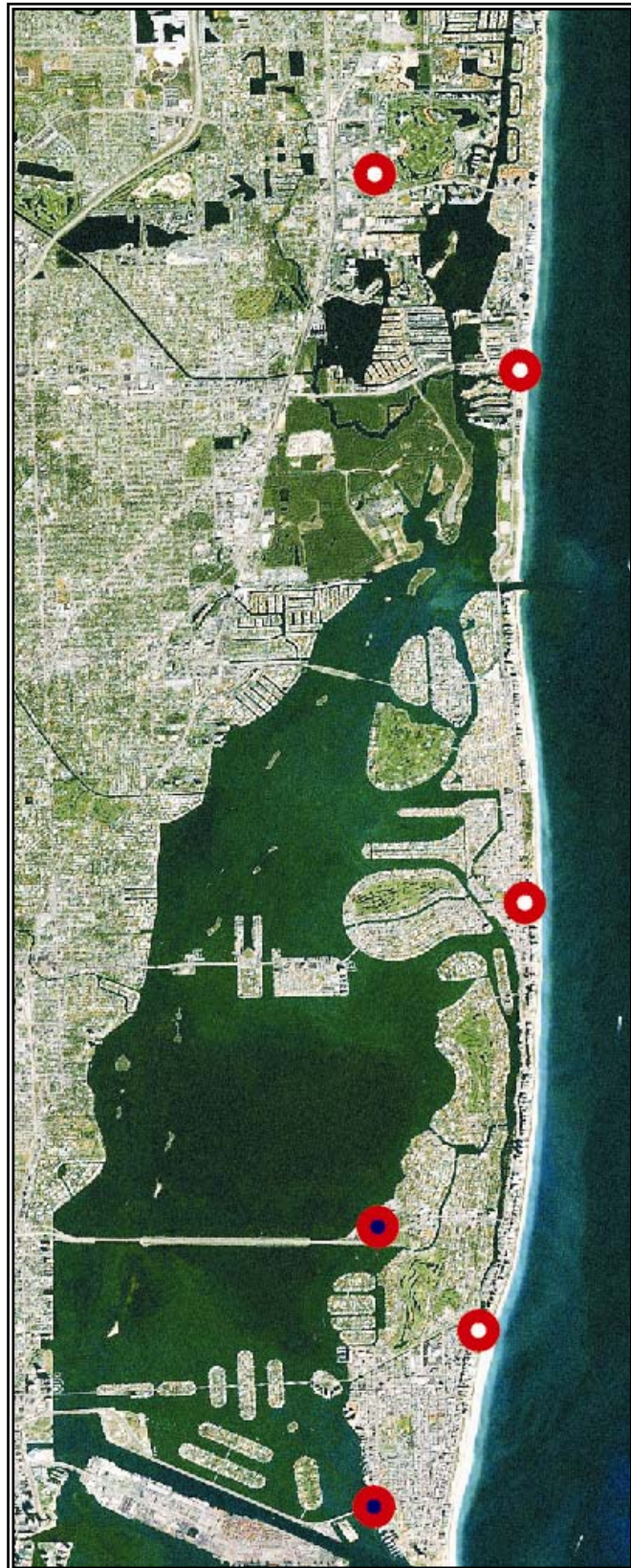
the reduction of single-occupant-vehicles from the Coastal Communities. The facilities include a substantial parking facility, along with bus station facilities for pertinent local circulators, and one or two regional routes. Extensive transfer capabilities do not need to be located at the park-and-rides, as most connections will be to the nearby area. Supporting this concept, one of the key findings of the Coastal Communities Transportation Master Plan (CTMP), is that drivers choose the causeway that is closest to their respective origins or destinations.

Low-Capacity, On-Street Type Transfer Station – Super Shelter

High-Capacity, Off-Street Type Transfer Station

The last component of the Coastal Communities Transit Plan concept is to determine and implement bus rapid transit (BRT) solutions to further enhance bus travel time and convenience, there-by creating greater motivation for "choice transportation consumers" to use transit, instead of their vehicles.

This includes a range of traffic signal, right-of-way pavement, sidewalk infrastructure, and bus stop modifications that may include:

- Signal pre-emption at key intersections, especially access and egress points from transfer stations to the A1A Corridor

- Queue jumpers in coordination with signal progression or pre-emption methods to allow transit vehicles to go ahead of the vehicle queue to the green light via special transit-only lanes at the approaches to critical intersections.
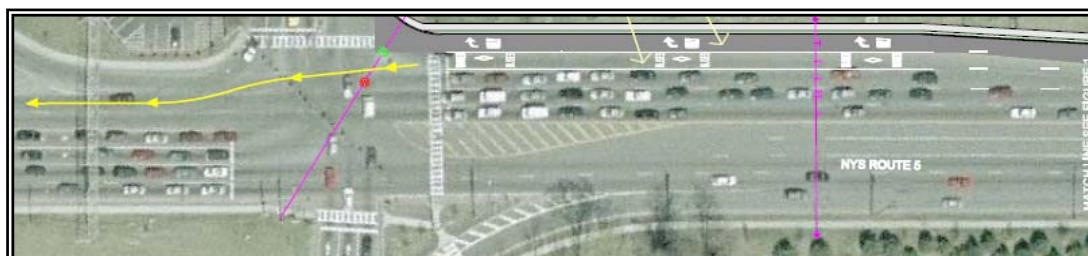
- Dedicated arterial bus lanes in peak hours or full time: Although this requires no additional right-of-way, dedicating traffic lanes or parking land as transit lanes requires a significant policy shift, and acceptance that traffic congestion may become worse. To mitigate the impacts of degraded traffic conditions, some BRT strategies identified above and others will be required in conjunction with dedicated bus lanes.

- Median or shoulder transit ways where there is sufficient right-of-way cross-section (such as the Julia Tuttle Causeway, 5th Street, part of Collins Avenue)

Benefits of Consolidation

This central goal of the study is to streamline transit services and reallocate resources to better match new needs. This goal is motivated by an expectation of several significant transit operations and service benefits:

1. Creating and easier-to-understand, more user friendly route structure is often associated with attracting new transit ridership from market segments that do not use transit in part because they are not familiar with how to use it and where the routes go.

2. It is expected that there will be a greater potential to "fine tune" service along the A1A Corridor by distinguishing north-south from east-west routes. In doing so, routes that travel over different parts of alignments with dissimilar traffic environments can be separated, and each part of the service better schedule with less slack.

3. Part of fine-tuning service, will be the potential to improve transit schedule adherence and reduce bunching of buses.

4. If the recommendations increase transit utilization and decrease the number of transit vehicles without reducing customer satisfaction, and if there is some consolidation of transit transfers into off-street facilities, one of the benefits that can be expected would be reduction of traffic impacts by transit vehicles.

5. Finally, an important long-term benefit can be realized by beginning the implementation of a transit route and alignment structure that is more similar to possible future transit improvements.

Service Impacts to Existing Riders

It is well understood that the most important costs of changing route structures are the potential impacts to existing transit travel patterns, including additional transfers and the possibility of increased travel time for existing transit riders. CBOA passenger survey data and the most up-to-date MDT Ridership Reports for each route have been used to specifically identify the percentage and number of riders that would be impacted from each recommended changes to a bus route. The two groups of interest are those that would require an additional transfer, and those that use the routes only along the A1A Corridor. Also considered have been the percentage of riders by route that are elderly, or mobility impaired have also been identified, as well as the number of transfers that they currently make and their attitude towards transfers. The trip purposes of those that would require an additional transfer were also be identified and considered. The most significant impact to the route consolidations is an increase in the need to make transfers to serve existing travel patterns. Future patterns will

adjust, but for the current passenger population, changes that produced more than one additional transfer were generally not recommended. The results have been provided in tabular formats, along with an explanation of the results and opinions of each route's potential for restructuring.

Impacts to MDT Operations

In addition to consumer impacts to the current transit riders, a route restructuring along the Coastal Communities would produce impacts to MDT operations. Operational parameters have been calculated current operations (May 2007 schedule and data) for each route. Every recommendation includes a recalculation of the operational data to determine impact, and include: peak vehicle requirement (PVR), revenue hours, layover and recovery time, platform time, revenue miles, and operating cost. The passenger impact analysis has been used to determine net increases or decreases in a routes ridership, and the impact on route productivity and efficiency measures. Where it is pertinent, bi-directional capacities have also been calculated and compared

The results have been provided in tabular formats, along with an explanation of the results and opinions of each route's potential for restructuring.

Implementation Plan

Most important to the operational impacts, summary tables were developed to consider the systematic impacts, and provide an implementation plan with fiscal year timing of recommendations that balance the need for coordination of recommendations to provide equitable service to riders, along with providing minimal net cost impacts to MDT. As the study progressed, and MDT is considering service cuts to balance budgets, the scheduling of improvements was again fine tuned to produce initial reductions in service cost, while at the same time providing for improved services, and new services that have become more important to the community. At no time, is the transit service area contracted, instead, it is expanded from Phase I on.

Transit Facility Locations and Requirements

Providing new service, expanding the transit service area, and reducing system costs while leaving no passenger without service is achieved by the carefully considered route consolidations. One of the primary outcomes of the consolidations is the need to

meet increased transfers with consolidated, safer, and more comfortable transfer facilities.

The general location and capacity requirements for transfer facilities have been identified based on the recommendations and implementation plan.

Facility capacities, in terms of bus bays and dimensional issues have been identified based on peak hour bus loads, and the need for layover time for buses at end points in their alignments. The results are provided in tabular and narrative format.

Coordination and Public Involvement

No plan that affects a community is complete without hearing from the community. The Coastal Communities Transit Study has been developed in response not only to data and analysis, but in response to stated community needs. At least five specific recommendations have been developed in direct response to community input. (Two extensions to the South Beach Local, the development of the Middle Beach Local and the North Beach Local, and the removal of regional bus service from Sheridan, Pine Tree Avenue, and La Gorce Avenues in Miami Beach)

The Coastal Communities Transit Study and the Coastal communities Transportation Master Plan (CCTMP) have been coordinated and are performed simultaneously. Each will have mutual inputs to the other, as well as parallel requirements for public input. All public meeting were held in tandem so that the community could meaningfully discuss both general long range transportation issues and specific transit issues.

Seventeen (17) public meetings, including presentations and public comment were held in the performance of the Coastal Communities Transit Plan. In addition to the public meetings, the combined CCTMP / CCTP Steering Committee, as well as Miami Dade Transit and City of Miami Beach staff provided critical input and guidance.

Public Meetings:

26 Apr, 2006	CCTMP/CCTP 2nd Technical Steering Committee Meeting
10 May, 2006	CCTMP/CCTP 3rd Technical Steering Committee Meeting
31 May, 2006	CCTMP/CCTP 4th Technical Steering Committee Meeting
26 Sep, 2006	Miami Beach Planning Board – update presentation
9 Oct, 2006	Miami Beach Transportation & Parking Committee
25 Oct, 2006	CCTMP/CCTP 5th Technical Steering Committee Meeting
12 Dec, 2006	CCTMP/CCTP Community Public Workshop: South Beach

14 Dec, 2006	CCTMP/CCTP Community Public Workshop: North Beach
18 Dec, 2006	CCTMP/CCTP Community Public Workshop: Aventura
30 Jan, 2007	CCTMP/CCTP Community Public Workshop: South Beach
1 Feb, 2007	CCTMP/CCTP Community Public Workshop: North Beach
15 Feb, 2007	CCTMP/CCTP City Commission: Sunny Isles Beach
20 Feb, 2007	CCTMP/CCTP Village Council: Bal Harbour
21 Feb, 2007	CCTMP/CCTP City Commission Workshop: Aventura
7 May, 2007	Alliance for Reliable Transportation: presentation
22 May, 2007	Miami Beach Planning Board – update presentation
4 Jun, 2007	Miami Beach Transportation & Parking Committee

Coordination of this Plan with the Coastal Communities Transportation Master Plan (CCTMP)

The Coastal Communities Transit Plan (CCTP) has been closely coordinated with the Coastal Communities Transportation Master Plan (CCTMP). Both the CCTP and CCTMP have identified similar recommendations and actions in their respective plan and project list to address transit needs. The salient difference between the CCTP and CCTMP are:

The scope of the CCTP creates a detailed plan that is designed to be implemented within a 5-year time frame, and is designed to be a no-cost plan in terms of operations. Operational budget savings from consolidations are used to pay for the operation of new service enhancements, such that no additional budget needs to be allocated for transit operations by either the municipalities or the County.

The scope of the CCTMP creates a long-range list of projects that have been identified to pursue in order to better balance development and transportation needs, and create a sustainable future for growth and quality of life in the Coastal Communities with respect to transportation needs. The CCTMP has a 20 year planning horizon, and the project list mostly consists of capital projects for which funding will need to be pursued.

The CCTMP has identified several projects in its project list that are co____ with the Coastal Communities Transit Plan recommendations and implementation plan. These are listed below.

CCTMP Project # A-01
Comprehensive Inter-modal Center

This project is to explore potential locations for transit inter-modal centers. The Coastal Communities Transit Plan has identified specific locations for both bus transfer stations and intercept park-and-ride facilities.

CCTMP Project # A-02
Enhance Transit Marketing
This project has been identified as a need to attract non-transit transportation consumers, and is complementary to the efforts of the Coastal Communities Transit Plan that will seek new transit travelers through system restructuring and simplification, and the addition of new circulator and express services targeted at "choice" travelers.

CCTMP Project # A-03
Enhanced Transit Amenities
The purpose of this project is to plan for a higher quality of amenities at transit stops, stations, and buses. With regard to transit station, these recommendations have been included in the transit station recommendations of the Coastal Communities Transit Plan (CCTP). With regard to transit stops and bus amenities, the project is complementary to the in that it seeks to provide enhanced service to existing transit riders, and to attract "choice" riders through enhanced service, which is also a goal of the CCTP using system restructuring and simplification, and the addition of new circulator and express services targeted at "choice" travelers.

CCTMP Project # A-07
Integrated municipal Shuttles
The purpose of this project is to coordinate and consolidate municipal bus circulators as a more integral part of the Coastal Communities bus network. The Coastal Communities Transit Plan (CCTP), as part of its analysis examined the role of the municipal circulators, and coordinated their services with its recommendations for MDT route consolidations. Coordination among these services was a critical component of recommendations for MDT Route E, Route K, Route R, and Route T, in particular in the City of Sunny Isles Beach, Village of Surfside, and the City of Miami Beach. Additional coordination may be useful, and the project is complementary to the CCTP.

CCTMP Project # A-08
Improved Bus Service / Route Reorganization
This project is to restructure bus service in the coastal communities to enhance service and efficiency. The Coastal Communities Transit Plan is the same as this project, and fully implements it.

CCTMP Project # A-09
Transit Bus Priority

This project is to examine methods to provide priority to transit vehicles moving through mixed traffic. The Coastal Communities Transit Plan, as some of the recommendations of its Phase III, long range plans begins this effort.

CCTMP Project # A-10
Transit Pre-Payment System
This study is to evaluate different types of prepayment systems and methods of implementing them. The Coastal Communities Transit Plan (CCTP) has also addressed this as a bus Rapid Transit (BRT) strategy to implement in its recommended bus stations and inter-modal park-and-ride facilities. In addition, high volume bus stations should also be scheduled for change/token machines; however some institutional, operational, and security issues need to be addressed. This effort can only be performed in conjunction with a County-wide effort. The Miami Dade Metropolitan Planning Organization (MPO) has on file, studies that include fare pre-payment as part of BRT recommendations for the County. It is also among the strategies recommended by the Federal Transit Administration for achieving BRT benefits. This project is complementary to the CCTP.

CCTMP Project # A-11
Re-examine Bus Stop Location on Pine Tree Drive
This is a planning, design, and construction effort to relocate some of the bus stops along Pine Tree Drive to improve safety and convenience. The only bus stops along Pine Tree Drive are those from 51st Street to 63rd Street and are stops for the Route K. The Coastal Communities Transit Plan (CCTP) has recommended deleting the Route K service because of problems caused by running large regional bus vehicles in neighborhoods such as this. This segment of route K is recommended to e served by the CCTP-proposed Middle Beach Local. Pine Tree Drive and La Gorce Drive are particularly problematic because of the traffic calming diverters, and many of the safety problems were related to the size of the bus equipment used for Route K. Using only small vehicles, the Middle Beach Local will substantially ameliorate the safety concerns, and so much of the need for this project will be met by the CCTP recommendations.

CCTMP Project # A-15
North Beach Circulator
This project proposes to study and evaluate the implementation of a transit circulator service to link the neighborhoods comprising the North Beach area of Miami Beach. As part of the Coastal Communities Transit Plan recommendations, it was necessary to recommend a North Beach Circulator. In order to complete the recommendation as an implementable component of the plan, the CCTP contains a recommended alignment based on deleted portions of the Routes R and K, as well as community input and the need to link the area seamlessly to the proposed North Beach Bus

Station and the 6 regional routes to transfer to there. In addition to the alignment, a cost-feasible service plan has been developed, and operational data, with performance parameters calculated.   Overall, this project has been largely incorporated into the CCTP.

CCTMP Project # A-16
Middle Beach Circulator
This project proposes to study and evaluate the implementation of a transit circulator service to link the neighborhoods comprising the Middle Beach area of Miami Beach. As part of the Coastal Communities Transit Plan recommendations, it was necessary to recommend a Middle Beach Circulator. In order to complete the recommendation as an implementable component of the plan, the CCTP contains a recommended alignment based on deleted portions of the Routes R and K, to augment the consolidation of Routes C and M, to meet stated community needs, and to link the area seamlessly to the proposed South Beach Bus Station and North Beach Bus Station and their respective regional route transfer possibilities. In addition to the alignment, a cost-feasible service plan has been developed, and operational data, with performance parameters calculated.   Overall, this project has been largely incorporated into the CCTP.

Coastal Communities Transit Plan

Recommendations Summary

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Implementation Plan

Recommendations and Implementation Plan

Phased Implementation

In order to organize recommendations for logical implementation in a manner that coordinates recommendations that need to occur concurrently, control net budget implications, and minimize the impact of multiple change on existing transit riders, the recommendations have been distributed among three temporal phases.

Phase I

- 1 to 3 year implementation
- Essential route changes to implement the A1A Corridor local / express service
- Changes that is contingent on funding sources that expire (Airport Express)
- Route consolidations of highly duplicative routes
- Implement and monitor circulators to coordinate with A1A Corridor route
- Begin planning, permitting, and design work for bus transfer stations and intercept park-and-ride lots
- No additional hard cost capital – only existing vehicle and capital resources
- Minimize net increase in operational costs

Phase II

- 3 to 5 year implementation
- Construct and open bus transfer stations necessary for Phase II route recommendations
- Enhance service (bus frequency or service span) on Phase I recommendations including local services and A1A Corridor services
- Implement additional Phase II route changes
- Identify and implement bus rapid transit techniques that do not require right-of-way changes, such as signal timing modifications, and operational changes to critical intersections that only require signal changes or alteration of roadway markings

Phase III

- 5+ year horizon
- Implement additional route changes if justified by new monitoring data
- Implement BRT Roadway Improvements that require dedicated right-of-way, such as queue jumpers, and bus lanes.

Recommendations

The tables below contain summaries of the recommendations of the Coastal Communities Transit Plan, by implantation phase, and MDT route name. The table also contains a short explanation of each recommendation. Each recommendation has a section in this report that details the analysis, rational, passenger impacts, MDT operational impacts, and cost of each Phase I and Phase II recommendation. (Phase III recommendations are more general) The effectiveness of the changes toward the goals of this Plan, and the net passenger and cost impact are covered in the next sections. The Implementation Plan balances the recommendations by fiscal year.

Phase I - Bus Route Operations

Route A

Recommendation: Extension
Route A is recommended to be extended to the proposed South Beach Bus Transfer Station at 23rd Street to coordinate the delivery of its local service along the Venetian Causeway with the Coastal Communities bus network. Analysis suggests that the route is not effective because it does not link to important destinations on the Miami side. A short study is recommended to extend the route through the Edgewater and Buena Vista areas of Miami to reach the Miami Midtown development, and create greater utility for the route as a connection for Miami Beach residents to large-scale national retailers, and for new Upper East Side Miami residents to access South Beach.

Coordinating Recommendations:
South Beach Local, South Beach Bus Station

Budget Impact:
$8,000 for study in FY-07/08; annual recurring operating extension cost increase of

Route Analysis and Detail Recommendations: p. 46

Route C

Recommendation: Deletion
Delete the route and replace Route C and Route M with the recommended combined Route MC

Phase: I

Coordinating Recommendations:
Route M, Route MC, Middle Beach Local, South Beach Local, South Beach Bus Transfer Station

Budget Impact: - $2,743,325 in FY-07/08
                          – annual recurring savings

Route Analysis and
Detail Recommendations: p. 56

Route M

Recommendation: Deletion
Delete the route and replace Route M and Route C with the recommended combined Route MC

Phase: I

Coordinating Recommendations:
Route C, Route MC, Middle Beach Local, South Beach Local, South Beach Bus Transfer Station

Budget Impact: - $1,857,635 in FY-07/08
                          – annual recurring savings

Route Analysis
and Detail Recommendations: p. 130

Route MC

Recommendation: Combined
Route

The Route MC combines
duplicative Routes C and M. The
new route is essentially the Route
M, with a change of its Alton Road
and 17th Street alignment to the
Washington Avenue alignment of
the Route C. The reason for using
the Washington Avenue alignment
instead of the Alton Road
alignment is simply current
utilization based on origin-
destination trip patterns. Between
the Routes C and M, more
passengers use the Washington
Avenue alignment, and it is used
more consistently.   The service
schedule for the Route MC is to be
that of the more frequent, replaced
Route C. It would have daytime
headway of 20 minutes.

Phase: I

Coordinating Recommendations:
Route C, Route M, Middle Beach Local, South Beach Local, South Beach Bus Transfer
Station

Budget Impact: Net savings from replacing Routes C and M with
                 combined Route MC   is $2,779,074, and would be a recurring
                 annual savings

Route Analysis and Detail Recommendations: p. 139

Route J

Recommendation: Truncation
Truncate route at 41st Street and Alton Road with using Mount Sinai Medical Center as the termination point. When the Middle Beach Intercept Par-an-ride is implemented, Route J may serve weekday commutes for Coastal Community residents, and evening and weekend needs for tourists.

Phase: I

Coordinating Recommendations:
Route MC, Airport Express, Middle Beach Local, North Beach bus transfer Station, Middle Beach Intercept Park-and-Ride

Budget Impact: - $344,138 in FY-07/08
                 – recurring savings

Route Analysis and Detail Recommendations: p. 95 (with Airport Express)

Airport Express

Recommendation: New Route
Implement the planned Airport Express to facilitate fast transit connections between South Beach and Middle Beach hotels, with the Miami International Airport terminal.

Phase: I

Coordinating Recommendations:
Route J, Middle Beach Local, North Beach Bus Transfer Station, Middle Beach Intercept Park-and-Ride

Budget Impact: +$600,000 in FY-07/08
                 +$600,000 in FY-08/09
               +1,200,000 after FY-09/10

Route K

Recommendation: Deletion
Delete the route and replace regional components of service with enhanced service from Route T and Route S. Replace local service components with proposed Middle Beach Local and North Beach Local services.

Phase: I

Coordinating Recommendations:
Route S, Route T, Route V, Middle Beach Local, North Beach Local, Sunny Isles Beach Circulator, North Beach Bus Transfer Station, South Beach Bus Transfer Station

Budget Impact: - $4,268,072 in FY-07/08
                        – annual recurring savings

Route Analysis and Detail Recommendations: p. 109

Route R

Recommendation: Deletion
Delete the route and replace and enhance local service with proposed Middle Beach Local and North Beach Local services.

Phase: I

Coordinating Recommendations:
Middle Beach Local, South Beach Local, South Beach Bus Transfer Station, North Beach Bus Transfer Station

Budget Impact: - $737,900 in FY-07/08
                        – annual recurring savings

Route Analysis and Detail Recommendations: p. 143

Route T

Recommendation: Extension

Extend Route T service from Haulover Park to Aventura, and truncate south end of service at the Omni Metro Mover Station, instead of the Downtown Bus Terminal. The Route K service will be implemented as a limited stop service with stops no closer than ½ mile. The exception is along Washington Avenue, where Route T will provide the only regional service, and stops are recommended for 5th Street, 10th/11th Street, and Lincoln Road. Service schedule is to be at ½ of the frequency (twice headway) of the parallel Route S.

Phase: I

Coordinating Recommendations:
Route K, Route S, South Beach Local, Middle Beach Local, North Beach Local, Sunny Isles Beach Circulator, North Beach Bus Transfer Station, South Beach Bus Transfer Station

Budget Impact:
+ $4,174,073 in FY-07/08
– annual recurring cost increase

Route Analysis
and Detail Recommendations: p. 161

Route V

Recommendation: Continue service
Continue Route V service as is. With Route E deletion in Phase II, the alignment north of the Lehman Causeway will be unique. The recommendation is also for MDT to pursue better integration of transfer and passenger information with Broward County Transit.

Phase: I, II

Coordinating Recommendations: Route E

Budget Impact: none

Route Analysis and Detail Recommendations: p. 173
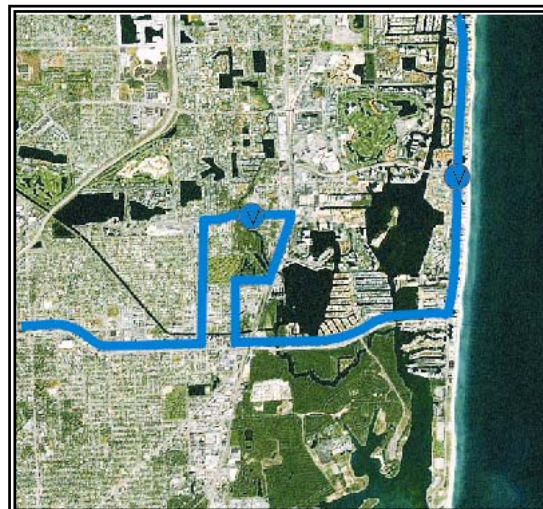
South Beach Local

Recommendation: Extension
To coordinate with the restructuring of the Coastal Communities bus network, local service must meet regional routes at transfer stations. The recommendation is to extend the South Beach Local to the proposed South Beach Bus Transfer Station, and to extend it from the northeast side to Belle Isle condominiums. The recommendation also includes reducing layover time at the route ends to reduce the number of vehicles on layover.

Phase: I

Coordinating Recommendations:
Routes C, M, MC, S, T, Airport Express, South Beach Bus Transfer Station

Budget Impact: + $487,650

Route Analysis and Detail Recommendations: p. 182

Middle Beach Local

Recommendation: New Route

To coordinate with the restructuring of the Coastal Communities bus network, local service must meet regional routes at transfer stations. The recommendation is to create the Middle Beach local to provide this connectivity at both the proposed North Beach Station and proposed South Beach Station. Further, the route replaces segments of deleted Route K and Route R and provides enhanced service to Middle Beach residents.

The initial implementation of the route would be for a 16-hour service span, 7 days per week, at a frequency of 1 per hour in each direction (60 minute headway), which is the same as Route R service. Phase II includes doubling of the service frequency.

Proposed Middle Beach Local
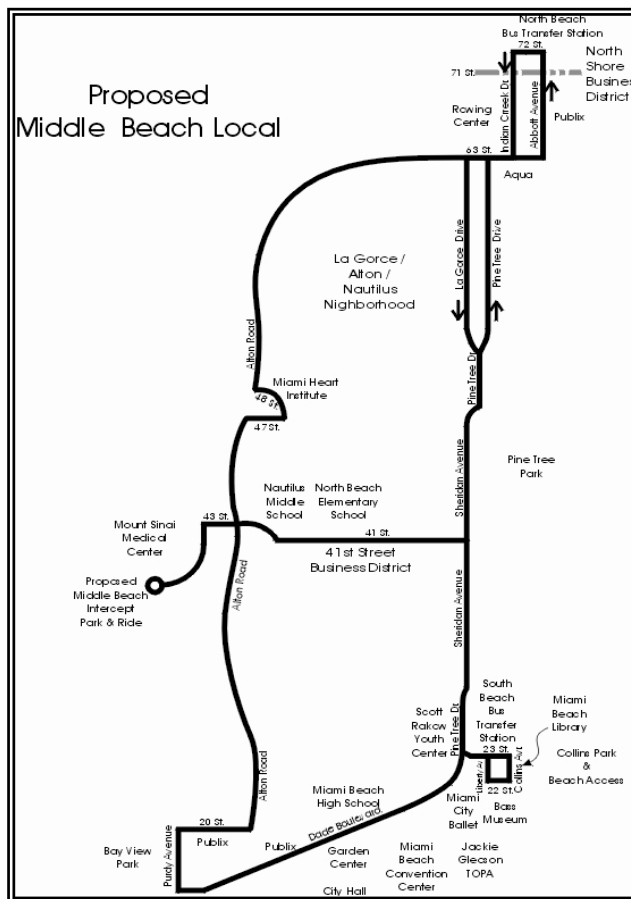
Phase: I

Coordinating Recommendations:
Routes C, M, MC, K, R, T, Airport Express, North Beach Local, South Beach Local, South Beach Bus Transfer Station, North Beach Bus Transfer Station, Middle Beach Intercept Park-and-Ride

Budget Impact: + $2,201,309 in FY-07/08 This is a recurring annual cost.

Route Analysis and Detail Recommendations: p. 192

North Beach Local

Recommendation: New Route

To coordinate with the restructuring of the Coastal Communities bus network, local service must meet regional routes at transfer stations. The recommendation is to create the North Beach local to provide this connectivity at both the proposed North Beach Station. The route replaces segments of deleted Route K and Route R and provides enhanced and expanded service to North Beach residents, particularly on Normandy Isle.

The initial implementation of the route would be for a 16-hour service span, 7 days per week, at a frequency of 1.2 per hour in each direction (50 minute headway). Phase II includes doubling of the service frequency.

Proposed
North Beach Local
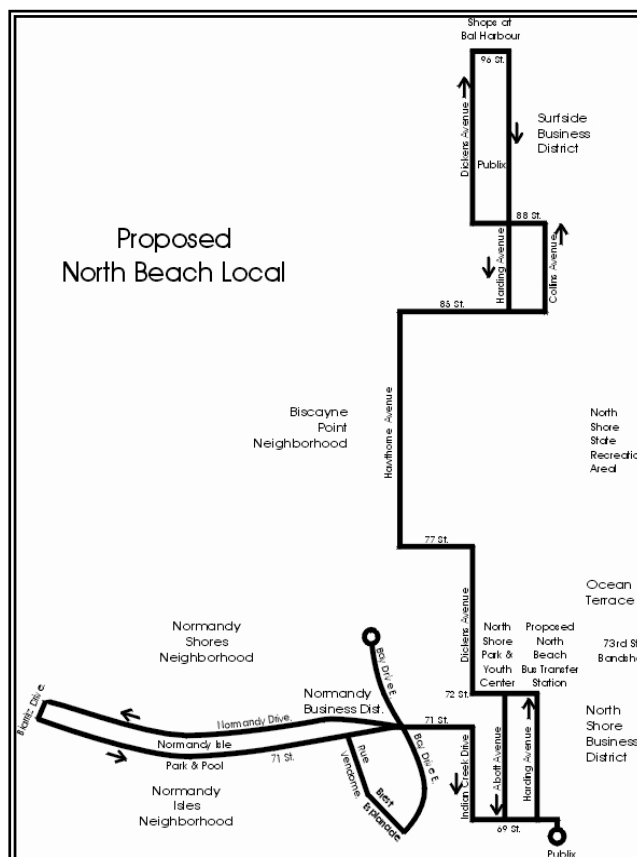
Phase: I

Coordinating Recommendations:
Routes K, R, J, T, Middle Beach Local, North Beach Bus Transfer Station

Budget Impact: + $1,526,280 in FY-07/08 This is a recurring annual cost.

Route Analysis and Detail Recommendations: p. 199

Phase II - Bus Route Operations

Route E

Recommendation: Truncation
Truncate Route E at Sunny Isles Beach Boulevard (NE 163rd Street) and A1A. This must be implemented concurrent with enhanced service frequency on Routes S and T and the implementation of the Sunny Isles Beach Bus Transfer Station.

Phase: II

Coordinating Recommendations:
Route K, S, T, Sunny Isles Beach Municipal Circulator, Sunny Isles Beach Bus Station

Budget Impact: - $788,697 in FY-09/10
                      – annual recurring savings
Route Analysis and Detail Recommendations: p. 67
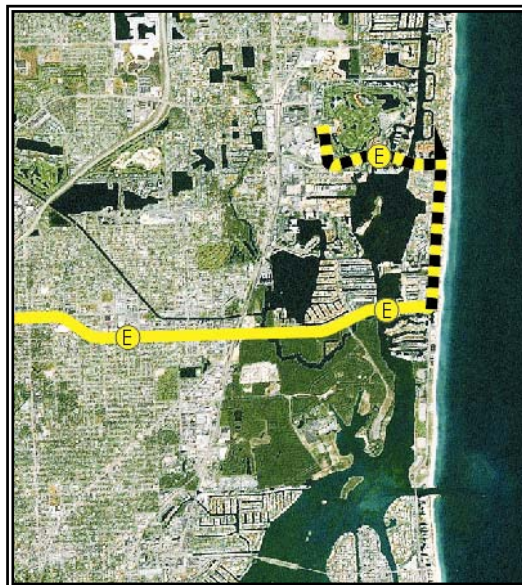
Route G

Recommendation: Truncation
Truncate Route G at the North Beach Bus Transfer Station. This supports the A1A north-south concept, but it must be implemented concurrent with enhanced service frequency on Routes S and T and the implementation of the North Beach Bus Transfer Station.

Phase: II

Coordinating Recommendations:
Route S, T, North Beach Local, North Beach Bus Transfer Station

Budget Impact: - $1,162,430 in FY-09/10
                      – annual recurring savings
Route Analysis and Detail Recommendations: p. 76

Route H

Recommendation: Truncation
Truncate Route H at the North Beach Bus Transfer Station. This supports the A1A north-south concept, but it must be implemented concurrent with enhanced service frequency on Routes S and T and the implementation of the North Beach Bus Transfer Station.

Phase: II

Coordinating Recommendations:
Route S, T, North Beach Local, North Beach Bus Transfer Station

Budget Impact: - $2,842,513 in FY-09/10
                 – annual recurring savings

Route Analysis and Detail Recommendation: p. 85

Route L

Recommendation: Truncation
Truncate Route L at the South Beach Bus Transfer Station. This supports the A1A north-south concept, but it must be implemented after the extension of the South Beach Local and with the Phase II/III implementation of and improved South Beach Bus Transfer Station.

Phase: II

Coordinating Recommendations:
South Beach Local,
South Beach Bus Transfer Station

Budget Impact: - $64,859 in FY-09/10
                 – annual recurring savings

Route Analysis and Detail Recommendation: p.120

Route S

Recommendation:
Improve Service Frequency

Increase the service frequency of the Route S. The change in headway (time between bus arrivals) is shown below:

	Current Headway	Proposed Headway
Weekdays	12 minutes	10 minutes
Saturday	15 minutes	15 minute
Sunday	20 minutes	15 minutes

Phase: II

Coordinating Recommendations:
Route T, E, G, H

Budget Impact:
+ $1,849,480 in FY-09/10
– annual recurring cost increase

Route Analysis and
Detail Recommendations: p. 152

Route T

Recommendation:
Improve Service Frequency

Increase the service frequency of the Route T to be at ½ half of that of the parallel Route S. The change in headway (time between bus arrivals) is shown below:

	Current Headway	Proposed Headway
Weekdays	24/30 minutes	20 minutes
Saturday	30 minutes	30 minute
Sunday	30 minutes	30 minutes

Phase: II

Coordinating Recommendations:
Route S, E, G, H

Budget Impact:
+ $565,554 in FY-09/10
– annual recurring cost increase

Route Analysis and
Detail Recommendations: p. 161

Middle Beach Local

Recommendation:
Improve Service Frequency

Increase the service frequency of the Middle Beach Local to double that of the initial implementation, from a 60-minute headway (time between bus arrivals) to 30 minutes. The improvement is intended to bring service expectations up to minimum levels expected by the community, and better position the Middle Beach Local to attract "choice" transportation consumers.

Phase: II

Coordinating Recommendations:
North Beach Bus Transfer Station, South Beach Bus Transfer Station

Budget Impact:
+ $2,716,667 in FY-09/10
– annual recurring cost increase

Route Analysis and
Detail Recommendations: p. 192

Proposed
Middle Beach Local
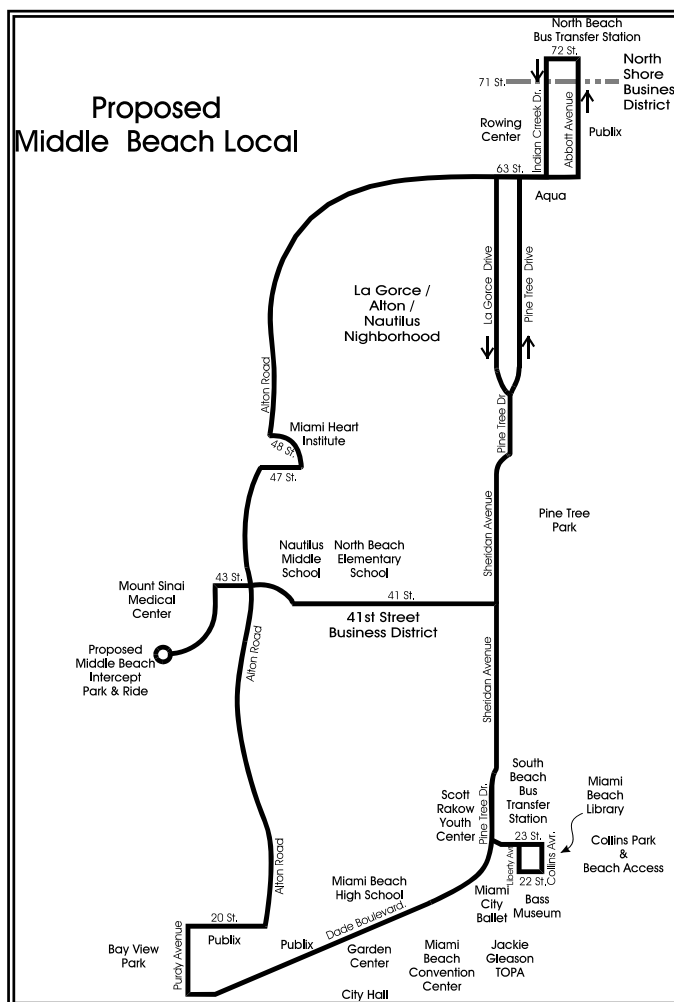
North Beach Local

Recommendation:
Improve Service Frequency

Increase the service frequency of the North Beach Local to double that of the initial implementation, from a 50-minute headway (time between bus arrivals) to 25 minutes. The improvement is intended to bring service expectations up to minimum levels expected by the community, and better position the North Beach Local to attract "choice" transportation consumers.

Phase: II

Coordinating Recommendations:
North Beach Bus Transfer Station

Budget Impact:
+ $1,884,537 in FY-09/10
– annual recurring cost increase

Route Analysis and
Detail Recommendations: p. 199

Proposed
North Beach Local
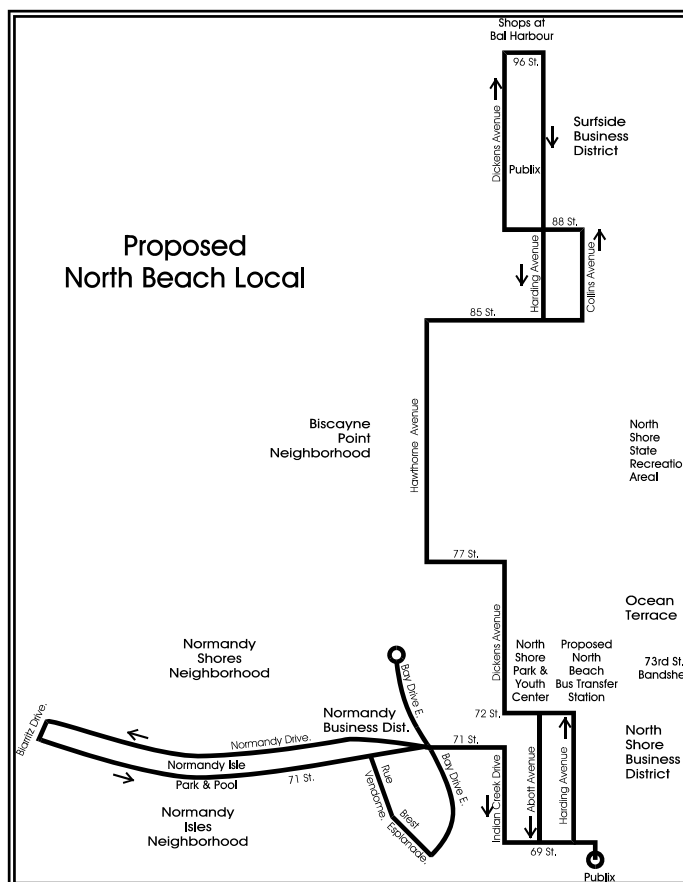
Bus Stations

South Beach Bus Transfer Station

Recommendation:
The initial implementation of the South Beach Bus Transfer Station will be an on-street facility, to be located on both sides of 23rd Street from Collins Avenue to Park Avenue. The capacity analysis performed in this study shows that a minimum of 7 bus bays are required. The on-street location at 23rd Street is not optimal as it requires passengers to cross the street for transfers, the sheltered space is not unified, space for sufficient sheltered waiting and seating areas is inadequate on the existing sidewalks, and it is difficult to provide a safe, secure, comfortable environment under these conditions. It is the recommendation of this study that the 23rd Street location be used as a temporary measure, until an adequate site is identified and a proper station is built within the immediate area of 23rd Street.

At this time, it is the recommendation of this study to consider either: 1) part of the 3.5-acre, City-owned and operated parking lot on the east side of Collins Avenue between 21st Street and 22nd Street; or 2) the use of the 420'-long, 60'-wide, section of Miami Beach Drive on the east side of the parking lot.

A feasibility study that examines the use of one of these sites or others need to be performed, that addresses bus operations, capital costs, operating costs, and impacts of lost parking revenue to the City.

Implement On Street Facility at 23rd Street: Phase I, immediate
Feasibility Study: Phase I, immediate
Design: Phase I, late
Construction: Phase II, early

Coordinating Recommendations:
A, MC, Airport Express, L, S, T, South Beach Local, Middle Beach Local

Budget Impact: $1.5-million in capital costs

Analysis and Detail Recommendations: p. 205

North Beach Bus Transfer Station

Recommendation:
The Phase I transfers in North Beach will be facilitated at existing stops on Collins Avenue and Abbott Avenue, from 71st Street to 73rd Street. Phase II includes additional regional truncations with the anticipation of the implementation of the North Beach Bus Transfer Station being implanted at that time to facilitate comfortable, consolidated transfers and bus layover capacity for routes that terminate there. The capacity analysis performed in this study shows that a minimum of 7 bus bays are required. The City of Miami Beach Planning Department has included the bus facility in concept as part of its redevelopment plan for the 3.75-acre City-owned block between 72nd Street and 73rd Street, Collins Avenue and Abbott Avenue.

The recommendation of this study to move forward with a feasibility study, including a financing plan, conduct preliminary design, design, and move toward construction.

Implement North Shore On-Street Transfers: Phase I, immediate
Feasibility Study: Phase I, immediate
Design: Phase I, late
Construction: Phase II, early

Coordinating Recommendations:
G, H, L, S, T, North Beach Local, Middle Beach Local

Budget Impact: $1.5-million in capital costs

Analysis and Detail Recommendations: p. 211

North Beach Bus Station
Concept illustration by City of Miami Beach Planning Department

Sunny Isles Beach Bus Transfer Station

Recommendation:
The Phase II Plan includes transfers by regional routes at transfers at Sunny Isles Beach Boulevard and A1A. The Sunny Isles Beach Bus Transfer Station is to be implanted at that time to facilitate safe, comfortable, consolidated transfers and bus layover capacity for routes that terminate there. The capacity analysis performed in this study shows that a minimum of 3 bus bays are required, and that the facility may be located at an on or off-street location that is close to the intersection

The recommendation of this study to move forward with a feasibility study, including a financing plan, conduct preliminary design, design, and move toward construction.

Feasibility Study: Phase I, immediate
Design: Phase I, late
Construction: Phase II, early

Coordinating Recommendations:
E, G, H, S, T, V, North Beach Local, Middle Beach Local

Budget Impact: $500,000 in capital costs

Analysis and Detail Recommendations: p. 216

Middle Beach / Mount Sinai Medical Center Interceptor Park-and-Ride Station

Recommendation:
The Phase III Plan includes the development of two interceptor park-and-ride facilities to be developed to relieve traffic congestion. The first facility is recommended for the Mount Sinai Medical Center site, sine it has direct ramp access to the Julia Tuttle Causeway, and is a major employer. The facility may serve commuter and visitor needs in both directions. Parking capacity for this facility needs to be determined; however, based on the buses that would stop there, a bus station capacity of 3 bays is required.

The recommendation of this study to move forward with a feasibility study of the necessary public-private partnership, the site, parking demand and supply, conduct preliminary design, design, and move toward construction.

Feasibility Study: Phase I
Design: Phase II
Construction: Phase III

Coordinating Recommendations:
J, MC, Airport Express, Middle Beach Local

Budget Impact: $500,000 in capital costs (station only)

Analysis and Detail Recommendations: p. 220

South Beach Interceptor Park-and-Ride Station

Recommendation:
The Phase III Plan includes the development of two interceptor park-and-ride facilities to be developed to relieve traffic congestion. The second facility is recommended for a site near Alton Road and the Mac Arthur Causeway. The facility may serve commuter and visitor needs in both directions. Parking capacity for this facility needs to be determined; however, based on the buses that would stop there, a bus station capacity of 2 bays is required.

The recommendation of this study is to move forward with implementing this facility in conjunction with other redevelopment in the area. This timeline is at any time within Phases I through III, as the implementation of the facility is not necessary to the restructuring of the routes, but is supported by this Plan

Coordinating Recommendations:
MC, S, T, South Beach Local

Budget Impact: $500,000 in capital costs (station only)

Effectiveness of the Plan

The core goal of the Coastal Communities Transit Plan, is to reduce the redundancy of routes along the A1A Corridor, provide greater efficiency in this corridor, and use the operational savings to provide enhancements in other parts of the system that are needed and supported by the community.

The chart on the next page graphically illustrates the reduction in the number of routes by segment along the entire length of the A1A Corridor.

The Study has achieved this goal on every segment except for the one from 63rd Street to 72nd Street. Throughout the A1A Corridor, the number of overlapping, duplicative routes has been reduced, providing for greater intuitive simplicity to attract new transit riders, and allowing greater efficiency in future scheduling to meet demand.

A1A Corridor Consolidation Results
Number of Routes by Segment: Existing and CCTP Recommendations
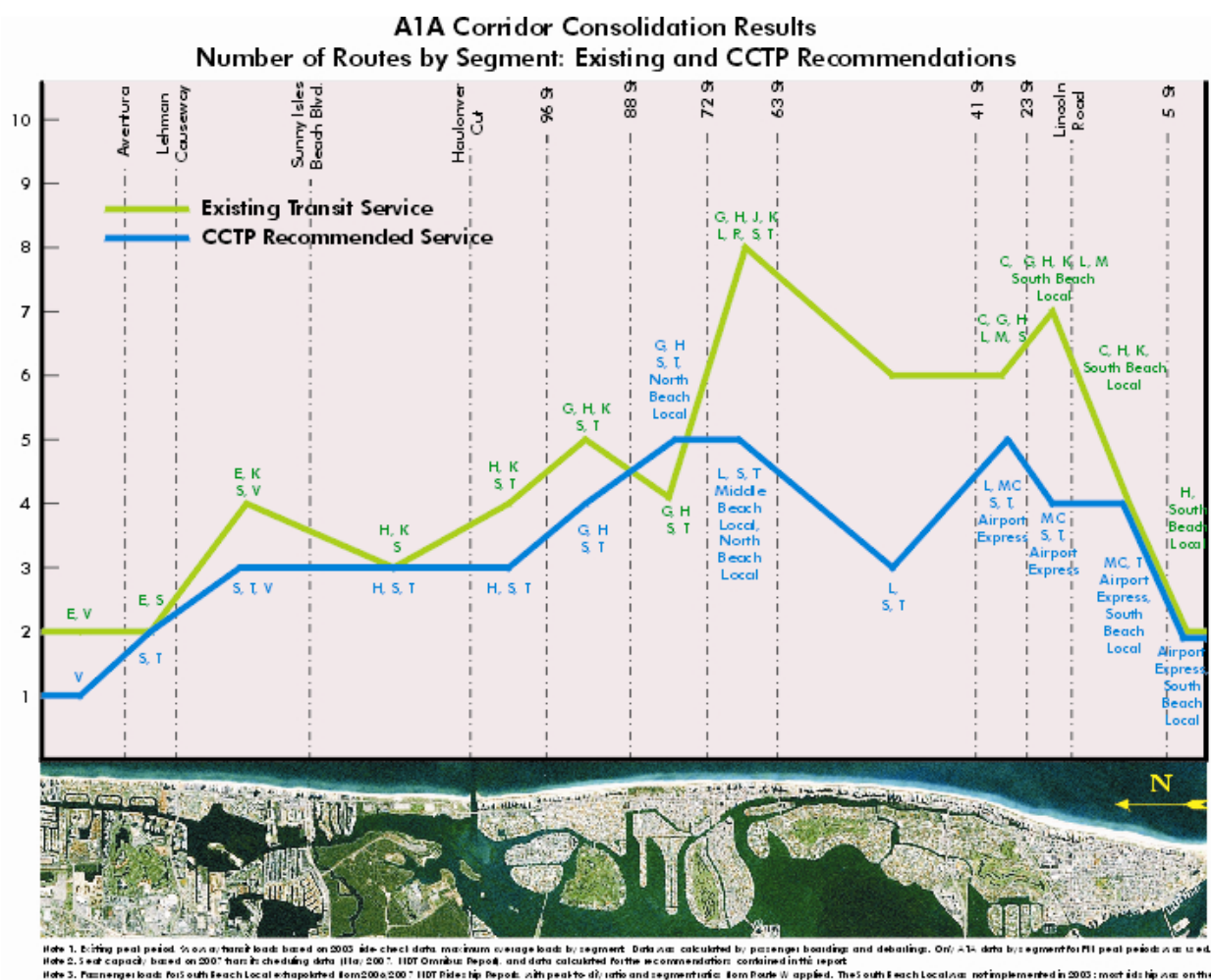
Passenger Service Impacts

While the route consolidation serves the purposes of allowing better understanding of the bus network by non-transit riders, and allows for more efficient scheduling in response to future growth, it is imperative to consider that the needs of existing transit passengers are still met.

While the detailed recommendations of this report provide exact passenger impacts by route, based on detailed origin-destination data, a summary measure is presented here. It is illustrated as a series of three graphs to demonstrate that the system has achieved greater efficiency on the A1A Corridor, without allowing the system capacity to fall below demand on the Corridor. The first graph shows by segment, the existing p.m. peak hour demand in both directions for transit service along the A1A Corridor. This is based on actual ride-check data for all routes along each segment of the Corridor, updated to 2007.

A1A Corridor by Segment Demand
Peak Period Two-Way Transit Loads - All A1A and Washington Avenue Routes
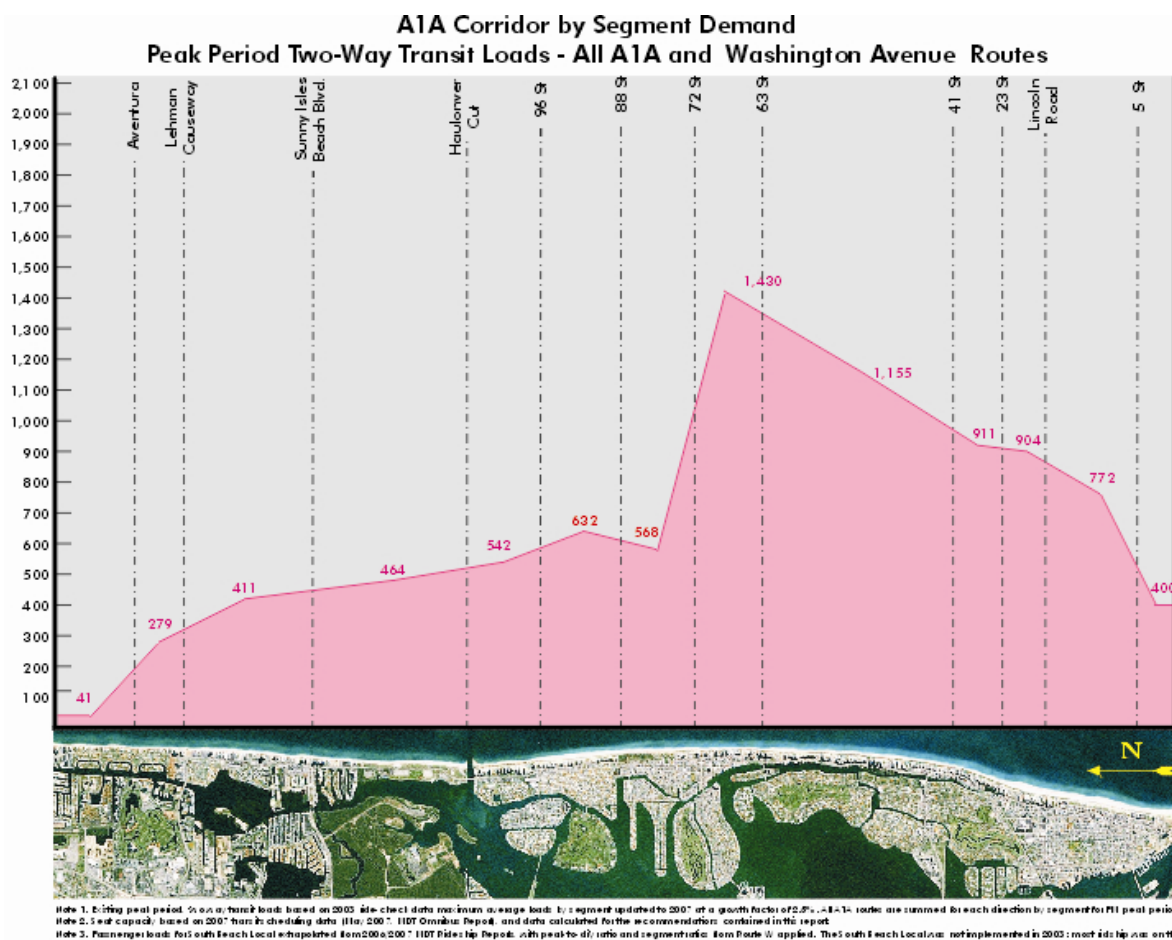
The second graph shows the demand by segment (shaded pink area), and adds the seat capacity that is presently provided along each segment of the Corridor by the existing MDT route structure and service levels. The graph clearly shows that there are segments of the Corridor that have extremely high excessive capacity that because of the route structure, can not be easily reduced by altering the service schedule.

A1A Corridor by Segment Capacity and Demand
Existing Peak Period Two-Way Transit Loads and Transit Seats per Hour
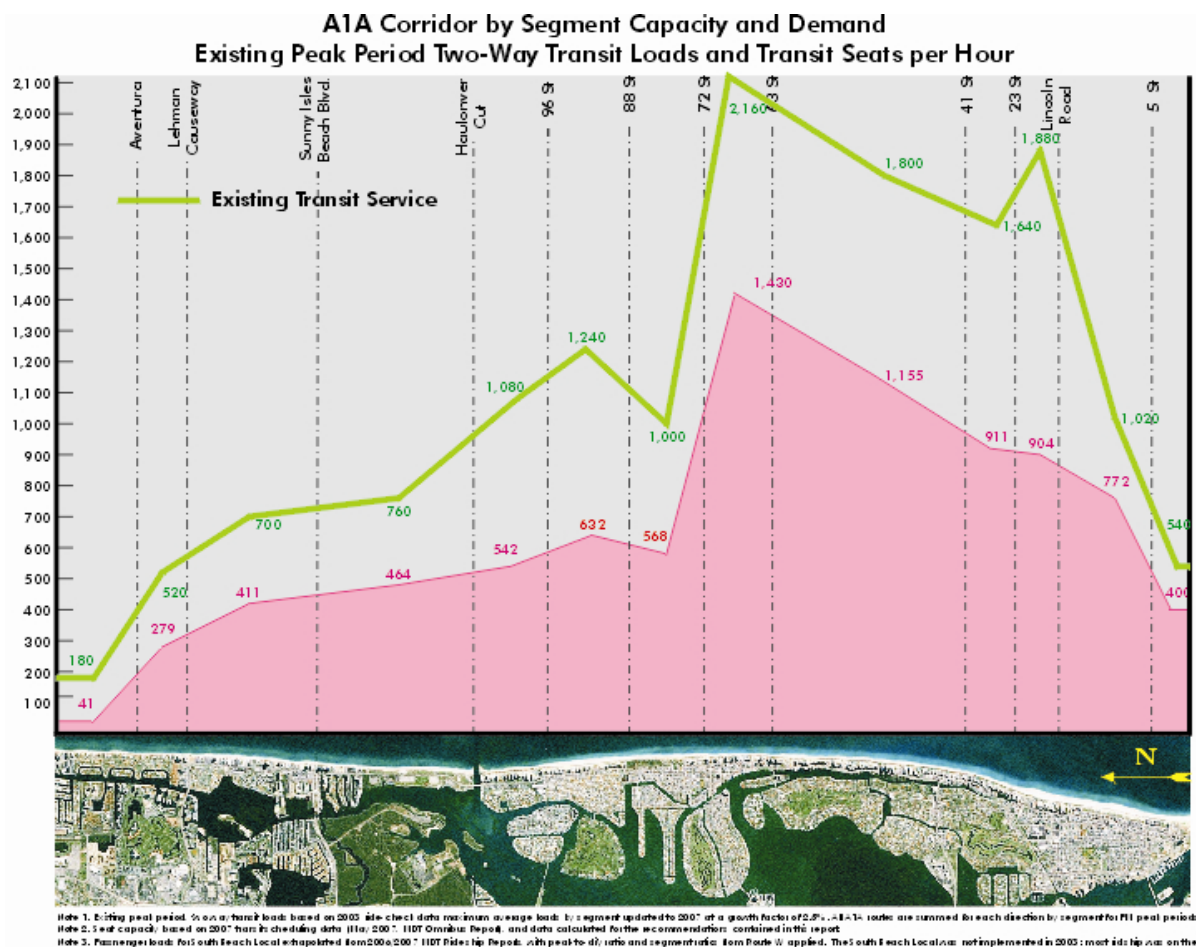
The last graph shows the net results of the route network restructuring of the CCTP recommendations. The new structure allows the capacity to be more finely tuned to demand, with excess capacity used to provide new needed and very desirable service elsewhere in the Coastal Communities, including a high-frequency express route (recommended Route T), the Airport Express, the Middle Beach Local, and the North Beach Local.

A1A Corridor by Segment Capacity and Demand
Existing Peak Period Two-Way Transit Loads and CCTP Recommended Transit Seats per Hour

Note 1. Existing peak period. Two-way transit loads based on 2003 ride-check data maximum average loads by segment updated to 2007 at a growth factor of 2.5%. All A1A routes are summed for each direction by segment for PM peak periods.
Note 2. Seat capacity based on 2007 transit scheduling data (May 2007), MDT Omnibus Report, and data calculated for the recommendations contained in the report.
Note 3. Passenger loads for South Beach Local extrapolated from 2006-2007 MDT Ridership Reports, with peak-to-daily ratio and segment ratio from Route W applied. The South Beach Local was not implemented in 2003; most ridership was on the

Notably, the CCTP-recommended service (blue line) has a shape that more closely follows demand, than does the existing service (green line). Also notable is that the CCTP-recommended service significantly lowers peak areas where capacity largely exceeded demand. While the CCTP recommendations do bring capacity very close to demand in the Middle Beach segments of A1A, it should be understood that with the simplification of the route structure, it is easier to follow demand more exactly with service schedule changes that increase service frequency as needed without adding excessive service elsewhere.

Operational Impacts, Cost Impacts and Implementation Plan

The last critical evaluation is to show that the CCTP recommendations, taken as a whole, and timed with the phasing as recommended, are feasible. The tables below show the impact of the recommendations on peak vehicle requirements (PVR) and detailed cost calculations and by implantation year. Under the current milieu, it is necessary to achieve either a zero net cost impact, or net operational savings for the plan to be readily implementable. Given this, every effort has been made to carefully stage improvements to meet functional network requirements and the achievement of net operational cost savings.

With the exception of the second implementation year, there is a net operational cost savings for each of the five years of Phase I as Phase II of the plan.

Phase I	Year 1	FY-07/08	- $ 417,104
	Year 2	FY-08/09	+$1,028,962
Phase II	Year 3	FY-09/10	- $ 1,490,566
	Year 4	FY-10/11	- $ 2,265,479
	Year 5	FY-11/12	- $ 2,626,311

The table shows each recommendation, the incremental annual cost savings or addition caused by each recommendation, and the proposed implementation year for each recommendation, with the net annual operational cost impact on the bottom line. Operational costs for years 1 through 5 out from the base year are calculated with a compound inflation rate of 3%.

Impact to PVR is also shown as the existing PVR for each route, and the PVR for the recommended route change. The existing PVR for all routes in the Coastal Communities is 137 buses in the p.m. peak. The CCTP recommendations increase the PVR by 3 vehicles to 140 buses.

Coastal Communities Transit Plan
Implementation Plan with Incremental Costs

	Recommendation Type	Recommendation	Phase	Peak Vehicle Requirement Existing	Peak Vehicle Requirement CCTP Proposed	Cost Estimate for Base Year	Annual Increment of Cost (+) or Savings (-) Due to Recommendation FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Regional Routes						3.0%					
Route A	study	extend to South Beach Bus Transfer Station, study extension to Midtown Miami	Phase I	0	0	$8,000	$8,000	$0	$0	$0	$0
Route A	extend alignment	extend alignment through Edgewater and Buena Vista to Midtown Shopping	Phase II	2	2	$122,149	$125,814	$133,476	$145,853	$164,159	$190,305
Route C	delete	delete C, combine Washington alignment with M	Phase I	8	0	-$2,743,325		-$2,910,393	-$3,180,265	-$3,579,416	-$4,149,525
Route E	truncate	truncate route at 163rd St & A1A	Phase II	9	8	-$788,697				-$887,686	-$1,029,071
Route G	truncate	truncate at North Beach Station	Phase II	8	7	-$1,162,430			-$1,270,218	-$1,308,325	-$1,516,707
Route H	truncate	truncate at North Beach Station	Phase II	12	8	-$2,842,513			-$3,106,091	-$3,199,274	-$3,708,835
Route J	truncate	truncate at 41st St and Alton Rd	Phase I	15	11	-$344,138	-$354,462	-$376,049	-$410,919	-$387,330	-$449,022
Airport Express	new service	implement Airport Express with 50% match for FDOT Service Development Grant	Phase I	0	4	$600,000	$618,000	$655,636	$716,431	$675,305	$782,864
Route K	delete	delete route	Phase I	14	0	-$4,268,072	-$4,396,114	-$4,663,838	-$5,096,301	-$4,803,753	-$5,568,866
Route L	truncate	truncate at South Beach Station	Phase II	19	18	-$64,859			-$70,873	-$72,999	-$84,626
Route M	delete	change alignment and remarket as MC	Phase I	6	6	$0		$0	$0	$0	$0
Route MC	new service	Replace Alton Rd alignment with Washington Avenue Alignment, and add South Pointe	Phase I	0	6	-$35,749		-$37,926	-$41,443	-$40,236	-$46,645
Route R	delete	delete route	Phase I	4	0	-$737,900	-$760,038	-$806,324	-$881,092	-$830,514	-$962,793
Route S	add service	increase service frequency	Phase II	21	25	$1,849,480			$2,020,976	$2,081,606	$2,413,151
Route T	extend alignment	re-align per diagram with stops at 1/2 -mile intervals; service frequency 2/hr (30-min.	Phase I	5	17	$4,174,073		$4,428,274			
	improved service	re-align per diagram with stops at 1/2 -mile intervals, increase service frequency to 1/2	Phase II	0	4	$4,739,627			$5,179,118	$5,334,491	$6,184,138
Route V	no change	no changes, monitor, pusue better MDT-BCT transfer strategies	Phase I, Phase II	3	3	$0	$0	$0	$0	$0	$0
Local Circulator Routes											
South Beach Local	extend alignement	extend the route to the proposed South Beach Transfer Station and Civic Center 23rd	Phase I	11	12	$487,650	$502,279	$532,868	$582,279	$548,854	$636,272
Middle Beach Local	new service	implement new local service at 45-minute headway for 16-hour service span	Phase I	0	3	$2,201,309	$2,267,348	$2,405,429			
Middle Beach Local	improved service	improve new local service to 30- minute headway for 18-hour service span	Phase II	0	3	$4,917,976			$5,374,005	$5,535,225	$6,416,843
North Beach Local	new service	implement new local service at 50-minute headway for 16-hour service span	Phase I	0	2	$1,526,280	$1,572,068	$1,667,807			
North Beach Local	improved frequency	improve new local service to 30- minute headway for 18-hour service span	Phase II	0	2	$3,410,817			$3,727,092	$3,838,905	$4,450,343
				137	140		-$417,104	$1,028,962	-$1,490,566	-$2,265,479	-$2,626,311

Implementation Plan Recommendations Coordination

Almost all of the recommendations of the Coastal Communities Transit Plan are linked to other recommendations. The table shows the linkages. Coordination among recommendations requires that the impacts of one recommendations be taken into account for the other, and usually imply concurrent implementation.

Coastal Communities Transit Plan
Implementation Plan with Coordination Requirements

	Recommendation Type	Recommendation	Phase	Other Routes	Circulators (Locals)				Transfer Stations			Intercept Park-&-Rides		Jurisditions
Regional Routes														
Route A	study	extend to South Beach Bus Transfer Station, study extension to MidTown Miami	Phase I											Miami Beach, Miami
Route A	extend alignment	extend alignment through Edgewater and Buena Vista to Midtown Shopping	Phase II		South Beach				South Beach					Miami Beach, Miami
Route C	delete	delete C, combine Washington alignment with M	Phase I	M, MC J, S, T		Middle Beach			South Beach					Miami Beach, Miami
Route E	truncate	truncate route at 163rd St & A1A	Phase II	H, S, T, V							Sunny Isles Beach			Sunny Isles Beach
Route G	truncate	truncate at North Beach Station	Phase II	H, S, T			North Beach	Bal Harbour, SIB		North Beach				Bal Harbour, Surfside
Route H	truncate	truncate at North Beach Station	Phase II	G, S, T, V				Sunny Isles Beach		North Beach	Sunny Isles Beach			Sunny Isles Beach, Miami Beach
Route J	truncate	truncate at 41st St and Alton Rd	Phase I	Airport Express, MC, S, T		Middle Beach	North Beach					Middle Beach		Miami Beach, Miami
Airport Express	new service	implement Airport Express with 50% match for FDOT Service Development Grant	Phase I	J, MC, S, T		Middle Beach	North Beach		South Beach			Middle Beach		Miami Beach, Miami
Route K	delete	delete route	Phase I	S, T	South Beach	Middle Beach	North Beach	Sunny Isles Beach	South Beach	North Beach	Sunny Isles Beach			all
Route L	truncate	truncate at South Beach Station	Phase II	S, T	South Beach				South Beach	North Beach				Miami Beach, Miami
Route M	delete	change alignment and remarket as MC	Phase I	C, MC, J, S, T		Middle Beach			South Beach					Miami Beach, Miami
Route MC	new service	Replace Alton Rd alignment with Washington Avenue Alignment, and add South Pointe Alignment	Phase I	C, M, J, S, T		Middle Beach			South Beach			Middle Beach	South Beach	Miami Beach, Miami
Route R	delete	delete route	Phase I			Middle Beach	North Beach			North Beach				Miami Beach, Surfside
Route S	add service	increase service frequency	Phase II	E, G, H, J, T	South Beach	Middle Beach	North Beach	Sunny Isles Beach	South Beach	North Beach	Sunny Isles Beach		South Beach	all
Route T	extend alignmement	re-align per diagram with stops at 1/2 -mile intervals: service frequency 2/hr (30-min. headway)	Phase I	E, G, H, J, S	South Beach	Middle Beach	North Beach	Sunny Isles Beach	South Beach	North Beach	Sunny Isles Beach		South Beach	all
	improved service	re-align per diagram with stops at 1/2 -mile intervals, increase service frequency to 1/2 Route S	Phase II	E, G, H, J, S	South Beach	Middle Beach	North Beach	Sunny Isles Beach	South Beach	North Beach	Sunny Isles Beach		South Beach	all
Route V	no change	no changes, monitor, pusue better MDT-BCT transfer strategies	Phase I, Phase II	K							Sunny Isles Beach			Sunny Isles Beach
Local Circulator Routes														
South Beach Local	extend alignmement	extend the route to the proposed South Beach Transfer Station and Civic Center 23rd Street), extend on a trial asis to Belle Isle, and reduce layover time by 1/2	Phase I	A, MC, S, T		Middle Beach			South Beach				South Beach	Miami Beach
Middle Beach Local	new service	implement new local service at 45-minute headway for 16-hour service span	Phase I	C, M, MC, K, R	South Beach		North Beach		South Beach	North Beach		Middle Beach		Miami Beach
Middle Beach Local	improved service	improve new local service to 30- minute headway for 18-hour service span	Phase II	C, M, MC, K, R	South Beach		North Beach		South Beach	North Beach		Middle Beach		Miami Beach
North Beach Local	new service	implement new local service at 50-minute headway for 16-hour service span	Phase I	K, R		Middle Beach				North Beach				Miami Beach
North Beach Local	improved frequency	improve new local service to 30- minute headway for 18-hour service span	Phase II	K, R		Middle Beach				North Beach				Miami Beach

Coastal Communities Transit Plan

Route-By-Route

Analysis and Detailed Recommendations

Coastal Communities Transit Plan

Route A

Analysis and Recommendations

Existing Service

Service Description

Route A is a local circulation MDT route that provides service along the Venetian Causeway from Lincoln Road between Washington Avenue and James Avenue to the Omni Bus Terminal in the Performing Arts Center / Edgewater District of Miami. Along its route, Route A includes major stops at: the east commercial district on Lincoln Road, City Hall, Jackie Gleason Performing Arts Center, the Miami Beach Convention Center, the pedestrian shopping district along Lincoln Road via the Lincoln Road and Meridian Avenue stop, the park, residences and Publix along Purdy Avenue, the high-density residential district on Belle Isle, the single-family homes along the Venetian Islands, the Performing Arts Center in Miami, the International University of Art and Design in Miami, and the Miami Downtown Metro Mover at the Omni Bus Terminal.
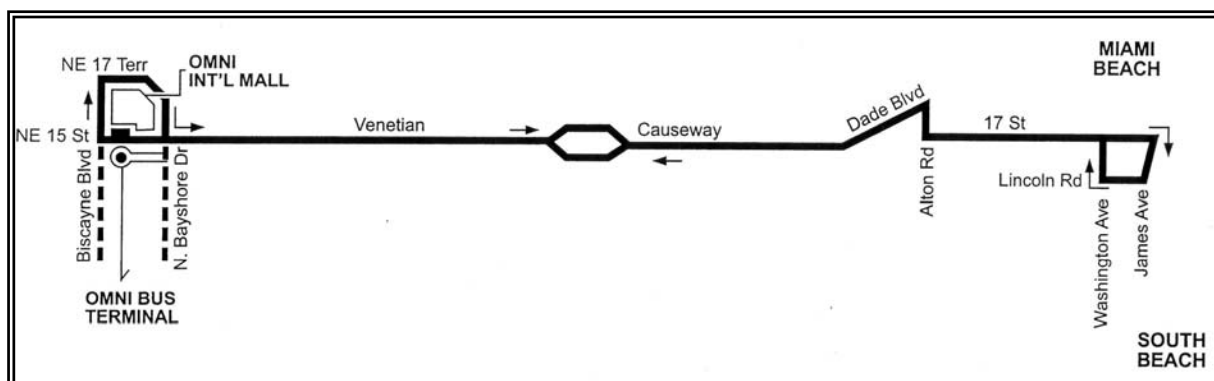
Route A currently operates 7 days a week:

Weekdays:	from to 5:50 am to 11:15 pm	20-min intervals at peak times
		20-min intervals after 8:00pm
		45 minutes off peak times
Saturdays:	from to 6:15 am to 11;55 pm	40-min intervals all day
Sundays:	from to 6:15 am to 11:55 pm	40-min intervals all day

The round trip distance is 8.6 miles long, and the buses run at an average scheduled speed of 12.9 miles/hour. Riding from end to end takes between 15 and 20 minutes.

Who Rides and Where: Travel Patterns

The alignment of Route A is unique: there are no other public transportation services that cross the Venetian Causeway, and provide a direct connection between the South Beach / City Center District of Miami Beach, and the Performing Arts Center District and Edgewater residential neighborhood in the City of Miami.
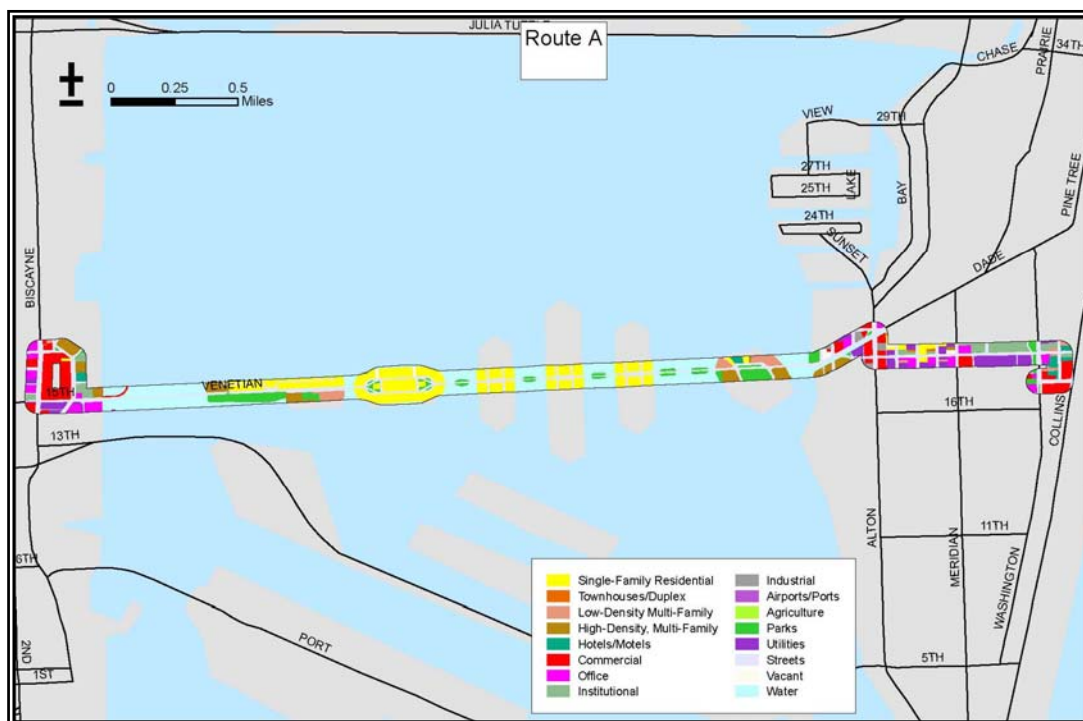
While the route has at both endpoints, land uses that are highly conducive to transit ridership (both high-density residential / mixed use commercial / tourist / arts districts), the middle of the route is a predominantly high-income, high property value, single family residential neighborhood, which is not typically conducive to transit. Given this, part of the reason for the Route A service has been to provide public transportation for the domestic employees to reach many of these homes.

The passenger survey taken in 2003 provides evidence to support this. Weekday ridership is significantly different than Saturdays and Sundays. During the week, passengers are mostly working-age adults, primarily of Hispanic origin, and with household incomes averaging $20,439, with 2.8 members of the household and only one (1) vehicle. By contrast, weekend passengers are younger, with a more evenly distributed ethnicity.

Most riders of the Route A are regular transit users, with 63% riding transit 5 or more days per week. Home-based work trips predominate throughout the weekdays (56%), and on Saturdays (67%), but on Sundays, only 22% are work trips and 11% are shopping trips.

Most passengers reach the Route A and leave to their destination by walking (58% overall); however, on weekdays: 5% are dropped off from a car, 22% transfer from another Metrobus, 14% transfer from Metromover, and 3% transfer (indirectly) from Metrorail. While many transfer to the route, the majority of transferring passengers make only 1 transfer (87% overall). When queried about their attitude towards transferring, 71% think that up to 1 transfer is acceptable. Three-percent would not use transit if they had to transfer once.

The home-origins and destinations of the Route A passengers are strongly clustered within the route's service area, along the Biscayne Boulevard Corridor, and in the western parts of the City of North Miami. This suggests that among those that transfer, connections to the MDT Routes 3, 93, 16, are of the most importance. When the origin-destination data is analyzed by route segment, the most significant pairs are: 1) between the Lincoln Road area and other mainland County areas; 2) between South Beach and the mainland; and 3) between South Beach and the Omni/PAC and Miami CBD area
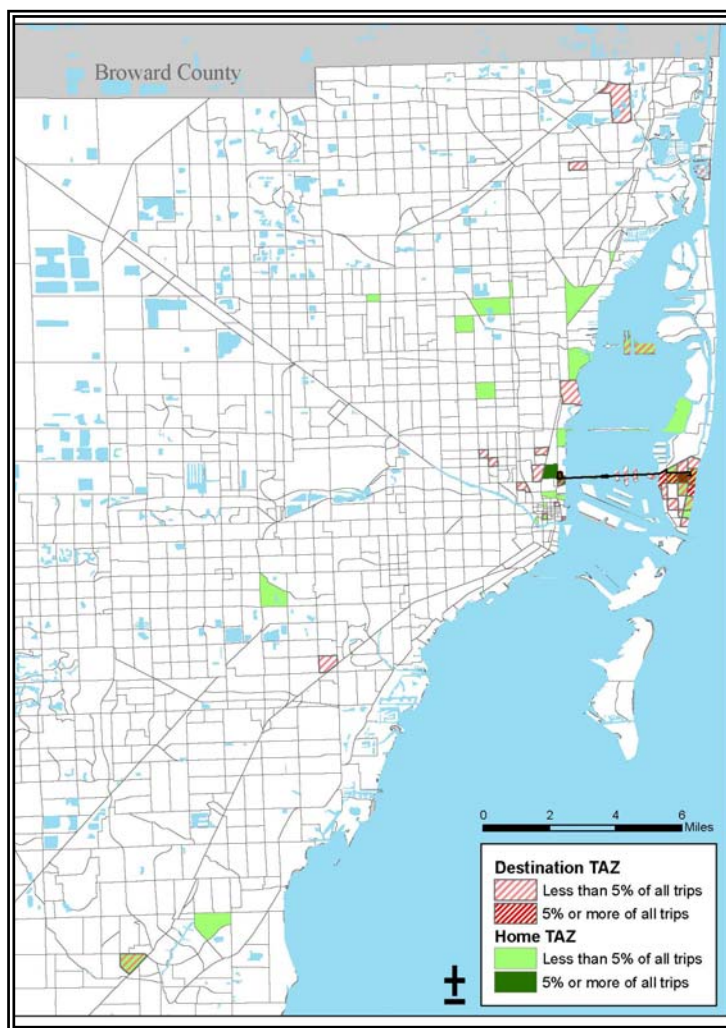
Route A
Passenger Travel Origin – Destination Pairs
On-Board Surveys - 2003

Route A Surveys = 72 O/D Pairs = 36	destination	West of Bay, not PAC, CBD Edgewater	CBD, PAC, Edgewater, Midtown	Venetians	MidBeach Bayview area	Lincoln Road Area	Cultural Campus Area	South Beach	Middle Beach, North Beach	
home origin		all other	503-581	508, 623	622	620-621 624-626	617-619	628-643		
West of Bay, not PAC, CBD, Edgewater		0%	11%	6%	0%	22%	0%	11%	33%	83%
CBD, PAC, Edgewater, Midtown			3%	0%	0%	0%	0%	11%	0%	14%
Venetians				3%	0%	0%	0%	0%	0%	3%
MidBeach Bayview Area					0%	0%	0%	0%	0%	0%
Licoln Road Aarea						0%	0%	0%	0%	0%
Cultural Campus Area							0%	0%	0%	0%
South Beach								0%	0%	0%
Middle Beach, North Beach									0%	0%
		0%	14%	8%	0%	22%	0%	22%	33%	100%

Operations

Small buses are used for this route, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 2 vehicles in peak periods. In total, 87 1-way trips are made each weekday, 68 on Saturday, and 67 on Sunday. The route incurs a direct operational cost to MDT of $707,220 per year.

Route A
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	20	40	40
Midday	45	40	40
PM Peak	20	40	40
8 PM and Later	20	20	20
Daily Pullouts	4	5	5
AM Peak Vehicle Requirement	2	1	1
PM Peak Vehicle Requirement	2	2	2
Total 1-Way Trips	87	68	67
Round-Trip Miles	8.8	8.8	8.8
Round-Trip Running Time (minutes)	45	40	40
Schedule Average Speed (mph)	11.7	13.2	13.2
Daily Revenue Miles	368.5	289.6	285.3
Daily Deadhead Miles	79.8	73.2	77.0
Total Daily Miles	448.3	362.8	362.3
Daily Revenue Hours	21:53	16:29	16:15
Daily Recovery Hours	8:1	5:56	5:47
Daily Deadhead Hours	3:11	2:57	3:7
Daily Platform Hours	33:5	25:22	25:9
Total Pay Time	34:14	26:37	26:24
Daily Direct Operating Cost	$2,060.89	$1,642.21	$1,622.14
Annual Direct Operating Cost	$707,220		

Performance

The table below summarizes several performance measures for the Route A.

Route A
Operational Performance
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	503	238	213
Peak Month Daily Boardings	+30%	+70%	+49%
	Jul	Apr	Dec
Low Month Daily Boardings	-32%	-31%	-33%
	Sep	Jul	Aug
Efficiency:			
Revenue Mile / Revenue Hour	16.8	17.6	17.6
Revenue Mile / Pay Time Hour	10.8	10.9	10.8
Operational Cost / Revenue Hour	$94.18	$99.63	$99.82
Operational Cost / Revenue Mile	$5.59	$5.67	$5.69
Operational Cost / Seat Mile (30 seats)	$0.19	$0.19	$0.19
Productivity:			
Boardings / Revenue Hour	23.0	14.5	13.1
Boardings / Revenue Mile	1.4	0.8	0.7
Operational Cost per Passenger	$4.10	$6.89	$7.62

The performance of the Route A is below service standard goals used by MDT for this type of service on weekends. (20 boardings per revenue hour).

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1. operational cost calculated per County accounting method where hourly operating cost = ($44.[95] x revenue hours) +($2.[23] x revenue miles) + ($127.[74] x peak buses per day)

Recommendations: Route A

In spite of its poor operational performance, this still does not recommend deleting or curtailing the service for three reasons:

1. One of the premises of the Coastal Communities Transit Study is to streamline service without removing any service that would reduce the transit service area. Route A uniquely provides service to the Venetian Causeway, and removal of service would leave some riders without service.

2. The route provides a direct link between two areas that should produce high transit ridership: the Lincoln Road / 17th Street area of Miami Beach characterized by high-density commercial and residential communities; and the Edgewater / Performing Art Center are of Miami that includes rapidly expanding commercial and residential development, a college, and the Omni Metro Mover and bus transfer station.

3. At all of the numerous public meetings held for this study in Miami Beach, the route is popular, and it has been specifically mentioned at many of the meetings that it should not be deleted, but worked with to find ways to improve its utility to the community.

Route A has traditionally been maintained to provide coverage to residences along the Venetian Islands for residents that are unable to drive, and for domestics to reach their places of employment (homes). This ridership, while not to be abandoned, is clearly not the future for this route as it cannot sustain the expenditure of this level of public cost to provide so little public benefit.

The potential of Route A cannot be ignored. For some time there has been empirical evidence that the upper east side of Miami and Miami Beach have grown into co-dependent employment centers and bedroom communities for each other. In the late 90's and early part of the 2000 decade, as many homeowners were priced out of Miami Beach neighborhoods, they turned to the upper east side of Miami and helped feed a building boom there. Now, there are thousands of new residences around the Miami Performing Arts Center. Further, while South Beach provides many retail opportunities for its residents, land costs and land development regulations have historically made it difficult for big-box stores (over 70,000 s.f.) to locate in Miami Beach. Last year, the Midtown development in the upper east side of Miami began opening several large national stores, and other developments in the area may follow. Within the context of the emerging development of its service area, the Route A needs to be reconsidered. For example, if the route were extended from the Omni Metro Mover Station to the new Midtown mall, it would offer a unique transit opportunity to

develop its service to support a potentially larger market for Miami Beach and Miami residents, while still supporting the existing Venetian Causeway riders. The route A would also have to be extended to the proposed South Beach Bus Transfer near the Cultural Campus. These changes can not be done without further study that is beyond the scope of the Coastal Communities Transit Plan.

The first recommendation for Route A is to extend the service to the proposed South Beach Bus Transfer Station at 23rd Street. This is a Phase I recommendation, and needs to be coordinated with the implementation of the South Beach Station.

The second recommendation is to perform the necessary data collection, along with other data collection needs, to determine if enhanced service is justified, and what the enhancements should be. The study should include a telephone survey to determine latent demand for service by non-transit users and additional detailed origin–destination analysis in conjunction with survey data. The study should be implemented within one year as part of the Phase I Recommendations. The study should be coordinated with survey needs for other recommendations to maximize the efficiency of survey data and analysis costs. If combined with other survey needs, the cost of the survey and analysis, which would collect data relevant to other coastal community transit routes and relevant to other recommendations, would by in the range of $70,000.

Route A
Recommendation Impacts
May 2007 Data

| Operational Performance	Weekday	Saturday	Sunday
Recommendation	extend to South Beach Bus Transfer Station, study extension to MidTown Miami		
Timing	Phase I		
Coordinating Recommendations	South Beach Bus Transfer Station		
Operations:			
Extension Distance (RT miles)	0.5	0.5	0.5
Extension Revenue Time (RT avg min)	4	4	4
Daily Operating Hours Added (revenue+layover)	4	3	3
Peak Buses Added (greater of am or pm)	0	0	0
Daily Operating Cost Increase	$357.72	$279.59	$275.48
Annual Cost Increase		$122,149	
Performance / Efficiency			
Operational Cost / Revenue Hour	$105.90	$114.03	$114.28
change (- better, + worse)	$11.72	$14.40	$14.46
Boardings / Revenue Hour	31.3	19.9	18.1
change (+ better, - worse)	8.3	5.5	5.0
Operational Cost per Passenger	$3.39	$5.72	$6.32
change (- better, + worse)	-$0.71	-$1.17	-$1.29
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	0	0	0
Passengers Needing to Use Other Transit Service Without Additional Transfers	0	0	0

Coastal Communities Transit Plan

Route C

Analysis and Recommendations

Existing Services

Service Description

Route C is a sub-regional MDT route that provides service along Washington Avenue, Collins Avenue, and 41st Street in Miami Beach from Mount Sinai Medical Center to downtown Miami at the Omni Bus Terminal and the Government Center Bus Terminal. Along its route, Route C includes major stops at: Mount Sinai Medical Center, the 41st Street commercial district, the east commercial district on Lincoln Road, Washington Av. shopping, the Performing Arts Center in Miami, the International University of Art and Design in Miami, the Miami Downtown Metromover at the Omni Bus Terminal, downtown Miami offices and shopping, the Dade County Stephen Clark Government Center, and the Government Center Metrorail stop.
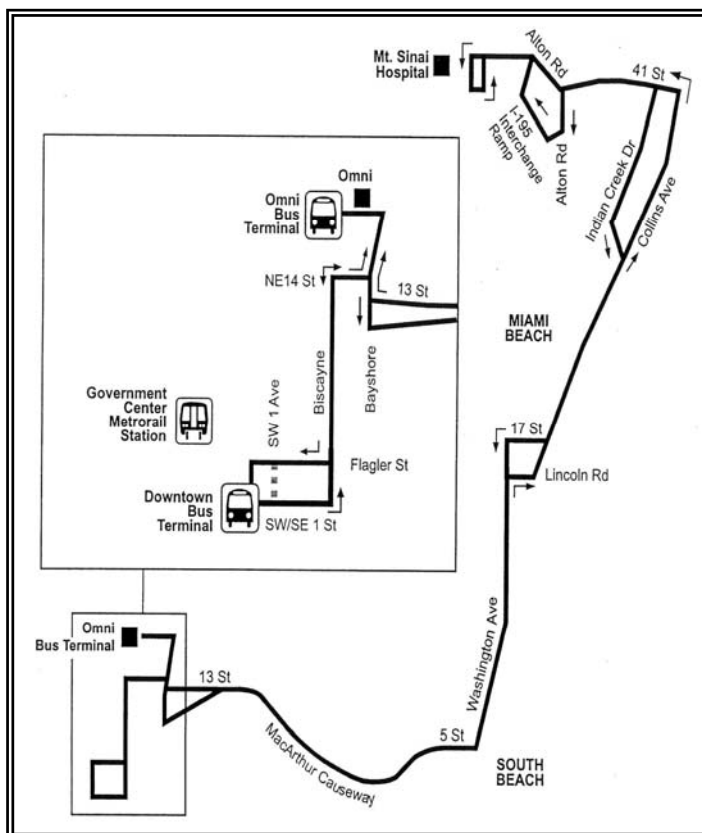
Route C currently operates 7 days a week:

Weekdays:	from to 4:53 am to 12:54 am	20-min intervals all day 30-minutes in the evening
Saturdays:	from to 4:58 am to 12:53 am	20-min intervals all day 40-minutes in the evening
Sundays:	from to5:00 am to 10:53 pm	30-min intervals all day 60-minutes in the evening

The round trip distance is 21.8 miles long, and the buses run at an average scheduled speed of 8.2 miles/hour. Riding from end to end takes approximately 80 minutes.

Who Rides and Where: Travel Patterns

The alignment of Route C is not unique. Routes J, M, and R also provide direct service to Mount Sinai Medical Center. Routes J, M, T, and 62 also provide service along the 41st Street commercial district. The Collins Avenue segment is duplicated by numerous MDT routes, including the H, G, L, M, and S. The Washington Avenue segment is also duplicated by Routes H and K. The Mac Arthur Causeway crossing and downtown service is also duplicated by Routes K, M, and S.
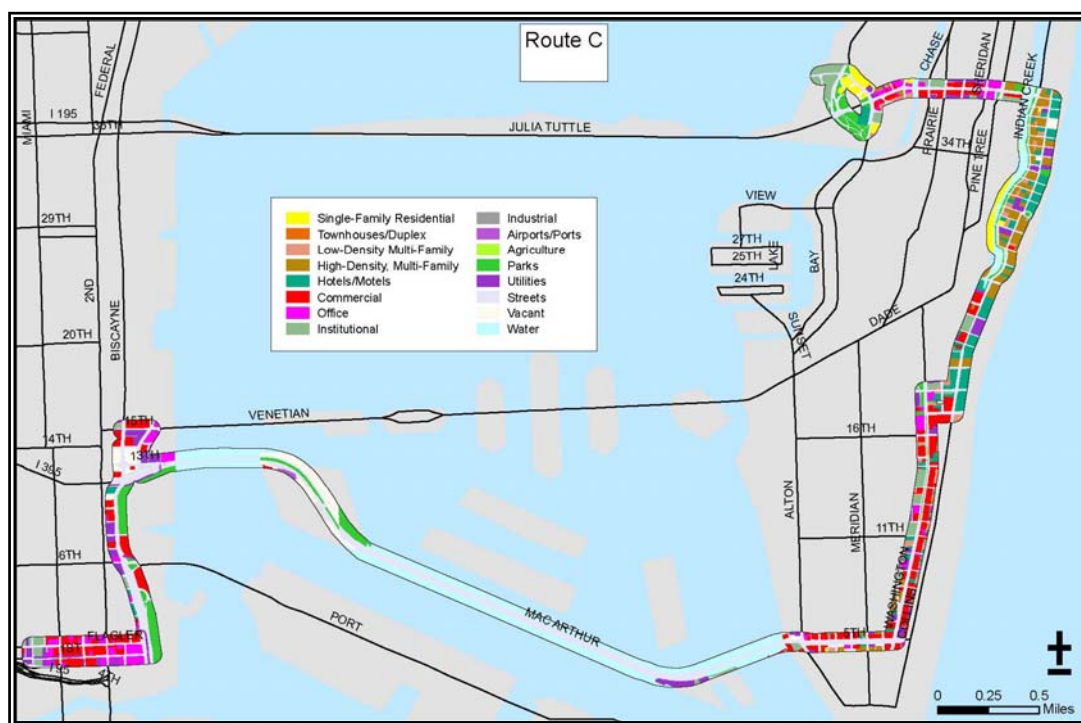
The route is primarily designed as a service to connect employees and outpatients to Mount Sinai Medical Center from home destinations in Middle Beach and South Beach, as well as home destinations accessed by transfers from other Metrobus routes, Metromover, and Metrorail.

The passenger survey taken in 2003 provides evidence to support this. Sunday ridership is significantly different than Weekdays and Saturdays. Weekday and Saturday passengers are mostly working-age adults, with Sunday showing a large component of minors as well. Nearly half are of Hispanic origin on weekdays and Saturdays; however, Sunday passengers are more evenly distributed regarding ethnic origins. Passengers on Route C are clearly transit dependents, with low household incomes and auto ownership. Weekday passenger household income averages

$18,690; However weekends are lower at $11,801 on Saturday and $9,833 on Sunday. Auto ownership averages 0.5 vehicles per average household of 2.1 persons.

Most riders of the Route C are regular transit users, with 58% riding transit 5 or more days per week; however, another 15% ride 3 or 4 days per week indicating possible ridership by part-time employees or students. Trip purposes on the weekday service are unusually evenly distributed with 28% home-based work trips, and a fairly even distribution among school trips, medical trips, and shopping trips. Home-based work trips are more significant among Saturday trips (46%), and on Saturdays (67%), but on Sundays, only 18% are work trips and 16% are shopping trips.

Most passengers reach the Route C and leave to their destination by walking (73% overall); however, on Sundays: 16% are dropped off from a car. Overall, transfers are few: 7% transfer from another Metrobus, 2% transfer from Metromover, and 6% transfer from Metrorail. The majority of transferring passengers make only 1 transfer (85% overall). When queried about their attitude toward transferring, 96% think that up to one transfer is acceptable. One percent would not use transit if they had to transfer .

The home-origins and destinations of the Route C passengers are somewhat dispersed; however, the origin-destination pairs analysis shown in the table does show some strong patterns. The most significant of the origin - destination pairs are those between South Beach along Washington Avenue, to other areas of the mainland County. Within the Coastal communities, the most significant use is between the Washington Avenue segment and other areas of Miami Beach.
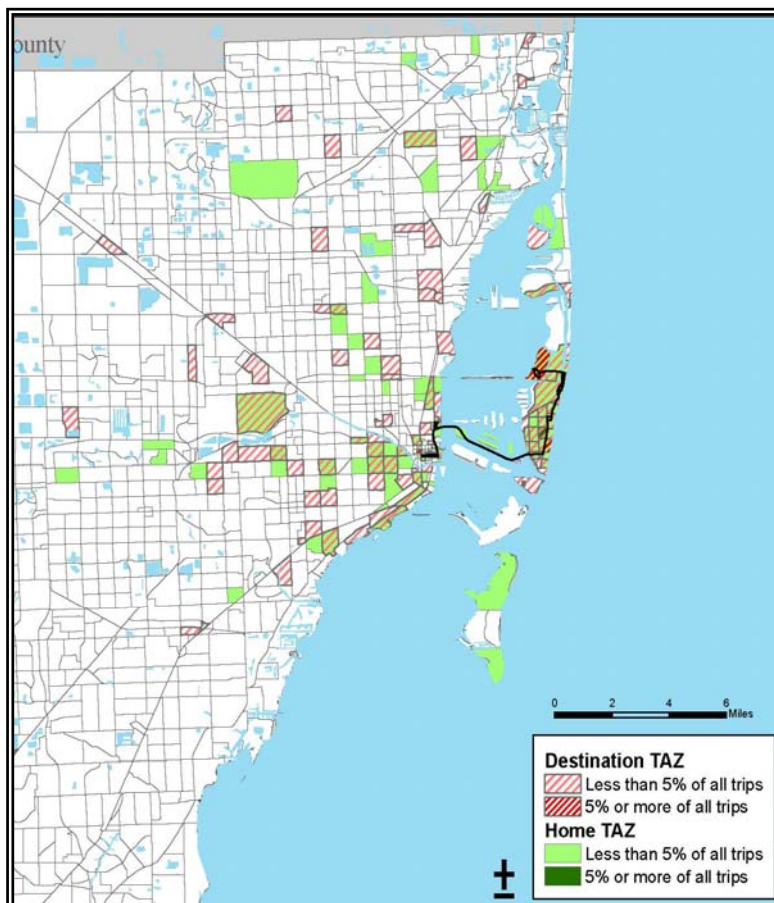
Route C
Passenger Travel Origin – Destination Pairs
On-Board Surveys - 2003

Route C Surveys = 512 O/D Pairs = 282	destination	41st Street	Middle Beach S.O. 41 to 23rd	23rd to Lincoln	South Beach, Washington Av	Causeway (not WatsonIs)	Coastal Communities N.O. 41st St.	Other Dade County	
c		612, 613	616-618	619-627	628-643	633, 634	584-615	all other	
41st Street		2%	3%	2%	5%	0%	0%	6%	18%
Middle Beach S.O. 41 to 23rd			1%	1%	5%	0%	2%	9%	17%
23rd to Lincoln				1%	4%	0%	0%	12%	17%
South Beach, Washington Av.					4%	0%	1%	33%	38%
Causeway (not Watson Is.)						0%	0%	0%	0%
Coastal Communities N.O. 41st St.							1%	0%	1%
Other Dade County								9%	9%
		2%	4%	4%	18%	0%	4%	69%	100%

Operations

Regular buses are used for Route C, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 8 vehicles in peak periods. In total, 103 1-way trips are made each weekday, 103 on Saturday, and 66 on Sunday. The route incurs a direct operational cost to MDT of $2,743,325 per year.

Route C
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	20	20	30
Midday	20	20	30
PM Peak	20	20	30
8 PM and Later	30	30	30/60
Daily Pullouts	8	15	8
AM Peak Vehicle Requirement	7	7	4
PM Peak Vehicle Requirement	8	7	5
Total 1-Way Trips	103	103	66
Round-Trip Miles	21.7	21.7	21.7
Round-Trip Running Time (minutes)	160	140	120
Schedule Average Speed (mph)	8.1	9.3	10.9
Daily Revenue Miles	1,102.7	1,096.8	708.1
Daily Deadhead Miles	126.2	229.6	121.6
Total Daily Miles	1,228.9	1,326.4	829.7
Daily Revenue Hours	100:38	98:18	58:2
Daily Recovery Hours	16:23	10:9	6:2
Daily Deadhead Hours	6:8	11:11	6:2
Daily Platform Hours	123:9	119:38	70:6
Total Pay Time	136:7	123:23	72:6
Daily Direct Operating Cost	$8,004.41	$7,758.63	$4,826.36
Annual Direct Operating Cost	$2,743,325		

Performance

The table below summarizes several performance measures for the Route C.

Route C
Operational Performance
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	3,618	4,224	3,422
Peak Month Daily Boardings	+11%	+22%	+31%
	Feb	Mar	Jan
Low Month Daily Boardings	-14%	-15%	-16%
	Jul	Jan	Dec
Efficiency:			
Revenue Mile / Revenue Hour	11.0	11.2	12.2
Revenue Mile / Pay Time Hour	8.1	8.9	9.8
Operational Cost / Revenue Hour	$79.54	$78.93	$83.17
Operational Cost / Revenue Mile	$7.26	$7.07	$6.82
Operational Cost / Seat Mile (40 seats)	$0.18	$0.18	$0.17
Productivity:			
Boardings / Revenue Hour	36.0	43.0	59.0
Boardings / Revenue Mile	3.3	3.9	4.8
Operational Cost per Passenger	$2.21	$1.84	$1.41

Performance of the Route C is well above service standard goals used by MDT for this type of service. (30 boardings per revenue hour). While its performance is acceptable, given that this route connects one of the County's major employers, Mount Sinai Medical Center, with the Miami CBD, and Metrorail, and traverses some of the densest areas of the County (South Beach), Route C could perform better.

Analyzing the 2003 CBOA ride-check data, during all times of day and in both directions, most of the utilization of the route occurs south of 41st Street. The only exception to this in the southbound direction during PM peaks, when the 41st Street segments shows average loads around 27%, and during the AM peak northbound when the same segment shows a 17% passenger load. At all other times, the 41st Street segment shows average loads of 11% or lower (about 4 passengers). The segment from 41st Street to Mount Sinai Medical Center has even lower passenger loads: generally below 5% (2 passengers), except for PM peak southbound trips that average a 7% passenger load (3 passengers).

Recommendations: Routes C, M, and the New Route MC

The recommendation for Route C is complimentary with Route M, and this recommendation is also found in the Route C analysis.

Both the route C and Route M have been found to be very duplicative and complimentary routes, with the primary differences in Miami Beach being: 1) extension of Route M to Miami Heart Institute, where Route C stops at Mount Sinai Medical Center; 2) the use of an alignment on Alton Road (Route M) versus Washington Avenue (Route C) in South Beach; and 3) coverage of South Pointe as a service area by Route M, whereas Route C does not.

In keeping with the motivation to streamline service, and because of the complimentary and duplicative relationship of Route M and C, both routes should be combined and restructured.

The recommendation for Route C is to combine it with the Route M. The new route, referred to as the Route MC is essentially the Route M, with a change of its Alton Road and 17th Street alignment to the Washington Avenue alignment of the Route C. The new alignment is as shown in the diagram below,

The reason for using the Washington Avenue alignment instead of the Alton Road alignment is simply current utilization based on origin-destination trip patterns. Between the Routes C and M, more passengers use the Washington Avenue alignment, and it is used more consistently.   The table below illustrated the comparative use of the two alignments. Detailed origin-destination data can be found in the origin-destination table for the route.

Comparison of Route C and M
Washington Avenue Versus Alton Road Trip Ends

	Route C Washington Avenue			Route M Alton Road / 17th Street		
	Route Daily Ridership	Corridor Percent Trip Ends	Corridor Daily Trip Ends	Route Daily Ridership	Corridor Percent Trip Ends	Corridor Daily Trip Ends
Weekdays	3,618	50%	1,809	1,895	61%	1,156
Saturday	4,224	50%	2,112	874	61%	533
Sunday	3,422	50%	1,711	730	61%	445
Average Daily	3,677	50%	1,838	1,583	61%	965

The new MC route's service is to be scheduled with the same service span and frequency as the Route C, which is the more frequent of the two old routes.

Route MC would operate 7 days a week:

Weekdays: from to 5:00 am to 1:00 am   20-min intervals in peaks
20-min intervals midday
40-minutes in the evening
Saturdays: from to 5:00 am to 1:00 am   20-min intervals all day
30-minutes in the evening
Sundays: from to 5:00 am to 11:00 pm   30-min intervals all day
30-minutes in the evening

The round trip distance would be approximately 30.5 miles long, and the buses would be scheduled to run at an average scheduled speed of 10 miles/hour. Riding from end to end would take approximately 1 hour and 40 minutes.

The recommendation is to be scheduled as a Phase I change and coordinated with the recommendation with the Routes C, M, J, R, S, , and T Middle Beach Local, South Beach Local extension, South Beach Bus Transfer Station. The operational impacts are shown as the deletion of the Route C, and extension of the Route M, with the net results shown. The passenger impacts are shown in a table, combining the impacts of all changes.

Route MC
Recommendation Summary and Impacts

Impacts: Route C	Weekday	Saturday	Sunday
Recommendation	delete C, combine Washington alignment with M		
Timing	Phase I		
Coordinating Recommendations	S, T, J, South Beach Local extension, Middle Beach Local		
Operations:			
Truncation Distance (RT miles)	21.7	21.7	21.7
Truncation Revenue Time (RT avg min)	160	140	120
Daily Operating Hours Reduced (revenue+layov	117	63	108
Peak Buses Reduced (greater of am or pm)	8	4	8
Daily Operating Cost Savings	$8,004.41	$7,758.63	$4,826.36
Annual Cost Savings		$2,743,325	
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Passengers to Use Route M (MC) <u>Without</u> Additional Transfer	409	477	387
Passengers to Use Route M (MC), S, or T <u>Without</u> Additional Transfer	273	318	258
Passengers to Use Route M (MC), T, or South Beach Local <u>Without</u> Additional Transfer	273	318	258
Passengers that May Use Route T as an Alternate <u>Without</u> Additional Transfer	136	159	129
Passengers Requiring to Change Existing Transfer Pattern (C in downtown Miami to M (MC) or	1,177	1,374	1,113
Passengers Requiring One (1) Additional Transfer to Metro Mover (CBD)	917	1,070	867
Passengers that use Route within Miami and May Use Alternate Route	434	506	410

Impacts: Route M (MC)	Weekday	Saturday	Sunday
Recommendation	Replace Alton Rd alignment with Washington Avenue Alignment, and add South Pointe Alignment		
Timing	Phase I		
Coordinating Recommendations	S, T, J, South Beach Local extension, Middle Beach Local		
Operations:			
Truncation Distance (RT miles)	5.2	5.2	5.2
Extension Distance (RT miles)	2.2	2.2	2.2
Net Distance Change (RT miles)	-3.0	-3.0	-3.0
Truncation Revenue Time (RT avg min)	28	28	28
Extension Revenue Time (RT avg min)	24	24	24
Net Revenue Time Change (RT avg min)	-4	-4	-4
Daily Operating Hours Changed (revenue+layov	-2	-2	-1
Peak Buses Change (greater of am or pm)	0	0	0
Daily Operating Cost Added	-$105.59	-$118.10	-$39.14
Additional Annual Cost		-$35,749	
Passengers Without Service	0	0	0
Additional Passengers to Use Route M (MC) <u>Without</u> Additional Transfer from Route C	409	477	387
Additional Passengers to Use South Beach Local as Alternate <u>Without</u> Additional Transfer	225	104	87
Passengers Requiring One (1) Additional Transfer (Alton Road)	739	341	284
Passengers to Experience 2-5 min. Longer Travel Time through South Pointe	546	252	210
Net Impacts: Combining Route C & M (MC)	**Weekday**	**Saturday**	**Sunday**
Operations:			
Daily Operating Hours Change (revenue+layove	-119	-65	-109
Peak Buses Changed (greater of am or pm)	-8	-4	-8
Daily Operating Cost Change	-$8,110.00	-$7,876.73	-$4,865.51
Annual Operating Cost Change		-$2,779,074	
Combined Existing ridership of C & M	5,513	5,098	4,151
Passengers Without Service	0	0	0
Passengers that Experience Change in Service <u>Without</u> Additional Transfer	2,814	2,899	2,355
Passengers Requiring One (1) Additional Transfer	1,656	1,411	1,152
Passengers That May Require Two (2) Additional Transfers <u>via MetroMover</u> (passengers that use the C to transfer to Routes 2, 6, 7, 8, 9, 10, 11, 21, 48, 77, B in downtown Miami)	211	246	199

# Coastal Communities Transit Plan

Route E

Analysis and Recommendations

Existing Service

Service Description

Route E is an east-west regional MDT route that provides service in the Coastal Communities along Collins Avenue (A1A) from Sunny Isles Beach Boulevard (SR-826) to the Lehman Causeway after making a turnaround at the Galahad South condominiums along A1A. Together, the Galahad stop, the stop to Winston Towers (174th Street) and stops along Bay Road represent significant deviations in which the regional route is put into local circulation services. The eastern terminal point of the route is Aventura Mall.

The part of the route's alignment that is within the Coastal Communities is 4.9 miles (from A1A and SR-836 to Aventura Mall, including Galahad stop and Bay Road deviation). This is a minority part (18%) of its total service area, as the Route E is primarily a mainland county route, providing regional service to North Miami Beach, Opa Locka, and Miami Lakes. The route also provides direct connections to the 163rd Street Mall bus transfer area, Golden Glades, Tri-Rail Station, and the Opa Locka Tri-Rail Station.
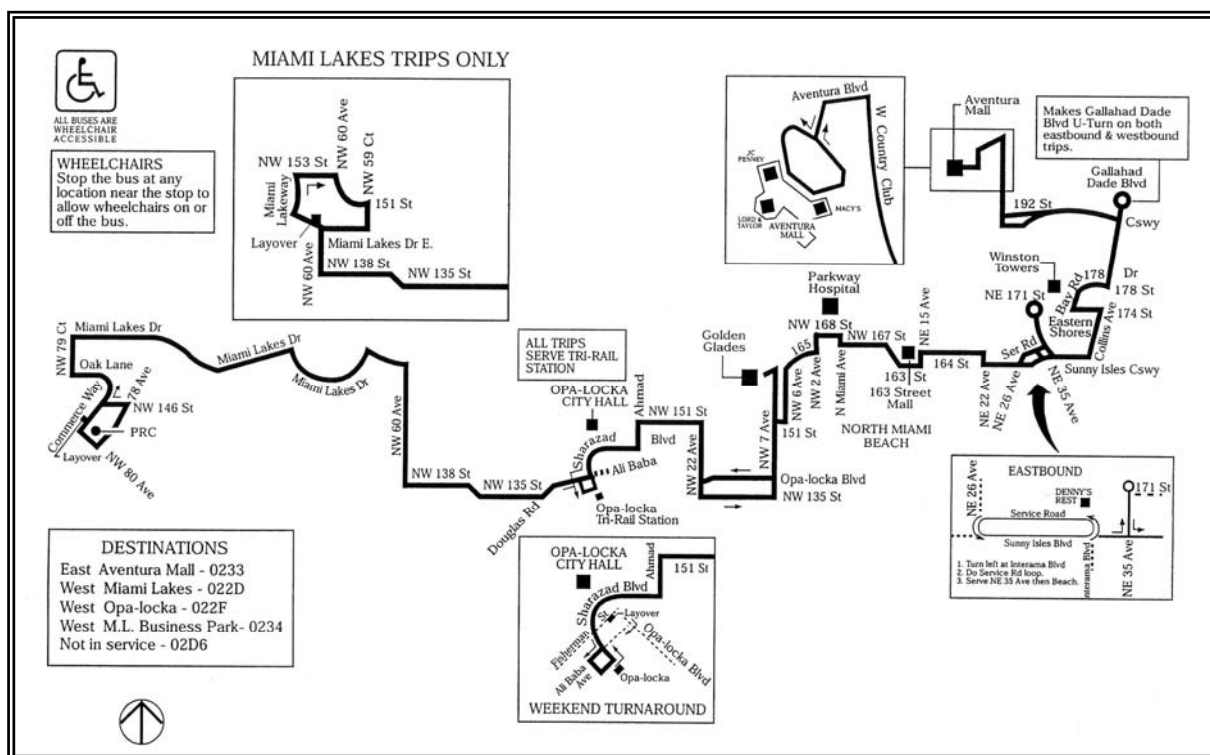
Route E currently operates 7 days a week:

Weekdays:	from 5:43 am to 9:33 pm	30-min intervals peaks
		45-min intervals midday
		30-min intervals evening
Saturdays:	from 8:55 am to 7:50 pm	45-min intervals all day
Sundays:	from 8:55 am to 7:49 pm	45-min intervals all day

The round trip distance is 55.9 miles long, and the buses run at an average scheduled speed of 12.4 miles/hour. Riding one way from end to end takes approximately 2 hours and 15 minutes.

Who Rides and Where: Travel Patterns

The Coastal Communities part of the Route E alignment is not unique. Route S follows the same alignment without the local service deviation. Routes K and V also provide service along this part of A1A.
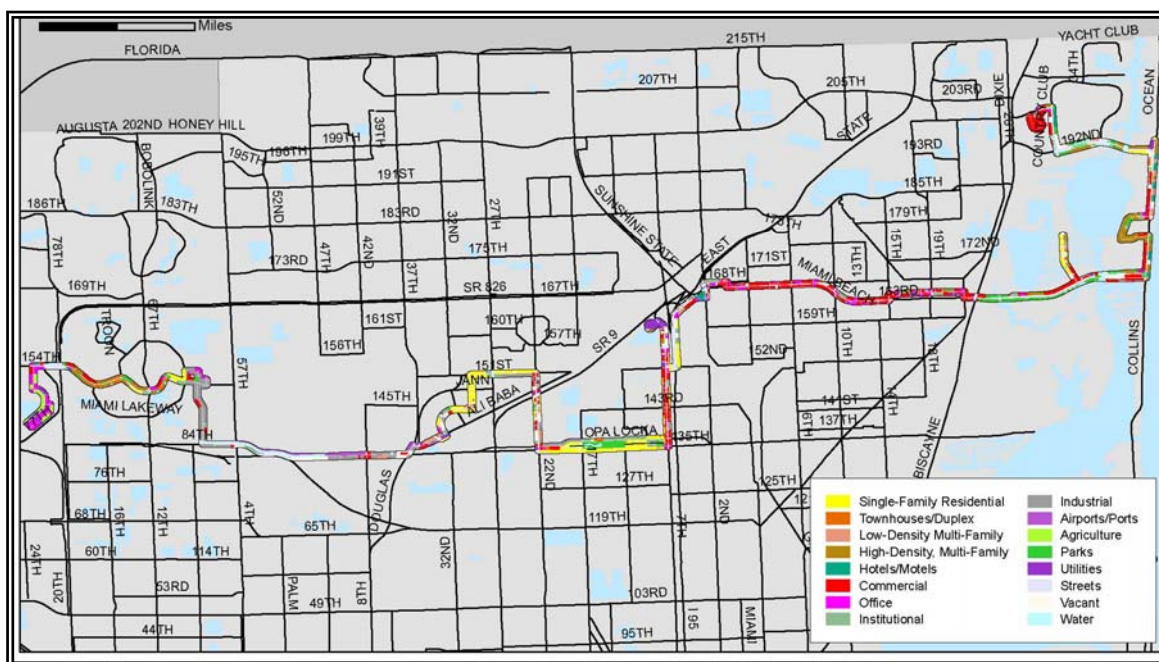
The PTP funded Sunny Isles Beach Community Shuttle operates 3 fixed routes. Two of them, the Green Line and the Orange Line provide duplicate service from Winston Towers, and Bay Road to Aventura Mall. The Orange Line operates Monday through Friday from 7:30 am to 7:30 pm. The Green Line operates Monday through Sunday

from 7:30 am to 7:30 pm. While each operates on a 2-hour headway, they are together scheduled to provide 1-hour service intervals.

With respect to the Coastal Communities function of this regional route, it functions to provide both a duplicative community circulation service, as well as providing direct access to Sunny Isles Beach residents to commercial locations along NE 163rd / 167th Street, the 163rd Street Mall, and Parkway Hospital, with the potential to reach locations west of Golden Glades in Opa Locka and Miami Lakes. The passenger survey taken in 2003 shows that the route is not used by passengers as a local circulator. The origin-destination table below shows that Route E trips from or to Sunny Isles Beach account for 19% of the ridership. Of these trips, 37% are to Aventura, and 58% are to mainland locations. None are internal to Sunny Isles Beach. The Galahad turn-around accounts for only 1% of the ridership.

Route E
Passenger Travel Origin – Destination Pairs
On-Board Surveys – 2003

Route E Surveys = 204 O/D Pairs = 104	destination	Other Dade County	North Miami Beach to Mall (service area)	Eastern Shores	Sunny Isles Beach	Galahad Turn-around	Aventura	Coastal Communities S.O. 163rd St.	
c		612, 613	616-618	619-627	628-643	633, 634	584-615	all other	
Other Dade County		57%	12%	0%	10%	1%	9%	1%	88%
North Miami Beach to Mall (service area)			0%	1%	0%	1%	1%	0%	3%
Eastern Shores				0%	1%	0%	0%	0%	1%
Sunny Isles Beach					0%	0%	7%	1%	8%
Galahad Turn-around						0%	0%	0%	0%
Aventura							0%	0%	0%
Coastal Communities S.O. 163rd St.								0%	0%
		57%	12%	1%	11%	2%	16%	2%	100%

Based on responses of the passenger survey, Route E Sunday ridership is significantly different than Weekdays and Saturdays. Weekday and Saturday passengers are mostly working-age adults, with Sunday showing a larger component of school-age children and seniors. Overall, about 10% of the Route's passengers are over 60, and about 5% report a disability that makes it more difficult to use a bus. Passengers on Route E are mostly transit dependent, with low household incomes and auto

ownership. Weekday passenger household income averages $21,591; however weekends are lower at $10,000 on Saturday and $16,154 on Sunday. Auto ownership averages 0.9 vehicles per average household of 3.0 persons.

Most riders of the Route E are regular transit users, with 62% riding transit 5 or more days per week; however, another 17% ride 3 or 4 days per week indicating possible ridership by part-time employees or students.

Trip purposes on the weekday service are unusually biased away from work trips, with 30% being home-based work trips, and 19.2% being shopping trips. Home-based work trips are more significant on weekdays. On Saturdays, 43% are shopping trips, and 25% arte for visiting or recreation. These are unusually high compared to other routes in the system.

Most passengers reach the Route E and leave to their destination by walking (70% overall). Overall, transfers are not high: 15% transfer from another Metrobus, and 1% transfer from Metrorail. The majority of transferring passengers make only 1 transfer (86% overall). When queried about their attitude toward transferring, 79% think that up to one transfer is acceptable. Three percent would not use transit if they had to transfer.
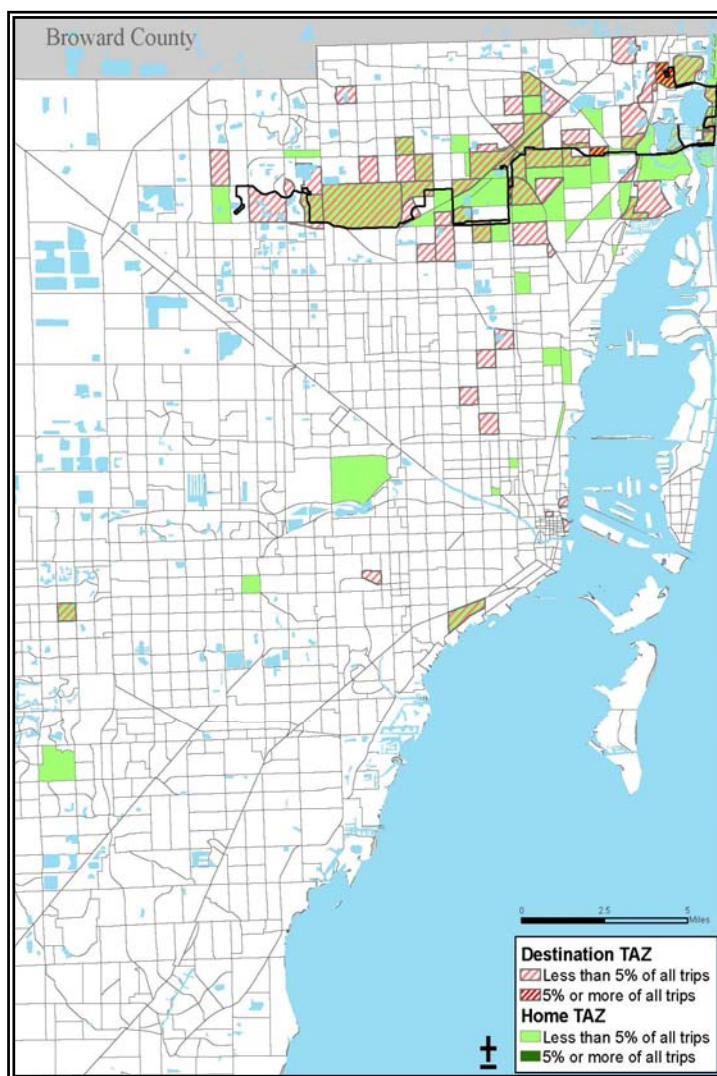
The home-origins and destinations of the Route E passengers show little dispersion from the Route's service area. A minor transfer patterns can be identified for destinations along US-441 on the west side of I-95.

Operations

Regular buses are used for this route, and are deployed from MDT's Northeast Division at 360 NE 185th Street.

Operating the route requires 9 vehicles in peak periods. In total, 50 1-way trips are made each weekday, 26 on Saturday, and 26 on Sunday. The route incurs a direct operational cost to MDT of $2,458,328 per year.

Route E
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	30	45	45
Midday	45	45	45
PM Peak	30	45	45
8 PM and Later	40	45	45
Daily Pullouts	11	6	6
AM Peak Vehicle Requirement	8	4	4
PM Peak Vehicle Requirement	9	4	4
Total 1-Way Trips	50	26	26
Round-Trip Miles	55.9	41.9	41.9
Round-Trip Running Time (minutes)	255	180	180
Schedule Average Speed (mph)	8.1	14.0	14.0
Daily Revenue Miles	1,340.8	543.0	543.0
Daily Deadhead Miles	144.3	71.4	65.4
Total Daily Miles	1,485.1	614.4	608.4
Daily Revenue Hours	89:56	32:0	31:38
Daily Recovery Hours	12:7	4:43	5:30
Daily Deadhead Hours	6:21	3:38	3:18
Daily Platform Hours	108:24	40:21	40:26
Total Pay Time	124:27	42:46	43:3
Daily Direct Operating Cost	$8,182.15	$3,160.25	$3,143.77
Annual Direct Operating Cost	$2,458,328		

Performance

The table below summarizes several performance measures for the Route E.

Route E
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	1,899	992	824
Peak Month Daily Boardings	+10%	+14%	+57%
	Oct	Dec	Jan
Low Month Daily Boardings	-9%	-20%	-27%
	Aug	Jan	Jun
Efficiency:			
Revenue Mile / Revenue Hour	14.9	17.0	17.2
Revenue Mile / Pay Time Hour	10.8	12.7	12.6
Operational Cost / Revenue Hour	$90.98	$98.76	$99.38
Operational Cost / Revenue Mile	$6.10	$5.82	$5.79
Operational Cost / Seat Mile (40 seats)	$0.15	$0.15	$0.14
Productivity:			
Boardings / Revenue Hour	21.1	31.0	26.1
Boardings / Revenue Mile	1.4	1.8	1.5
Operational Cost per Passenger	$4.31	$3.19	$3.81

Performance of the Route E is somewhat below service standard goals used by MDT for this type of service. (30 boardings per revenue hour)

Analyzing the 2003 CBOA ride-check data, during the week the segment of the route from Collins Avenue and Sunny Isles Beach Boulevard to Collins and the Lehman Causeway not one of the higher utilization segments; however it is not as low as those in Miami Lakes at the other end of the route. Notably, there is also a dead spot in terms of productivity in the route from NE 15th Avenue in North Miami Beach to Eastern Shores, indicating that the Coastal Communities part of the route may be functioning more as a separate route from the rest of the alignment in terms of passengers' origins and destinations. The segment that runs through Aventura is a very low productivity segment.

Weekend productivity is lower than weekdays, even though the low-productivity western parts of the route in Miami Lakes are truncated on Saturday and Sundays. On weekends the Aventura segment shows very little use.

Recommendations: Route E

Route E provides regional transit service. While its operational performance in terms of productivity and efficiency measures is acceptable for this type of service, the Aventura segment shows very low productivity during the weekdays, Saturdays and Sundays, and it appears that segment is more for the benefit of reaching a layover point.

The Sunny Isles Beach segment performs better, in terms of productivity and passenger loads, there is a segment in North Miami Beach with very low loads indicating that the ridership along Sunny Isles may be associated more with Eastern Shores that the rest of the route. The passenger survey data supports this, showing that of the riders that board or debark in Sunny Isles, 50% stay within Sunny Isles Beach or Aventura. Based on ride-check data, about

The Sunny Isles Beach segment and the Aventura segment of the Route E are both routes that are duplicated by multiple services. MDT route K duplicates the Sunny Isles service, but does not go to Aventura, heading to Hallandale instead. MDT Route S duplicates the Aventura segment but does not perform the local service in Sunny Isles Beach. The Sunny Isles Beach Orange Line and Green Line, together provide 1-hour service on the local segments.

In keeping with the motivation to streamline service along the A1A, the Route E should be truncated at Sunny Isles Beach Boulevard and A1A, at a time when a transfer station with layover space is implemented.
* It is a long regional route that provides mostly local service along the Coastal Communities, reducing its performance as a regional route
* There is evidence that travel behavior along this route has a low linkage between the Sunny Isles Beach segment and western service areas, and very low linkage between the Aventura segment and western service areas.
* The Aventura segment is poorly utilized, except on weekends
* The Aventura segment seems to be run much as a means to reach a layover area.
* The coverage area is duplicated by MDT Routes K and S
* The local service along the coastal communities is exactly duplicated by the Sunny Isles Beach Green and Orange Lines

- The dangerous u-turn at 193rd Street and A1A could be eliminated

The recommendation for Route E is to truncate service at Sunny isles Beach Boulevard (NE 163rd Street) and A1A.   The truncation is to be implemented as a Phase II Recommendation, and coordinated with implementation of the Sunny Isles Beach Transfer Station, the addition of resources to Routes S and T

Route E
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	truncate route at 163rd St & A1A		
Timing	Phase II		
Coordinating Recommendations	Route S, T, Sunny Isles Transfer Sta.		
Operations:			
Truncation Distance (RT miles)	9.6	9.6	9.6
Truncation Revenue Time (RT avg min)	36	30	30
Daily Operating Hours Reduced (revenue+layov	17	13	8
Peak Buses Reduced (greater of am or pm)	1	1	0
Daily Operating Cost Savings	$2,546.64	$1,268.70	$1,140.96
Annual Cost Savings		$788,697	
Performance / Efficiency			
Operational Cost / Revenue Hour	$94.03	$99.56	$107.49
change (- better, + worse)	$3.05	$0.80	$8.10
Boardings / Revenue Hour	25.6	42.2	35.7
change (+ better, - worse)	4.5	11.2	9.7
Operational Cost per Passenger	$3.67	$2.36	$3.01
change (- better, + worse)	-$0.63	-$0.82	-$0.80
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	219	115	95
Passengers Needing to Use Other Transit Service Without Additional Transfers	146	76	63

Coastal Communities Transit Plan

Route G

Analysis and Recommendations

Existing Service

Service Description

Route G is a north-south / east-west regional MDT route that provides service in the Coastal Communities along Collins Avenue (A1A) from Broad Causeway (96th Street) in Bal Harbour to Lincoln Road and the convention Center in Miami Beach. The Route G service area includes parts of the municipalities of Miami Beach, Surfside, Bal Harbour, North Miami, Opa Locka, Biscayne Gardens, and Golden Glades West. The route travels approximately as far north and south as it does east and west. In a bus transit system that is predominantly a modified orthogonal grid in shape, the Route G market is difficult to define based on the alignment, and there is a possibility that the route operates as two routes with two markets.

The part of the Route G alignment within the Coastal Communities is 9.0 miles (from 19th Street and Meridian Avenue to the Broad Causeway toll plaza). This is about half of the route's total one-way length of 18.2 miles.
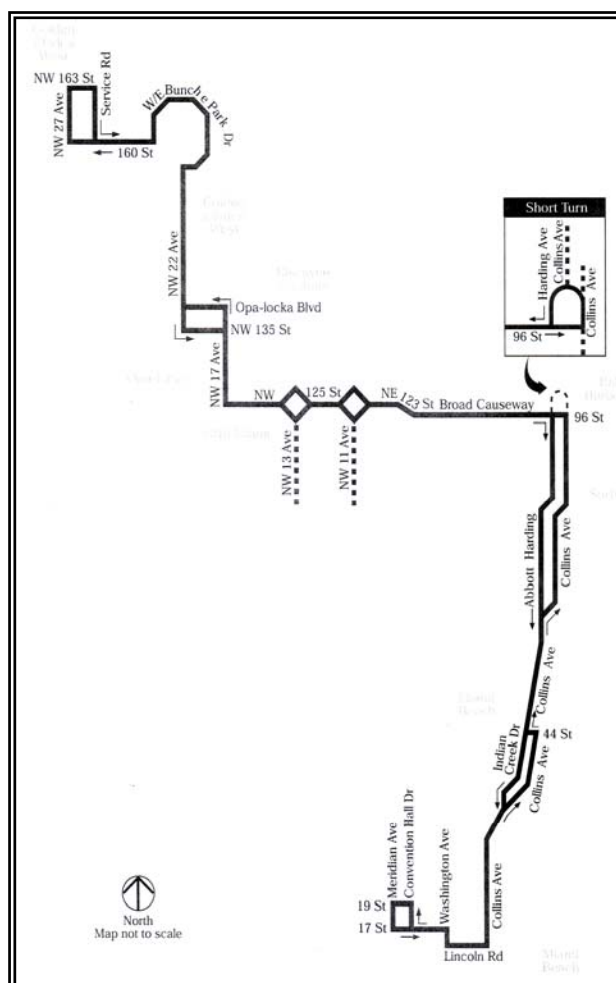
Route G currently operates 7 days a week:

Weekdays:	from 5:20 am to 1:20 am	30-min intervals all day 45-minute intervals after 8pm
Saturdays:	from 5:52 am to 12:24 am	30-min intervals all day 60-minute intervals after 8pm
Sundays:	from 5:57 am to 12:29 am	30-min intervals all day 60-minute intervals after 8pm

The round trip distance is 35.6 miles long, and the buses run at an average scheduled speed of 10.5 miles/hour. Riding one way from end to end takes approximately 1 hour and 50 minutes.

Who Rides and Where: Travel Patterns

The Coastal Communities part of the Route G alignment is not unique. Routes H, S, and T follow the same alignment. The T does not follow the segment south of 41st Street; however, implementation of the T recommendations would have the T on the same alignment through this section as well. Route S follows the same alignment along A1A.

In the mainland part of the County, Route G covers a service area that is predominantly low-density residential; however in the Coastal Communities, the Route G service area is mostly high-density residential, hotel, and commercial districts in Bay Harbor Islands, Bal Harbour, Surfside, North Beach in Miami Beach, and South Beach in the City of Miami Beach. If the route serves journey-to-work needs, then the work-force is likely in the low-income sectors of domestic help, and retail.

The passenger survey taken in 2003 provides some evidence to support this. Weekday, Saturday, and Sunday passenger demographics are similar. Passengers are mostly working-age adults, with more bias toward younger age cohorts than other routes. Twenty-two percent (22%) are school-age (19 or younger). There are few seniors on this route (4% that are 65 or older). About 4% report a disability that makes it more difficult to use a bus. Passengers on Route G are mostly transit dependent,

with very low household incomes averaging $15,712, and auto ownership averaging only 0.8 per household of 2.9 persons.

Most riders of the Route G are regular transit users, with 74% riding transit 5 or more days per week; and 11% more riding 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 36%, with school trips being the second most prevalent trip purpose at 14%. Together with the demographic data that provides evidence that Route G passengers are very low wage earners, the origin-destination map shows strong evidence that many of the route's passengers are domestics. Large areas of Miami Beach, Surfside, and Bal Harbour that are high-market residential areas are reported by Route G passengers as places of work. While some home destinations are reported in the more affordable income areas of Miami Beach, most home origins are in North Miami and Opa Locka.
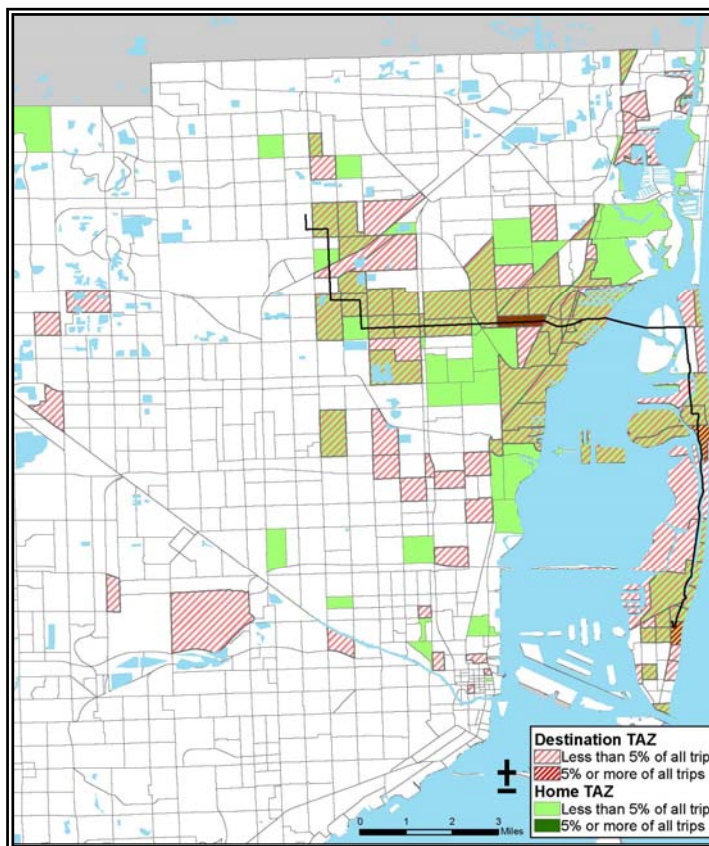
Most passengers reach the Route G and leave to their destination by walking (80% overall). Overall, transfers are not high: 11% transfer from another Metrobus, and 1% transfer from Metrorail. The majority of transferring passengers make only 1 transfer (97% overall). When queried about their attitude toward transferring, 74% think that up to one transfer is acceptable. Three percent would not use transit if they had to transfer.

The question posed by casual observation of the alignment is whether Route G is operating as two routes: one from golden Glades, Opa Locka, and North Miami across the Broad Causeway, and another along the A1A corridor from the Kane concourse to Lincoln Road. The 2003 ride-check data shows that, based on passenger activity at all stops through all periods, the A1A Corridor services accounts for 22% of

the Route G weekday boardings and debarkings. For Saturdays, the A1A Corridor segments account for 26% of passenger activity, and on Sunday, 32%.

The 2003 passenger survey origin – destination data provides evidence to show travel patterns on the Route G. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that 70% of the trips are associated with an end point along the A1A Corridor. More importantly, 33% of the trips have one endpoint along the A1A Corridor, and the other along the Causeway or in the mainland.

Route G
Passenger Travel Origin – Destination Pairs
On-board Surveys – 2003

Route G 415 Surveys, 222 O/D pairs	West of Biscayne Boulevard all others	Broad Causeway / Kane Concourse 196, 197, 198, 599	North of Bal Harbour 584 through 596	Bal Harbour 597, 598	Surfside 601, 602	Miami Beach to 72nd Street 603 through 609	Miami Beach 72nd to 41st Street 610 through 615	Miami Beach 41 Street to Convention Ctr 616 through 643	Row Sum
West of Biscayne Boulevard	28%	2%	0%	3%	7%	5%	4%	14%	63%
Broad Causeway / Kane Concourse		0%	0%	0%	0%	2%	2%	4%	7%
North of Bal Harbour			0%	0%	0%	0%	0%	0%	0%
Bal Harbour				0%	0%	0%	0%	1%	1%
Surfside					0%	0%	0%	8%	8%
North Beach, Miami Beach to 72nd Street						0%	1%	15%	16%
Middle Beach, Miami Beach 72 to 41 Street							0%	4%	4%
Miami Beach 41 Street to Convention Ctr								1%	1%
Column Sum	28%	2%	0%	3%	7%	7%	7%	46%	100%

Operations

Regular buses are used for Route G, and are deployed from MDT's Northeast Division at 360 NE 185th Street.

Operating the route requires 8 vehicles in peak periods. In total, 70 1-way trips are made each weekday, 60 on Saturday, and 57 on Sunday. The route incurs a direct operational cost to MDT of $2,732,490 per year.

Route G
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
8 PM and Later	45	60	60
Daily Pullouts	20	12	13
AM Peak Vehicle Requirement	8	6	6
PM Peak Vehicle Requirement	8	6	6
Total 1-Way Trips	70	60	57
Round-Trip Miles	36.6	36.6	36
Round-Trip Running Time (minutes)	210	180	180
Schedule Average Speed (mph)	10.5	12.2	12.2
Daily Revenue Miles	1,254.5	1,090.0	1,042.6
Daily Deadhead Miles	429.4	124.3	223.2
Total Daily Miles	1,683.9	1,214.3	1,265.8
Daily Revenue Hours	90:36	76:29	71:57
Daily Recovery Hours	13:25	11:7	8:37
Daily Deadhead Hours	16:34	6:4	8:37
Daily Platform Hours	120:35	93:40	89:11
Total Pay Time	131:24	99:2	93:37
Daily Direct Operating Cost	$7,891.93	$6,635.07	$6,325.59
Annual Direct Operating Cost	$2,732,490		

Performance

The table below summarizes several performance measures for the Route G.

Route G
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	2,979	2,493	2,438
Peak Month Daily Boardings	+8%	+18%	+38%
	Mar	Feb	Jan
Low Month Daily Boardings	-10%	-17%	-26%
	Jul	Oct	Aug
Efficiency:			
Revenue Mile / Revenue Hour	13.8	14.3	14.5
Revenue Mile / Pay Time Hour	9.5	11.0	11.1
Operational Cost / Revenue Hour	$87.11	$86.75	$87.92
Operational Cost / Revenue Mile	$6.29	$6.09	$6.07
Operational Cost / Seat Mile (40 seats)	$0.16	$0.15	$0.15
Productivity:			
Boardings / Revenue Hour	32.9	32.6	33.9
Boardings / Revenue Mile	2.4	2.3	2.3
Operational Cost per Passenger	$2.65	$2.66	$2.59

Performance of the Route G is approximately at the service standard goals used by MDT for this type of service. (30 boardings per revenue hour)

Analyzing the 2003 CBOA ride-check data, during the weekdays the segments of the route from NW 17th Avenue and NW 134th Street to Abbott Avenue and 69th Street have the best productivity throughout the day, and to a lesser extent at night. The segments from Abbott Avenue and 69th Street to Convention Center Drive show a much lower productivity, generally in the range of ½ to ¼ of the higher productivity segments. Notably, the segment from Biscayne Boulevard and NE123rd Street to Abbot and 69th Street is the most productive segment of the route. Among the lowest productivity segments of the route, are those along A1A from Abbott Avenue and 69th Street to Indian Creek Drive and 41st Street, and then again from Lincoln road to Convention Center Drive.

On weekends, the productivity of the mainland parts of the route drop significantly, and the two highest productivity segments are: from Biscayne Boulevard and NE123rd Street to Abbot and 69th Street; and from Indian Creek Drive and 41st Street to Lincoln Road and Washington Avenue. On weekends, a higher level of service on the mainland must be maintained to meet the demands of the Route in the Coastal Communities.

Recommendations: Route G

Route G provides regional transit service. Its operational performance in terms of productivity and efficiency measures is acceptable for this type of service.

From the outset, there appeared that the route may have two independent functions: one in an east-west direction A1A and the Causeway to Opa Locka and Golden Glades; and the other as a north-south connection along A1A from Lincoln Road to Bal Harbour. This is not the case. Ride-check data shows that the causeway segment has the highest passenger activity overall, but also that segments of the A1A Corridor perform quite well also. Furthermore, passenger survey and origin-destination results show strong evidence that this route is well used by domestic workers to travel from homes in the northeast part of the mainland county to their job sites along Bal Harbour, Surfside, and the Miami Beach condominiums and hotels located in the 50s and 40s (streets). There is almost no travel north of Kane Concourse along the Coastal Communities (via transfer) from this route.

While the motivation of the study is to find ways to streamline service along the A1A Corridor, Route G cannot be truncated at the Kane Concourse (96th Street) and A1A. Moreover, there is no apparent location near A1A at this location to establish an adequate transfer facility that will not exacerbate problems at the congested intersection.

Still, with a coordinating recommendation from this study to implement a significant transfer facility in the North Beach District of Miami Beach, there are opportunities to truncate at this location when the station and circulators are established for North Beach and Middle Beach. This would produce sufficient operational savings to provide an additional 3 to 4 buses for use on other Coastal community routes.

- There is little room for an adequate transfer station at A1A and Kane concourse without further impacting traffic at the intersection

- An endpoint at a North Beach transfer station would provide greater utilization of the station, and greater mobility options for the passengers

- The recommended truncation coverage area is duplicated by MDT Routes L, H, S, and recommended extension of the Route T

The recommendation for Route G is to truncate it at the North Beach Transfer Station. The implementation is to be scheduled as a Phase II Recommendation, and coordinated with the implementation of the North Beach Transfer Station, the addition of resources to Routes S and T, and the implementation of the Middle Beach Local, and the North Beach Local

Route G
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	truncate at North Beach Station		
Timing	Phase II		
Coordinating Recommendations	North Beach Station, Routes S, T, North Beach Local		
Operations:			
Truncation Distance (RT miles)	10.6	10.6	10.6
Truncation Revenue Time (RT avg min)	30	30	30
Daily Operating Hours Reduced (revenue+layov)	20	12	17
Peak Buses Reduced (greater of am or pm)	1	0	1
Daily Operating Cost Savings	$3,355.65	$2,766.78	$2,756.18
Annual Cost Savings		$1,162,430	
Performance / Efficiency			
Operational Cost / Revenue Hour	$81.59	$83.22	$82.15
change (- better, + worse)	-$5.52	-$3.53	-$5.77
Boardings / Revenue Hour	25.3	25.4	26.5
change (+ better, - worse)	-7.5	-7.2	-7.3
Operational Cost per Passenger	$3.22	$3.28	$3.10
change (- better, + worse)	$0.57	$0.62	$0.50
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	684	573	560
Passengers Needing to Use Other Transit Service Without Additional Transfers	886	741	725

Coastal Communities Transit Plan

Route H

Analysis and Recommendations

Existing Service

Service Description

Route H is primarily a north-south Coastal Communities route with a dog-leg end that provides connecting service through the City of North Miami Beach to 163rd Street Mall and the condominiums north of Miami Gardens Drive NE 185th Street

The part of the Route H alignment within the Coastal Communities is 11.4 miles (from Alton Road and 2nd Street to 163rd Street and A1A). This is a little more than half of the route's total one-way length of 21.1 miles.

While in the Coastal Communities, and particularly within the City of Miami Beach, the importance of the H alignment is that it provides direct regional transit service to Washington Avenue and South Pointe, whereas the Route S provides service to Alton Road in South Beach. Unlike the S, it does not connect to downtown, but provide connections to the northern coastal communities and the City North Miami Beach. The Washington Avenue and South Pointe service provided by Route H is duplicated by the South Beach Local.
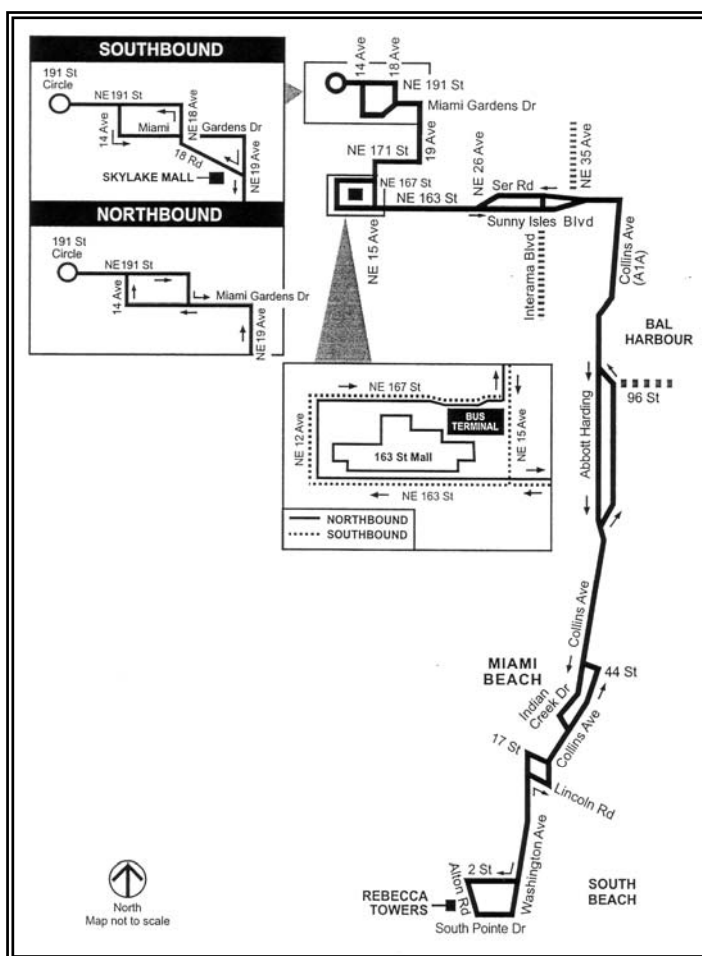
With regard to the purposes of consolidating duplication, the desire to replace the H segments along A1A from Lincoln Road to Sunny Isles Beach Boulevard is obvious; however the question of the importance of connections from Washington Avenue to the northern Coastal Communities, and to the City of North Miami Beach is key, as Route H is a relatively high ridership service in the MDT system.

Route H currently operates 7 days a week:

Weekdays:	from 5:00 am to 12:57 am	20-min intervals all day
		24-min intervals after 8pm (A1A)
		30-min intervals after 8pm(NMB)
Saturdays:	from 5:05 am to 12:41 am	20-min intervals all day
		20-min intervals after 8pm (A1A)
		40-min intervals after 8pm(NMB)
Sundays:	from 5:14 am to 12:33 am	30-min intervals all day

The round trip distance is 42.1 miles long, and the buses run at an average scheduled speed of 11.0 miles/hour. Riding one way from end to end takes approximately 2 hours.

Who Rides and Where: Travel Patterns

The Coastal Communities part of the Route H alignment from Sunny isles Beach Boulevard to Lincoln Road is not completely unique. Routes G, L cover parts of it. Routes S, and T follow the same alignment. The T does not follow the segment south of 41st Street; however, implementation of the T recommendations would have the T on the same alignment through this section as well. Route S follows the same alignment along A1A.

In the mainland part of the County, Route H covers a service area that is mixed in terms of land uses: NE 163rd Street is commercial, while the NE 19th Avenue segment is low-density residential, and the Sky Lakes area north of Miami Gardens Drive is high-density residential. Since the mainland segments served mixed land uses, there is great potential that the origin destination patterns in that part of the service area may be self-contained. This would support the possibility to truncate this service from A1A service.

Based on the passenger survey taken in 2003, weekday and Saturday passenger demographics are similar; however Sunday ridership appears to be a different group. Consistent with the demographics for the Northeast Dade parts of the service area, weekday passengers are older, with over 20% over 60 years of age. On Saturdays, a large cohort of 20 to 30 year old appears, but the senior ridership still uses the Route. On Sundays, the younger age groups are still large, but the senior ridership drops to 8%. About 5% report a disability that makes it more difficult to use a bus. Passengers on Route H are mostly transit dependent, with low household incomes averaging $15,049 for weekdays and Saturdays, but significantly higher at $22,829 on Sundays. Auto ownership is also very low, averaging only 0.7 per household of 2.7 persons.

Most riders of the Route H are regular transit users, with 74% riding transit 5 or more days per week; and 11% more riding 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 37%, with Saturday being the strongest home-to-work market at 44%. The second most important trip purpose changes by day-of-week: on weekdays, school and shopping trips are prevalent at 11% and 14% respectively. On weekends, shopping trips and recreational / visiting trips are more prevalent, averaging for both days 12% and 9% respectively.

The demographic data indicates that Route H passengers are a transit-dependent mix of low wage earners going to work, and seniors taking shopping, recreational, and social trips.

The origin destination map provides further evidence of the potential that some of the mainland trips may be self-contained with many overlapping home origin and destination zones; however, the low income work trips are potentially associated with domestic jobs or hospitality industry jobs. Notably the zone that includes Mount Sinai and Miami Heart Institute hospitals is a significant destination; however this zone is unfortunately also inclusive of the La Gorce area single-family homes. Also notable, is that the terminal side of the Miami International Airport is a significant destination for this route, via transfers to Route J.

Most passengers reach the Route H and leave to their destination by walking (83% overall). Overall, transfers are not high: 6% transfer from another Metrobus, and 3% transfer to or from Metrorail or the Metromover. The majority of transferring passengers make only 1 transfer (82% overall). When queried about their attitude toward transferring, 75% think that up to one transfer is acceptable. Three percent would not use transit if they had to transfer.

The question of whether the travel patterns within the mainland part of the Route's service area are self sufficient may be answered using the 2003 ride-check data with the passenger survey origin-destination data. The ride-check data shows that, based on passenger activity at all stops through all periods, the A1A Corridor north of Lincoln Road accounts for 49% of the Route H weekday boardings and debarkings. For Saturdays, the A1A Corridor segments account for 54% of passenger activity, and on Sunday, 50%. The Washington Avenue and South Pointe segments south of Lincoln Road make up 20% of the Route H weekday boardings and debarkings. For Saturdays, the Washington Corridor and South Pointe segments account for 19% of passenger activity, and on Sunday, 23%.
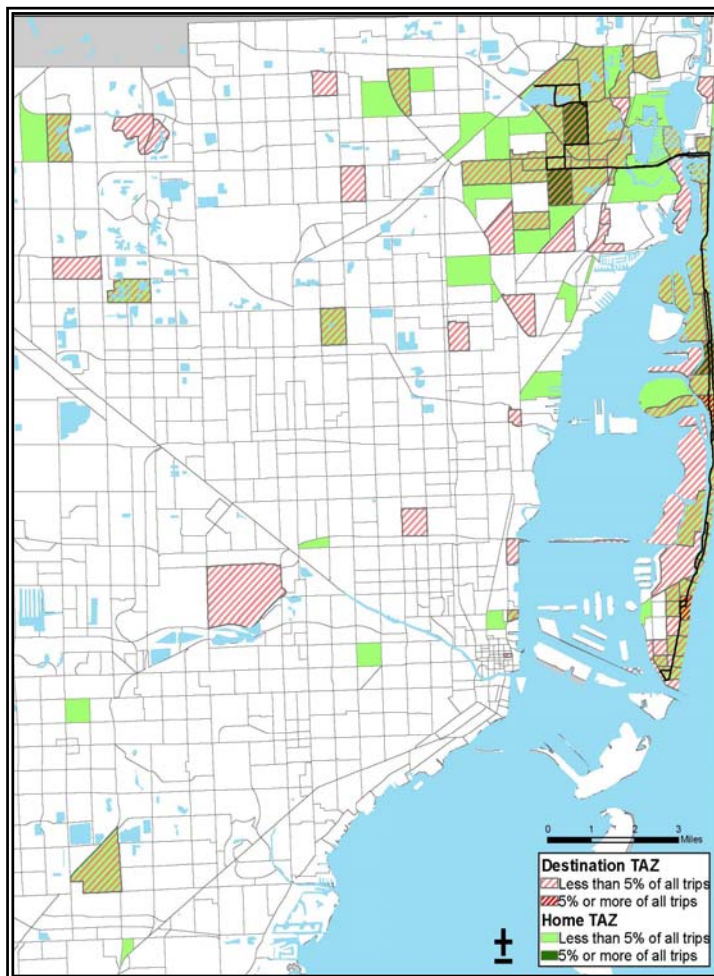
The 2003 passenger survey origin – destination data provides evidence to show travel patterns on the Route H. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that 76% of the trips are associated with an end point along the A1A Corridor. More importantly, 32% of the trips have one endpoint along the A1A Corridor, and the other in the mainland.

Route H
Passenger Travel Origin – Destination Pairs
On-board Surveys – 2003

Route H Surveys = 489 O/D Pairs = 304 _destination_ home origin	West of A1A all others	CC North of SIBB (163rd St) 584 - 593	Sunny Isles, Bal Harbour, Surside, NoBE 594 - 605	72 St to Lincloln 606 - 619	Lincoln to 5th 619 - 640	SoFi 641, 642, 643	Row Total
West of A1A	24%	1%	14%	6%	8%	2%	56%
CC North of SIBB (163rd St)		0%	1%	0%	0%	0%	1%
Sunny Isles, Bal Harbour, Surside, NoBE			5%	9%	8%	0%	22%
72 St to Lincloln				5%	8%	1%	14%
Lincoln to 5th					5%	2%	7%
South of Fifth						0%	0%
Column Total	24%	2%	20%	20%	29%	5%	100%

Returning to the concept of truncating Route H and moving A1A passengers to increased service on Route S or T, there are four possibilities: 1) truncate the route at A1A and 163d Street; 2) truncate the route at the North Beach Transfer Station; and 3) truncate the route at the recommended 23rd Street Transfer Station; and 4) leave the route alignment in tact. The table below summarizes the impact of each alternative.

Operations

Regular buses are used for Route H, and are deployed from MDT's Northeast Division at 360 NE 185th Street.

Operating the route requires 12 vehicles on weekdays and Saturdays, and 8 on Sundays. In total, 95 1-way trips are made each weekday, 60 on Saturday, and 57 on Sunday. The route incurs a direct operational cost to MDT of $4,583,369 per year.

Route H
Operational Characteristics
May 2007

	Weekday	Saturday	Sunday
Headway:			
AM Peak	20	20	20
Midday	20	20	20
PM Peak	20	20	20
8 PM and Later	24	20	30
Daily Pullouts	12	24	16
AM Peak Vehicle Requirement	12	12	8
PM Peak Vehicle Requirement	12	12	8
Total 1-Way Trips	95	60	57
Round-Trip Miles	44	44	44
Round-Trip Running Time (minutes)	240	240	240
Schedule Average Speed (mph)	11.0	11.0	11.0
Daily Revenue Miles	2,087.2	2,087.2	1,450.2
Daily Deadhead Miles	98.1	439.3	216.2
Total Daily Miles	2,185.3	2,526.5	1,666.4
Daily Revenue Hours	155:40	154:49	101:32
Daily Recovery Hours	20:23	17:9	13:50
Daily Deadhead Hours	4:51	16:47	8:58
Daily Platform Hours	180:54	188:45	124:20
Total Pay Time	197:34	194:45	128:30
Daily Direct Operating Cost	$13,184.55	$13,146.35	$8,819.79
Annual Direct Operating Cost		$4,583,369	

Performance

The table below summarizes several performance measures for the Route H.

Route H
Performance Characteristics
May 2007

	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	4,442	4,757	3,659
Peak Month Daily Boardings	+10%	+21%	+43%
	Mar	Mar	Jan
Low Month Daily Boardings	-8%	-18%	-23%
	Jul	Jan	Jun
Efficiency:			
Revenue Mile / Revenue Hour	13.4	13.5	14.3
Revenue Mile / Pay Time Hour	10.6	10.7	11.3
Operational Cost / Revenue Hour	$84.70	$84.92	$86.87
Operational Cost / Revenue Mile	$6.32	$6.30	$6.08
Operational Cost / Seat Mile	$0.16	$0.16	$0.15
Productivity:			
Boardings / Revenue Hour	28.5	30.7	36.0
Boardings / Revenue Mile	2.1	2.3	2.5
Operational Cost per Passenger	$2.97	$2.76	$2.41

Performance of the Route H is somewhat below service standard goals used by MDT for this type of service. (30 boardings per revenue hour)

Analyzing the 2003 CBOA ride-check data, during the weekdays weekends, the segments of the route from the South Beach district of Miami Beach to Surfside have the highest productivity (boardings per hour). Along this section, there is a slight reduction in productivity through the Middle Beach area, but it still remains high. The Route's segment along A1A from 96th Street to 163rd Street, and the segment along NE 163rd Street from A1A to the 163rd Street Mall run at significantly reduced productivity: generally below 30 boardings per hour. The segments north of the 163rd Street Mall that provide service to the residential areas of the City of North Miami Beach perform poorly, with productivity generally below 20 boardings per hour, and often much lower.

Recommendations: Route H

Route H provides regional transit service. Its operational performance in terms of productivity and efficiency measures is marginal for this type of service. The residential segments in the City of North Miami Beach perform poorly, while segments in South Beach perform at high levels of productivity. Truncating the route could provide operational benefits in which the level-of-service provided could be better tuned to demand.

The Route H provides transit service that is duplicated by various other Coastal Community MDT routes:

- Approximately 7% of the routes ridership is between locations in either South Pointe and South Beach from 5th Street to Lincoln Road. Comparable, duplicate service is available to these passengers via the South Beach Local without any additional transfer.

- For passengers using the route to go from one point along A1A to another point along A1A between Sunny Isles Beach Boulevard, and 5th Street, comparable and duplicate service is provided by Route S or the recommended changes to Route T. These passengers account for 37% of the route's ridership.

- Passengers that use the route to go from one location to another entirely within the North Miami Beach mainland part of the route are not affected by any recommended changes. These are 24% of the ridership.

- If the route is truncated at any point that removes its service from South Pointe, passengers using the route from north of 17th Street going to South Pointe would be impacted by one additional transfer. These passengers account for 1% of the route's ridership.

- If the route is truncated at Sunny Isles Beach Boulevard (NE 163rd Street) and A1A, passengers from the mainland to a coastal community location would need to make 1 additional transfer. These account for 30% of the route's ridership.

- If the route is truncated at the proposed North Beach Transfer Station, passengers from the mainland to a truncated coastal community location would need to make 1 additional transfer. These account for 10% of the route's ridership.

- By truncating the route, no passengers would be left without service

The recommendation for Route H is to truncate it at the North Beach Transfer Station, and monitor for possible further truncation at Sunny Isles Beach Boulevard (NE 163rd

Street). The implementation is to be scheduled as a Phase II Recommendation, and coordinated with the implementation of the North Beach Transfer Station, the addition of resources to Routes S and T, and the implementation of the Middle Beach Local, the North Beach Local, and extension of the South Beach Local.

Route H
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	truncate at North Beach Station		
Timing	Phase II		
Coordinating Recommendations	North Beach Station, Routes S, T, North & Middle Beach Locals		
Operations:			
Truncation Distance (RT miles)	12.8	12.8	12.8
Truncation Revenue Time (RT avg min)	80	70	70
Daily Operating Hours Reduced (revenue+layov	72	15	56
Peak Buses Reduced (greater of am or pm)	4	1	3
Daily Operating Cost Savings	$8,916.31	$4,986.88	$4,999.40
Annual Cost Savings		$2,842,513	
Performance / Efficiency			
Operational Cost / Revenue Hour	$147.18	$96.20	$109.05
change (- better, + worse)	$62.48	$11.29	$22.18
Boardings / Revenue Hour	137.0	50.2	93.5
change (+ better, - worse)	108.5	19.5	57.4
Operational Cost per Passenger	$1.07	$1.92	$1.17
change (- better, + worse)	-$1.89	-$0.85	-$1.24
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	394	422	325
Passengers Needing to Use Other Transit Service Without Additional Transfers	73	78	60

Coastal Communities Transit Plan

Route J
&
Proposed Airport Express

Analysis and Recommendations

Existing Service

Service Description

Route J is a long regional route with a dog-leg end that provides service between Coconut Grove, the Miami International Airport (MIA), two Metrorail stations, and Miami Beach

From the outset, and largely supported by data, Route J operates as two routes, serving two distinct transit markets that have little overlap. One part of the route may be considered the Coconut Grove to MIA route, in which the route provides service to Coconut Grove at the Douglas Metrorail Station, then serving as a primary corridor trunk line through Coral Gables to the Miami International Airport passenger terminal.
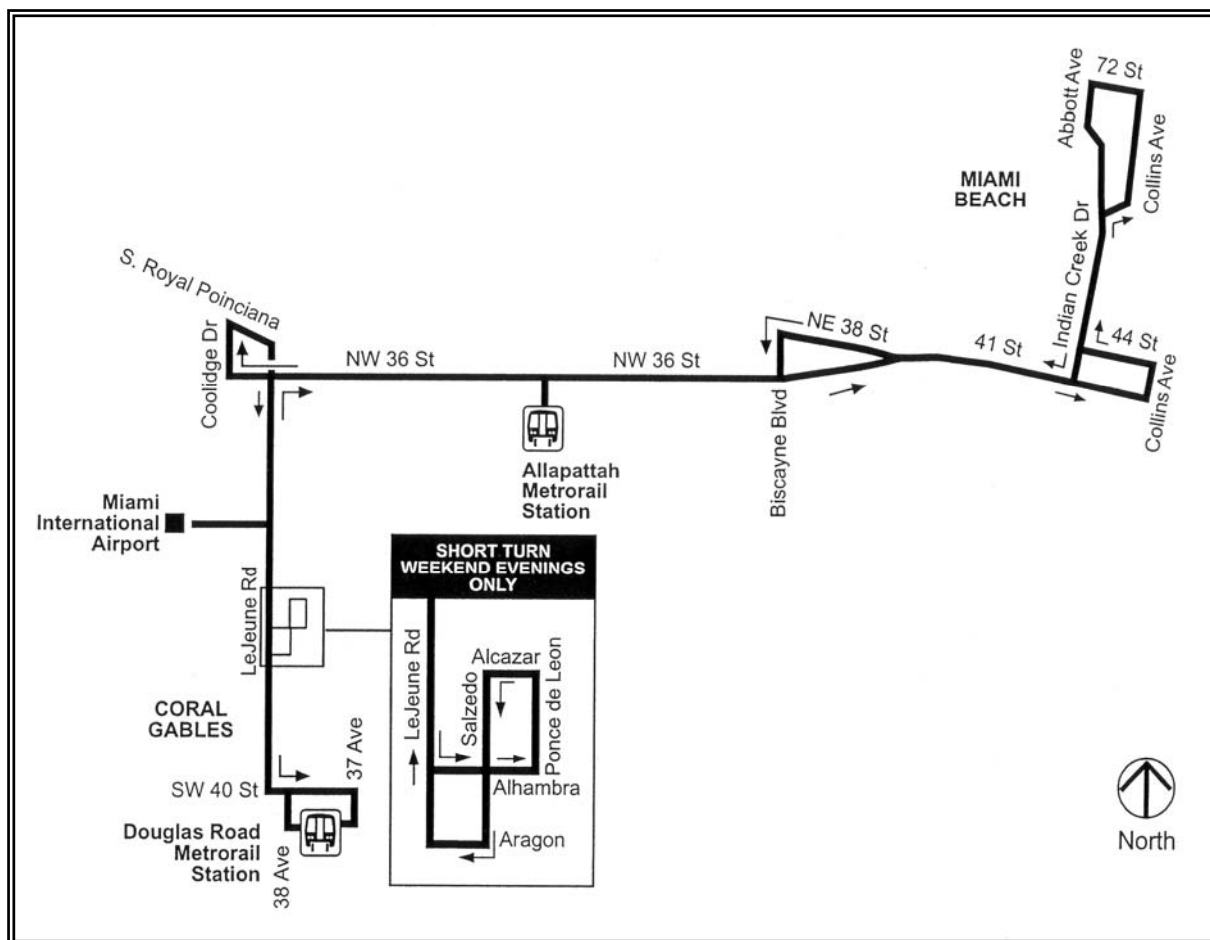
The other part of the route provides service between MIA and Miami Beach, specifically including the southeast corner of Hialeah, the neighborhoods of Allapattah, Buena Vista, and Edgewater in Miami, the Allapattah Metrorail Station, Mount Sinai Medical Center in Miami Beach, the 41st Street commercial district in Miami Beach, part of Middle Beach, and the North Beach area of Miami Beach.

Data from the 2003 CBOA surveys supports that the route does indeed operate as two routes, with few passengers from the Coconut Grove/Coral Gables side passing MIA to the Miami/Miami Beach parts of the route.

Route J currently operates 7 days a week:

Weekdays:	from 4:20 am to 12:50 am	20-min intervals in the AM peak
		30-min intervals midday
		15-min intervals in the PM peak
		40-min intervals after 8pm
Saturdays:	from 5:25 am to 1:31 am	30-min intervals all day
		60-min intervals after 8pm
Sundays:	from 4:53 am to 11:37 pm	30-min intervals all day
		60-min intervals after 8pm

The round trip distance is 41.2 miles long, and the buses run at an average scheduled speed of 10.7 miles/hour. Riding one way from end to end takes approximately 2 hours.

Airport Connection: Relationship to the Proposed Airport Express

With regard to the Coastal Communities functions, the connections between Miami, and Metrorail stations and Mount Sinai Medical Center (a major County employment center) are considered of great importance. Additionally, the function of providing a more viable connection between Miami Beach hotels and the Airport have been stated by Alliance for Reliable Transportation citizen's group and the Miami Beach Transportation and Parking Committee (advisory to the City Commission) as being of the greatest importance.

In response to this, Miami Dade Transit (MDT) has applied for a received a Service Development Grant from the Florida Department of Transportation (FDOT). Per the grant award, the service would be developed as premium service between the Miami International Airport passenger terminal and South Beach with stops at the Earlington Heights Metrorail Station and Mount Sinai Medical Center (see diagram below). The limited-stop, express service would operate daily, every ½ hour from 6 am to 10 pm. The route would be marketed toward medical employees, other commuters, and South Beach tourists.

Express Service to South Beach
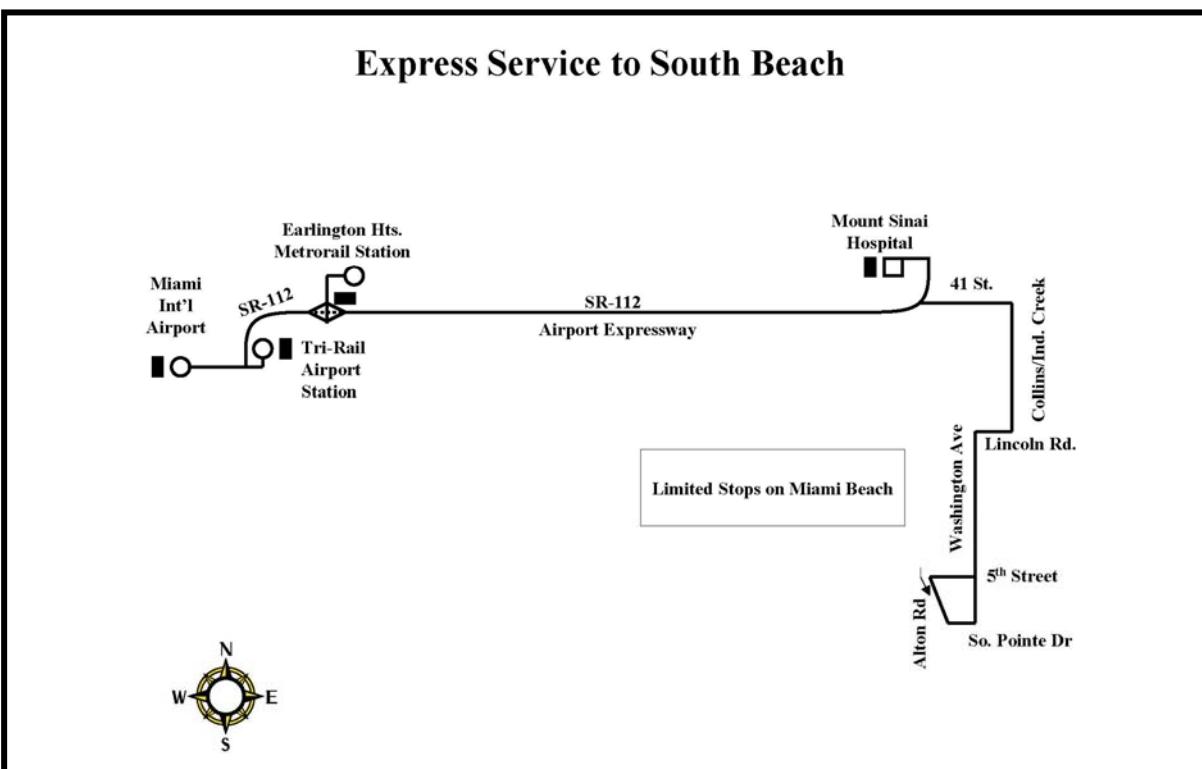
The FDOT Service Development Grant program is an 18-month, renewable operating cost grant program that provides a 50% match to local funding. MDT has estimated the budget for the project to be $1,490,000, including $1,450,000 for operations and $40,000 for marketing. Forecast fare revenues of $290,000 would offset the cost, leaving a net cost of $1,200,000. Of this amount, the FDOT will provide $600,000 (50%). The grant proposal has identified Mount Sinai Medical Center as a participant through the Corporate Metropass Program. MDT must provide $600,000 in the Fiscal Year 2007/2008 in order to receive the grant and implement the service for 12 months.

With regard to the Miami Beach markets, the Airport Express and Route J are duplicative routes, and any adjustments to the Route J, and subsequent cost savings should be directly applied to funding the $600,000 local match for the Airport Express.

Who Rides and Where: Travel Patterns

The Coastal Communities part of the Route J alignment from Alton Road and 41st Street to North Beach is not unique in its two major segments, but is unique in combination. Routes S, T cover the A1A segments, and currently Routes C, M, T, and 62 provide service along 41st Street.

Again, data survey origin – destination data, and ride-check boardings and load data shows that the route operates as two routes: one from the Douglas Road Metrorail Station to MIA, and the other from MIA to Miami Beach.
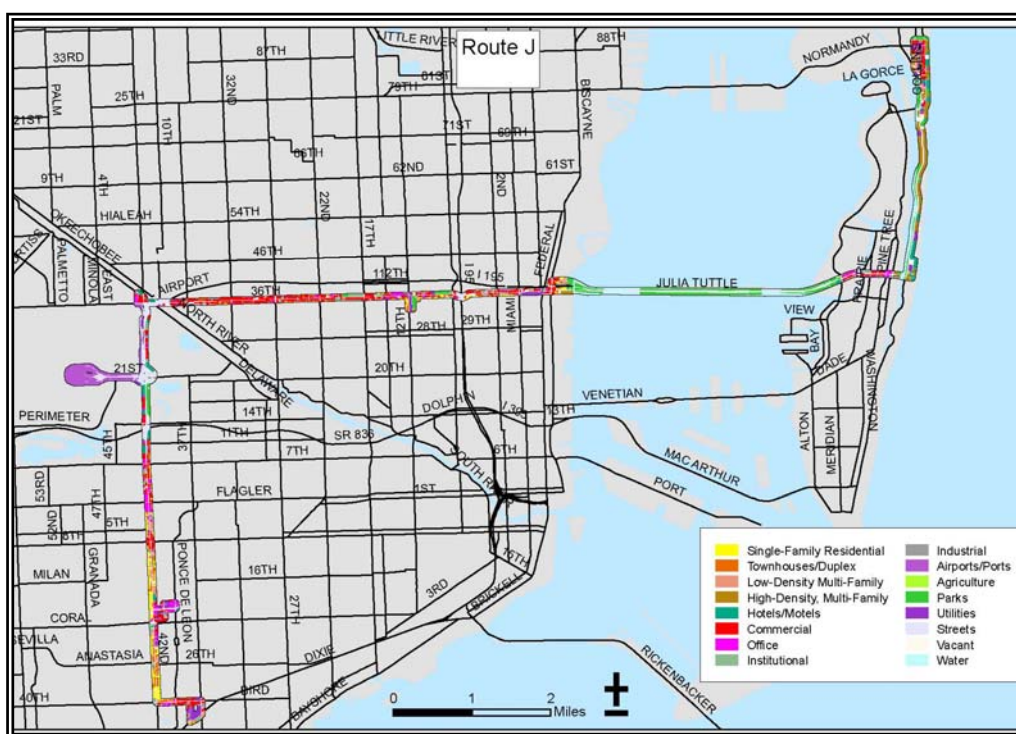
In the mainland part of the County, Route J covers a service area that includes markedly different neighborhoods. Most of the Le Jeune Road (NW/SW 42nd Avenue) segment is auto-oriented arterial commercial land use, while the Miami Beach 41st Street segment is pedestrian-oriented, community commercial. The residential areas that are within its coverage area are just as different: with the Allapattah neighborhood one of the poorer, more transit dependent areas of the County, and the Middle Beach (Miami Beach) and Coral Gables (south of Coral Way) segments characterized by some of the higher income neighborhoods in the County. In addition to this diversity, the route is punctuated by two major employers (Mt. Sinai, and MIA) and three major transportation connections (two Metrorail stations and MIA). If the route

serves journey-to-work needs, then the workers are likely split between low-income sectors of domestic help, and retail; and medical and air transport trades and professionals.

The passenger survey taken in 2003 provides some evidence to support this. Weekday, Saturday, and Sunday passenger demographics are similar. Passengers are mostly working-age adults, with more bias toward younger age cohorts on Saturdays. Nineteen percent (19%) are school-age (19 or younger). There are few seniors on this route (6% that are 65 or older). About 6% report a disability that makes it more difficult to use a bus.

Despite the potential from Mount Sinai and Airport employees, passengers on Route J are mostly transit dependent, with low household incomes averaging $19,802, and auto ownership averaging only 0.9 per household of 2.8 persons.

Most riders of the Route J are regular transit users, with 63% riding transit 5 or more days per week; and 17% more riding 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 37%, with school trips being the second most prevalent trip purpose at 12%. The origin destination map shows that the zone that includes Mount Sinai and Miami Heart Institute hospitals is a significant destination; however this zone is unfortunately also inclusive of the La Gorce area single-family homes. Also notable, is that the terminal side of the Miami International Airport is a significant destination for this route. Together with the demographic data that provides evidence that Route J passengers are low wage earners, the origin-destination map shows strong evidence that many of the route's
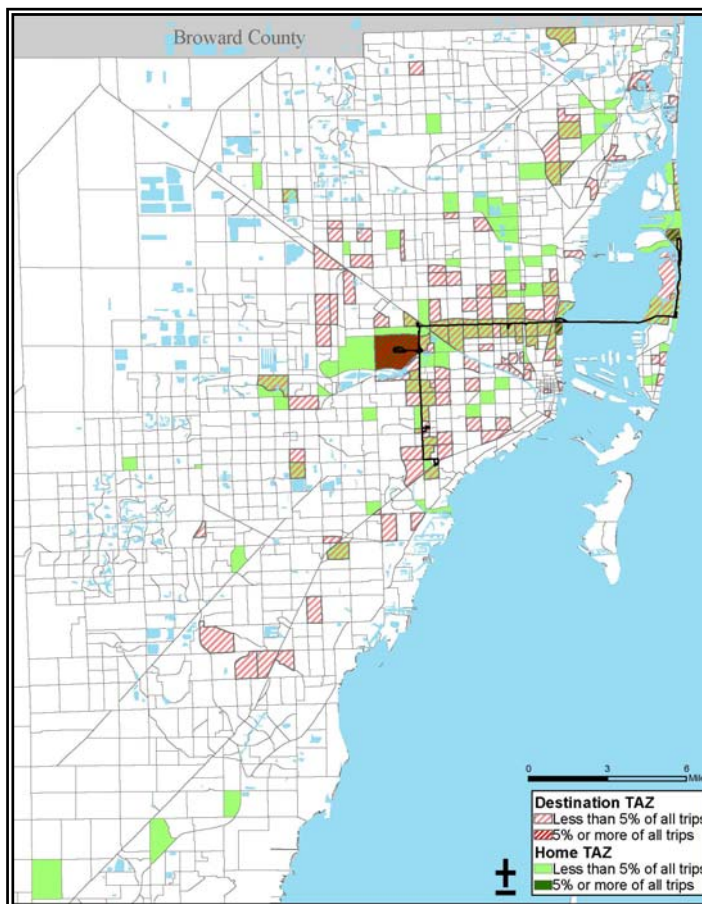
passengers are domestic, as well as low-skill employees at the Airport and Mount Sinai Medical Center. The origin – destination map also shows large dispersion among home origins and destinations, indicating that there is a relatively high transfer rate on this route.

Most passengers reach the Route J and leave to their destination by walking (60% overall). Overall, transfers are higher than with some other coastal routes: 18% transfer from another Metrobus, and 8% transfer from Metrorail. The majority of transferring passengers make only 1 transfer (41% overall). When queried about their attitude toward transferring, 71% think that up to one transfer is acceptable. One percent would not use transit if they had to transfer.

The question of whether the travel patterns are distinct to the two sides of the Airport may be answered using the 2003 ride-check data with the passenger survey origin-destination data. The ride-check data shows that, based on passenger activity at all stops averaged through all periods, that the highest passenger activity (boardings and debarkings combined) is from Coconut Grove to the Airport, with the second highest segment of passenger activity from the Allapattah Metrorail Station to Mount Sinai Medical Center. The table below summarizes these results.

Route J
Passenger Activity Summary
2003 Ride-Check Data, Weighted Average of All Time Periods

Route Segment	Passenger Activity
Douglas Road Metrorail Station to MIA	31%
MIA to Allapattah Metrorail Station	7%
Allapattah Metrorail Station to Alton Road	41%
41st Street from Alton Road to Indian Creek	7%
A1A segment from 41st Street to 72nd Street	14%
	100%

The 2003 passenger survey origin – destination data provides further evidence to show travel patterns on the Route H. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that 70% of the trips are associated with both end points along the mainland parts of the Route. More importantly: 4% go from the mainland to Mount Sinai; 1% from the mainland to 41st Street; 18% from the mainland to A1A and North Beach, and 4% from the mainland to points south of 41st Street.

Route J
Passenger Travel Origin – Destination Pairs
On-board Surveys – 2003

Route J Surveys = 448 O/D Pairs = 267	destination	MIA Terminal, MIC	MetroRail Allapattah Station	West of Alton, not Airport or MR	Mount Sinai	41st Street Meridian to PT	CMB south of 41st Street	Middle Beach no.41st Street	North Beach	Coastal Com. North of CMB	
home origin		743, 744	469	all others	612	613	616 - 643	610,611,614,615	601-609	584-600	
MIA Terminal, MIC		0%	0%	16%	0%	0%	2%	0%	2%	0%	21%
MetroRail Allapattah Station			0%	2%	1%	0%	0%	0%	0%	0%	3%
West of Alton, not Airport or MR				52%	3%	1%	1%	3%	10%	1%	72%
Mount Sinai					0%	0%	0%	0%	1%	0%	1%
41st Street, Meridian to PT						0%	0%	0%	0%	0%	0%
CMB south of 41st Street							0%	0%	0%	0%	0%
Middle Beach n.o.41st Street								0%	1%	0%	1%
North Beach									1%	0%	1%
Coastal Comm. North of CMB										0%	0%
		0%	0%	70%	4%	1%	3%	4%	16%	1%	100%

Operations

Regular buses are used for Route J, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 15 vehicles on weekdays, and 6 on Saturdays and Sundays. In total, 101 1-way trips are made each weekday, 66 on Saturday, and 59 on Sunday. The route incurs a direct operational cost to MDT of $4,037,341 per year.

Route J
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	20	30	30
Midday	30	30	30
PM Peak	15	30	30
8 PM and Later	40	60	60
Daily Pullouts	19	6	6
AM Peak Vehicle Requirement	12	6	6
PM Peak Vehicle Requirement	15	6	6
Total 1-Way Trips	101	66	59
Round-Trip Miles	41.2	41.2	41.2
Round-Trip Running Time (minutes)	230	180	180
Schedule Average Speed (mph)	10.7	13.7	13.7
Daily Revenue Miles	2,034.2	1,310.1	1,179.1
Daily Deadhead Miles	300.1	86.5	107.1
Total Daily Miles	2,334.3	1,396.6	1,286.2
Daily Revenue Hours	140:38	78:44	66:58
Daily Recovery Hours	26:22	11:26	13:12
Daily Deadhead Hours	14:45	4:1	4:48
Daily Platform Hours	181:45	94:11	84:58
Total Pay Time	188:19	96:39	87:3
Daily Direct Operating Cost	$12,773.83	$7,227.03	$6,405.98
Annual Direct Operating Cost	$4,037,341		

Performance

The table below summarizes several performance measures for the Route J.

Route J
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	4,948	2,663	3,169
Peak Month Daily Boardings	+10%	+19%	+44%
	Jan	Dec	Jan
Low Month Daily Boardings	-9%	-26%	-24%
	Aug	Feb	Jun
Efficiency:			
Revenue Mile / Revenue Hour	14.5	16.6	17.6
Revenue Mile / Pay Time Hour	10.8	13.6	13.5
Operational Cost / Revenue Hour	$90.83	$91.79	$95.66
Operational Cost / Revenue Mile	$6.28	$5.52	$5.43
Operational Cost / Seat Mile	$0.16	$0.14	$0.14
Productivity:			
Boardings / Revenue Hour	35.2	33.8	47.3
Boardings / Revenue Mile	2.4	2.0	2.7
Operational Cost per Passenger	$2.58	$2.71	$2.02

Performance of the Route J is above service standard goals used by MDT for this type of service (30 boardings per revenue hour) on the weekdays; however significantly lower on the weekend days.

As noted above, the segment from the Douglas Road Metrorail Station to the Airport, and the segment from the Allapattah Metrorail Station to Mount Sinai Medical Center perform adequately; however, the A1A segment has only $1/3$ to ½ of this activity, and the 41st Street segment and the 36th Street segment in Miami are very low.

Recommendations: Route J

It is clear from the origin-destination data with agreement from the ride-check data, that operating the J efficiently is problematic. The route has two very efficient segments that are separated by a long inefficient segment. Further, the Le Juene Avenue segment appears to have good activity throughout, and is not dependent on the Metrorail station and Airport at its ends. In contrast, the 36th Street segment appears to be very dependent on the Metrorail Station and Mount Sinai major generators for its ridership. While the Le Juene segment should be left as is, the 36th Street segment suggests that it would be better served by a limited stop service.

In Miami Beach, again, the better-performing segments (Mount Sinai and A1A) are separated by a poorly performing segment along 41st Street. Exacerbating this, 41st Street is characterized by significant congestion at peak times and during school drop-off times on weekdays (Nautilus High School, and North Miami Beach Elementary School). While a significant portion of ridership (18%) is associated with the A1A corridor north of 41st Street, there is a notable ridership (4%) that is transferring from South Beach. It is difficult to serve both efficiently due to the 41st Street segment.

Returning to the concept of truncating Route J, there are three possibilities: 1)truncate the route at Mount Sinai Medical Center where there may be more layover space and avoid traffic congestion along 41st Street; 2) truncate the route 41st/44th Street and the A1A Corridor; and 3) leave the route alignment in tact.

The proposed Airport Express appears in many of these ways to be a better matched service for the market conditions exhibited by the Route J Miami Beach to Airport segments, yet the Airport Express project is under-funded, and in danger of losing all funding if matching operating dollars are not provided in the 07/08 Fiscal Year.

- Approximately 70% of the routes ridership is between locations that are not in the Coastal Communities

- Seventy-four percent (74%) of the ridership's needs are met west of Alton Road (Mount Sinai Medical Center)

- The needs of passengers that use the route to go from and to locations within Miami Beach's 41st Street and A1A to North Beach (3%) can be

equally addressed by the proposed Middle Beach Local, without additional transfers.

- The needs of passengers that use the route to go from and to locations within Miami Beach's 41st Street and A1A to South Beach (<1%) can be better addressed by the proposed Middle Beach Local, with one less transfer.

- Passengers using the route from the mainland to Miami Beach locations east of Alton Road (23%) would need to make one additional transfer.

- By truncating the route, no passengers would be left without service

The recommendation is to truncate the Route J at the Mount Sinai Medical Center, and put all cost savings towards funding the Airport Express. This is to be implemented as part of the Phase I Recommendations to provide funding in time for the Airport Express, and needs to be coordinated with recommendations for the Middle Beach Local, and Routes C, and M.

Route J
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	truncate at 41st St and Alton Rd		
Timing	Phase I		
Coordinating Recommendations			
Operations:			
Truncation Distance (RT miles)	7.6	7.6	7.6
Truncation Revenue Time (RT avg min)	40	40	40
Daily Operating Hours Reduced (revenue+layov	45	6	28
Peak Buses Reduced (greater of am or pm)	4	0	2
Daily Operating Cost Savings	$1,012.95	$642.73	$898.21
Annual Cost Savings		$344,138	
Performance / Efficiency			
Operational Cost / Revenue Hour	$160.45	$189.57	$199.32
change (- better, + worse)	$69.62	$97.78	$103.66
Boardings / Revenue Hour	52.1	59.2	88.5
change (+ better, - worse)	16.9	25.3	41.2
Operational Cost per Passenger	$3.08	$3.20	$2.25
change (- better, + worse)	$0.50	$0.49	$0.23
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	908	489	582
Daily Passengers with One (1) Less Transfer	185	100	119
Passengers Needing to Use Other Transit Service Without Additional Transfers	222	120	142

Coastal Communities Transit Plan

Route K

Analysis and Recommendations

Existing Service

Service Description

Route K is primarily a north-south Coastal Communities route that operates the length of the Coastal Communities from the Diplomat Mall in Hallandale (Broward County) through the municipalities of Golden Beach, Sunny Isles Beach, Bal Harbour, Surfside, and Miami Beach. The route crosses the Mac Arthur Causeway and ends in downtown Miami at the Downtown Bus Terminal at Flagler Street and SE 1st Avenue.

Covering the entire A1A Corridor, Route K is a regional route; however, it service as a regional route is largely duplicated by comparable service from the Route S. In this function, the K is unique only in the alignment extends past the Lehman Causeway to Broward County, and in that the K alignment uses Washington Avenue in South Beach, instead of Alton as the S does. The segment from the Lehman Causeway to Hallandale is duplicated on weekdays by the Route V, and on all days by the Broward County Transit BCT Route 4 (see BCT map excerpt below). Both can be boarded at Aventura Mall. BCT 4 provides additional mobility along the SE Broward coastal communities of Hallandale, Hollywood, and Dania Beach
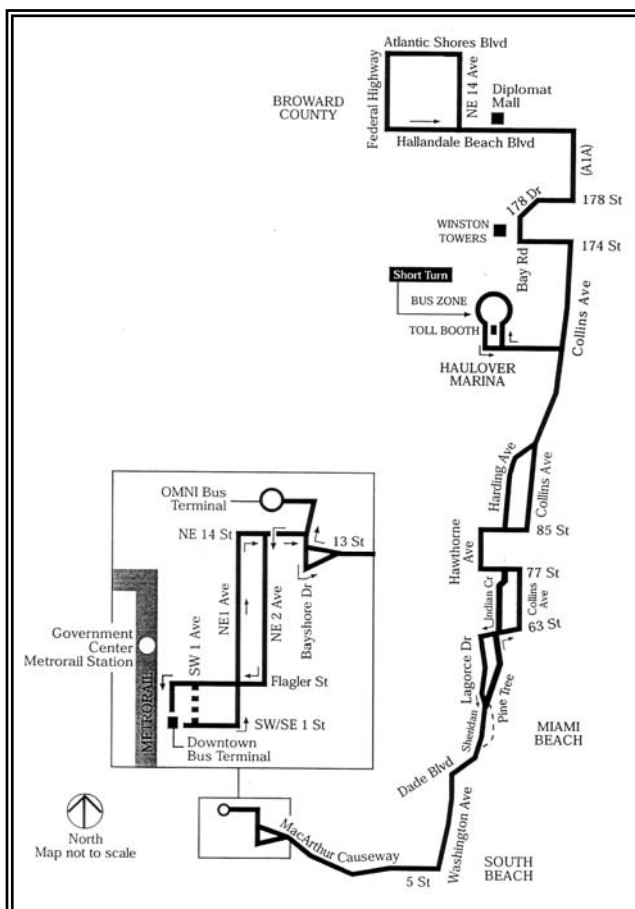
While providing a regional transit service, the Route K alignment also presses it into service as a local circulation route through various neighborhoods along the Coastal Communities. In this function, the Route provides local service to: Bay Road in Sunny Isles Beach; Winston Towers in Sunny Isles Beach; Hawthorne Avenue in Miami Beach; La Gorce Drive and Pine Tree Drive in Miami Beach, and Sheridan Avenue in Miami Beach. While providing limited utility to some passengers in the local residential streets, the Route has become extremely unpopular with many residents of these neighborhoods, as the mixing of regional functions with local service forces full-sized

buses along single-family residential street with the commensurate noise, smoke, and potential danger to pedestrians that heavy vehicles bring.

It is the finding of this study through residents' input at meetings, that the Route K, in combining both regional and local service provides neither well. In addition, both its regional and local functions are duplicative of other MDT and PTP-funded municipal transit services.

Route K currently operates 7 days a week:

From Miami CBD to Haulover Park:

Weekdays:	from 5:07 am to 11:25 pm	15-min intervals at peak periods
		20-min intervals in midday
		30-min intervals after 8pm
Saturdays:	from 5:16 am to 11:48 pm	30-min intervals all day
		30-min intervals after 8pm
Sundays:	from 5:21 am to 11:39 pm	30-min intervals all day
		30-min intervals after 8pm

From Miami CBD to the Diplomat Mall in Hallandale:

Weekdays:	from 5:07 am to 11:25 pm	30-min intervals at peak periods
		60-min intervals in midday
		50-min intervals after 8pm
Saturdays:	from 5:16 am to 11:48 pm	60-min intervals all day
		30-min intervals after 8pm
Sundays:	from 5:21 am to 11:39 pm	60-min intervals all day
		30-min intervals after 8pm

The round trip distance is 53.3 miles long, and the buses run at an average scheduled speed of 13.3 miles/hour. Riding one way from end to end takes approximately 2 hours.

Who Rides and Where: Travel Patterns

No part of the Route K alignment is completely unique. With the exception of the Golden Beach and Hallandale segments, all of the A1A and Mac Arthur Causeway Corridor is duplicated by Route S. the segment to Hallandale is duplicated y the Route V. the Washington Avenue segment is currently duplicated by the Route C, and the proposed re-alignment of the Route T. Local Service along Bay Road 178th Street, and 174th Street (Winston Towers) in Sunny Isles Beach is duplicated by the Sunny Isles Beach Shuttles, with the Orange and Green lines going to Aventura Mall. Local service along Hawthorne Avenue is currently duplicated y Route R, and will be met by the proposed North Beach Circulator. Local service along La Gorce Drive, Pine Tree Drive, and Sheridan Avenue will be met by the proposed Middle Beach Local.

Route K covers a service area that is mixed in terms of land uses. The regional service segments along A1A and Washington Avenue are generally characterized by commercial and high-density residential uses. The Sunny Isles Beach local service is along high and medium-density residential uses. The Hawthorne / Dickens segment along medium-density residential uses, and the Pine Tree / La Gorce / Sheridan segments are mostly single-family residential.

Based on the passenger survey taken in 2003, passenger demographics are relatively consistent with the demographics for the north parts of the service area: passengers are somewhat older than other coastal routes, with over 11% over 60 years of age. The largest cohort of riders is in their mid 40's. Passengers on Route K are mostly transit dependent, with low household incomes averaging $18,756. Auto ownership is also very low, averaging only 0.7 per household of 2.7 persons.

Most riders of the Route K are regular transit users, with 71% riding transit 5 or more days per week; and 13% more riding 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 40% of the trips. The second most important trip purpose is home-to-school at 10%, with home-to-shopping at third with 7% of the ridership.

The demographic data indicates that Route K passengers are likely a transit-dependent mix of low wage earners going to work, and seniors taking shopping, recreational, and social trips.

The origin destination map shows a strong pattern of home origins and destination trips ends along Coastal Community segments of the service area; however there appear to be strong patterns of transfers in the mainland of the County, specifically along the Flagler Corridor, the South Dixie Highway Corridor, and the Biscayne Boulevard Corridor.
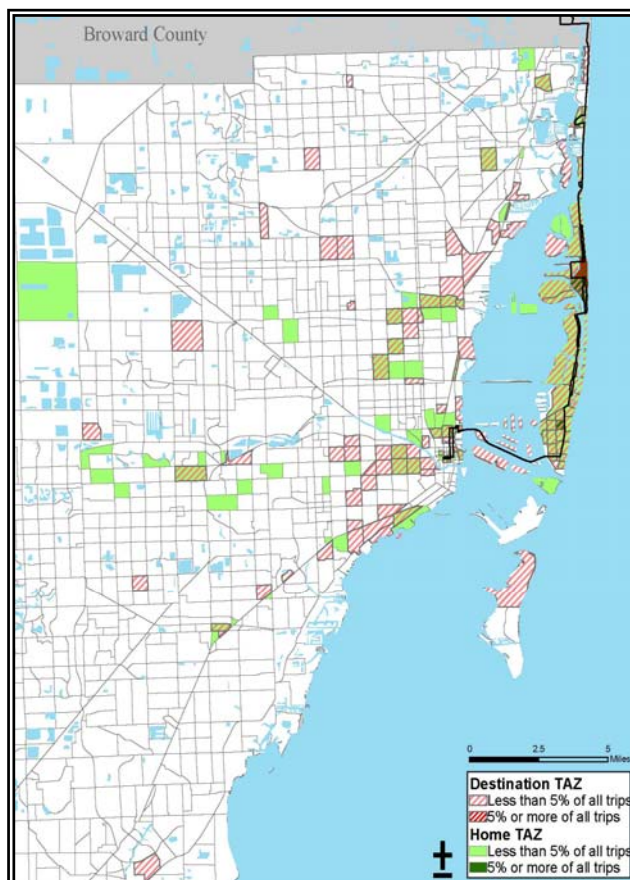
Most passengers reach the Route K and leave to their destination by walking (79% overall). Overall, transfers are not high: 9% transfer from another Metrobus, and 5% transfer to or from Metrorail or the Metromover. The majority of transferring passengers make only 1 transfer (85% overall). When queried about their attitude toward transferring, 78% think that up to one transfer is acceptable. One percent would not use transit if they had to transfer.

The 2003 passenger survey origin – destination data provides evidence to show travel patterns on the Route K. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that 67% of the trips could be made on the route S or proposed modified Route T service. A further 8% could be accommodated without transfer by a North Beach Local. One of the most troublesome segments from the standpoint of land use incompatibility, the Pine Tree / La Gorce / Sheridan segments, include 11% of the trip ends.

Route K
Passenger Travel Origin – Destination Pairs
On-board Surveys - 2003

Route K 563 Surveys, 347 O/D pairs	all others all others	Golden Bch & Broward 584, 999	Sunny Isles Beach along A1A 585-588,590-596	Sunny Isles Beach along Bay Rd 589	Haulover to to 63rd St along A1A 597-609 n605	Hawthorne Av 605	Pine Tree La Gorce Sheridan 611, 613, 617	Other Middle Beach 610,612,614,615,6	Washington Av & 5th S. South Bch 619 - 643	Miami CBD 509 - 581	Row Sum
all others	3.7%	0.3%	0.0%	0.0%	6.3%	0.9%	2.0%	3.5%	15.3%	2.6%	35%
Golden Bch & Broward		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Sunny Isles Beach along A1A			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Sunny Isles Beach along Bay Rd				0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0%
Haulover to to 63rd St along A1A					6.6%	3.2%	3.2%	2.0%	9.2%	6.1%	30%
Hawthorne Av						0.3%	1.2%	0.3%	2.0%	1.2%	5%
Pine Tree La Gorce Sheridan							0.6%	1.4%	3.2%	0.3%	5%
Other Middle Beach								0.3%	3.2%	2.0%	5%
Washington Av & 5th S. South Bch									5.5%	11.0%	16%
Miami CBD										2.6%	3%
Column Sum	4%	0%	0%	0%	13%	4%	7%	7%	39%	26%	100%

Operations

Regular buses are used for Route K, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 14 peak vehicles on weekdays, 7 on Saturdays, and 6 on Sundays. In total, 103 1-way trips are made each weekday, 64 on Saturday, and 62 on Sunday. The route incurs a direct operational cost to MDT of $4,268,072 per year.

**Route K
Operational Characteristics
May 2007**

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	15/30	30/60	30/60
Midday	20/60	30/60	30/60
PM Peak	15/30	30/60	30/60
8 PM and Later	30/50	30	30
Daily Pullouts	16	14	12
AM Peak Vehicle Requirement	12	7	6
PM Peak Vehicle Requirement	14	7	6
Total 1-Way Trips	103	64	62
Round-Trip Miles	53.3	53.4	53.3
Round-Trip Running Time (minutes)	240	240	240
Schedule Average Speed (mph)	13.3	13.3	13.3
Daily Revenue Miles	2,228.8	1,481.0	1,421.1
Daily Deadhead Miles	438.8	324.3	239.3
Total Daily Miles	2,667.6	1,805.3	1,660.4
Daily Revenue Hours	142:48	92:58	82:44
Daily Recovery Hours	19:12	10:46	8:8
Daily Deadhead Hours	16:26	11:43	9:11
Daily Platform Hours	178:26	115:27	100:3
Total Pay Time	199:52	119:18	103:36
Daily Direct Operating Cost	$13,177.44	$8,375.66	$7,654.36
Annual Direct Operating Cost	$4,268,072		

Performance

The table below summarizes several performance measures for the Route K.

Route K
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	4,562	2,930	3,367
Peak Month Daily Boardings	+9%	+24%	+31%
	Mar	Apr	Jan
Low Month Daily Boardings	-6%	-17%	-31%
	Jun	Jan	Jun
Efficiency:			
Revenue Mile / Revenue Hour	15.6	15.9	17.2
Revenue Mile / Pay Time Hour	11.2	12.4	13.7
Operational Cost / Revenue Hour	$92.28	$90.09	$92.52
Operational Cost / Revenue Mile	$5.91	$5.66	$5.39
Operational Cost / Seat Mile	$0.15	$0.14	$0.13
Productivity:			
Boardings / Revenue Hour	31.9	31.5	40.7
Boardings / Revenue Mile	2.0	2.0	2.4
Operational Cost per Passenger	$2.89	$2.86	$2.27

Performance of the Route K generally meets service standard goals used by MDT for this type of service (30 boardings per revenue hour), on weekdays, but is well below the service standard on the weekend days.

Recommendations: Route K

Route K provides both regional transit service, and local service at disparate points along its alignment. Its operational performance in terms of productivity and efficiency measures is acceptable on weekdays for this type of service, but below standards on the weekends. Route K is also the subject of land-use conflict issues, arising from the need to move regionally scaled transit heavy equipment along residential streets. Most importantly, the route does not have any unique alignment segments, with regard to existing transit services and modified services proposed by other recommendations in this Study.

The Route K provides transit service that is duplicated by various other Coastal Community MDT and municipal routes. These segments include:

- The segment from the Lehman Causeway to Hallandale makes up less than 1% of the Route's ridership. Similar, duplicative service is provided by Route V on weekends. Service on all days from Aventura to Hallandale is provided by Broward County Transit (BCT) Route 4, which also provides connection to Hollywood and Dania beaches. Without the K, these passengers would have 1 additional transfer, and an additional cost of $1.^{00} (BCT full fare) on weekends.

- For passengers using the route to go from one point along A1A to another point along A1A between North Beach and Aventura, and/or to downtown Miami, duplicative, comparable service is offered by the Routes S and T, without any additional transfer. These passengers make up 17% of the ridership.

- Passengers that use the route to go from or to a location along Hawthorne or Dickens Avenue to some other part of the route would be required to use the proposed North Beach Local, with one additional transfer. These passengers make up 4% of the ridership. Less than 1% ride from one location to another internal to the North Beach area.

- Passengers that use the route to go from or to a location along Pine Tree Drive, La Gorce Drive, or Sheridan Avenue to some other part of the route would be required to use the proposed Middle Beach Local, with one additional transfer. These passengers make up 11% of the ridership. Two-percent (2%) ride from one location to another internal to the Middle Beach area, and could use the proposed Middle Beach Local without transfer.

- For passengers using the route to go from Washington Avenue to another point along A1A between North Beach and Aventura, and/or to downtown Miami, duplicative, comparable service is offered by the Routes S and T, without any additional transfer. These passengers make up 25% of the ridership.

- For passengers using the route to go from Washington Avenue to a location along Pine Tree Drive, La Gorce Drive, or Sheridan Avenue would be required to use the extended South Beach Local to the proposed Middle Beach Local, with one additional transfer. These passengers make up 6% of the ridership. Passengers going from Washington Avenue to a local north Beach location are 2% of the ridership, and passengers using Route K to travel internal to South Beach are 6% of the ridership.

- By truncating the route, no passengers would be left without service

The recommendation for Route K is to delete the service, and use its resources toward the operation of enhanced service on Routes S and T, the North Beach Local, and the Middle Beach Local. The implementation is to be scheduled as a Phase I Recommendation, and coordinated with the implementation of the North Beach Transfer Station, the South Beach transfer Station, addition of resources to Routes S and T, the implementation of the Middle Beach Local, the North Beach Local, and extension of the South Beach Local.

Route K
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	delete route		
Timing	Phase I		
Coordinating Recommendations	Routes S, T, North Beach Local, Middle Beach Local, South Beach Local extension, North Beach & South Beach Transfer Stations		
Operations:			
Truncation Distance (RT miles)	53.3	53.4	53.3
Truncation Revenue Time (RT avg min)	240	240	240
Daily Operating Hours Reduced (revenue+layov	200	119	104
Peak Buses Reduced (greater of am or pm)	14	7	6
Daily Operating Cost Savings	$13,177.44	$8,375.66	$7,654.36
Annual Cost Savings		$4,268,072	
Performance / Efficiency			
Operational Cost / Revenue Hour	n.a.	n.a.	n.a.
change (- better, + worse)	n.a.	n.a.	n.a.
Boardings / Revenue Hour	n.a.	n.a.	n.a.
change (+ better, - worse)	n.a.	n.a.	n.a.
Operational Cost per Passenger	n.a.	n.a.	n.a.
change (- better, + worse)	n.a.	n.a.	n.a.
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	1,131	718	825
Daily Passengers Requiring One (1) Additional Transfer to BCT Route	0	8	10
Passengers Needing to Use Other Transit Service Without Additional Transfers	3,432	2,204	2,532

Coastal Communities Transit Plan

Route L

Analysis and Recommendations

Existing Service

Service Description

Route L is primarily an east-west County cross-town regional route that serves the NE/NW 79th Street Corridor from the Hialeah Metrorail Station to Miami Beach. In Miami Beach, the Route L alignment turns south to serve the A1A Corridor from 71st Street to 17th Street and the Miami Beach Convention Center. The route also provides direct connection to the Northside Metrorail Station and the Amtrak Passenger Terminal in Hialeah.
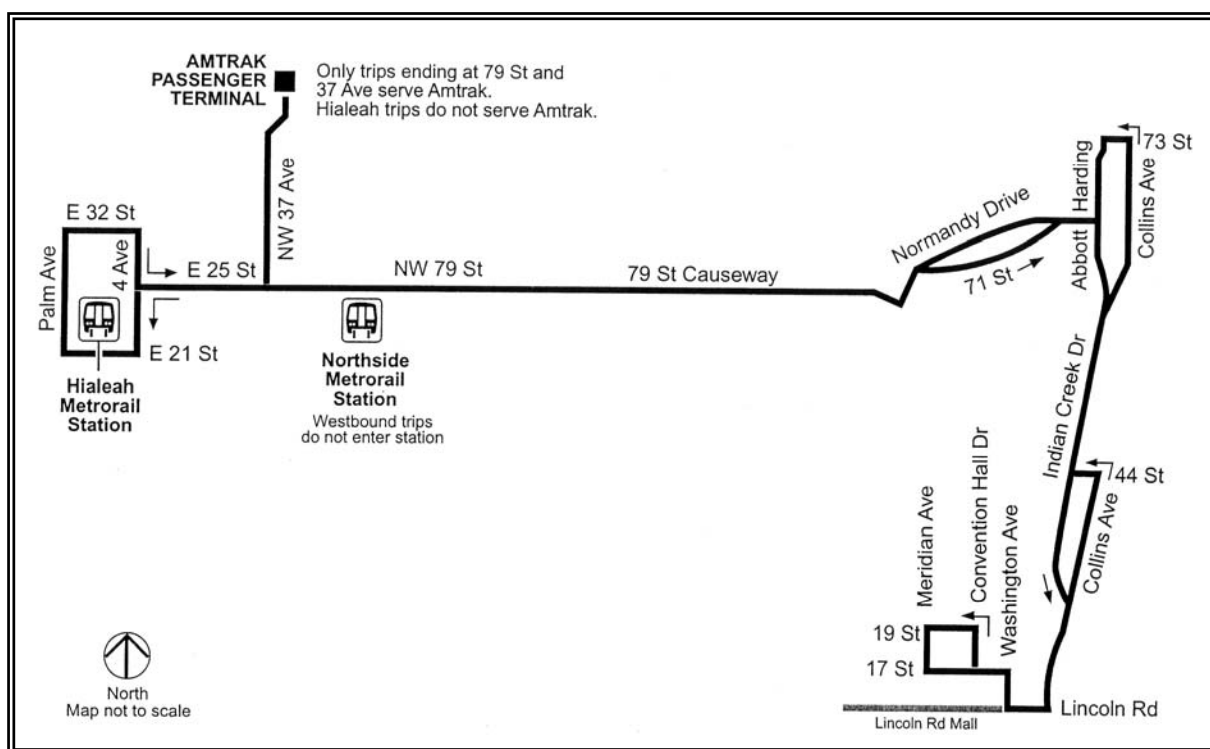
Route L is one of the top ranking routes in the County for average daily ridership, ranking 4th overall.

The part of the Route L alignment within the Coastal Communities is 9 miles, including Miami Beach, North Bay Village, and Pelican Island. The part of the Route L that runs along the A1A corridor is 5.4 miles. This is about 1/3 of the routes total length.

While in the Coastal Communities, and particularly along the A1A corridor, the service provided by the Route L is completely duplicative of the Route S, and proposed

changes to the Route T. Its importance along this segment is due entirely as a direct connection from Hialeah and Miami to Miami Beach

With regard to the purposes of consolidating duplicative service, the desire to truncate the route at the north Beach Transfer Station is obvious; however the question of the importance of connections from Hialeah and Miami that make this turn is key, as Route L is a high ridership service in the MDT system.

Route L currently operates 7 days a week, and is 24-hour route:

From the Miami Beach Convention Center to Amtrak (NW 37th Av.):
Weekdays: from 4:36 am to 5:19 am   10-min intervals in peaks
                                                12-min intervals midday
                                                20-min intervals after 8pm
Saturdays: from 4:36 am to 5:19 am   15-min intervals all day
                                                30-min intervals after 8pm
Sundays: from 4:36 am to 5:20 am   20-min intervals all day
                                                30-min intervals after 8pm

From the Miami Beach Convention Center to Hialeah Metrorail Station:
Weekdays: from 4:36 am to 5:19 am   20-min intervals in peaks
                                                24-min intervals midday
                                                80-min intervals after 8pm
Saturdays: from 4:36 am to 5:19 am   30-min intervals all day
                                                60-min intervals after 8pm
Sundays: from 4:36 am to 5:20 am   40-min intervals all day
                                                40-min intervals after 8pm

The round trip distance is 33.7 miles long, and the buses run at an average scheduled speed of 9.9 miles/hour. Riding one way from end to end takes approximately 1 hour and 40 minutes.

Who Rides and Where: Travel Patterns

The Coastal Communities part of the Route L alignment is not unique. Similar, duplicative service is provided by the Route S, and by the proposed changes to the Route T.

Along the NE/NW 79th Street Corridor, Route L covers a service area that is primarily commercial and industrial. There are some medium-density residential uses mixed in along the part service area through Hialeah from East 4th Avenue to Palm Avenue, and the parts of Miami from NW 7th Avenue to NW 22nd Avenue, and from Biscayne Boulevard (US-1) to Biscayne Bay. The North Bay Village segment is characterized by high-density and low-density residential uses fronted by community-scale commercial and office uses. The segment through Normandy Isle is characterized by low and medium density residential uses up to Rue Notre Dame, and then by community-scale commercial and office uses. The A1A segment of the alignment is generally high-density residential and hotel uses, except, south of 23rd Street which is commercial and civic uses.
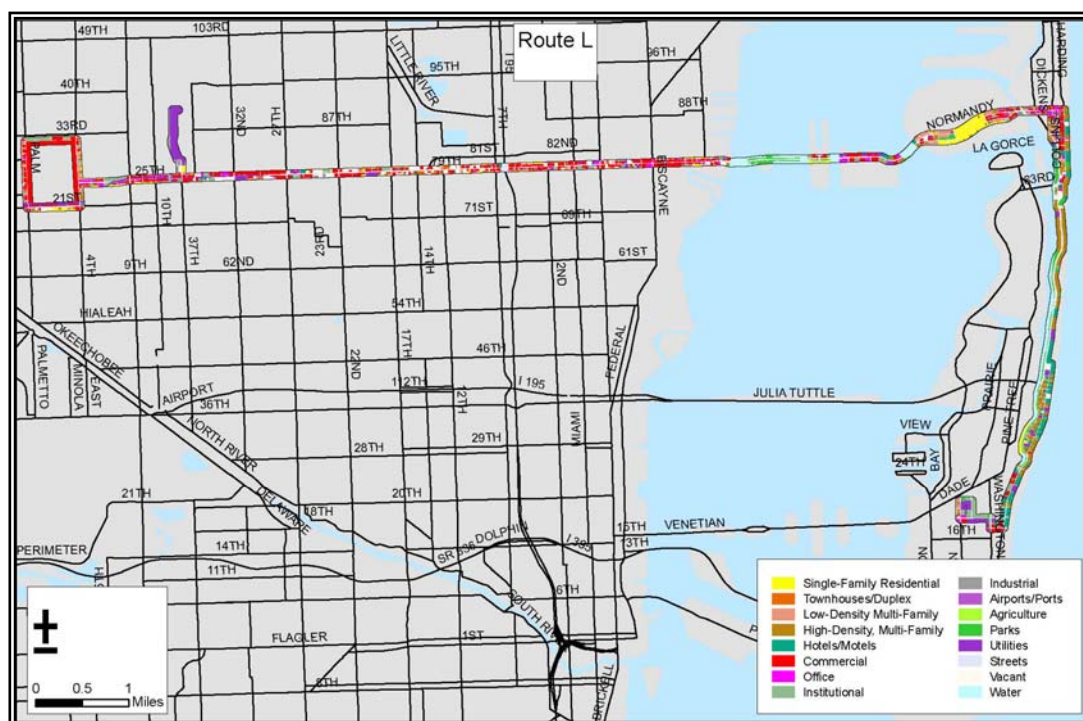
Based on the passenger survey taken in 2003, weekday and Saturday passenger demographics are consistent with the concept that this is a commuter route. Passengers are generally younger adults with only over 8% over 60 years of age. Fifteen percent (15%) of the passengers are school-age (under 19 years old). About

6% report a disability that makes it more difficult to use a bus. Passengers on Route L are mostly transit dependent, with very low household incomes averaging $14,689. Auto ownership is also very low, averaging only 0.7 per household of 2.8 persons.

Most riders of the Route L are regular transit users, with 65% riding transit 5 or more days per week; and 13% more riding 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 35%. The second most prevalent trip purpose is home to shopping and errands, accounting for 8% of the passengers, and third is home to school, averaging 6% of the trips.

The demographic data indicates that Route L passengers are a transit-dependent group of low wage earners going to work, school, and on shopping trips.

The origin destination map also shows that many of the home-origins are in the low-income areas of Miami, Hialeah, and Northeast Dade. Still, there is also a large concentration of home-origins reported in the more affluent areas of Miami Beach, and the Upper Eastside of Miami. Close to the route's service area, areas that are home origins are often destinations as well. This is due in part to the land use mix along the alignment in which residential uses are fronted by commercial uses.

Most passengers reach the Route l and leave to their destination by walking (70% overall). Overall, transfers are about average: 13% transfer from another Metrobus, and 6% transfer to or from Metrorail or the Metromover. The majority of transferring passengers make only 1 transfer (81% overall). When queried about their attitude toward transferring, 75% think that up to one transfer is acceptable. Three percent (3%) would not use transit if they had to transfer.
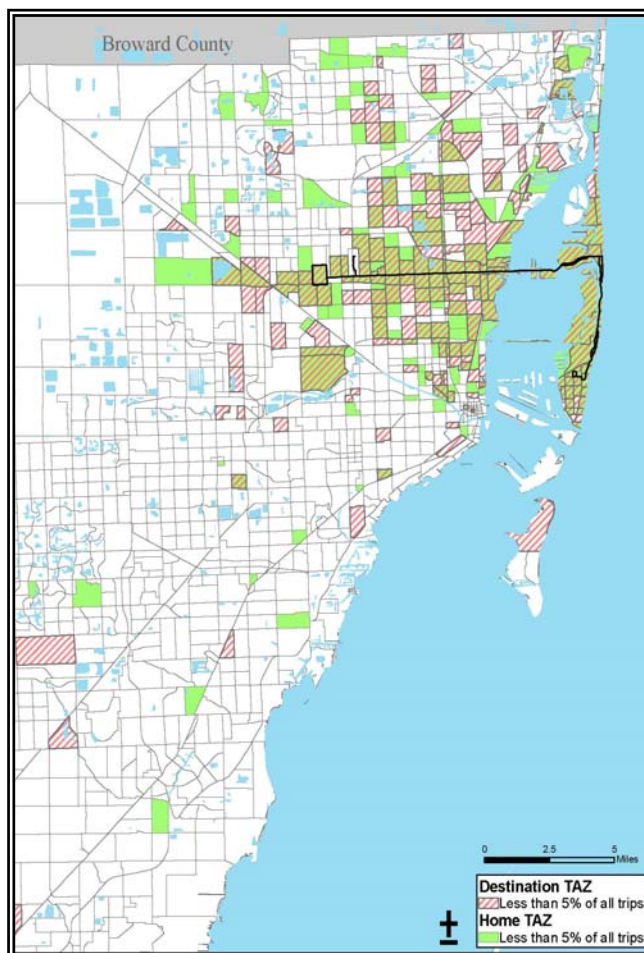
The 2003 ride-check data shows that the passenger activity on the A1A segments of the route are high during the weekday peaks, but noticeably low during the midday and evening times of the weekdays.   These segments show fairly high activity throughout the weekend days.

The 2003 passenger survey origin – destination data provides a better idea of travel patterns on the Route L. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that 58% of the route's ridership has one or both endpoints of their trip within the Coastal communities. Of this, however; 37% of the trips are associated with end points on the A1A Corridor, and among these, 19% are trips with both end points along the A1A corridor. This means that only 18% of the passenger trips make the turn on this route from the 79th / 71st Street Corridor to the A1A Corridor.

Route L
Passenger Travel Origin – Destination Pairs
On-board Surveys - 2003

Route L 1,268 Surveys, 728 O/D pairs	all others	Hialeah MetroRail Station	Northside MetroRail Station	79th Street east of Biscayne	Kennedy Causeway	Normandie Drive / 71st Street	Surfside, B H, Sunny Isles, Aventura	North Beach	Middle Beach	South Beach	
	all others	344	365	378	607	606, 608	584-602	603-605, 609	610-618	619-643	
all others	34.1%	2.2%	1.8%	3.2%	1.5%	3.7%	10.7%	0.0%	6.3%	7.6%	71%
Hialeah MertoRail Station		0.0%	0.0%	0.3%	0.0%	0.1%	0.5%	0.0%	0.7%	0.7%	2%
Northside MertoRail Station			0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0%
79th Street east of Biscayne				0.3%	0.1%	0.4%	1.0%	0.0%	0.3%	1.0%	3%
Kennedy Causeway					0.1%	0.7%	0.8%	0.0%	0.3%	1.4%	3%
Normandie Drive / 71st Street						0.5%	0.8%	0.0%	1.2%	3.2%	6%
Surfside, B H, Sunny Isles, Aventura							1.6%	0.0%	1.8%	4.9%	8%
North Beach								0.0%	0.0%	0.0%	0%
Middle Beach									1.1%	3.3%	4%
South Beach										1.4%	1%
Column Sum	34%	2%	2%	4%	2%	5%	16%	0%	12%	23%	100%

Operations

Regular buses are used for Route L, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 19 vehicles on weekdays, 12 on Saturdays, and 9 on Sundays. In total, 198 1-way trips are made each weekday, 150 on Saturday, and 116 on Sunday. The route incurs a direct operational cost to MDT of $6,435,646 per year.

Route L
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	10/20	15/30	20/40
Midday	12/24	15/30	20/40
PM Peak	10/20	15/30	20/40
8 PM and Later	20/80	30/60	30/40
Daily Pullouts	25	17	12
AM Peak Vehicle Requirement	19	12	9
PM Peak Vehicle Requirement	19	12	9
Total 1-Way Trips	198	150	116
Round-Trip Miles	33.7	33.7	33.7
Round-Trip Running Time (minutes)	204	195	200
Schedule Average Speed (mph)	9.9	10.4	10.1
Daily Revenue Miles	3,001.2	2,207.8	1,700.1
Daily Deadhead Miles	307.4	200.6	160.2
Total Daily Miles	3,308.6	2,408.4	1,860.3
Daily Revenue Hours	239:9	165:53	117:46
Daily Recovery Hours	43:9	27:52	27:28
Daily Deadhead Hours	14:45	9:38	7:22
Daily Platform Hours	297:3	203:23	152:36
Total Pay Time	334:13	227:11	167:58
Daily Direct Operating Cost	$19,869.53	$13,912.73	$10,234.49
Annual Direct Operating Cost		$6,435,646	

Performance

The table below summarizes several performance measures for the Route L.

Route L
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	10,450	8,628	7,027
Peak Month Daily Boardings	+9%	+16%	+32%
	Mar	Apr	Jan
Low Month Daily Boardings	-8%	-21%	-25%
	Aug	Jan	Jun
Efficiency:			
Revenue Mile / Revenue Hour	12.5	13.3	14.4
Revenue Mile / Pay Time Hour	9.0	9.7	10.1
Operational Cost / Revenue Hour	$83.08	$83.87	$86.90
Operational Cost / Revenue Mile	$6.62	$6.30	$6.02
Operational Cost / Seat Mile	$0.17	$0.16	$0.15
Productivity:			
Boardings / Revenue Hour	43.7	52.0	59.7
Boardings / Revenue Mile	3.5	3.9	4.1
Operational Cost per Passenger	$1.90	$1.61	$1.46

Performance of the Route L is well above service standard goals used by MDT for this type of service. (30 boardings per revenue hour), except on Sundays, when its performance in this regard is marginally low.

By most performance measures, this route performs very efficiently, with high productivity, and low cost per passenger trip. With the exception of off-peak periods on weekdays, all of the alignment segments generally perform equally well, with the lowest passenger activity and loads occurring at the end points. This is pattern typical of many transit routes, and does not signal any specific problems.

Recommendations: Route L

Route L provides regional, east-west transit service from Hialeah to Miami Beach. Its operational performance in terms of productivity and efficiency measures is very good for this type of service. Truncating the route could provide operational benefits; however, such changes must be carefully considered since this Route has such high ridership.

Returning to the concept of truncating Route L and moving A1A passengers to increased service on Route S or T, there are three possibilities: 1) truncate the route at the North Beach Transfer Station; 2) truncate the route at the recommended 23rd Street Transfer Station; and 4) leave the route alignment in tact.

- Without any changes, 19% of the Route L passengers go from on point to another long A1A. Of its 9,701 average daily riders, 1,879 can use the S or proposed T as alternate transit with no inconvenience or other impact.

- Approximately 1,972 (20%) of its 9,701 average daily passengers use Route L for a trip from or to a location on Pelican Island, North Bay Village, or Normandy Isle in Miami Beach. The trips made by these passengers would be unaffected by any truncation of the route.

- If Route L were to be truncated at the North Beach Transfer Station, 18% of the route's ridership (1,786 trips) would need to make a transfer from the L to the Route S or T to finish their trip along A1A. While in terms of percentage of the ridership that is affected, this is at the limit of acceptable impacts, when defined in terms of actual trips, the impacts re unacceptable, and would overload any planned facilities at the North Beach Transfer Station

- If the route runs to the Civic Center as it does now, it makes sense to truncate it at the proposed South Beach Transfer Station near 23rd Street. This would facilitate transfer to the South Beach Local for improved mobility to points throughout South Beach. The impact would be minimal, affecting only 3% of the ridership, equating to 296 average daily riders that would need to either add 1 transfer or walk approximately 4 more blocks. This I based on the number of the Route's trips ends that start or end in the four transportation analysis zones around the Convention Center (TAZ 620, 621, 625, 626).

The recommendation for Route L is to truncate it at the South Beach Transfer Station, and monitor for possible further truncation at the North Beach Transfer Station. The implementation is to be scheduled as a Phase II Recommendation, and coordinated with the implementation of the South Beach Transfer Station, the addition of resources to Routes S and T, and the implementation of the extension of the South Beach Local.

Route L
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	truncate at South Beach Station		
Timing	Phase II		
Coordinating Recommendations	South Beach Local extension, South Beach Transfer Station		
Operations:			
Truncation Distance (RT miles)	1.2	1.2	1.2
Truncation Revenue Time (RT avg min)	8	8	8
Daily Operating Hours Reduced (revenue+layov	18	1	15
Peak Buses Reduced (greater of am or pm)	1	0	0
Daily Operating Cost Savings	$213.57	$90.16	$87.56
Annual Cost Savings		$64,859	
Performance / Efficiency			
Operational Cost / Revenue Hour	$92.39	$94.75	$99.19
change (- better, + worse)	$9.31	$10.88	$12.28
Boardings / Revenue Hour	47.6	57.3	66.6
change (+ better, - worse)	3.9	5.3	6.9
Operational Cost per Passenger	$1.94	$1.65	$1.49
change (- better, + worse)	$0.04	$0.04	$0.03
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Daily Passengers Requiring One (1) Additional Transfer	319	263	214
Passengers Needing to Use Other Transit Service Without Additional Transfers	0	0	0

Coastal Communities Transit Plan

Route M

Analysis and Recommendations

Existing Services

Service Description

Route M is a sub-regional MDT route that provides service along Alton Road, Collins Avenue, and 41st Street in Miami Beach from Mount Sinai Medical Center to the Omni Bus Terminal, Miami Civic Center, Jackson Memorial Medical Center, and NW River Drive in Miami. Along its route, Route M includes major stops at: the Miami Heart Institute, Mount Sinai Medical Center, the 41st Street commercial district, the east commercial district on Lincoln Road, the Miami Beach Convention Center, Alton Road, the Performing Arts Center in Miami, the International University of Art and Design in Miami, the Miami Downtown Metro Mover at the Omni Bus Terminal, the Civic Center Metrorail Station, the County Courts at the Civic Center, and Jackson Memorial Medical Center.
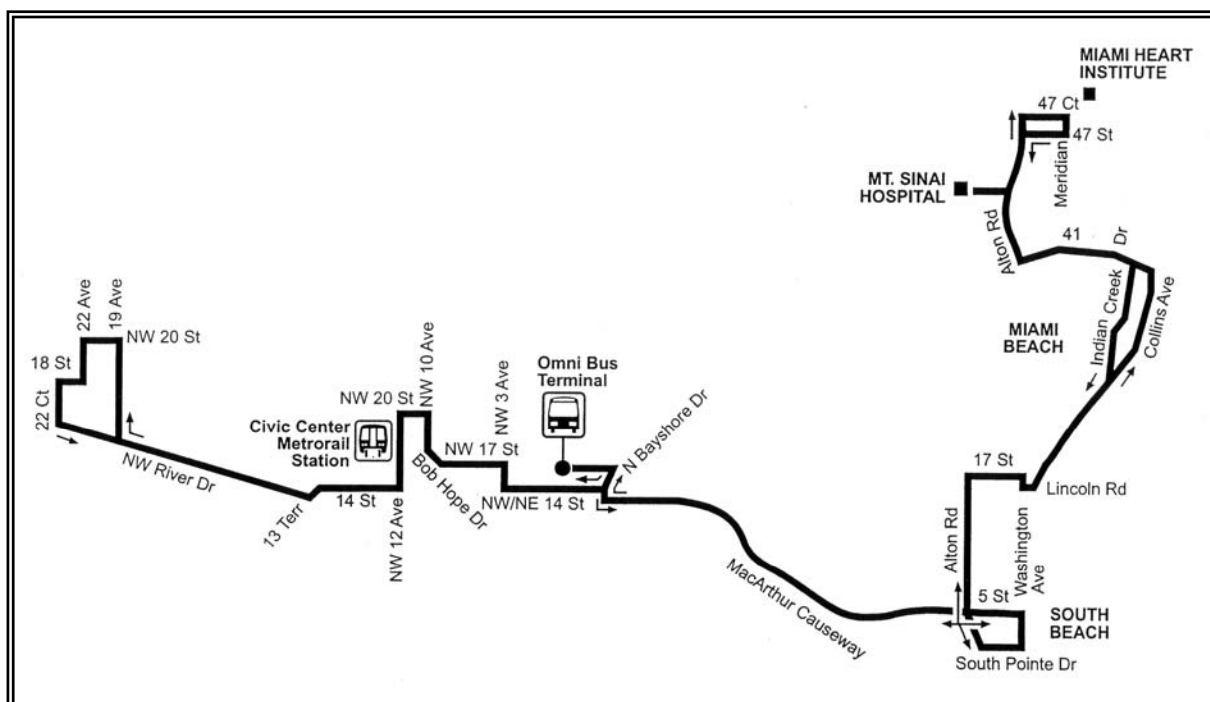
Within Miami Beach, Route M is very duplicative in its alignment and major stops to the Route C. Both serve Mount Sinai Medical Center, 41st Street, Collins Avenue and Indian Creek in Middle Beach, and South Beach. The differences are that Route M: extends north to serve the Miami Heart Institute; provides service in south Beach along Alton Road instead of Washington Avenue; and serves South Pointe.

In Miami, while Route C stops at the Omni Metro Mover Station and then finishes at the Miami Downtown Bu Terminal, the Route M extends past the Omni to go to the civic Center, Jackson Memorial Medical Center, and the Civic Center Metrorail Stop. Both routes provide service to the Metro Mover, and Metrorail.

Route M currently operates 7 days a week:

Weekdays:	from to 5:43 am to 11:31 pm	30-min intervals in peaks
		40-min intervals midday
		30-minutes in the evening
Saturdays:	from to 5:33 am to 11:28 pm	60-min intervals all day
		60-minutes in the evening
Sundays:	from to5:40 am to 7:08 pm	60-min intervals all day
		no evening service

The round trip distance is 31.6 miles long, and the buses run at an average scheduled speed of 9.5 miles/hour. Riding from end to end takes approximately 1 hour and 40 minutes.

Who Rides and Where: Travel Patterns

The alignment of Route M is not unique. Routes C, J and R also provide direct service to Mount Sinai Medical Center, and Route R also provides service to the Miami Heart Institute. Routes C, J, T, and 62 also provide service along the 41st Street commercial district. The Collins Avenue segment is duplicated by numerous MDT routes, including the H, G, L, M, and S. The Alton Road segment is also duplicated by Route S and the South Beach Local. The Mac Arthur Causeway crossing and downtown service is also duplicated by Routes C, K, and S.

The route is primarily designed as a service to connect employees and outpatients to Mount Sinai Medical Center, the Miami Heart Institute, Jackson Memorial Hospital, and the Civic Center from home destinations in Middle Beach and South Beach, as well as home destinations accessed by transfers from other Metrobus routes, Metro Mover, and Metrorail.
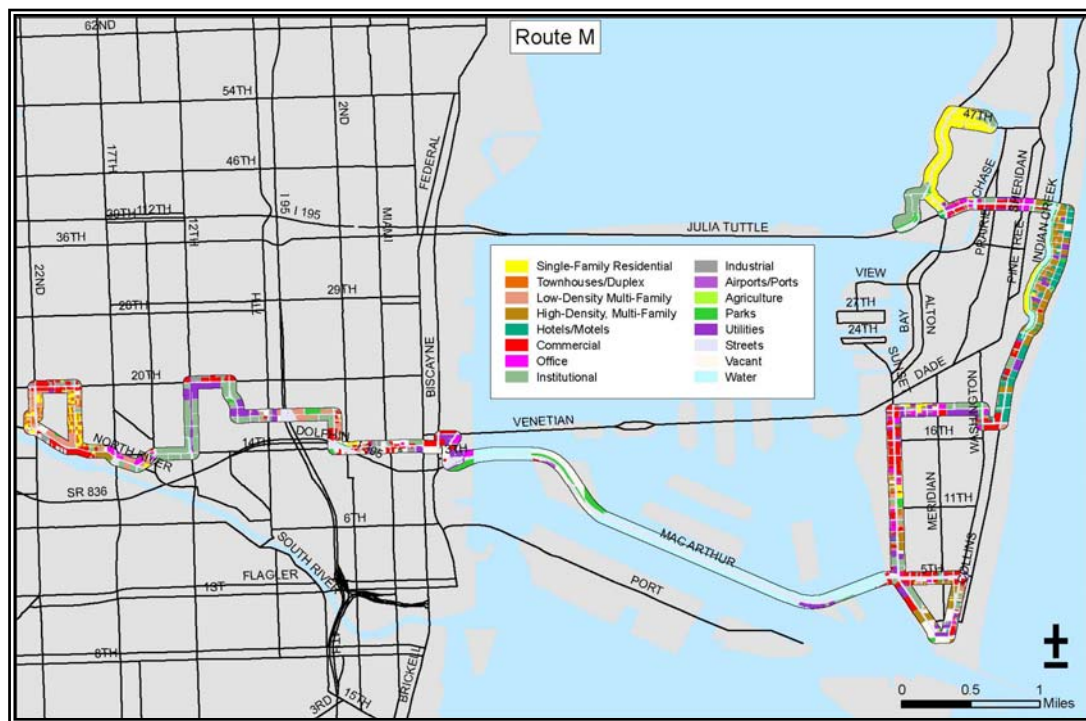
Route M passes through a great variety of land uses, from single-family residential north of 41st Street in Miami Beach, to high-density residential and hotel along the A1A Corridor in Middle Beach, and commercial, civic, and school uses along 41st Street, 17th Street, and Alton road. In Miami, the diversity of land uses is similar: from civic uses near the Omni Metro Mover Station, to commercial and industrial uses

along NE/NW 14th Street, to civic and institutional uses in the Civic Center area, and again to a mix of commercial, medium-density residential, and industrial uses along the Miami River.

The passenger survey taken in 2003 provides evidence to support this. In terms of demographics, Saturday ridership is significantly different than Weekdays and Sundays. Weekday and Sunday passengers are a mix of working-age adults, with 11% to 15% school age children, and 12% to 8% passengers over age 60. The Saturday ridership has aver large age cohort between 30 and 40 years old, only 2% school-age children, and less than 1% that are over 60 years old.

Weekday and Sunday passengers on Route M are transit dependants, with low household incomes averaging $17,547, and auto ownership of 0.6 vehicles per household of 2.4 persons. Saturday riders are not as clearly transit dependent: passenger household income averages $26,240; and auto ownership averages 0.4 vehicles per average household of 1.7 persons.

Most riders of the Route M are regular transit users, with 58% riding transit 5 or more days per week; however, another 12% ride 3 or 4 days per week indicating possible ridership by part-time employees or students. As expected, trip purposes are well distributed between home-based work trips at 25%, and home-based medical trips at 20%. The third most prevalent trip purpose is home-based shopping at 7% of the route trips.

Most passengers reach the Route M and leave to their destination by walking (76% overall). Considering the access that this route provides to Metrorail and Metromover, transfers are lower than expected: 9% transfer from another Metrobus, 2% transfer from Metromover, and 2% transfer from Metrorail. The majority of transferring passengers make only 1 transfer (84% overall). When queried about their attitude toward transferring, 81% think that up to one transfer
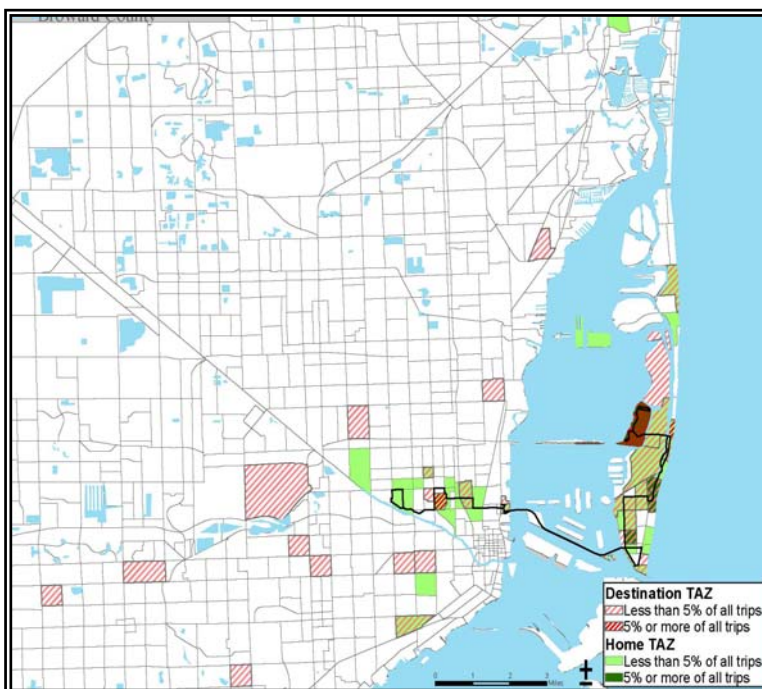
is acceptable. Two percent (2%) would not use transit if they had to transfer.

The home-origins of the Route M passengers are strongly clustered near the route's service area; however the destinations show a little more dispersion away from the service area: with Miami International Airport passenger terminal and locations along Flagler Street being notable.

The origin-destination pairs analysis shown in the table does show some strong patterns. The most significant of the origin - destination pairs are: 1) from South Beach to Mount Sinai Medical Center and Miami Heart Institute (17%); 2) trips internal to South Beach (11%) (duplicate service is provided by the South Beach Local) 3) from South Beach to Dade County locations other than the Omni area or Civic Center (10%); ad 4) from South Beach to North Beach, Surfside, and Sunny Isles Beach, and Aventura (10%) (via a transfer – notably duplicate service without transfer is provided by Route S for these trips).

Route M
Passenger Travel Origin – Destination Pairs
On-Board Surveys - 2003

Route M 256 Surveys, 59 O/D pairs	all others	Civic Center & MetroRail	Omni / PAC Areaa	MacArthur Causeway	South Pointe	South Beach	Middle Beach to 41st Stret	41st Street, Meridian to PineTree	Mt Sinai & Miami Heart	North Bch, Surfside, B H, Sunny Ises, Aventura 584 - 615,	
	all others	470-488	506 - 512, n 510	510, 633, 634	635, 639-643	619 - 638, n635	616 - 618	613	612		
all others	3.4%	5.1%	0.0%	1.7%	0.0%	10.2%	1.7%	1.7%	0.0%	0.0%	24%
Civic Center & MetroRail		1.7%	1.7%	0.0%	0.0%	5.1%	1.7%	0.0%	1.7%	5.1%	17%
Omni/PAC Area			1.7%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3%
MacArthur Causeway				0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	2%
South Pointe					1.7%	0.0%	0.0%	0.0%	1.7%	0.0%	3%
South Beach						11.9%	3.4%	3.4%	16.9%	10.2%	46%
Middle Beach to 41st Street							0.0%	1.7%	1.7%	0.0%	3%
41st Street, Meridian to Pine Tree								0.0%	0.0%	0.0%	0%
Mt. Sinai & Miami Heart									1.7%	0.0%	2%
North Bch, Surfside, B H, Sunny Ises, Aventura										0.0%	0%
Column Sum	3%	7%	3%	3%	2%	27%	7%	7%	25%	15%	100%

Operations

Small buses are used for Route M, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 6 vehicles in peak periods on weekdays, 3 on the weekends. In total, 56 1-way trips are made each weekday, 36 on Saturday, and 26 on Sunday. The route incurs a direct operational cost to MDT of $1,857,635 per year.

Route M
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	30	60	60
Midday	40	60	60
PM Peak	30	60	60
8 PM and Later	30	60	
Daily Pullouts	7	6	6
AM Peak Vehicle Requirement	6	3	3
PM Peak Vehicle Requirement	6	3	3
Total 1-Way Trips	56	36	26
Round-Trip Miles	31.6	31.6	31.6
Round-Trip Running Time (minutes)	200	180	180
Schedule Average Speed (mph)	9.5	10.5	10.5
Daily Revenue Miles	875.5	560.8	409.5
Daily Deadhead Miles	62.9	74.8	49.3
Total Daily Miles	938.4	635.6	458.8
Daily Revenue Hours	70:24	43:14	30:22
Daily Recovery Hours	12:35	7:49	5:39
Daily Deadhead Hours	4:13	4:10	3:27
Daily Platform Hours	87:12	55:13	39:28
Total Pay Time	96:46	56:43	41:36
Daily Direct Operating Cost	$5,883.29	$3,577.14	$2,661.39
Annual Direct Operating Cost		$1,857,635	

Performance

The table below summarizes several performance measures for the Route M.

Route M
Operational Performance
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	1,895	874	730
Peak Month Daily Boardings	+9%	+40%	+46%
	Mar	Feb	Jan
Low Month Daily Boardings	-7%	-22%	-33%
	Jul	Aug	Jun
Efficiency:			
Revenue Mile / Revenue Hour	12.4	13.0	13.5
Revenue Mile / Pay Time Hour	9.0	9.9	9.8
Operational Cost / Revenue Hour	$83.57	$82.74	$87.64
Operational Cost / Revenue Mile	$6.72	$6.38	$6.50
Operational Cost / Seat Mile (30 seats)	$0.22	$0.21	$0.02
Productivity:			
Boardings / Revenue Hour	26.9	20.2	24.0
Boardings / Revenue Mile	2.2	1.6	1.8
Operational Cost per Passenger	$3.10	$4.09	$3.65

Performance of the Route M is a little below service standard goals used by MDT for this type of service (30 boardings per revenue hour) on the weekdays, and far below the service standard on Saturdays and Sundays. Given that the route connects two of the County's major employers: Mount Sinai Medical Center, and the Civic Center / Jackson Memorial Hospital; and provides access to Metromover and Metrorail stations, this route should not have a productivity problem.

Analyzing the 2003 CBOA ride-check data, during all times of day and in both directions, most of the utilization of the route occurs south on the segments from Civic Center to the Omni Metromover Station, Alton Road, 17th Street, and the A1A Corridor. The aggregate segment passenger activity data is summarized in the table below.

Route M
Passenger Activity Summary
2003 Ride-Check Data, Weighted Average of All Time Periods

Route Segment	Passenger Activity
NW River Drive to Civic Center / Jackson	11%
Civic Center / Jackson to Omni / PAC	28%
Mac Arthur Causeway	10%
South Pointe, Miami Beach	8%
Alton Road and 17th Street, Miami Beach	25%
A1A Corridor, Miami Beach	18%
41st Street, Miami Beach	9%
Mt. Sinai Medical Center & Miami Heart Institute	7%
	100%

Recommendations: Routes M, C, and the New Route MC

The recommendation for Route M is complimentary with Route C, and this recommendation is also found in the Route C analysis.

Both the route C and Route M have been found to be very duplicative and complimentary routes, with the primary differences in Miami Beach being: 1) extension of Route M to Miami Heart Institute, where Route C stops at Mount Sinai Medical Center; 2) the use of an alignment on Alton Road (Route M) versus Washington Avenue (Route C) in South Beach; and 3) coverage of South Pointe as a service area by Route M, whereas Route C does not.

In keeping with the motivation to streamline service, and because of the complimentary and duplicative relationship of Route M and C, both routes should be combined and restructured.

The recommendation for Route M is to combine it with the Route C. The new route, referred to as the Route MC is essentially the Route M, with a change of its Alton Road and 17th Street alignment to the Washington Avenue alignment of the Route C. The new alignment is as shown in the diagram below,

The reason for using the Washington Avenue alignment instead of the Alton Road alignment is simply current utilization based on origin-destination trip patterns. Between the Routes C and M, more passengers use the Washington Avenue alignment, and it is used more consistently.   The table below illustrated the comparative use of the two alignments. Detailed origin-destination data can be found in the origin-destination table for the route.

Comparison of Route C and M
Washington Avenue Versus Alton Road Trip Ends

	Route C Washington Avenue			Route M Alton Road / 17th Street		
	Route Daily Ridership	Corridor Percent Trip Ends	Corridor Daily Trip Ends	Route Daily Ridership	Corridor Percent Trip Ends	Corridor Daily Trip Ends
Weekdays	3,618	50%	1,809	1,895	61%	1,156
Saturday	4,224	50%	2,112	874	61%	533
Sunday	3,422	50%	1,711	730	61%	445
Average Daily	3,677	50%	1,838	1,583	61%	965

The new MC route's service is to be scheduled with the same service span and frequency as the Route C, which is the more frequent of the two old routes.

Route MC would operate 7 days a week:

Weekdays:	from to 5:00 am to 1:00 am	20-min intervals in peaks 20-min intervals midday 40-minutes in the evening
Saturdays:	from to 5:00 am to 1:00 am	20-min intervals all day 30-minutes in the evening
Sundays:	from to 5:00 am to 11:00 pm	30-min intervals all day 30-minutes in the evening

The round trip distance would be approximately 30.5 miles long, and the buses would be scheduled to run at an average scheduled speed of 10 miles/hour. Riding from end to end would take approximately 1 hour and 40 minutes.

The recommendation is to be scheduled as a Phase I change and coordinated with the recommendation with the Routes C, M, J, R, S, , and T Middle Beach Local, South Beach Local extension, South Beach Bus Transfer Station. The operational impacts are shown as the deletion of the Route C, and extension of the Route M, with the net results shown. The passenger impacts are shown in a table, combining the impacts of all changes.

Route MC
Recommendation Summary and Impacts

Impacts: Route C	Weekday	Saturday	Sunday
Recommendation	delete C, combine Washington alignment with M		
Timing	Phase I		
Coordinating Recommendations	S, T, J, South Beach Local extension, Middle Beach Local		
Operations:			
Truncation Distance (RT miles)	21.7	21.7	21.7
Truncation Revenue Time (RT avg min)	160	140	120
Daily Operating Hours Reduced (revenue+layov	117	63	108
Peak Buses Reduced (greater of am or pm)	8	4	8
Daily Operating Cost Savings	$8,004.41	$7,758.63	$4,826.36
Annual Cost Savings		$2,743,325	
Passenger Impact Estimates:			
Passengers Without Service	0	0	0
Passengers to Use Route M (MC) Without Additional Transfer	409	477	387
Passengers to Use Route M (MC), S, or T Without Additional Transfer	273	318	258
Passengers to Use Route M (MC), T, or South Beach Local Without Additional Transfer	273	318	258
Passengers that May Use Route T as an Alternate Without Additional Transfer	136	159	129
Passengers Requiring to Change Existing Transfer Pattern (C in downtown Miami to M (MC) or	1,177	1,374	1,113
Passengers Requiring One (1) Additional Transfer to Metro Mover (CBD)	917	1,070	867
Passengers that use Route within Miami and May Use Alternate Route	434	506	410

Impacts: Route M (MC)	Weekday	Saturday	Sunday
Recommendation	Replace Alton Rd alignment with Washington Avenue Alignment, and add South Pointe Alignment		
Timing	Phase I		
Coordinating Recommendations	S, T, J, South Beach Local extension, Middle Beach Local		
Operations:			
Truncation Distance (RT miles)	5.2	5.2	5.2
Extension Distance (RT miles)	2.2	2.2	2.2
Net Distance Change (RT miles)	-3.0	-3.0	-3.0
Truncation Revenue Time (RT avg min)	28	28	28
Extension Revenue Time (RT avg min)	24	24	24
Net Revenue Time Change (RT avg min)	-4	-4	-4
Daily Operating Hours Changed (revenue+layov	-2	-2	-1
Peak Buses Change (greater of am or pm)	0	0	0
Daily Operating Cost Added	-$105.59	-$118.10	-$39.14
Additional Annual Cost	-$35,749		
Passengers Without Service	0	0	0
Additional Passengers to Use Route M (MC) Without Additional Transfer from Route C	409	477	387
Additional Passengers to Use South Beach Local as Alternate Without Additional Transfer	225	104	87
Passengers Requiring One (1) Additional Transfer (Alton Road)	739	341	284
Passengers to Experience 2-5 min. Longer Travel Time through South Pointe	546	252	210

Net Impacts: Combining Route C & M (MC)	Weekday	Saturday	Sunday
Operations:			
Daily Operating Hours Change (revenue+layove	-119	-65	-109
Peak Buses Changed (greater of am or pm)	-8	-4	-8
Daily Operating Cost Change	-$8,110.00	-$7,876.73	-$4,865.51
Annual Operating Cost Change	-$2,779,074		
Combined Existing ridership of C & M	5,513	5,098	4,151
Passengers Without Service	0	0	0
Passengers that Experience Change in Service Without Additional Transfer	2,814	2,899	2,355
Passengers Requiring One (1) Additional Transfer	1,656	1,411	1,152
Passengers That May Require Two (2) Additional Transfers via MetroMover (passengers that use the C to transfer to Routes 2, 6, 7, 8, 9, 10, 11, 21, 48, 77, B in downtown Miami)	211	246	199

Coastal Communities Transit Plan

Route R

Analysis and Recommendations

Existing Service

Service Description

Route R is primarily a north-south, local-service route that serves the City of Miami Beach and Surfside. Since most of the transit capacity in Miami Beach uses the A1A Corridor on the east side of the City, the R provides service area coverage to the west side of the City, by running from Lincoln Road and Washington Avenue to Alton Road, and then continuing up Alton Road to North Beach (63rd Street Bridge). In North Beach, the R alignment makes connections between the residential neighborhood of North Beach and A1A Corridor transit routes.

Route R primarily serves residential neighborhoods, and as such functions as a local transit circulator service in Miami Beach and to some extent, Surfside. Unlike the K service, Route R uses smaller vehicles and runs on a schedule that less obtrusive to the quiet enjoyment of residents that are adjacent to the route's alignment. Unlike the Route K, there have been no stated objections to this route by residents or homeowner association representatives regarding excessive noise, smoke, or safety perceptions.
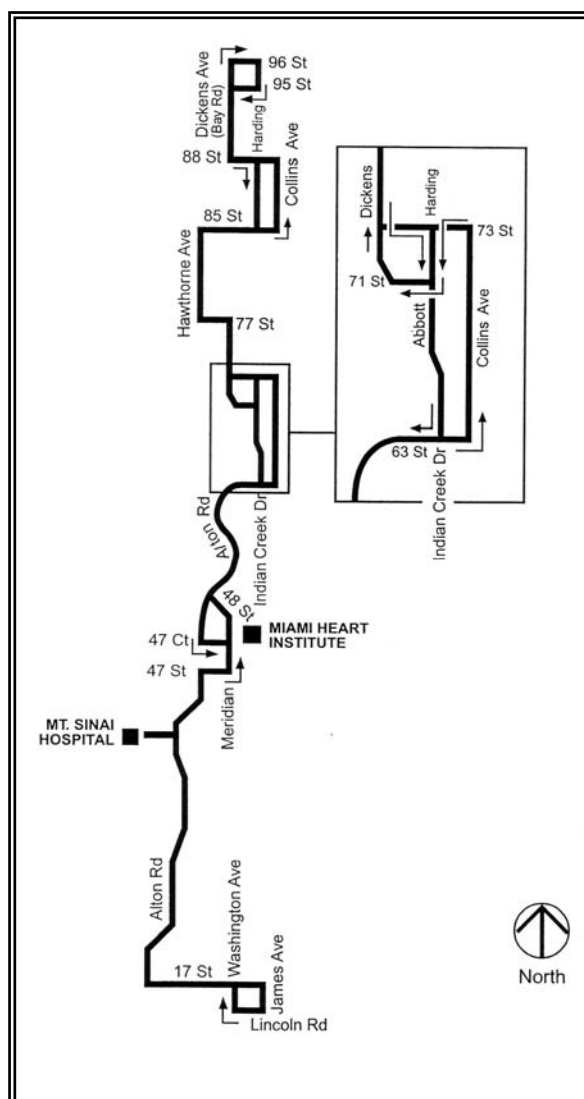
Route R currently operates 5 days a week, on weekdays only:

    Weekdays: from 6:00 am to 7:52 pm   30-min intervals all day

The round trip distance is 17.2 miles long, and the buses run at an average scheduled speed of 11.5 miles/hour. Riding one way from end to end takes approximately 45 minutes.

Who Rides and Where: Travel Patterns

Parts of the Route R alignment are unique. These four parts include: 1) Alton Road from 17th Street to 41st Street; 2) Alton Road from 48th Street to 63rd Street; and 3) Hawthorne Avenue from 77th Street to 85th Street; and 4) Dickens Avenue from 88th Street to 96th Street.

Route R covers a service area that is notably less intense than is typical for other Coastal Community transit routes. The alignment along Alton Road, from 17th Street to 63rd Street is entirely low-density, single-family residential, except of the two stops at Mount Sinai Medical center, and the Miami Heart Institute. The Hawthorne Avenue, Collins Avenue, and Dickens Avenue segments in North Beach and Surfside are also residential, but a mix of low-density and medium-density. Only the 17th Street / Lincoln Road segment, and the North Beach 68th Street to 75th Street segments serve commercial and civic uses.

Based on the passenger survey taken in 2003, passenger demographics are somewhat different from other near-by transit routes. There appears to be less emphasis on use by commuters, with passengers that are somewhat older, with over 18% over 60 years of age, Five percent have a disability that makes using the bus difficult. As with many transit routes, passengers on Route R are mostly transit dependent, with low household incomes averaging $16,250. Auto ownership is also very low, averaging only 0.5 per household of 2.5 persons.

Most riders of the Route R are regular transit users, but fewer are 5-day-per-week riders than for other routes. Sixty-three percent (63%) ride transit 5 or more days per week; and 19% more ride 3 or 4 days per week.
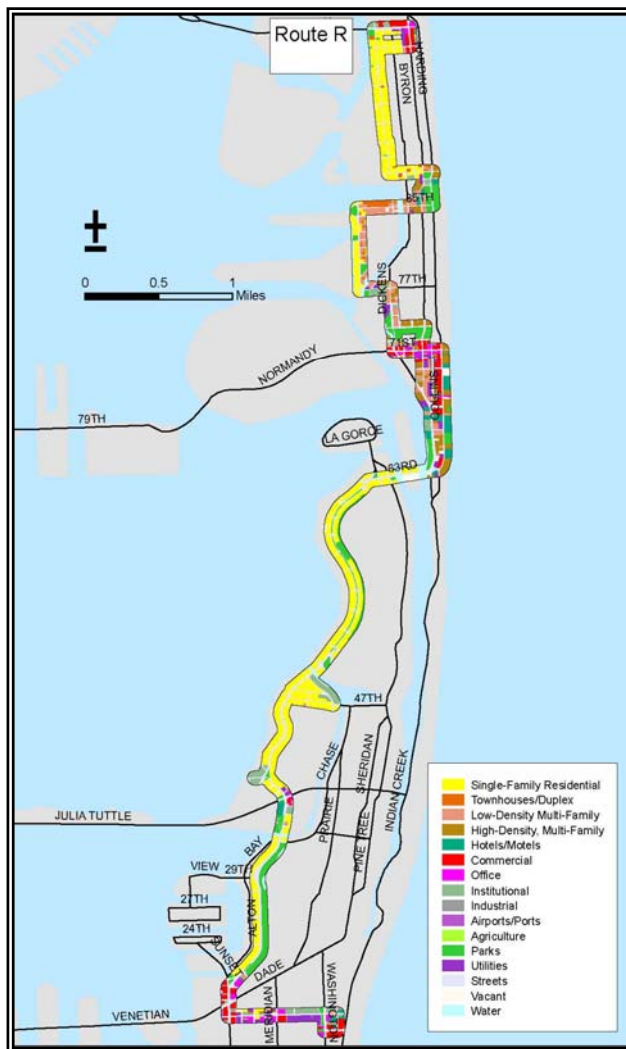
Trip purposes are still mostly home-to-work, averaging 41% of the trips. The second most important trip purpose is home-to-medical destination trips at 16%. On Route R, many passengers did not respond to this question (31%). This is not typical of the response rate for other routes.

The origin destination map shows a strong pattern of home origins and destination trips ends along Coastal Community segments of the service area; however there is one notable destination that is reached by transfers from the Route R, which is Aventura Mall.

Most passengers reach the Route R and leave to their destination by walking (74% overall). Transfers rates are 14% from another Metrobus, and 1% to or from Metrorail or the Metromover. The majority of transferring passengers make only 1 transfer (86% overall). When queried about their attitude toward transferring, 68% think that up to one transfer is acceptable. One percent would not use transit if they had to transfer.
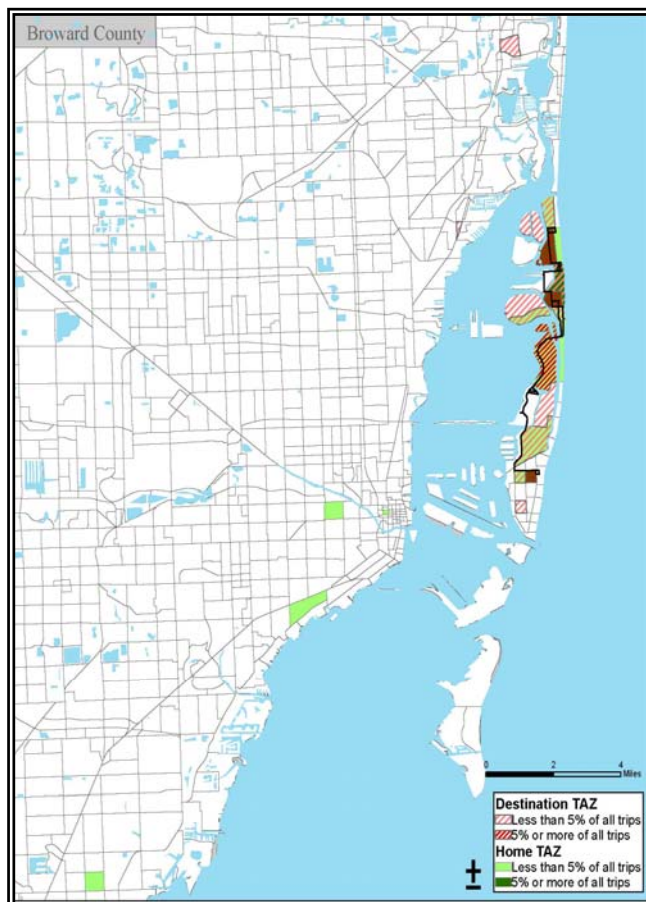
The 2003 passenger survey origin – destination data provides evidence to show travel patterns on the Route R. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that 67% of the trips could be made on the route S or proposed modified Route T service. A further 8% could be accommodated without transfer by a North Beach Local. One of the most troublesome segments from the standpoint of land use incompatibility, the Pine Tree / La Gorce / Sheridan segments, include 11% of the trip ends.

Route R
Passenger Travel Origin – Destination Pairs
On-board Surveys - 2003

Route R 84 Surveys, 51 O/D pairs	all others	Surfside	Dickens / Hawthorne (77-88 St)	North Beach Commercial District	Normandie Isle	La Gorce Area	Nautilus Area, Mt Sinai, Miami Heart	Bayshore Area	Other Middle Beach	South Beach	
	all others	597,598,601,602	603, 604	605,609	606,608	611	612, 613	617, 622	610,614-618	619-643	
all others	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Surfside		0.0%	2.0%	9.8%	2.0%	0.0%	9.8%	2.0%	0.0%	7.8%	33%
Dickens / Hawthorne (77-88 St)			0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	3.9%	10%
North Bech commercial district				2.0%	2.0%	0.0%	23.5%	0.0%	0.0%	2.0%	29%
Normndie Isle					0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	2%
La Gorce Area						2.0%	5.9%	0.0%	0.0%	3.9%	12%
Nautilus Area							2.0%	2.0%	0.0%	7.8%	12%
Bayshore Area								0.0%	0.0%	0.0%	0%
Other Middle Beach									0.0%	2.0%	2%
South Beach										0.0%	0%
Column Sum	0%	0%	2%	12%	4%	2%	49%	4%	0%	27%	100%

Operations

Small buses are used for Route R, and are deployed from MDT's Northeast Division at 360 NE 185th Street.

Operating the route requires 4 peak vehicles on weekdays. In total, 56 1-way trips are made each weekday. The route incurs a direct operational cost to MDT of $737,900 per year.

Route R
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	no service	no service	no service
Midday	30	no service	no service
PM Peak	30	no service	no service
8 PM and Later	no service	no service	no service
Daily Pullouts	6	no service	no service
AM Peak Vehicle Requirement	4	no service	no service
PM Peak Vehicle Requirement	4	no service	no service
Total 1-Way Trips	56	no service	no service
Round-Trip Miles	17.2	no service	no service
Round-Trip Running Time (minutes)	90	no service	no service
Schedule Average Speed (mph)	11.5	no service	no service
Daily Revenue Miles	429.1	no service	no service
Daily Deadhead Miles	196.8	no service	no service
Total Daily Miles	625.9	no service	no service
Daily Revenue Hours	30:29	no service	no service
Daily Recovery Hours	6:12	no service	no service
Daily Deadhead Hours	7:3	no service	no service
Daily Platform Hours	43:44	no service	no service
Total Pay Time	46:3	no service	no service
Daily Direct Operating Cost	$2,838.08	$0.00	$0.00
Annual Direct Operating Cost	$737,900		

Performance

The table below summarizes several performance measures for the Route R.

Route R
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	695	no service	no service
Peak Month Daily Boardings	+15%	no service	no service
	Oct	no service	no service
Low Month Daily Boardings	-21%	no service	no service
	Dec	no service	no service
Efficiency:			
Revenue Mile / Revenue Hour	14.1	no service	no service
Revenue Mile / Pay Time Hour	9.3	no service	no service
Operational Cost / Revenue Hour	$93.10	no service	no service
Operational Cost / Revenue Mile	$6.61	no service	no service
Operational Cost / Seat Mile (30 seats)	$0.22	no service	no service
Productivity:			
Boardings / Revenue Hour	22.8	no service	no service
Boardings / Revenue Mile	1.6	no service	no service
Operational Cost per Passenger	$4.08	no service	no service

Performance of the Route R generally meets service standard goals used by MDT for this a local circulator service (20 boardings per revenue hour). Still, the route is costly in terms of operational costs per hour, and an operational cost per passenger of $10.[87].

Recommendations: Route R

Route K provides both local transit services along the west side of the City of Miami Beach and in Surfside. It extends to the northern end of South Beach, and primarily creates transit service coverage for single-family and medium density residential uses. Based on passenger demographics, only the North Beach residential segments may include the actual home destinations of some of its passengers. Otherwise, the route appears to meet the needs of a narrow market segment of low wage-earner medical and domestic employees, and some low income, transit-dependent seniors to go to medical destinations.

- Although the route provides service along some unique segments, and although the productivity of the route is acceptable, the route's market position seems weak.

- It is believed, especially from public input at meetings held for this project that the resources for this service could be better focused to meet a wider range of transit market needs.

- The deletion of the Route K requires that its local service segments along La Gorce Drive, Pine Tree Drive, and Sheridan Avenue be reallocated service.

- Route R is already essentially the transit circulator for Middle Beach, North Beach, and Surfside. Working with other recommendations of the study, and the stated preferences of the North Beach and Middle Beach residents at public meetings, it is more desirable to create a North Beach Local, and a Middle Beach Local that provide similarly focuses service as the very successful, South Beach Local.

- Of the ridership on the Route R, 14% use the service to go from a location in middle beach to the Dickens, Hawthorne, or Surfside service areas, and would be inconvenienced by the possibility of an extra transfer from the proposed Middle Beach Local to the proposed North Beach Local.

- The proposed North Beach Local and Middle Beach Local would enhance service to Normandy Isle, and the 4% of Route R passengers that start or end their trip there from a North Beach Location would enjoy enhanced service of one less transfer to reach their destination.

- By deleting the route, no passenger would be left without service

The recommendation for Route R is to delete the service, and use its resources toward the operation of enhanced service on the North Beach Local, and the Middle Beach Local (see separate sections for route description). The implementation is to be scheduled as a Phase I Recommendation, and coordinated with the implementation of the North Beach Transfer Station, the South Beach transfer Station, addition of

resources to Routes S and T, the implementation of the Middle Beach Local, the North Beach Local, and extension of the South Beach Local.

Route R
Recommendation Summary and Impacts

Impacts	Weekday	2	Sunday
Recommendation	delete route		
Timing	Phase I		
Coordinating Recommendations	Routes C, M J, North Beach Local, Middle Beach Local, South Beach Local extension, North Beach & South Beach Transfer Stations		
Operations:			
Truncation Distance (RT miles)	17.2	n.a.	n.a.
Truncation Revenue Time (RT avg min)	90	n.a.	n.a.
Daily Operating Hours Reduced (revenue+layov	46	n.a.	n.a.
Peak Buses Reduced (greater of am or pm)	4	n.a.	n.a.
Daily Operating Cost Savings	$2,838.08	$0.00	$0.00
Annual Cost Savings		$737,900	
Passenger Impact Estimates:			
Passengers Without Service	0	n.a.	n.a.
Passengers to Use the Proposed Middle Beach Local Without Additional Transfer	354	n.a.	n.a.
Passengers to Use the Proposed Middle Beach Local and North Beach Local With 1 Additional Transfer	123	n.a.	n.a.
Passengers to Use the Proposed North Beach Local Without Additional Transfer	191	n.a.	n.a.
Passengers to Use the Proposed North Beach Local With 1 Less Transfer	27	n.a.	n.a.

The operational impacts shown above are for the deletion of the route, and cost savings are offset by the reallocation of these resources to the Middle Beach Local and North Beach Local service described in a separate section. The passenger impacts are shown assuming that the proposed local services in place, and therefore show the net passenger impacts in terms of transfers.

Coastal Communities Transit Plan

Route S

Analysis and Recommendations

Existing Service

Service Description

Route S is the core north-south, Coastal Communities route that serves all of the coastal municipalities. The route runs primarily along the A1A Corridor, starting at Aventura Mall, one the major regional destinations in the region, and ending in downtown Miami at the Downtown Bus Terminal (Flagler Street and SW/SE 1st Street). Its alignment deviates from the A1A Corridor in South Beach, where Route S runs along 17th Street and then Alton road before crossing the Mac Arthur Causeway.

Route S is consistently either the highest of second highest ridership route in the County, moving approximately 11,500 passengers per day. The alignment of the Route S, by staying along A1A, serves some of the highest density residential communities in the County. The Alton Road deviation keeps the route within the higher density residential corridor in South Beach. Further, the route provides direct service to the major travel attractions for the region, including Aventura Mall, Lincoln Road, South Beach, the Miami Beach Convention Center, the Omni Metromover Station, the Miami Performing Arts Center, and Downtown Miami.
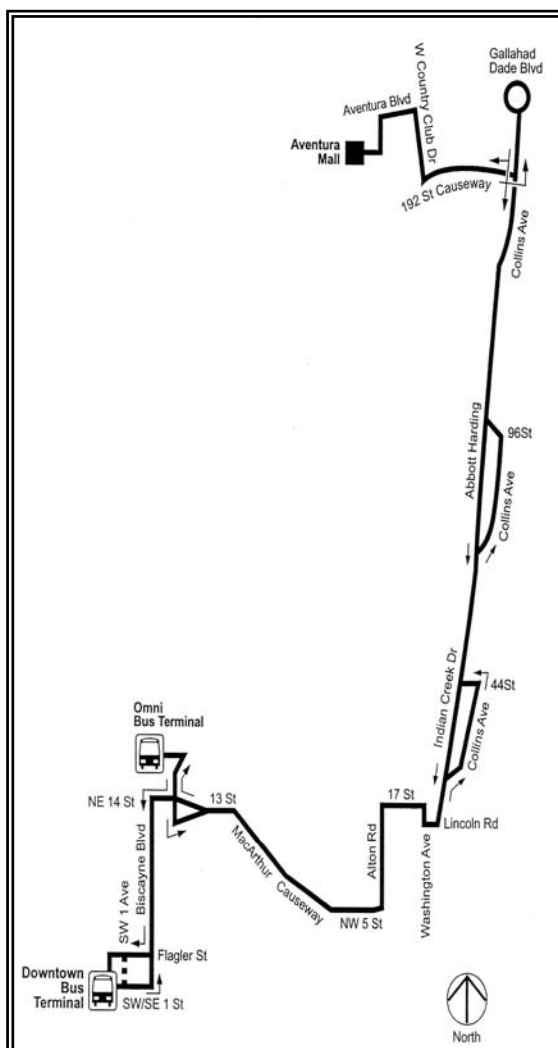
Route S currently operates 7 days a week, and is a 24-hour per day route:

Weekdays:	from 4:27 am to 5:14 am	12-min intervals all day
Saturdays:	from 4:25 am to 5:14 am	15-min intervals all day
Sundays:	from 4:26 am to 5:19 am	20-min intervals all day

The round trip distance is 42.8 miles long, and the buses run at an average scheduled speed of 10.7 miles/hour. Riding one way from end to end takes approximately 2 hours.

Who Rides and Where: Travel Patterns

There is no part of the route S alignment that is unique; however, as the core route in the Coastal Communities, it should not be considered duplicative of other routes, rather that other routes are duplicative of Route S. Parts of the Route S alignment along A1A are also served by Routes C, E, G, H, J, K, L, M, T, and V. the part of its alignment that crosses the Lehman Causeway to Aventura is also served by Route E. The 17th Street alignment is shared with Routes A, M, and the South Beach Local. The Alton Road segment is shared with the M and South Beach Local.

Route S covers a service area serves high-density residential and hotel land uses along most of the A1A Corridor Along the A1A Corridor in Sunny Isles Beach, the west side of the route is mostly commercial uses with medium to high residential density behind it. Bal Harbour includes the Bal Harbour Shops, a high end mall, on the west side. Surfside includes commercial uses along the corridor from 94th to 96th Streets. Similarly, the core area of the North Beach area in Miami Beach includes commercial uses as well as medium density residential uses. The Alton Road segment of the route S alignment provides service to the higher density residential corridor in South Beach. The route also provides direct service to the major travel attractions for the region, including Aventura Mall, Lincoln Road, South Beach, the Miami Beach Convention Center, the Omni Metromover Station, the Miami Performing Arts Center, and Downtown Miami.

Based on the passenger survey taken in 2003, passenger demographics indicate that the Route S is very much a commuter and shopping route. Passengers that are mostly young, working-age adults, with only 9% over 60 years of age, Four percent have a disability that makes using the bus difficult. As with many transit routes, passengers on Route S are mostly transit dependent, with low household incomes averaging $18,928. Auto ownership is low, but slightly higher than other coastal community routes, averaging at 0.8 per household of 2.5 persons.

Most riders of the Route S are regular transit users, but fewer are 5-day-per-week riders than for other routes. Fifty-five percent (55%) ride transit 5 or more days per week; and 17% more ride 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 38% of the trips. The second most important trip purpose is home-to-shopping destination trips at 11%. On Route S, 35% of the surveyed passengers did not respond to this question.

The origin destination map shows a strong pattern of home origins and destination trips ends along Coastal Community segments of the service area; however there is one notable destination that is reached by transfers from the Route S, which is Aventura Mall.
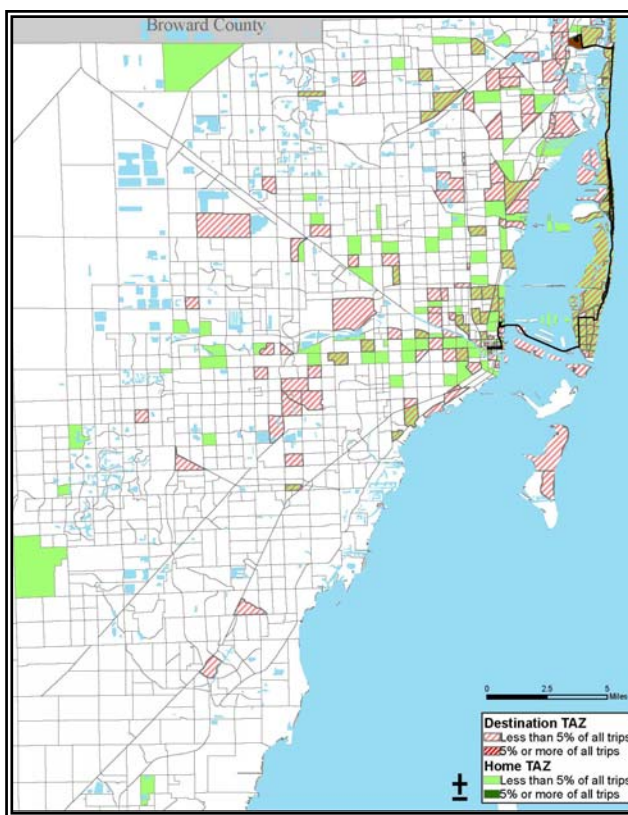
Most passengers reach the Route S and leave to their destination by walking (74% overall). Transfers rates are 8% from another Metrobus, and 6% to or from Metrorail or the Metromover. The majority of transferring passengers make only 1 transfer (89% overall). When queried about their attitude toward transferring, 70% think that up to one transfer is acceptable. Three-percent would not use transit if they had to transfer.

The 2003 passenger survey origin – destination data provides evidence to show travel patterns on the Route S. The table provides the results of parsing the origin destination

data and aggregating up from the TAZ level. This data shows that 35% of the trips have the potential to switch to the proposed, modified Route T service.

Route S
Passenger Travel Origin – Destination Pairs
On-board Surveys - 2003

Route S 1,349 Surveys, 586 O/D pairs	all others	Broward	Aventura Mall	Other Aventura	Sunny Isles Beaach	Haulover, Surfside, Bal Harbour	North Beach	Middle Beach	South Beach	Miami CBD and PAC	
	all others	999	85	75 - 86	585-595	596-602	603-609	610-618	619-643	517-581	
all others	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Broward		1%	1%	0%	0%	0%	1%	1%	3%	0%	6%
Aventura Mall			1%	0%	3%	2%	7%	5%	6%	2%	26%
Other Aventura				0%	0%	0%	0%	1%	0%	0%	1%
Sunny Isles Beach					2%	1%	4%	3%	4%	2%	16%
Haulover, Bal Harbour, Surfside						1%	2%	1%	2%	1%	7%
North Beach							2%	3%	9%	3%	16%
Middle Beach								4%	4%	3%	11%
South Beach									7%	9%	15%
Miami CBD and PAC										1%	1%
Column Sum	0%	1%	1%	0%	5%	5%	16%	16%	34%	20%	100%

Operations

Regular buses are used for Route S, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 21 peak vehicles on weekdays, 16 on Saturdays, and 13 on Sundays. In total, 183 1-way trips are made each weekday, with 154 on Saturdays, and 124 on Sundays. The route incurs a direct operational cost to MDT of $6,620,427 per year.

Route S
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	12	15	20
Midday	12	15	20
PM Peak	12	15	20
8 PM and Later	12	15	20
Daily Pullouts	24	19	16
AM Peak Vehicle Requirement	20	16	13
PM Peak Vehicle Requirement	21	16	13
Total 1-Way Trips	183	154	124
Round-Trip Miles	42.8	42.8	42.8
Round-Trip Running Time (minutes)	240	240	234
Schedule Average Speed (mph)	10.7	10.7	11.0
Daily Revenue Miles	3,915.6	3,295.3	2,653.6
Daily Deadhead Miles	564.1	468.0	427.8
Total Daily Miles	4,479.7	3,763.3	3,081.4
Daily Revenue Hours	297:0	235:43	183:55
Daily Recovery Hours	41:51	37:13	29:8
Daily Deadhead Hours	22:33	17:25	15:32
Daily Platform Hours	361:24	290:21	228:35
Total Pay Time	405:19	320:36	255:46
Daily Direct Operating Cost	$19,537.49	$16,782.80	$12,522.92
Annual Direct Operating Cost		$6,620,427	

Performance

The table below summarizes several performance measures for the Route S.

Route S
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	11,497	10,963	12,382
Peak Month Daily Boardings	+7%	+17%	+22%
	Feb	Apr	Jan
Low Month Daily Boardings	-5%	-12%	-24%
	Sep	Oct	Jun
Efficiency:			
Revenue Mile / Revenue Hour	13.2	14.0	14.4
Revenue Mile / Pay Time Hour	9.7	10.3	10.4
Operational Cost / Revenue Hour	$65.78	$71.20	$68.09
Operational Cost / Revenue Mile	$4.99	$5.09	$4.72
Operational Cost / Seat Mile	$0.12	$0.13	$0.12
Productivity:			
Boardings / Revenue Hour	38.7	46.5	67.3
Boardings / Revenue Mile	2.9	3.3	4.7
Operational Cost per Passenger	$1.70	$1.53	$1.01

Performance of the Route S meets service standard goals used by MDT for this a regional transit service (30 boardings per revenue hour). The route also performs very efficiently in terms of unit costs for service delivery. The operational costs per passenger are very low, and on Sundays may come close to operating without subsidy.

Recommendations: Route S

Route S provides the core of regional transit service along A1A in the Coastal Communities, and perform very well by all productivity and efficiency measures.

- The fundamental concept of the Coastal Communities Transit Plan is to streamline service, particularly along the A1A corridor. As such, Route S is to remain the core north-south regional connection.

- Other routes are recommended for truncations, where duplicative service overlaps with Route S. These routes become donors both in terms of passengers and resources (buses, time, and cost allocations).

- Some of the donor passengers will be shared with the proposed, extension of the Route T as an A1A express / MAX service.

- In addition, the extended Route T will also attract some existing S riders.

- Overall, a significant net increase in ridership is expected for Route S, and the demand needs to be met by increased service frequency.

- Increased service will also be used to ameliorate the inconvenience to passengers from other routes that will need to make an extra transfer from other modified transit services.

- Increased service and shortened passenger wait time will be further enhanced by the proposed extension of the Route T.

The recommendation for Route S is to increase service frequency / reduce headways, as listed below.

	Current Headway	Proposed Headway
Weekdays	12 minutes	10 minutes
Saturday	15 minutes	15 minutes
Sunday	20 minutes	15 minutes

The implementation is to be scheduled as a Phase II Recommendation, and coordinated with recommendations for the route C, E, G, H, J, K, M, and V.

Route S
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	increase service frequency		
Timing	Phase II		
Coordinating Recommendations	Routes C, E, G, H, J, K, M, V		
Operations:			
Reduction in Headway (minutes)	2	0	5
New Headway (minutes)	10	15	15
Percent Service Frequency Increase	20%	0%	33%
Daily Operating Hours Increased (revenue+layo)	56	0	68
Peak Buses Increase (greater of am or pm)	4	0	3
New Peak Vehicle Requirement (PVR)	25	16	16
Daily Operating Cost Increase	$5,668.18	$2,043.84	$5,142.86
Annual Cost Increase		$1,849,480	
Performance / Efficiency			
Operational Cost / Revenue Hour	$63.76	$68.98	$62.80
change (- better, + worse)	-$2.02	-$2.22	-$5.29
Boardings / Revenue Hour	36.8	49.2	56.0
change (+ better, - worse)	-1.9	2.7	-11.4
Operational Cost per Passenger	$1.98	$1.62	$1.37
change (- better, + worse)	$0.28	$0.09	$0.36
Passenger Impact Estimates:			
Existing Daily Ridership	11,497	10,963	12,382
Added Ridership from Other Routes	2,258	1,586	1,563
Reduced Ridership to Extended Route T	1,002	955	1,079
Percent Net Increase in Ridership	11%	6%	4%
New Ridership	12,753	11,593	12,866

Coastal Communities Transit Plan

Route T

Analysis and Recommendations

Existing Service

Service Description

Route T is the commuter express route that serves the Coastal Communities. Intended to attract non-transit riders, the route has been designed as a limited stop service that begins at Haulover Park as its park-and-ride facility.   Given that, the route's penetration into this market is minute. One of the findings of the on-board survey taken in 2003 was that the 1% of the route's weekday riderership (about 10 of the routes weekday round-trip commuters) uses the park-and-ride.   Throughout the route, 2% more (about 21 of the routes weekday round-trip commuters) get to the route at a kiss-and-ride point (are dropped off by a car). From the outset, it is apparent that the route does not attract non-transit users as a park-and-ride commuter route, instead serving as a limited stop connection for the Coastal Community transit-riding population.

Route T serves the coastal municipalities of Bal Harbour, Surfside, and Miami Beach. Sunny isles Beach and Aventura are not served by a beach limited stop express service. The route runs primarily along the A1A Corridor, starting at Haulover Park and ending in downtown Miami at the Downtown Bus Terminal (Flagler Street and SW 1st Avenue). Its alignment leaves the A1A Corridor at 41st Street, where it heads west to use the Julia Tuttle Causeway to reach Biscayne Boulevard (US-1) in Miami, and then continues along Biscayne Boulevard to Omni Metromover Station & Bus Terminal (NE 17th Terrace and Biscayne Boulevard).

While the route extends to Haulover Park on the weekdays, it turns around at 72nd Street in Miami Beach on weekends and in the evenings.
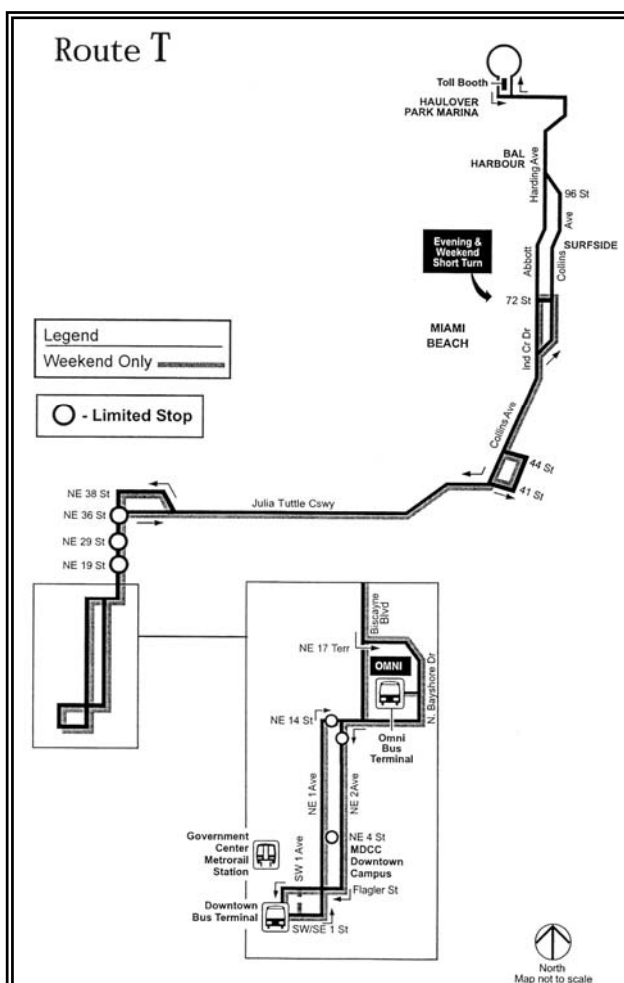
Route T currently operates 7 days a week:

Weekdays:	from 5:00 am to 10:27 pm	24-min intervals in peaks
		30-mn intervals during midday
		30-min intervals after 8:00 pm
Saturdays:	from 6:00 am to 10:16 pm	30-min intervals all day
		30-min intervals after 8:00 pm
Sundays:	from 6:00 am to 10:11 pm	30-min intervals all day
		30-min intervals after 8:00 pm

The round trip distance is 29 miles long (to Haulover), and the buses run at an average scheduled speed of 11.6 miles/hour. Riding one way from end to end takes approximately 1 hour and 15 minutes.

Who Rides and Where: Travel Patterns

While there are no parts of the route S alignment that are unique; the route is unique in the Coastal Communities as a limited-stop express route to access downtown Miami.

Route T covers a service area that serves high-density residential and hotel land uses along the A1A Corridor through Bal Harbour and through the Middle Beach area of Miami Beach (65th Street to 41st Street) Bal Harbour includes the Bal Harbour Shops, a high end mall, on the west side. Surfside includes commercial uses along the corridor from 94th to 96th Streets. Similarly, the core area of the North Beach area in Miami Beach includes commercial uses as well as medium density residential uses. The 41st Street segment of the route S alignment provides service to the community commercial area for Middle Beach, but does not serve Mount Sinai Medical Center the higher density residential corridor in South Beach. As a commuter route focusing on the Coastal
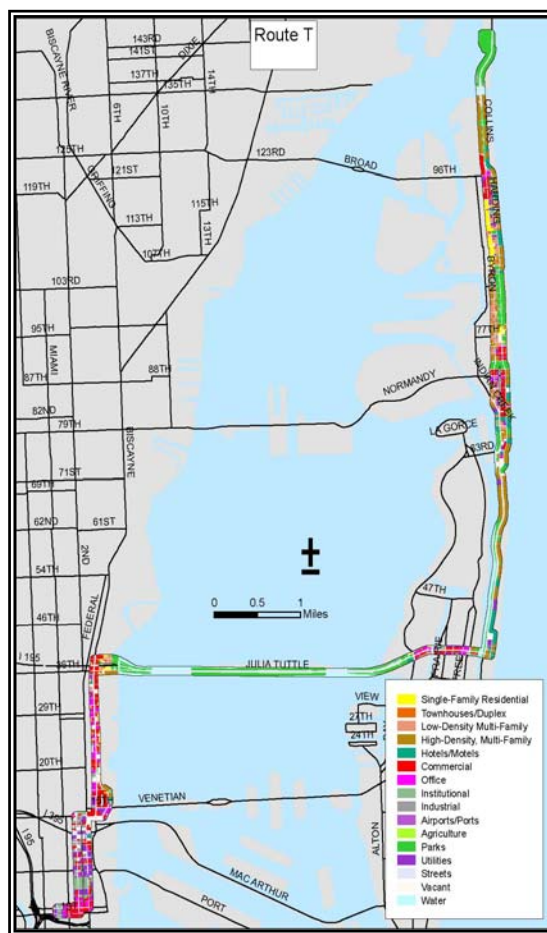
Communities as bedroom communities, the route does not provide service to any of the major trip attractions in the coastal communities, but does serve the Omni Metromover Station, the Miami Performing Arts Center, and Downtown Miami.

Based on the passenger survey taken in 2003, passenger demographics indicate that the Route T is seems to function as a commuter route only the extent that other Coastal Community routes do, and no more. Passengers that are mostly working-age adults, but still with 15% over 60 years of age, Five-percent have a disability that makes using the bus difficult. To a greater extent than other transit routes, passengers on Route T are mostly transit dependent, with very low household incomes averaging $13,114. Auto ownership is also very low, averaging at 0.6 per household of 2.6 persons.

Most riders of the Route T are regular transit users, but fewer are 5-day-per-week riders than for other routes. Sixty-four percent (64%) ride transit 5 or more days per week; and 15% more ride 3 or 4 days per week.

Trip purposes are mostly home-to-work, averaging 40% of the trips. The second most important trip purpose is difficult to clearly identify, with school trips at 6%, shopping trips at 6%, and medical trips at 5%. On Route T, 28% of the surveyed passengers did not respond to this question.

The origin destination map shows great dispersion of trip ends, both for home-origins and destinations. This would indicate that many passengers arrive at the T or leave the T to transfer to another bus route.

Still, most passengers reach the Route T and leave to their destination by walking (69% overall). Transfers rates are higher than some other routes t 13% from another Metrobus, and 8% to or from Metrorail or the Metromover. The majority of transferring passengers make only 1 transfer (86% overall). When queried about their attitude toward transferring, 72% think that up to one transfer is acceptable. Two-percent would not use transit if they had to transfer.
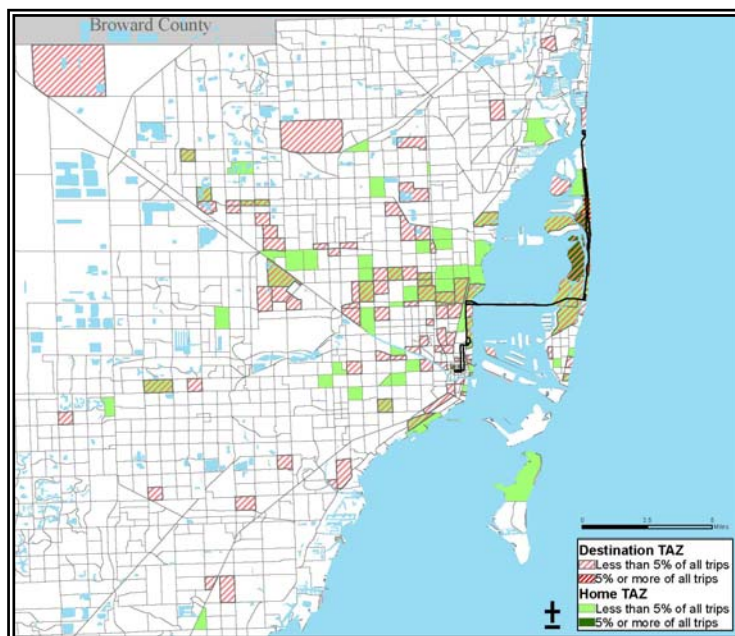
The 2003 passenger survey origin – destination data provides evidence to show travel patterns on the Route T. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. The table shows very clearly, that walk-on passengers from the North Beach area of Miami Beach are the primary ridership component of this route (60% of trip ends), and not commuters from Haulover Park park-and-ride lots, not riders from Surfside or Bal Harbour (4% of trip ends). The Middle Beach area of Miami Beach from 63rd Street to 41st Street is also an important market to Route T, but not 41st Street itself. The primary destination in both cases is the Omni / Miami Performing Arts Center Area, and downtown Miami. The part of Miami north of this, Edgewater, is not a major destination.

Route T
Passenger Travel Origin – Destination Pairs
On-board Surveys - 2003

Route T 269 Surveys, 73 O/D pairs	all others	Aventura	Sunny Isles Beach	Haulover, Surfside, Bal Harbour	North Beach	Middle Beach to 41st Street	41st Street	Middle Beach (41st - 23rd St)	South Beach	Miami, Edgewater . Midtown	Miami CBD, PAC, Edgewater	
	all others	75 - 86	585-595	596-602	603-609	610,611,614,615	612,613	616-618	619-643	619-643	500-581	
all others	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Aventura		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Sunny Isles Beach			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Haulover, Bal Harbour, Surfside				0%	0%	0%	0%	0%	0%	1%	3%	4%
North Beach					5%	3%	5%	1%	4%	3%	38%	60%
Middle Beach to 41st Street						1%	0%	0%	0%	3%	22%	26%
41st Street							0%	0%	0%	0%	5%	5%
Middle Beach (41st to 23rd St)								1%	0%	0%	1%	3%
South Beach									0%	0%	1%	1%
Miami Edgewater / Midtown										0%	0%	0%
Miami CBD, PAC, Edgewater											0%	0%
Column Sum	0%	0%	0%	0%	5%	4%	5%	3%	4%	7%	71%	100%

Operations

Regular buses are used for Route T, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 5 peak vehicles on weekdays, 3 on weekends. In total, 70 1-way trips are made each weekday, with 61 on Saturdays, and 60 on Sundays. The route incurs a direct operational cost to MDT of $1,846,643 per year.

Route T
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	24	30	30
Midday	30	30	30
PM Peak	24	30	30
8 PM and Later	30	30	30
Daily Pullouts	5	6	6
AM Peak Vehicle Requirement	5	3	3
PM Peak Vehicle Requirement	5	3	3
Total 1-Way Trips	70	61	60
Round-Trip Miles	29	21.6	21.6
Round-Trip Running Time (minutes)	150	90	90
Schedule Average Speed (mph)	11.6	14.4	14.4
Daily Revenue Miles	1,007.9	659.8	649.0
Daily Deadhead Miles	84.8	84.9	89.4
Total Daily Miles	1,092.7	744.7	738.4
Daily Revenue Hours	62:3	39:25	35:47
Daily Recovery Hours	14:10	5:50	8:19
Daily Deadhead Hours	3:34	3:55	4:7
Daily Platform Hours	79:47	49:10	48:13
Total Pay Time	88:11	50:40	49:43
Daily Direct Operating Cost	$5,675.46	$3,626.35	$3,438.95
Annual Direct Operating Cost	$1,846,643		

Performance

The table below summarizes several performance measures for the Route T.

Route T
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	2,081	922	930
Peak Month Daily Boardings	+15%	+16%	+61%
	Feb	Mar	Jan
Low Month Daily Boardings	-9%	-9%	-27%
	Aug	May	Jun
Efficiency:			
Revenue Mile / Revenue Hour	16.2	16.7	18.1
Revenue Mile / Pay Time Hour	11.4	13.0	13.1
Operational Cost / Revenue Hour	$91.47	$92.00	$96.10
Operational Cost / Revenue Mile	$5.63	$5.50	$5.30
Operational Cost / Seat Mile	$0.14	$0.14	$0.13
Productivity:			
Boardings / Revenue Hour	33.5	23.4	26.0
Boardings / Revenue Mile	2.1	1.4	1.4
Operational Cost per Passenger	$2.73	$3.93	$3.70

Performance of the Route T meets service standard goals used by MDT for a regional transit service (30 boardings per revenue hour) on weekdays, but falls below this on Saturdays and Sundays.

Recommendations: Route T

Route T provides the express bus service to the some of the Coastal Communities; however, does not appear to fulfill its role as a park-and-ride based commuter alternative from the north Coastal Communities to downtown Miami and Metrorail connections. The overall concept of the Coastal Communities Transit Study is to reposition and remarket Route T as the complementary limited stop service to Route S, so that both serve in conjunction as the core A1A services.

- While several routes along A1a have been recommended to be truncated to streamline the A1A coverage, the frequency of route S headway has been increased only 20% from 12 minutes headway (5 buses / hour) to 10 minutes headway (6 buses / hour) on weekday. Not improvement is recommended for Saturday 15-minute headways (4 buses / hour), and the improvement for Sundays is from 20-minute headways to 15 minutes (4 buses / hour) to meet higher Sunday ridership demands. The reason for conservative service improvements to Route S is the anticipation to extend and modify the Route T alignment to mostly parallel Route S, and schedule service to interleave Route S.

- Other routes are recommended for truncations, where duplicative service overlaps with Route S. As with Route S, these routes become donors both in terms of passengers and resources (buses, time, and cost allocations) to the T as well as the S.

- Some of the donor passengers for Route T will be shared with Route S.

- The extended Route T will also attract some of its ridership from existing Route S ridership, particularly in Sunny Isles each and Aventura.

- Overall, a significant net increase in ridership is expected for Route T, and the demand needs to be met by increased service frequency.

- Increased service, and shortened passenger wait time, and a faster travel time will also be used to ameliorate inconveniences to passengers from other routes that will need to make an extra transfer from other modified transit services.

The recommendation for Route T is to extend the alignment north to terminate at Aventura, paralleling Route S, and to extend service along the coastal Communities by continuing to the South Beach Transfer Station along A1A, and then continuing along Washington Avenue to cross the Mac Arthur Causeway, instead of the Julie Tuttle Causeway. In downtown Miami, the route is recommended for truncation at the Omni

Metromover Station in order to avoid downtown Miami traffic congestion that would adversely affect the efficient scheduling of this type of service. Further, greater reliance on the Metromover, a free light rail connection, more efficiently uses the County's transit resources. The proposed Route T alignment is illustrated in the diagram below.

The service frequency of the proposed Route T service would be maintained at ½ the frequency of the Route S service, and at the same service span as its current service span.

	Current Headway Route T	Proposed Headways Route S	Route T
Weekdays	24/30 minutes	10 minutes	20 minutes
Saturday	30 minutes	15 minutes	30 minute
Sunday	30 minutes	15 minutes	30 minutes

This schedule would provide for the A1A Corridor, a combined service frequency between the two routes of:

	Combined Frequency	Combined Headway
Weekdays	9 buses / hr.	7 minutes
Saturdays	6 buses / hr.	10 minutes
Sundays	6 buses / hr.	10 minutes

The implementation is to be scheduled as a Phase I Recommendation, and coordinated with recommendations for the route C, E, G, H, J, K, M, and V. The initial Phase I implementation is to be with a 30-minute headway. In Phase II, in coordination with the recommendation to increase service frequency for Route S, the recommended Route T service frequency will be implemented as above. There are two tables showing the impacts of the Route T recommendation: the first shows impacts at the initial service frequency; the second shows the impacts at the recommended service frequency.

Route T
Proposed Alignment
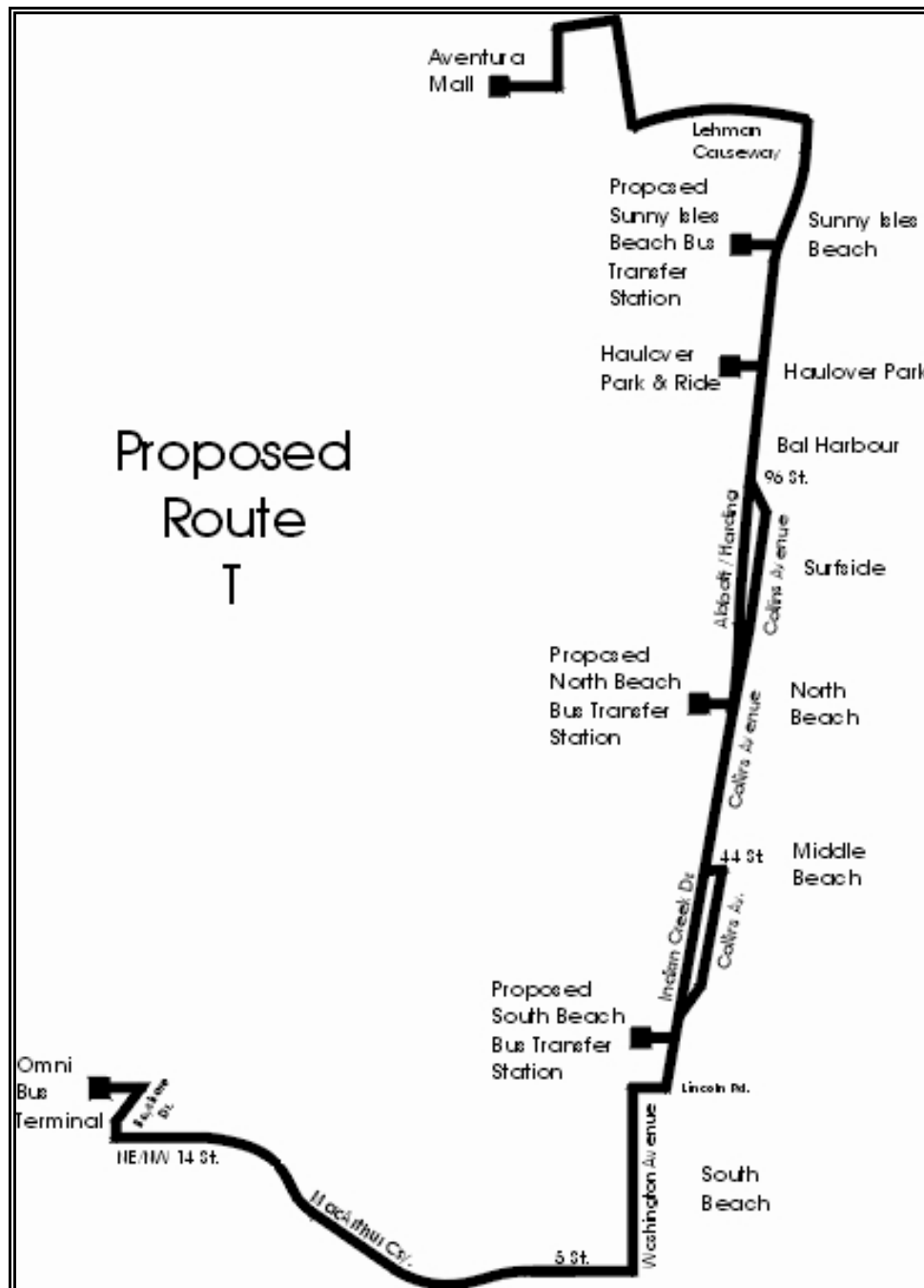
Route T
Recommendation Summary and Impacts
Initial Phase I Implementation

Impacts	Weekday	Saturday	Sunday
Recommendation	re-align per diagram with stops at 1/2 -mile intervals: service frequency 2/hr (30-min. headway)		
Timing	Phase I		
Coordinating Recommendations	Routes C, E, G, H, J, K, M, V		
Operations:			
Truncation Distance (RT miles)	15.2	15.2	15.2
Truncation Revenue Time (RT avg min)	28.0	26.0	26.0
New North Alignment Distance (RT miles)	13.2	19	19
New North Alignment Revenue Time (RT avg	52.0	70.0	70.0
New South Alignment Distance (RT miles)	13.8	13.8	13.8
New South Alignment Revenue Time (RT avg	70.0	70.0	70.0
Net Distance Change (RT miles)	**11.8**	**17.6**	**17.6**
Net Revenue Time Change (RT avg min)	**94.0**	**114.0**	**114.0**
Reduction in Headway (minutes)	-3	0	0
New Headway (minutes)	30	30	30
Percent Service Frequency Increase	-10%	0%	0%
Daily Operating Hours Increased (revenue+layo	203	163	155
Peak Buses Increase (greater of am or pm)	16	12	13
New Peak Vehicle Requirement (PVR)	21	15	16
Daily Operating Cost Increase	$12,035.00	$10,120.49	$9,780.54
Annual Cost Increase		$4,174,073	
Performance / Efficiency			
Operational Cost / Revenue Hour	$66.86	$67.84	$69.45
change (- better, + worse)	-$24.61	-$24.16	-$26.66
Boardings / Revenue Hour	25.8	24.0	25.1
change (+ better, - worse)	-7.7	0.6	-0.9
Operational Cost per Passenger	$2.59	$2.83	$2.77
change (- better, + worse)	-$0.14	-$1.11	-$0.93
Passenger Impact Estimates:			
Existing Daily Ridership	2,081	922	930
Added Ridership from Other Routes	4,907	4,007	3,913
Reduced Ridership from Truncation	143	63	64
Percent Net Increase in Ridership	229%	428%	414%
New Ridership	6,846	4,865	4,780

Route T
Recommendation Summary and Impacts
Phase II Implementation

Impacts	Weekday	Saturday	Sunday
Recommendation	re-align per diagram with stops at 1/2 -mile intervals, increase service frequency to 1/2 Route S		
Timing	Phase II		
Coordinating Recommendations	Routes C, E, G, H, J, K, M, V		
Operations:			
Truncation Distance (RT miles)	15.2	15.2	15.2
Truncation Revenue Time (RT avg min)	28.0	26.0	26.0
New North Alignment Distance (RT miles)	13.2	19	19
New North Alignment Revenue Time (RT avg	52.0	70.0	70.0
New South Alignment Distance (RT miles)	13.8	13.8	13.8
New South Alignment Revenue Time (RT avg	70.0	70.0	70.0
Net Distance Change (RT miles)	**11.8**	**17.6**	**17.6**
Net Revenue Time Change (RT avg min)	**94.0**	**114.0**	**114.0**
Reduction in Headway (minutes)	7	0	0
New Headway (minutes)	20	30	30
Percent Service Frequency Increase	35%	0%	0%
Daily Operating Hours Increased (revenue+layo	242	163	155
Peak Buses Increase (greater of am or pm)	20	12	13
New Peak Vehicle Requirement (PVR)	25	15	16
Daily Operating Cost Increase	$14,210.20	$10,120.49	$9,780.54
Annual Cost Increase		$4,739,627	
Performance / Efficiency			
Operational Cost / Revenue Hour	$65.35	$67.84	$69.45
change (- better, + worse)	-$26.11	-$24.16	-$26.66
Boardings / Revenue Hour	22.5	24.0	25.1
change (+ better, - worse)	20.2	19.7	21.0
Operational Cost per Passenger	$2.90	$2.83	$2.77
change (- better, + worse)	$0.18	-$1.11	-$0.93
Passenger Impact Estimates:			
Existing Daily Ridership	2,081	922	930
Added Ridership from Other Routes	4,907	4,007	3,913
Reduced Ridership from Truncation	143	63	64
Percent Net Increase in Ridership	229%	428%	414%
New Ridership	6,846	4,865	4,780

Coastal Communities Transit Plan

Route V

Analysis and Recommendations

Existing Service

Service Description

Route V is an east-west regional MDT route that provides service in the Coastal Communities along Collins Avenue (A1A) from Sunny Isles Beach Boulevard (SR-826) to the Diplomat Mall in Hallandale after also serving Bay Road and Winston Towers in Sunny Isles Beach. After stopping at the Diplomat Mall, the route provides service along Hallandale Beach Boulevard in the city of Hallandale (Broward County). Route V is essentially a long circulator route that appears to be cobbled together to meet a variety of local circulation needs in northeast Dade County and southeast Broward County.
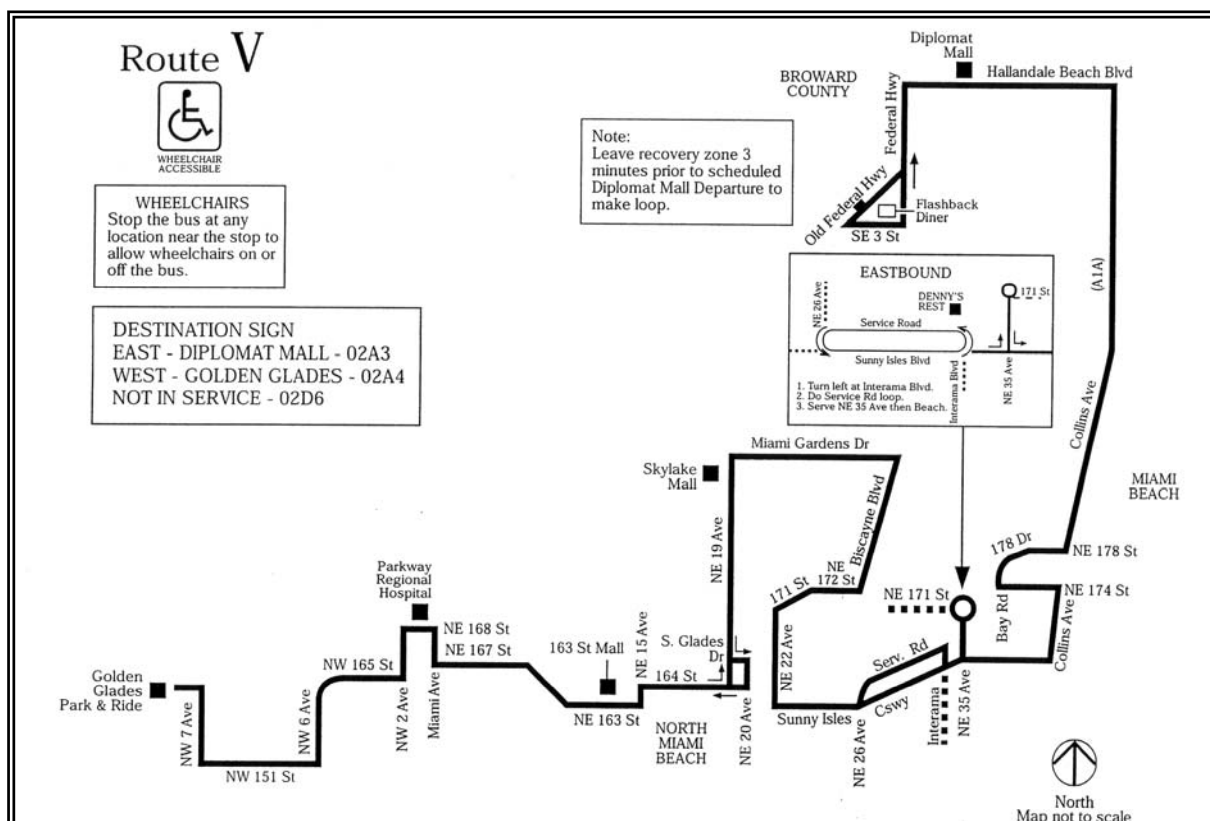
The western terminus of Route V is the golden Glades Park and Ride facility, and the route makes numerous long deviations to serve Eastern Shores, and Sky Lakes, as well as other needs in the City of North Miami Beach and parts of unincorporated Dade County. Major destinations include the 163rd Street Mall, and Parkway Regional Hospital. Only 19% of the route's alignment is within the Coastal Communities: 3.7 miles out of a total of 19 miles.

Route V currently operates 5 days a week:

    Weekdays: from 8:40 am to 6:00 pm   60-min intervals all day
                                                   No evening service

The round trip distance is 39.4 miles long, and the buses run at an average scheduled speed of 14.8 miles/hour. Riding one way from end to end takes approximately 1 hour and 10 minutes.

Who Rides and Where: Travel Patterns

The Coastal Communities part of the Route E alignment is not unique. Route S follows the same alignment to the Lehman Causeway without the local service deviation. Routes K currently provides service to the Diplomat Mall; however, this recommendation of this study is to delete Route K; therefore, the alignment from the Lehman causeway, north to the Diplomat Mall, and on to the Flashback diner will be unique.
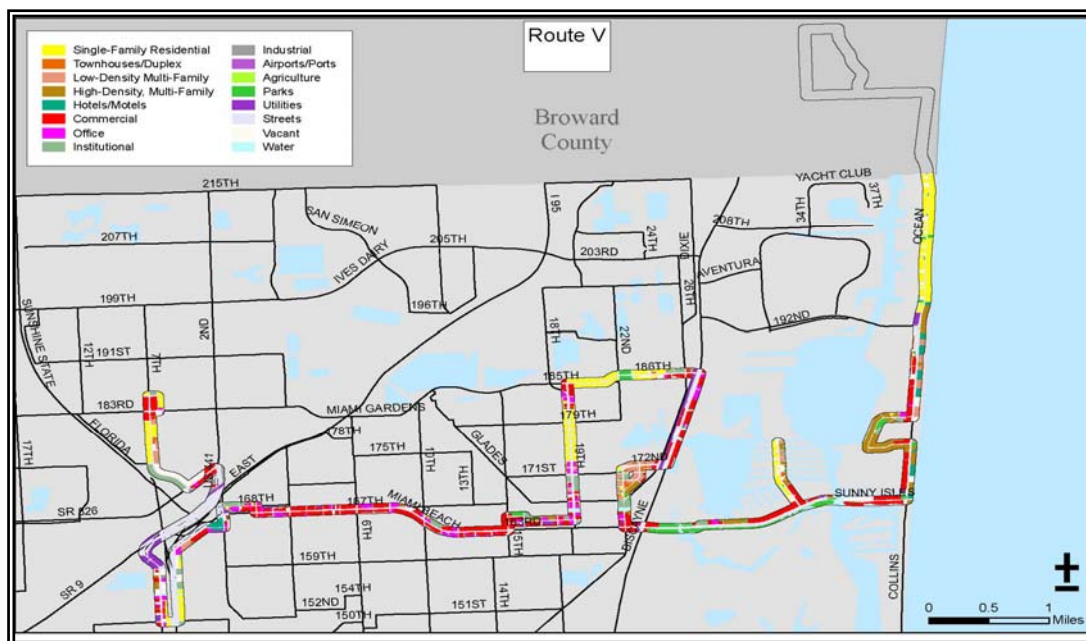
With respect to the Coastal Communities function of this regional route, it functions to provide a duplicative community circulation service in Sunny Isles Beach, as well as providing direct access to Sunny Isles Beach residents to commercial locations along

NE 163rd / 167th Street, the 163rd Street Mall, and Parkway Hospital, the Diplomat Mall, the Flashback diner, and Gulf Stream Racetrack.

From a land use standpoint, about half of the coastal segment is inefficient, being very expensive, very low-density, single-family residences in the Village of Golden Beach. The Sunny Isles Beach segment is much more conducive to transit ridership, being comprised of high-density and medium density residential uses fronted by commercial uses.

The home-origins and destinations of the Route V passengers show little dispersion from the Route's service area.
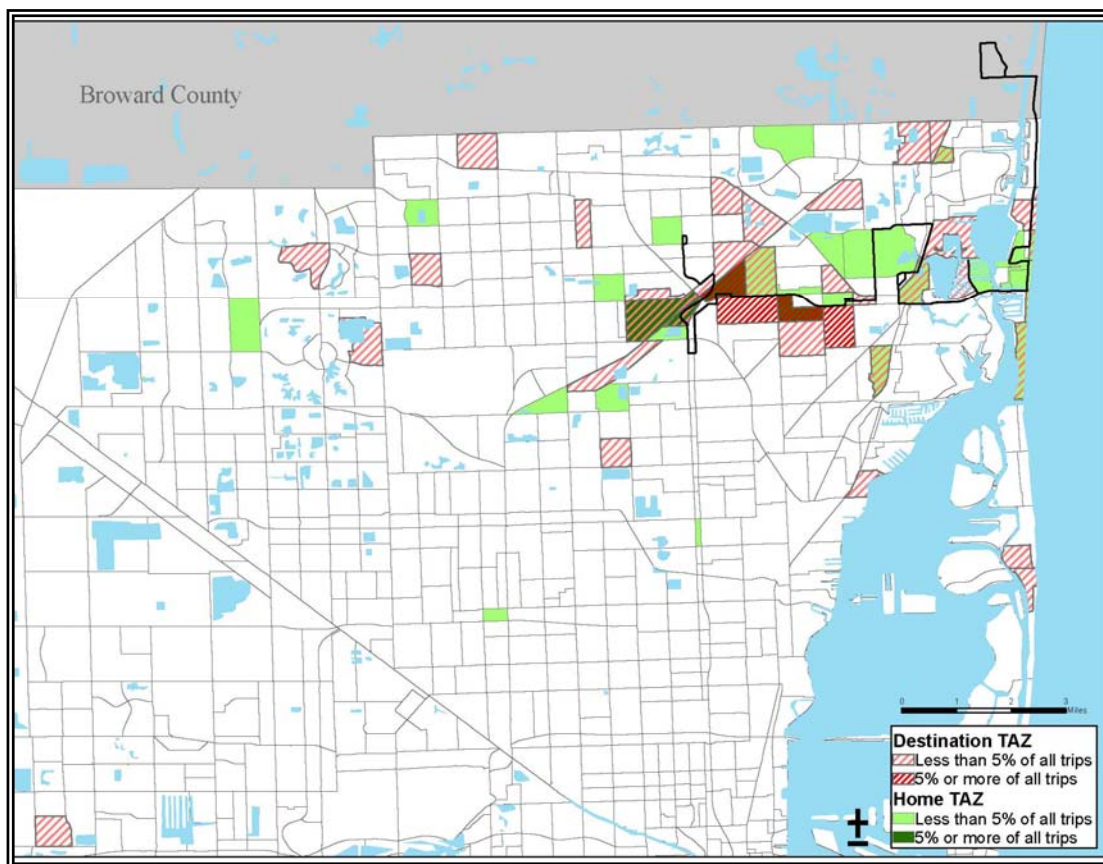
The passenger survey taken in 2003 shows that the route is used in Sunny Isles Beach by passengers as a local circulator. Approximately 83% of Route V trips have one trip end in Sunny Isles Beach. Outside of the Coastal Communities, the most frequented destinations are locations in the City of North Miami Beach that are east of the 163rd Street Mall (33%), followed by Parkway Hospital (17%). It should be noted that the survey predated the redevelopment of the 163rd Street Mall that now includes major retailers such as Wal-Mart.

Route V
Passenger Travel Origin – Destination Pairs
On-Board Surveys – 2003

Route V 69 Surveys, 6 O/D pairs	all others	Golden Glades Park & Ride	Parkway Hospital	163rd St Mall	NMB east of Mall	Skylake	Eastern Shores	Bay Road	Sunny Isles Beach	Broward	
	all others	75	116	102	98-101, 104, 184	70, 105-107	95-97	589	585-594	999	
all others	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Golden Glades Park & Ride		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Parkway Hospital			16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17%
163rd St Mall				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
NMB east of Mall					0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	33%
Skylake						0.0%	0.0%	0.0%	0.0%	0.0%	0%
Eastern Shores							0.0%	0.0%	0.0%	0.0%	0%
Bay Road								0.0%	16.7%	0.0%	17%
Sunny Isles Beach									33.3%	0.0%	33%
Broward										0.0%	0%
Column Sum	0%	0%	17%	0%	0%	0%	0%	0%	83%	0%	100%

Based on responses of the passenger survey, Route V Sunday ridership has a very even distribution of ages from 16 to over 65. About 17% of the Route's passengers are over 60, and about 6% report a disability that makes it more difficult to use a bus. Passengers on Route V appear to be very transit dependent, with low household incomes and auto ownership. Passenger household income averages $14,022. Auto ownership averages 0.9 vehicles per average household of 3.1 persons.

Most riders of the Route V are regular transit users, with 62% riding transit 5 or more days per week; however, another 17% ride 3 or 4 days per week indicating possible ridership by part-time employees or students. Trip purposes on the weekday service are unusually biased away from work trips, with only 19% being home-based work trips, and 13% being shopping trips.

Most passengers reach the Route V and leave to their destination by walking (75% overall). Transfers are not high: 12% transfer from another Metrobus, and less than 1% transfer from Metrorail or Metromover. The majority of transferring passengers make only 1 transfer (88% overall). When queried about their attitude toward transferring, 67% think that up to one transfer is acceptable. Six percent would not use transit if they had to transfer: this is .double or more the rate of most other Coastal Community routes

Operations

Small buses are used for this route, and are deployed from MDT's Northeast Division at 360 NE 185th Street.

Operating the route requires 3 vehicles in peak periods. In total, 17 1-way trips are made each weekday. The route incurs a direct operational cost to MDT of $557,475 per year.

Route V
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	no service	no service	no service
Midday	60	no service	no service
PM Peak	60	no service	no service
8 PM and Later	no service	no service	no service
Daily Pullouts	3	no service	no service
AM Peak Vehicle Requirement	3	no service	no service
PM Peak Vehicle Requirement	3	no service	no service
Total 1-Way Trips	17	no service	no service
Round-Trip Miles	39.4	no service	no service
Round-Trip Running Time (minutes)	160	no service	no service
Schedule Average Speed (mph)	14.8	no service	no service
Daily Revenue Miles	334.1	no service	no service
Daily Deadhead Miles	27.6	no service	no service
Total Daily Miles	361.7	no service	no service
Daily Revenue Hours	22:36	no service	no service
Daily Recovery Hours	2:25	no service	no service
Daily Deadhead Hours	1:17	no service	no service
Daily Platform Hours	26:18	no service	no service
Total Pay Time	27:3	no service	no service
Daily Direct Operating Cost	$2,144.13	$0.00	$0.00
Annual Direct Operating Cost		$557,475	

Performance

The table below summarizes several performance measures for the Route V.

Route V
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	695	no service	no service
Peak Month Daily Boardings	+15%	no service	no service
	Oct	no service	no service
Low Month Daily Boardings	-21%	no service	no service
	Dec	no service	no service
Efficiency:			
Revenue Mile / Revenue Hour	14.8	no service	no service
Revenue Mile / Pay Time Hour	12.4	no service	no service
Operational Cost / Revenue Hour	$94.87	no service	no service
Operational Cost / Revenue Mile	$6.42	no service	no service
Operational Cost / Seat Mile (30 seats)	$0.21	no service	no service
Productivity:			
Boardings / Revenue Hour	30.8	no service	no service
Boardings / Revenue Mile	2.1	no service	no service
Operational Cost per Passenger	$3.08	no service	no service

Performance of the Route meets service standard goals used by MDT for this type of service. (30 boardings per revenue hour). While not a high ranking route in terms of ridership, and certainly a long route for a circulator, service frequency and span have been adjusted accordingly, and the productivity and efficiency measures of the Route are acceptable.

Recommendations: Route V

Route V provides sub-regional, transit circulator service. While the segments of the route are suspected of some inefficiency, the data shows that is acceptably productive and efficient. More importantly, it service to Broward destinations is unique, and the route's cost are fairly low, so that there is little to gain by anything less than large truncations.

Given the changes to other routes in streamlining the A1A Corridor, Route V can remain as a relatively inexpensive and reasonably efficient means to provide a unique service in within northeast Dade and southwest Broward.

Still, if the Broward portions of the Route V alignment were truncated, its Broward destinations could still be reached by Broward County Transit (BCT) routes, specifically BCT Routes 1 and 4. Both of the BCT services provide even greater mobility potential once the transfer is made from Aventura Mall. An alternative to the Broward segments of Route V may be changes in the transfer fare policy between MDT and BCT that would facilitate transfers between the systems.

The recommendation for Route V is to continue it service as is, with its current alignment, but to monitor the route for changes in utilization, productivity, or measures of efficiency. Along with monitoring, the recommendation for Route V includes MDT and BCT to pursue means to lower the barriers to transferring between the two systems, including transfer fare policies, marketing efforts, and passenger information systems.

Route V
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	no changes, monitor, pusue etter MDT-BCT transfer strategies		
Timing	Phase I, Phase II		
Coordinating Recommendations	none		
Operations:			
Truncation Distance (RT miles)	no change	no service	no service
Truncation Revenue Time (RT avg min)	no change	no service	no service
Daily Operating Hours Reduced (revenue+layov	no change	no service	no service
Peak Buses Reduced (greater of am or pm)	no change	no service	no service
Daily Operating Cost Savings	no change	no service	no service
Annual Cost Savings	$0		
Performance / Efficiency			
Operational Cost / Revenue Hour	$94.87	no service	no service
change (- better, + worse)	no change	no service	no service
Boardings / Revenue Hour	30.8	no service	no service
change (+ better, - worse)	no change	no service	no service
Operational Cost per Passenger	$3.08	no service	no service
change (- better, + worse)	no change	no service	no service
Passenger Impact Estimates:			
Passengers Without Service	0	no service	no service
Daily Passengers Requiring One (1) Additional Transfer	0	no service	no service
Passengers Needing to Use Other Transit Service Without Additional Transfers	0	no service	no service

Coastal Communities Transit Plan

South Beach Local

Analysis and Recommendations

Existing Service

Service Description

The South Beach Local has its roots in the development of the original alignment of the Miami Beach Electrowave, first implemented in 1995 by the City of Miami Beach, the Miami Beach Transportation Management Association (TMA), with service development grants from Florida Department of Transportation (FDOT) and assistance from the US Department of Energy (DOE) sponsored Clean Cities Program. From a service perspective, The Electrowave was very successful; however, operational difficulties with the electric vehicles and their maintenance tarnished the system's performance. Since 2004, MDT has been operating the route, by combining its similar Route W service with the Electrowave alignment. The new route, marketed as the South Beach Shuttle (MDT Route 123), uses a different fare structure, and has dedicated small buses with unique exterior graphics identifying the buses as the South Beach Local

The South Beach Local is primarily a two-way loop that provides service to the high-density residential areas along West Avenue, and in South Pointe (south of 5th Street (SOFI)), and service the commercial and tourist destinations along Washington Avenue and 17th Street. An important deviation is made at the northwest corner of the alignment to reach the Publix on the Bay at 20th Street and West Avenue. Major destinations include: the Ziff Jewish Museum, Washington Avenue commerce, Lincoln Road, the Jackie Gleason Theatre, City Hall, the Miami Beach convention Center, the Miami Beach Botanical Gardens, the Holocaust Memorial, Publix (on Dade Boulevard), Publix on the Bay, Bayshore Park, the South Beach Regal (movie theater), South Shore Hospital, the Miami Beach Marina, and South Pointe Park
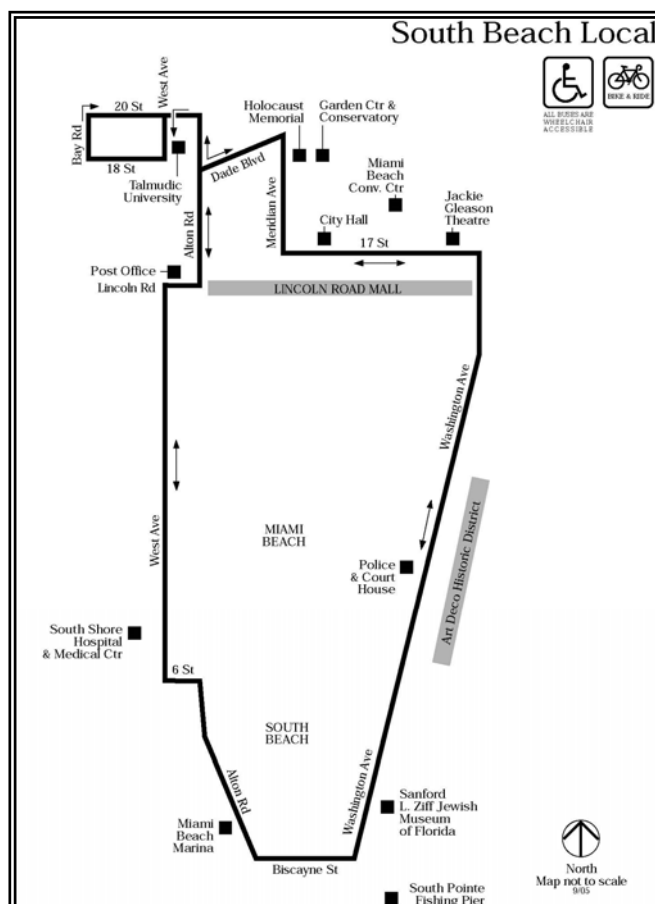
The South Beach Local currently operates 7 days a week.

Weekdays:	from 7:45 am to 1:53 am	15-min intervals in the am peak
		10-min intervals in midday
		10-min intervals in the pm peak
		15-min intervals after 8:00 pm
Saturday:	from 7:45 am to 1:53 am	15-min intervals in the am peak
		10-min intervals in midday
		10-min intervals in the pm peak
		15-min intervals after 8:00 pm
Sunday:	from 10:00 am to 1:42 am	15-min intervals in the am peak
		15-min intervals in midday
		10-min intervals in the pm peak
		15-min intervals after 8:00 pm

The one-way loop distance is 5.6 miles long, and the buses run at an average scheduled speed of 11.1 miles/hour. Riding one way for the full loop takes approximately 40 minutes.

Who Rides and Where: Travel Patterns

While only the West Avenue segment of the route is unique, the service as a whole is unique, and the Route is not considered duplicative of any other MDT route, instead it is complimentary to the regional route system.

The South Beach Local's alignment passes through a great mix of residential, commercial and civic uses. Along West Avenue, and along Alton road south of 5th Street are located very high-density residential uses, while the Washington Avenue segment south of 5th Street is more typified by medium-density residential mixed with ground floor commercial establishments. The rest of Washington Avenue is primarily commercial with a mix of establishments targeted at tourists and residents. North of Lincoln Road are mostly civic uses including city Hall, the Jackie Gleason Theater, the Botanical Garden, and the Miami Beach Convention Center. Grocery store access is very important to residents, and the South Beach Local provides service to two Publix stores and a Wild Oats.

The following is based on the passenger survey taken in 2003, and it should be understood that this survey was taken of the Route W and the survey sample is small. While Route W mostly used the same alignment, its fare policy and marketing was entirely different, and the Route W at that time was competing with the Electrowave. Because of this, all of the passenger demographics and attitudes discussion has been omitted, since it is strongly believed that the South Beach Local addresses a larger and different market than the Route W. Still, because the alignment is almost the same, the origin-destination data from the Route W survey has been extracted and analyzed, but again, caution should by used in making conclusions from this data set.

The 2003 passenger survey origin – destination data from the Route W provides evidence to show travel patterns on the South Beach Local. The table provides the results of parsing the origin destination data and aggregating up from the TAZ level. This data shows that the core users of the service are going from or to destinations in south Pointe (south of 5th St.) (41%), along Washington Avenue (37%), and along West Avenue north of 11th Street (19%). Few passengers use this South Beach Local to reach destinations out of South Beach by transfers. Of those that do, they are from or to the Washington Avenue Corridor. Surprisingly, Publix on the Bay is not a major destination: those that are reporting it as a destination come from South Pointe.

Route W
(in lieu of South Beach Local)
Passenger Travel Origin – Destination Pairs
On-board Surveys - 2003

Route W 77 Surveys, 27 O/D pairs	all others	South Pointe	5th to 11th west of Meridian	5th to 11th east of Meridian	11th to 17th west of Meridian	11th to 17th east of Meridian	Publix / Bayshore, Venetian Is.	Civic Center west of Washington	Civic Center east of Washington	Coastal Communities to north	
	all others	641-643	632,635,636	637-640	624,625,630,631	626-629	622, 623	620, 621	619	584-618	
all others	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
South Pointe		3.7%	3.7%	0.0%	18.5%	11.1%	3.7%	0.0%	0.0%	0.0%	41%
5th to 11th west of Meridian			0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	4%
5th to 11th east of Meridian				7.4%	7.4%	3.7%	0.0%	0.0%	0.0%	3.7%	22%
11th to 17th west of Meridian					11.1%	7.4%	0.0%	0.0%	0.0%	0.0%	19%
11th to 17th east of Meridian						3.7%	0.0%	0.0%	3.7%	7.4%	15%
Publix / Bayshore, Venetian Is.							0.0%	0.0%	0.0%	0.0%	0%
Civic Center west of Washington								0.0%	0.0%	0.0%	0%
Civic Center east of Washington									0.0%	0.0%	0%
Coastal Communities to north										0.0%	0%
Column Sum	0%	4%	4%	7%	37%	30%	4%	0%	4%	11%	100%

Operations

Small buses are used for South Beach Local, and are deployed from MDT's Central Division at 3300 NW 32nd Avenue.

Operating the route requires 11 peak vehicles on weekdays and weekends. In total, 173 1-way trips are made each weekday and each Saturday, with 146 made on Sundays. The route incurs a direct operational cost to MDT of $3,079,601 per year.

South Beach Local
Operational Characteristics
May 2007

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	15	15	15
Midday	10	10	10
PM Peak	10	10	10
8 PM and Later	15	15	15
Daily Pullouts	11	11	11
AM Peak Vehicle Requirement	10	10	9
PM Peak Vehicle Requirement	11	11	11
Total 1-Way Trips	173	173	146
Round-Trip Miles	11.1	11.1	11.1
Round-Trip Running Time (minutes)	60	60	60
Schedule Average Speed (mph)	11.1	11.1	11.1
Daily Revenue Miles	964.2	964.2	813.7
Daily Deadhead Miles	186.0	186.0	186.0
Total Daily Miles	1,150.2	1,150.2	999.7
Daily Revenue Hours	112:26	112:36	92:53
Daily Recovery Hours	30:35	31:0	26:50
Daily Deadhead Hours	8:30	8:30	9:10
Daily Platform Hours	151:31	151:56	128:53
Total Pay Time	167:6	164:11	141:26
Daily Direct Operating Cost	$8,609.18	$8,616.68	$7,394.80
Annual Direct Operating Cost		$3,079,601	

Performance

The table below summarizes several performance measures for the South Beach Local.

South Beach Local
Performance Characteristics
May 2007

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	5,384	4,648	5,171
Peak Month Daily Boardings	+21%	+58%	+46%
	Aug	Nov	Jul
Low Month Daily Boardings	-26%	-30%	-56%
	May	Oct	Apr
Efficiency:			
Revenue Mile / Revenue Hour	8.6	8.6	8.8
Revenue Mile / Pay Time Hour	5.8	5.9	5.8
Operational Cost / Revenue Hour	$76.57	$76.52	$79.61
Operational Cost / Revenue Mile	$8.93	$8.94	$9.09
Operational Cost / Seat Mile (30 seats)	$0.30	$0.30	$0.30
Productivity:			
Boardings / Revenue Hour	47.9	41.3	55.7
Boardings / Revenue Mile	5.6	4.8	6.4
Operational Cost per Passenger	$1.60	$1.85	$1.43

Performance of the South Beach Local greatly exceeds service standard goals used by MDT for this a local circulator service (20 boardings per revenue hour). In all productivity and efficiency measures, the route performs every well; however, the low operating cost per passenger should be understood in terms of the route's lower fare, and therefore cost subsidy per passenger is somewhat higher than would otherwise be expected.

Recommendations: South Beach Local

The South Beach Local performs extremely well, and clearly meets the local transit circulation needs of South Beach; however, there are two needs that motivate an extension to the route.

- Throughout many of the public meetings held for this study in Miami Beach, there was a consistent stated desire that the South Beach Local provide direct service to the Miami Beach Civic Center redevelopment area. The specific locations that transit service is desired, are the Bass Museum, the Miami City Ballet, and the Miami Beach Library. All of these destinations are located adjacent to each other on both sides of 22nd Street, just west of Collins Avenue. Beach access and parking are one block away.

- To implement the restructuring of the coastal Communities routes as recommended, a South Beach Transfer Station is required, and this station must be served by the South Beach Local.

- After many discussions with the city of Miami Beach staff from Public Works, Planning, and Development Department, as well as MDT Service Planning staff, it was finally decided that the South Beach Transfer Station should be located in the 23rd Street area.

- to meet both requirements to provide service to the Civic Center and to provide for easy transfer from the regional routes, the South Beach Local needs to be extended to the South Beach Transfer Station

- There was also community input to extend the South Beach Local to Belle Isle to serve the high density residential uses on that island. The concept has merit, and may be implemented on trial basis with careful monitoring.

- The South Beach Local is a short route, but one that goes through streets and intersections that can be very congested at times. The layover location for the route is just west of the Publix on the Bay. The one-way loop requires about 40 minutes of travel time; however, the Omnibus schedule provides a running time of 60 minutes, meaning that there is a 20 minute layover to make up time each hour. The layover location for the route is just west of the Publix on the Bay, and empirically it has been noted and stated in public meetings that there are often 2 to 3 buses parked here on layover. A 50% layover time compared to running time seems excessive for this route, and it is possible to mitigate some of the costs of the proposed extension by tightening the schedule.

The recommendation for South Beach Local is to extend the route to 23rd Street permanently and to extend it to Belle Isle on a trial basis with monitoring. The new alignment is shown in the diagram below.

South Beach Local
Recommend Alignment
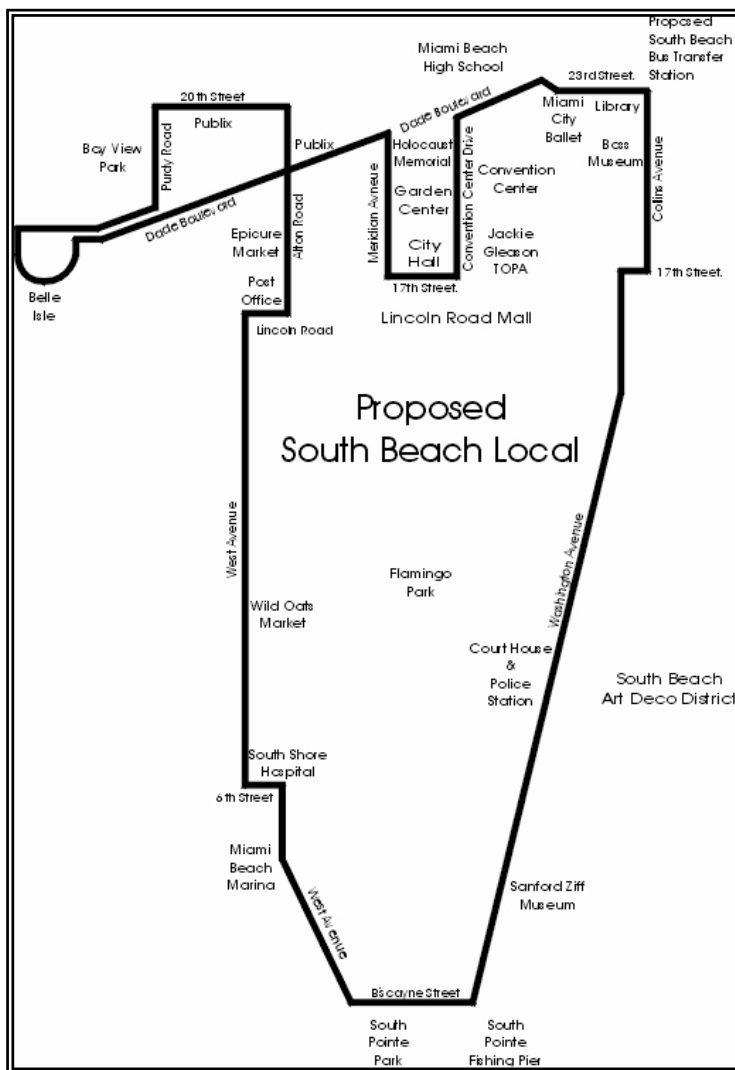
It is also recommended to reduce layover time to 25% of running time to reduce costs and mitigate the cost of the extension. The implementation is to be scheduled as a Phase I Recommendation, and coordinated with the implementation of the South Beach transfer Station, recommendations for Routes A, C, Airport Express, M, S and T, and the implementation of the Middle Beach Local.

South Beach Local
Recommendation Summary and Impacts

Impacts	Weekday	Saturday	Sunday
Recommendation	extend the route to the proposed South Beach Transfer Station and Civic Center 23rd Street), extend on a trial asis to Belle Isle, and reduce layover time by 1/2.		
Timing	Phase I		
Coordinating Recommendations	Routes A, C, Airport Express, M, S, T, and the South Beach Transfer Station		
Operations:			
Extension Distance (O-W miles)	1.4	1.4	1.4
Extension Revenue Time (O-W avg min.)	7	7	7
Layover Time Reduction (min.)	7	7	7
New Layover Time (min.)	13	13	13
Daily Operating Hours Increased from Extensi	27	27	22
Daily Operating Hours Decreased Layover Re	11	11	9
Daily Operating Hours Change	16	16	13
Peak Buses Increased (greater of am or pm)	1	1	1
Daily Operating Cost Increase	$1,366.82	$1,360.27	$1,157.34
Annual Cost Increase		$487,650	
Performance / Efficiency			
Operational Cost / Revenue Hour	$71.77	$71.69	$74.17
change (- better, + worse)	-$4.80	-$4.83	-$5.44
Boardings / Revenue Hour	38.7	33.4	44.8
change (+ better, - worse)	-9.2	-7.9	-10.8
Operational Cost per Passenger	$1.85	$2.15	$1.65
change (- better, + worse)	$0.25	$0.29	$0.22
Passenger Impact Estimates:			
Additional Daily Passengers	insufficient data	insufficient data	insufficient data
New Ridership Estimate	5384	4648	5171

Coastal Communities Transit Plan

Proposed
Middle Beach Local

Proposed Alignment and Service Levels

Recommended Alignment

The recommended alignment of the Middle Beach Local is based on providing service area coverage for deleted segments of other routes, including Routes K, R, and to a lesser extent Routes C, M, and J.

Proposed
Middle Beach Local
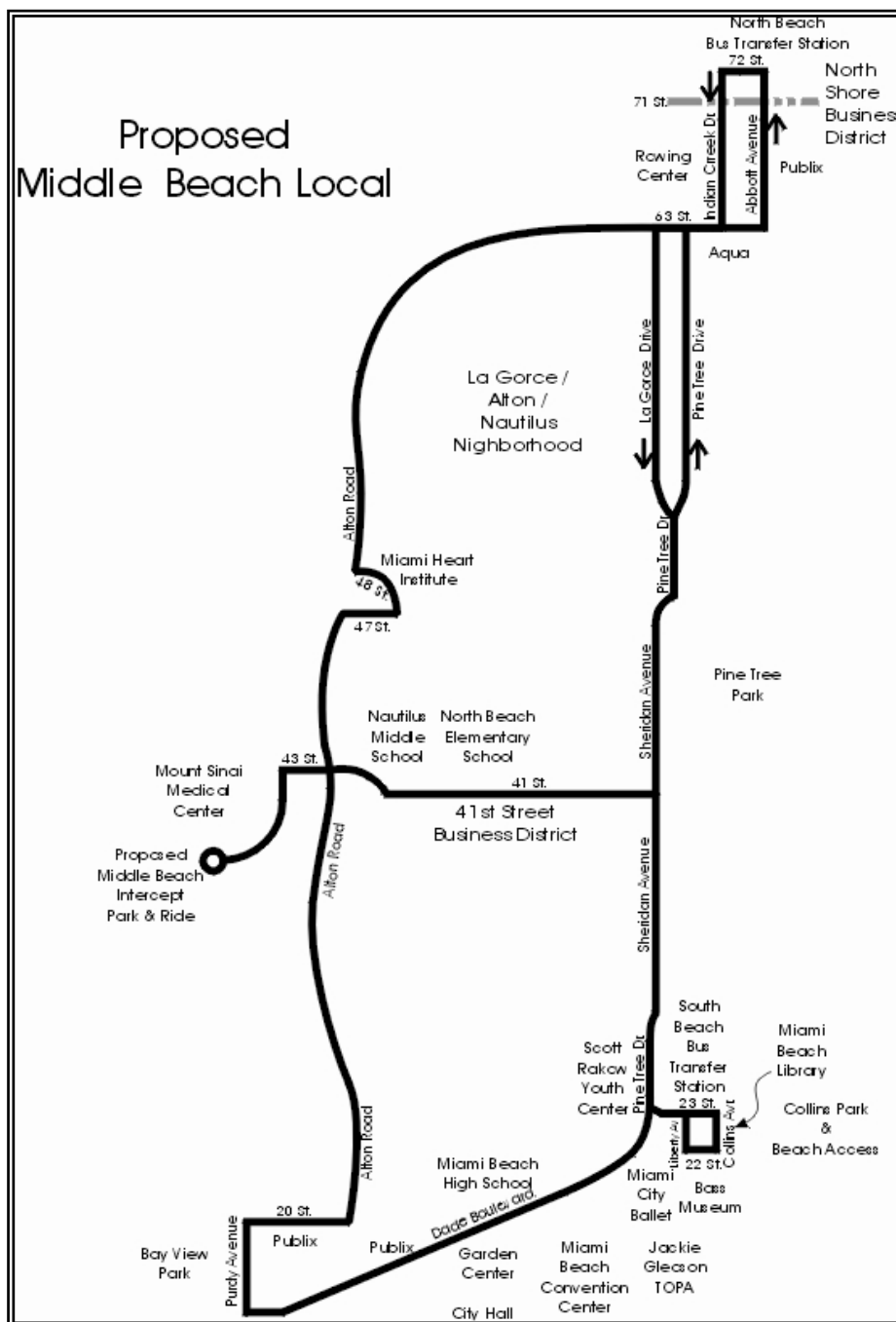
The route has a long alignment, and is designed as a two-way, figure-8 loop. The crossing point of the figure-8 is 41st Street.

The route provides transit connections at its north end to the proposed North Beach Bus Transfer Station, to be located within the south end of the City parking lot at 72nd Street, between Collins and Harding Avenues. Here, it provides easy transfers to the proposed North Beach Local, and Routes G, H, L, S, and T (the new Beach MAX).

The route provides transit connections at its south end to the proposed South Beach Bus Transfer Station, to be located on 23rd Street, between Collins and Liberty Avenues. At this transfer point, it provides convenient connections to the South Beach Local, and Routes A, L, MC, S, T, and the Airport Express.

The Middle Beach Local provides mobility for all of the Middle Beach residential neighborhoods, including: Lake Pancoast, Sunset Harbor, Sunset Islands, Bayshore, Nautilus, La Gorce, the new Aqua development on Allison Island, and the North Shore District, and the Ocean Terrace area.

Using the double, figure-8 configuration, the route can provide quick connections from all of the these neighborhoods to numerous destinations, including: Mount Sinai Medical Center, Miami Heart Institute, North Shore Business District, the 41st Street Business District, North Shore Publix, Publix on the Bay, Dade Boulevard Publix, North Shore Park and Youth Center, Scott Rakow Youth Center, North Beach Elementary, Nautilus Middle School, Miami Beach High School, beach access at Collins Park and Ocean Terrace, North Shore Park, Pine Tree Park, Fisher Park, Bay View Park, Miami Beach Library, Miami City Ballet, Bass Museum, Jackie Gleason Theater for the Performing Arts, Miami Beach Convention Center, The Garden Center, Holocaust Memorial, and Miami Beach City Hall.

One-way loop travel time is 72 minutes; however, because of the two-way figure-8 configuration, almost all destinations can be reached from any neighborhood in ½ or less travel time (31 minutes or less).

Service Level and Operational Impacts

Phase I:

Implementation is scheduled for Phase I at an initial headway of 60-minutes (same as the Route R that it replaces, but less than the Sheridan segments of the K) with a 7-day per week service span of 16 hours. The peak vehicle requirement will be 4 small buses. The cost of the Phase I implementation is estimated at $2,247,934.

Middle Beach Local
Phase I
Recommendation Summary and Impacts

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	60	60	60
Midday	60	60	60
PM Peak	60	60	60
8 PM and Later	60	60	60
Service Span (hr.s)	16	16	16
Peak Vehicle Requirement (both directions)	4	4	4
Total 1-Way Trips	32	32	32
One-Way Miles	15.3	15.3	15.3
One-Way Running Time (minutes)	72	72	72
Schedule Average Speed (mph)	12.7	12.7	12.7
Schedule Layover Time	48	48	48
Daily Revenue Miles (2-Way Loop)	979	979	979
Daily Revenue Hours	77:3	77:3	77:3
Daily Recovery Hours	50:55	50:55	50:55
Daily Operating Hours	128:0	128:0	128:0
Daily Direct Operating Cost	$6,158.72	$6,158.72	$6,158.72
Annual Direct Operating Cost		$2,247,934	

Middle Beach Local
Phase I
Estimated Operational Performance

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	insufficient data	insufficient data	insufficient data
Efficiency:			
Operational Cost / Revenue Hour	$79.91	$79.91	$79.91
Operational Cost / Revenue Mile	$6.29	$6.29	$6.29
Operational Cost / Seat Mile	$0.21	$0.21	$0.21
Productivity:			
Boardings / Revenue Hour	no data	no data	no data
Boardings / Revenue Mile	no data	no data	no data
Operational Cost per Passenger	no data	no data	no data

Phase II:

In Phase II, the service levels will be increased, to a 30-minute headway, with a 7-day per week service span of 18 hours.   The peak vehicle requirement will be 6 small buses. The cost of the Phase I implementation is estimated at $4,917,976.

Middle Beach Local
Phase II
Recommendation Summary and Impacts

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
8 PM and Later	30	30	30
Service Span (hr.s)	18	18	18
Peak Vehicle Requirement (both directions)	6	6	6
Total 1-Way Trips	72	72	72
One-Way Miles	15.3	15.3	15.3
One-Way Running Time (minutes)	72	72	72
Schedule Average Speed (mph)	12.7	12.7	12.7
Schedule Layover Time	18	18	18
Daily Revenue Miles (2-Way Loop)	2,203	2,203	2,203
Daily Revenue Hours	173:23	173:23	173:23
Daily Recovery Hours	42:36	42:36	42:36
Daily Operating Hours	216:0	216:0	216:0
Daily Direct Operating Cost	$13,473.91	$13,473.91	$13,473.91
Annual Direct Operating Cost	$4,917,976		

Middle Beach Local
Phase II
Estimated Operational Performance

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	insufficient data	insufficient data	insufficient data
Efficiency:			
Operational Cost / Revenue Hour	$77.70	$77.70	$77.70
Operational Cost / Revenue Mile	$6.12	$6.12	$6.12
Operational Cost / Seat Mile	$0.20	$0.20	$0.20
Productivity:			
Boardings / Revenue Hour	no data	no data	no data
Boardings / Revenue Mile	no data	no data	no data
Operational Cost per Passenger	no data	no data	no data

Coastal Communities Transit Plan

Proposed
North Beach Local

Proposed Alignment and Service Levels

Recommended Alignment

The recommended alignment of the North Beach Local is based on providing service area coverage for deleted segments of other routes, including Routes K, R. The proposed alignment also provides new coverage and service to areas requested by citizens and community organizations that is not currently covered by MDT service.
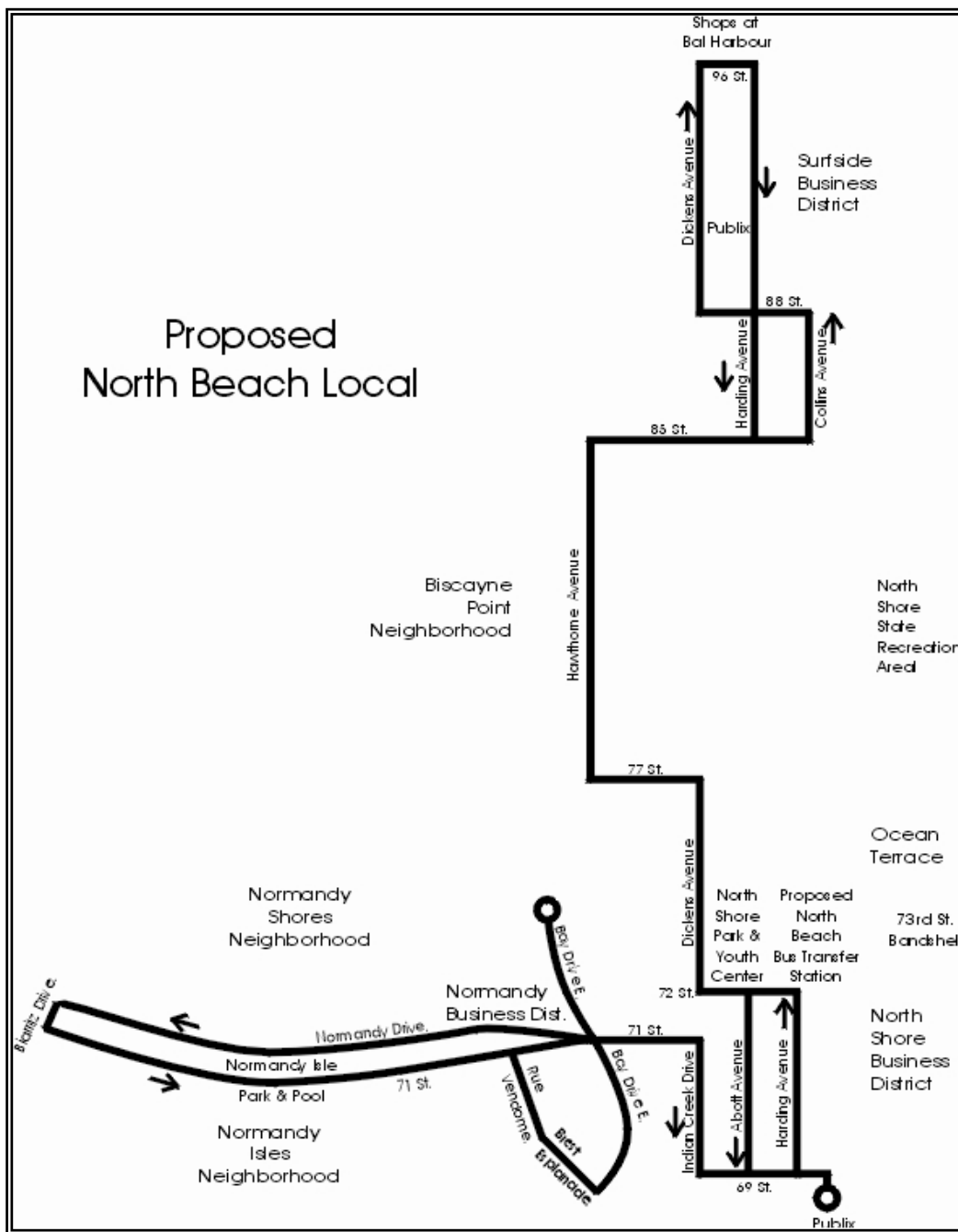
The route has a short alignment, and is designed as a two-way linear route, with the proposed North Beach Bus Transfer Station as close to the middle of its alignment as possible.

The route provides transit connections at the North Beach Bus Transfer Station, to be located within the south end of the City parking lot at 72nd Street, between Collins and Harding Avenues. Here, it provides easy transfers to the proposed Middle Beach Local, and Routes G, H, L, S, and T (the new Beach MAX).

The North Beach Local provides mobility for all of the North Beach residential neighborhoods, including: Normandy Isles, Normandy Shores, Biscayne Pointe, the North Shore District, Ocean Terrace, and the Village of Surfside.

The route can provide quick connections from all of the these neighborhoods to numerous destinations, including: North Shore Business District, Normandy Business District, Surfside Business District, The Shops at Bal Harbour, North Shore Publix, Surfside Publix, North Shore Park and Youth Center, Normandy Park and Pool, North Shore State Recreation Area, beach access at Ocean Terrace, North Shore Elementary School, and the 73rd Street Band Shell.

One-way travel time from end to end is 41 minutes; however, the time from the proposed North Beach Bus Transfer Station at the center of the route are no more than 16 minutes.

Destination Stop	Time (minutes) from North Beach Bus Transfer
Southbound:	
Normandy Business District	3
Normandy Park and Pool	7
West end of Normandy Isle	9
Rue Vendome and Bay Drive apartments	14
Publix at 69th Street	16
Northbound:	
North Shore Elementary School	3
Biscayne Point (south end)	4
Biscayne Point (Stillwater at north end)	7
Publix at Surfside	10
Shops at Bal Harbour	12

Service Level and Operational Impacts

Phase I:

Implementation is scheduled for Phase I at an initial headway of 50-minutes (less than the Routes K and R that it replaces) with a 7-day-per-week service span of 16 hours. The peak vehicle requirement will be 2 small buses. The cost of the Phase I implementation is estimated at $1,526,280.

North Beach Local
Phase I
Recommendation Summary and Impacts

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	50	50	50
Midday	50	50	50
PM Peak	50	50	50
8 PM and Later	50	50	50
Service Span (hr.s)	16	16	16
Peak Vehicle Requirement (both directions)	2	2	2
Total 1-Way Trips	38	38	38
One-Way Miles	9.1	9.1	9.1
One-Way Running Time (minutes)	41	41	41
Schedule Average Speed (mph)	13.3	13.3	13.3
Schedule Layover Time	9	9	9
Daily Revenue Miles (2-Way)	699	699	699
Daily Revenue Hours	52:40	52:40	52:40
Daily Recovery Hours	11:19	11:19	11:19
Daily Operating Hours	64:0	64:0	64:0
Daily Direct Operating Cost	$4,181.59	$4,181.59	$4,181.59
Annual Direct Operating Cost	$1,526,280		

North Beach Local
Phase I
Estimated Operational Performance

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	insufficient data	insufficient data	insufficient data
Efficiency:			
Operational Cost / Revenue Hour	$79.39	$79.39	$79.39
Operational Cost / Revenue Mile	$5.98	$5.98	$5.98
Operational Cost / Seat Mile	$0.20	$0.20	$0.20
Productivity:			
Boardings / Revenue Hour	no data	no data	no data
Boardings / Revenue Mile	no data	no data	no data
Operational Cost per Passenger	no data	no data	no data

Phase II:

In Phase II, the service levels will be increased, to a 25-minute headway, with a 7-day per week service span of 18 hours. The peak vehicle requirement will be 4 small buses. The cost of the Phase I implementation is estimated at $3,410,817.

North Beach Local
Phase II
Recommendation Summary and Impacts

Operational Characteristics	Weekday	Saturday	Sunday
Headway:			
AM Peak	25	25	25
Midday	25	25	25
PM Peak	25	25	25
8 PM and Later	25	25	25
Service Span (hr.s)	18	18	18
Peak Vehicle Requirement (both directions)	4	4	4
Total 1-Way Trips	86	86	86
One-Way Miles	9.1	9.1	9.1
One-Way Running Time (minutes)	41	41	41
Schedule Average Speed (mph)	13.3	13.3	13.3
Schedule Layover Time	9	9	9
Daily Revenue Miles (2-Way)	1,572	1,572	1,572
Daily Revenue Hours	118:30	118:30	118:30
Daily Recovery Hours	25:29	25:29	25:29
Daily Operating Hours	144:0	144:0	144:0
Daily Direct Operating Cost	$9,344.70	$9,344.70	$9,344.70
Annual Direct Operating Cost	$3,410,817		

North Beach Local
Phase II
Estimated Operational Performance

Operational Performance	Weekday	Saturday	Sunday
Utilization:			
Average Annual Daily Boardings	insufficient data	insufficient data	insufficient data
Efficiency:			
Operational Cost / Revenue Hour	$78.85	$78.85	$78.85
Operational Cost / Revenue Mile	$5.94	$5.94	$5.94
Operational Cost / Seat Mile	$0.20	$0.20	$0.20
Productivity:			
Boardings / Revenue Hour	no data	no data	no data
Boardings / Revenue Mile	no data	no data	no data
Operational Cost per Passenger	no data	no data	no data

Coastal Communities Transit Plan

Proposed
South Beach Bus Transfer Station

Location, Amenities, Capacity

South Beach Transfer Station

Criteria:

The South Beach Transfer Station is critical to the efficient restructuring of the MDT bus routes on Miami Beach. The location of the station needs to meet four criteria:

- Within 1 block of the A1A corridor

- Within South Beach

- If on-street, the street must be minor, and not in a congested location, and in a location that minimizes the impact of removing parking spaces

- The location must be amenable to the City and support its redevelopment goals

Location:

After many discussions with MDT staff, staff of the City of Miami Beach in the Public Works, Development, and Planning Departments, and with the City's consultant to the Coastal Communities Transportation master Plan, the location at 23rd Street, between Collins Avenue, and Liberty Avenue was decided upon. Supporting this location, were several key factors:

- It is directly accessible to the A1A Corridor.

- 23rd Street also provides access to Dade Boulevard and Pine Tree Drive, both collector roads in Miami Beach

- At every public meeting, citizens and leaders of community groups expressed the desire to extend the South Beach Local to the Miami Beach Library, Miami City Ballet, and the Bass Museum. All of these are on either side of 22nd Street. The 23rd Street location of the transfer facility provides greater efficiency in meeting the community's needs.

- The location can be accessed by both the South Beach Local, and the Middle Beach Local, greatly enhancing mobility for Miami Beach residents.

- Purchasing of private land or rights is minimized

- The 23rd Street right-of-way is very wide (60 ft.) which allows enough space for an on-street implementation, with the possible construction of a center island transfer platform.

The segment from 23rd Street, between Collins Avenue and Liberty Avenue provides a curb-to-curb length of 300 feet, allowing for a useful area of about 240 feet. The segment from 23rd Street, from Liberty Avenue to Park Avenue provides a curb-to-curb length of 280 feet, allowing for a useful area of about 220 feet. The right-of-way width is 70 feet, and the pavement width is just over 50 feet.

Access

Accessing the 23rd Street South each of the major regional routes (big buses) are required to turn off from the A1A Corridor (Collins Avenue) at 23rd Street and 22nd Street. Both intersections are signalized, but neither has left turn storage in the north-bound lanes. There is no room to create this storage, so north-bound, left turn signal pre-emption is highly recommended for these intersections.

Bus Transfers

At this location, the South Beach Bus Transfer will facilitate transfers among 7 routes in the Phase I plan, and 8 routes in the Phase II plan:

Phase I	Phase II & III
Airport Express	Route A
Route L	Airport Express
Route MC	Route L
Route S	Route MC
Route T	Route S
South Beach Local	Route T
Middle Beach Local	South Beach Local
	Middle Beach Local

Capacity

Typically, for best customer service, 1 bus bay for each route is desirable; however, the amount of land or right-of-way available in South Beach is limited. The minimum capacity in terms of bus bays that is needed for the facility can be determined by the expected number of routes, frequencies, stop time (passenger boardings), and the need for layover time for some routes. The minimum number of bays needed for 2-way operations is shown for various configurations in the table below. The minimum functional, capacity for the station, based on Phase II bus operations would be 7 bays.

South Beach Bus Transfer Station
Capacity Analysis

Bay	Routes	Equipment	Peak Hour 2-Way Frequency (arrival rate)	Peak Hour 2-Way Headway (minutes)	Stop Time (minutes)	Layover Time* (minutes)	Service Time (minutes)	Percent Time Bay Occupied	Probability of Bus Waiting**
One Bay for Each Route:									
1	A	small	6	10		10	10	100%	100%
2	Airport Express	regular	4	15	2		2	13%	4%
3	L	regular	12	5		5	5	100%	100%
4	MC	regular	6	10	2		2	20%	9%
5	S	regular	12	5	2		2	40%	36%
6	T	regular	6	10	2		2	20%	9%
7	South Beach Local	small	10	6		6	6	100%	100%
8	Middle Beach Local	small	4	15		15	15	100%	100%
All Routes Share - Maximum Service Configuration - 8 Bays									
8	All Bay Available to All Routes	regular	60	1	2	7.5	4.93	62%	16%
All Routes Share - Minimum Configuration - 6 Bays									
6	All Bay Available to All Routes	regular	60	1	2	7.5	4.93	82%	67%
Bays Assigned Either to Stop Only Routes or to Layover Routes - Maximum Service Configuration - 9 Bays									
4	S	regular	12	5	2		2	21%	1%
	T	regular	6	10	2		2		
	Airport Express	regular	4	15	2		2		
	MC	regular	3	20	2		2		
5	L	regular	12	5		5	5	80%	44%
	A	small	6	10		10	10		
	South Beach Local	small	10	6		6	6		
	Middle Beach Local	small	4	15		15	15		
Bays Assigned Either to Stop Only Routes or to Layover Routes - Minimum Configuration - 7 Bays									
2	S	regular	12	5	2		2	42%	30%
	T	regular	6	10	2		2		
	Airport Express	regular	4	15	2		2		
	MC	regular	3	20	2		2		
5	L	regular	12	5		5	5	80%	44%
	A	small	6	10		10	10		
	South Beach Local	small	10	6		6	6		
	Middle Beach Local	small	4	15		15	15		
Bays Assigned by Bus Size - Minimum Configuration - 7 Bays									
3	S	regular	12	5	2		2	58%	52%
	T	regular	6	10	2		2		
	L	regular	12	5		5	5		
	Airport Express	regular	4	15	2		2		
	MC	regular	6	10	2		2		
4	A	small	6	10		10	10	75%	38%
	South Beach Local	small	10	6		6	6		
	Middle Beach Local	small	4	15		15	15		

For an on-street station area, it may be desirable to not alter the curbing, especially if an off-street site is under consideration for subsequent implementation. In this case, approximately 175 feet for each bay should be marked, to allow each bus to arrive and depart from stops independently of other buses moving.

Along the two-block section of 23rd Street, there is enough room for 4 curb-side stops on the north side, and 3 on the south side. For each bay, a sheltered waiting area should be provided, allowing sheltered standing room, seating, an information kiosk, and a change/token machine on each side of the street.

Implementation

The implementation of the South Beach Bus Transfer Station along 23rd Street is not optimal. The on-street location requires passengers to cross the street for transfers, the sheltered space is not unified, space for sufficient sheltered waiting and seating areas is inadequate on the existing sidewalks, and it is difficult to provide a safe, secure, comfortable environment under these conditions. It is the recommendation of this study that the 23rd Street location be used as a temporary measure, until an adequate site is identified and a proper station is built within the immediate area of 23rd Street.

At this time, it is the recommendation of this study to consider either: 1) part of the 3.5-acre, City-owned and operated parking lot on the east side of Collins Avenue between 21st Street and 22nd Street; or 2) the use of the 420'-long, 60'-wide, section of Miami Beach Drive on the east side of the parking lot.

A feasibility study that examines the use of one of these sites or others need to be performed, that addresses bus operations, capital costs, operating costs, and impacts of lost parking revenue to the City.

Coastal Communities Transit Plan

Proposed
North Beach Bus Transfer Station

Location, Amenities, Capacity

North Beach Transfer Station

Criteria:

The North Beach Transfer Station is critical to the efficient restructuring of the MDT bus routes on Miami Beach. The location of the station needs to meet four criteria:

- Within 1 block of the A1A corridor

- Within North Beach

- If on-street, the street must be minor, and not in a congested location, and in a location that minimizes the impact of removing parking spaces

- The location must be amenable to the City and support its redevelopment goals

Location:

Since early in the Study, the location of a potential has been considered for the City-owned parking lot in North Beach that is bound by Collins Avenue, Abbott Avenue, 72nd Street, and 73rd Street. After discussions with MDT staff, staff of the City of Miami Beach in the Public Works, Development, and Planning Departments, and with the City's consultant to the Coastal Communities Transportation master Plan, the location has been finalized for this plan. Supporting this location, were several key factors:

- It is directly accessible to the A1A Corridor.

- It is an off-street location of approximately 3.75 acres, allowing for much safer, more secure, and comfortable passenger transfers. The provision of adequate sheltered space and sufficient amenities is greatly facilitated

- The location is central to the business, commerce, recreational use, and residential uses in the North Beach area of Miami Beach.

- The location is also the subject of a redevelopment plan by the City's Planning Department that includes the bus station.

- The location can be accessed by both the North Beach Local, and the Middle Beach Local, greatly enhancing mobility for Miami Beach residents.

- Purchasing of private land or rights is not required.

Access

Accessing the proposed site would require major regional routes (big buses) to turn off from the A1A Corridor, northbound at Collins Avenue and 72nd Street, and southbound, at Abbott Avenue and 72nd Street. Both access points require a left turn from a one-way street onto a two-way street. Both intersections are signalized, and there are no issues regarding inbound buses; however, for outbound buses, adequate left turn storage on both sides of 72nd Street needs to be checked, and signal modifications may be necessary.

Bus Transfers

At this location, the South Beach Bus Transfer will facilitate transfers among 7 routes in the Phase I and Phase II plans:

Phase I	Phase II & III
Route G	Route G
Route H	Route H
Route L	Route L
Route S	Route S
Route T	Route T
North Beach Local	North Beach Local
Middle Beach Local	Middle Beach Local

Capacity

Typically, for best customer service, 1 bus bay for each route is desirable; however, to provide for other programming for the 72nd Street Site as outlined in the City's Planning Department plans, minimizing the number of bays is desirable. The minimum capacity in terms of bus bays that is needed for the facility can be determined by the expected number of routes, frequencies, stop time (passenger boardings), and the need for layover time for some routes. The minimum number of bays needed for 2-way operations is shown for various configurations in the table below. The minimum functional, capacity for the station, based on Phase II bus operations would be 7 bays.

North Beach Bus Transfer Station
Capacity Analysis

Bay	Routes	Equipment	Peak Hour 2-Way Frequency (arrival rate)	Peak Hour 2-Way Headway (minutes)	Stop Time (minutes)	Layover Time* (minutes)	Service Time (minutes)	Percent Time Bay Occupied	Probability of Bus Waiting**
One Bay for Each Route:									
1	G	regular	4	15		15	15	100%	100%
2	H	regular	6	10		10	10	100%	100%
3	L	regular	12	5	2		2	40%	16%
4	S	regular	12	5	2		2	40%	16%
5	T	regular	6	10	2		2	20%	4%
6	North Beach Local	small	4.8	12.5		12.5	12.5	100%	100%
7	Middle Beach Local	small	4	15		15	15	100%	100%
All Routes Share - Maximum Service Configuration - 7 Bays									
7	All Bay Available to All Routes	regular	48.8	1.2	2	9.7	6.15	71%	23%
All Routes Share - Minimum Configuration - 6 Bays									
6	All Bay Available to All Routes	regular	48.8	1.2	2	9.7	6.15	83%	49%
Bays Assigned Either to Stop Only Routes or to Layover Routes - Minimum Configuration - 7 Bays									
2	L	regular	12	5	2		2	50%	17%
	S	regular	12	5	2		2		
	T	regular	6	10	2		2		
5	G	regular	4	15		15	15	80%	44%
	H	regular	6	10		10	10		
	North Beach Local	small	4.8	12.5		12.5	12.5		
	Middle Beach Local	small	4	15		15	15		

* partial layover time, not for whole route   ** based on queue analysis: steady state, infinite capacity queue model (no balks, idemtical servers, poisson arrival distribution, 1 priority class)

A 20° saw-tooth configuration that does not require backing out makes the most efficient use of bus bay length, requiring approximately 105 ft. for each bay, while still allowing each bus to arrive and depart individually. The saw-tooth configuration requires a width outside of the travel lane of 17 feet.

Along the 72nd Street side of the parking lot, there is an approximate length of 500-feet. If the bus drive and bays are configured to be parallel to 72nd Street (east-west), then there is sufficient space for 6 saw-tooth bus bays on a double-loaded bus driveway, including access approaches from the street. The design of the facility to accommodate a 7th bus bay will require more careful design than the general capacity analysis contained here.

The bus station should include a covered area that encloses sufficient waiting room (standing), seating for 10 passengers per bus bay, information kiosks, token/change machines, and small vendor spaces. The covered area should be open, well ventilated (possible use of overhead fans), well light with lighting of an appealing daylight color temperature, and secure.

Implementation

The implementation of the North Beach Bus Transfer Station at the 72nd Street site is well suited as a long-term transfer facility. At this time, the Planning Department has developed redevelopment plans for the site, but site programming, preliminary design, permitting and approvals, design, and construction still remain. A minimum of three years should be anticipated for this plan to be implemented and operational.

The Phase I components of this plan include the implementation of the North Beach Local and the Middle Beach Local. Prior to the operation of the North Beach Bus station, the two locals may use existing stops for Routes G, H, S, and T along the sections of the Collins / Abbott alignment between 72nd Street and 73rd Street. Transfers between Route L and the North Beach Local can be made along Normandy Drive or 71st Street. In addition, the alignments of the North Beach Local and the Middle Beach Local overlap from 69th Street to 72nd Street, facilitating multiple opportunities for transfer between these two routes. While not ideal, transfer capability among the routes would be functional in this manner, and allow the operational parts of the plan to move forward as work proceeds on the North Beach Bus Station.

North Beach Bus Station
Concept illustration by City of Miami Beach Planning Department

Coastal Communities Transit Plan

Proposed
Sunny Isles Beach Bus Transfer Station

Location, Amenities, Capacity

Sunny Isles Beach Transfer Station

Criteria:

The Sunny Isles Beach Transfer Station is critical to the efficient restructuring of the MDT bus routes in the northern Coastal Communities. The location of the station needs to meet three criteria:

- Close to the A1A Corridor intersection with Sunny Isles Beach Boulevard (NE 163rd Street).

- If on-street, the street must provide a safe location for pedestrians, and bus maneuvers, without impeding traffic on the major arterials of Collins Avenue (A1A), or Sunny Isles Beach Boulevard (NE 163rd Street).

- The location must be amenable to the City of Sunny Isles Beach and support its redevelopment goals

Location:

The recommended location of this transfer station is not yet finalized. It is not required until Phase II of the implementation of this plan

Access

To the extent that accessing the proposed site would require major regional routes (big buses) to turn off from the A1A Corridor, it should be suitably accessed from signalized intersections with adequate left turn storage in the north-bound lanes. Left turn signal pre-emption should be considered as part of the evaluation of the site.

Bus Transfers

At this location, the South Beach Bus Transfer will facilitate transfers among 5 routes in the Phase II plan:

Phase II & III
Route E
Route H
Route S
Route T
Route V
Sunny Isles Beach Circulator

Capacity

Typically, for best customer service, 1 bus bay for each route is desirable; however, minimizing the number of bays is desirable from the standpoint of other right-of-way functions or programming needs for off-street sites. The minimum capacity in terms of bus bays that is needed for the facility can be determined by the expected number of routes, frequencies, stop time (passenger boardings), and the need for layover time for some routes. The minimum number of bays needed for 2-way operations is shown for various configurations in the table below. The minimum functional, capacity for the station, based on Phase II bus operations would be 3 bays.

North Beach Bus Transfer Station
Capacity Analysis

Bay	Routes	Equipment	Peak Hour 2-Way Frequency (arrival rate)	Peak Hour 2-Way Headway (minutes)	Stop Time (minutes)	Layover Time* (minutes)	Service Time (minutes)	Percent Time Bay Occupied	Probability of Bus Waiting**
One Bay for Each Route:									
1	E	small	4	15	2		2	13%	2%
2	G	regular	4	15	2		2	13%	2%
3	H	regular	6	10	2		2	20%	4%
4	S	regular	12	5	2		2	40%	16%
5	T	regular	6	10	2		2	20%	4%
6	V	small	2	30	2		2	7%	1%
7	Sunny Isles Beach Shutt	small	6	10	2		2	20%	4%
All Routes Share - Higher Service Level Configuration - 3 Bays									
3	All Bay Available to All Routes	regular	40.0	1.5	2		2	44%	8%
All Routes Share - Minimum Configuration - 2 Bays									
2	All Bay Available to All Routes	regular	40.0	1.5	2		2	67%	36%
Bays Assigned by Bus Size - Acceptable Service Configuration - 3 Bays									
1	E	small	4	15	2		2	40%	16%
	V	small	2	30	2		2		
	Sunny Isles Beach Shutt	small	6	10	2		2		
2	G	regular	4	15	2		2	47%	14%
	H	regular	6	10	2		2		
	S	regular	12	5	2		2		
	T	regular	6	10	2		2		

* partial layover time, not for whole route   ** based on queue analysis: steady state, infinite capacity queue model (no balks, idemtical servers, poisson arrival distribution, 1 priority class)

The configuration depends on the location of the station, whether it is on-street or off-street, and the specific needs of the site.

The bus station should include a covered area that encloses sufficient waiting room, seating, an information kiosk, and a token/change machine. The covered area should be open, well ventilated (possible use of overhead fans), well light with lighting of an appealing daylight color temperature, and secure.

Implementation

The implementation of the Sunny Isles Beach Bus Transfer Station at the 72nd Street is Phase II component of this plan, and would not be needed until the 3rd year from the beginning of the implementation of the Coastal Communities Transit Study.

Coastal Communities Transit Plan

Proposed
Middle Beach – Mount Sinai
Interceptor Park-and-Ride Station

Location, Amenities, Bus Capacity

Middle Beach – Mount Sinai Interceptor Park-and-Ride Station

Criteria:

The Middle Beach - Mount Sinai Interceptor Park-and-Ride Station is important, but not essential to the efficient restructuring of the MDT bus routes in Miami Beach. It is more important to the goals of the goals of the concurrent Coastal Communities Transportation Master Plan. The location of the station needs to meet three criteria:

- direct access from the Julia Tuttle Causeway (I-195)
- adequate protected, secure space for parking and the bus stop facilities
- good access to the City's streets
- The location must be amenable to the City of Sunny Isles Beach and support its redevelopment goals

Location:

The recommended location of this transfer station is not yet finalized, but should be located within the Mount Sinai Medical Center campus. MDT and the management of the medical center, as well as the City of Miami Beach would need to work together to develop this Phase II recommendation.

Access

Access to this site by automobile is by direct ramps from the Julia Tuttle Causeway. Bus access is by the intersection at 43rd Street and Alton Road. This is a signalized intersection with adequate left turn storage and green time for access and egress.

Bus Transfers

The park-and-ride station would accommodate 3 Coastal Community routes, and possibly MDT Route 62 (not part of study)

<u>**Phase I, II, and III**</u>
Route J
Airport Express
Route MC
Middle Beach Local
Route 62 (peak only)

Capacity

Typically, for best customer service, 1 bus bay for each route is desirable; however, minimizing the number of bays is desirable from the standpoint of other right-of-way functions or programming needs for off-street sites. The minimum capacity in terms of bus bays that is needed for the facility can be determined by the expected number of routes, frequencies, stop time (passenger boardings), and the need for layover time for some routes. The minimum number of bays needed for 2-way operations is shown for various configurations in the table below. The minimum functional, capacity for the station, based on Phase II bus operations would be 3 bays.

Middle Beach – Mount Sinai Park-and-Ride Station
Capacity Analysis

Bay	Routes	Equipment	Peak Hour 2-Way Frequency (arrival rate)	Peak Hour 2-Way Headway (minutes)	Stop Time (minutes)	Layover Time* (minutes)	Service Time (minutes)	Percent Time Bay Occupied	Probability of Bus Waiting**
One Bay for Each Route:									
1	62	regular	4	15	2		2	13%	2%
2	J	regular	8	7.5	2	7.5	8	100%	100%
3	Airport Express	regular	4	15	2		2	13%	2%
3	MC	regular	6	10	2		2	20%	4%
4	Middle Beach Local	small	4	15	2	15	15	100%	100%
All Routes Share - Higher Service Level Configuration - 3 Bays									
3	All Bay Available to All Routes	regular	26.0	2.3	2	5.7	6	82%	57%
Bays Assigned Either to Stop Only Routes or to Layover Routes - Minimum Service Configuration - 3 Bays									
1	62	regular	4	15	2		2	47%	22%
	Airport Express	regular	4	15	2		2		
	MC	regular	6	10	2		2		
2	J	regular	8	7.5	2	7.5	8	100%	100%
	Middle Beach Local	small	4	15	2	15	15		

* partial layover time, not for whole route   ** based on queue analysis: steady state, infinite capacity queue model (no balks, idemtical servers, poisson arrival distribution, 1 priority class)

The configuration depends on the location of the station, whether it is on-street or off-street, and the specific needs of the site.

The bus station should include a covered area that encloses sufficient waiting room, seating, an information kiosk, and a token/change machine. The covered area should be open, well ventilated (possible use of overhead fans), well light with lighting of an appealing daylight color temperature, and secure.

Implementation

The implementation of the Middle Beach - Mount Sinai Interceptor Park-and-Ride Station is a Phase III component of this plan, and although the transfer connections will be made in Mount Sinai Medical Center, they will use the existing bus stops in Phase I and Phase II.

Coastal Communities Transit Plan

Appendix I

Miami Dade MPO Transportation Analysis Zone (TAZ) Map

Miami-Dade County

Traffic Analysis Zones (TAZ) - 2000 Census - with Major Roads

N

Metropolitan Planning Organization
for the Miami Urbanized Area

MPO

0   2   4   8 Miles
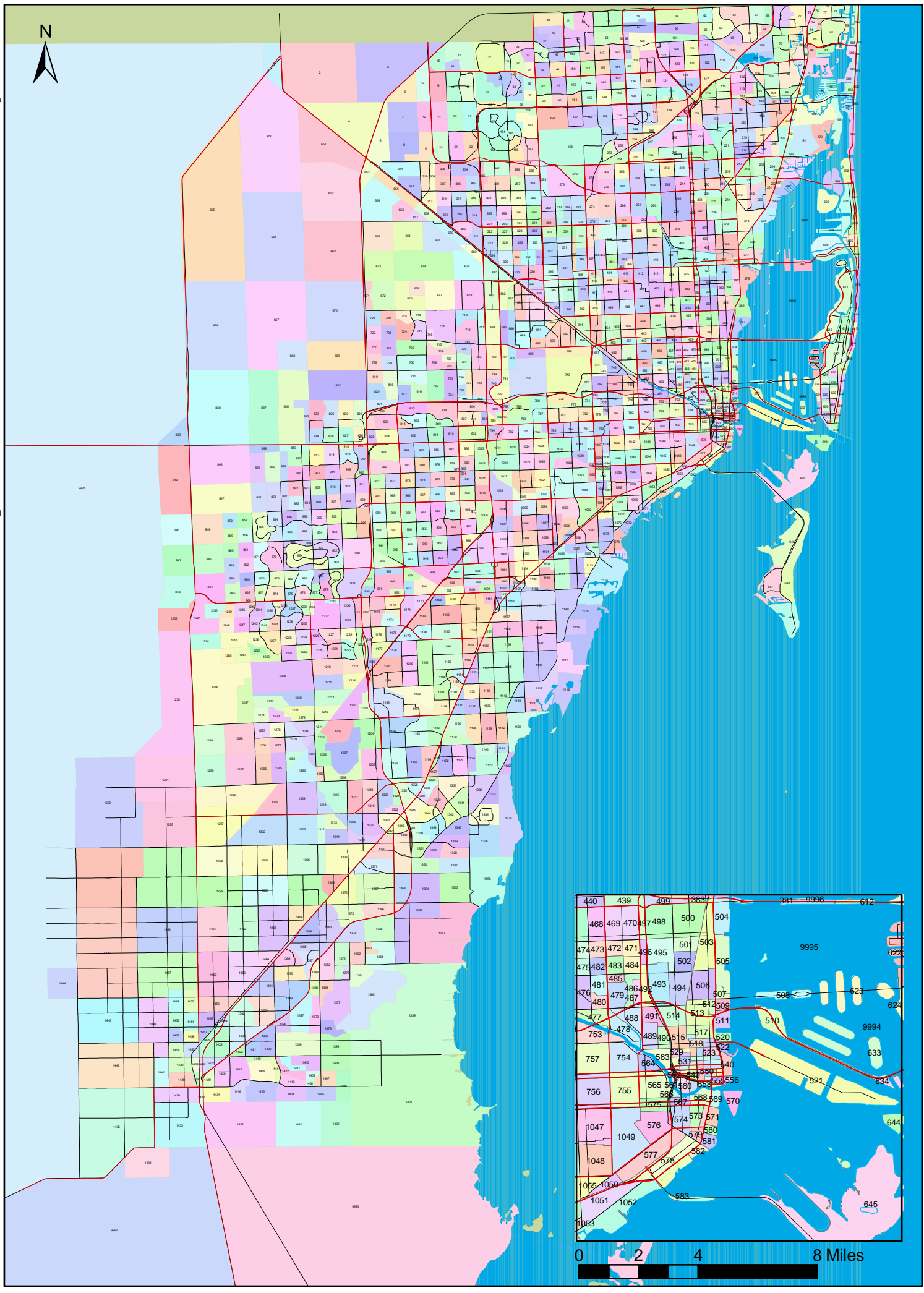
Coastal Communities Transit Plan

Appendix II

Bus Survey Instrument

ROUTE |_____| **METROBUS RIDER SURVEY**   RESP# |_____|

DEAR RIDER: Please take a minute to help us plan for your transit needs. After completing the survey, you may return it to the surveyor or place it in the collection box on your bus. *This survey is about the one-way trip you are on now.* Please fill out this survey even if you filled one out earlier today for another one-way trip.

1. Where did you start THIS trip today?

   1 ___ Home   3 ___ School   5 ___ Shopping/Errands   7 ___ Hotel
   2 ___ Work   4 ___ Medical   6 ___ Visiting/Recreation 8 ___ Other

2. What is the street location of the place where you started this trip? Please indicate the nearest intersection:

   _____ and _____

3. How did you get to the bus stop where you go on for this trip? (check only one)

   1 ___ Walked 0-3 blocks   6 ___ Transferred from Metrorail
   2 ___ Walked more than 3 blocks   7 ___ Transferred from Metromover
   3 ___ Was dropped off   8 ___ Transferred from Tri-Rail
   4 ___ Rode bicycle   9 ___ Transferred from Metrobus # _____
   5 ___ Drove myself   10 ___ Other: _____

4. How will you get to your final destination for this trip when you get off this bus? (check only one)

   1 ___ Walk 0-3 blocks   6 ___ Transferred to Metrorail
   2 ___ Walk more than 3 blocks   7 ___ Transferred to Metromover
   3 ___ Be picked up   8 ___ Transferred to Tri-Rail
   4 ___ Ride bicycle   9 ___ Transferred to Metrobus # _____
   5 ___ Drive myself   10 ___ Other: _____

5. What is your destination for this trip?

   1 ___ Home   3 ___ School   5 ___ Shopping/Errands   7 ___ Hotel
   2 ___ Work   4 ___ Medical   6 ___ Visiting/Recreation 8 ___ Other

6. What is the street location of the place you are going to? Please indicate the nearest intersection:

   _____ and _____

7. Overall, how would you rate...

   a. The cleanliness of the bus?   1 ___ Excellent 2 ___ Good 3 ___ Fair 4 ___ Poor
   b. The courtesy of the bus driver?   1 ___ Excellent 2 ___ Good 3 ___ Fair 4 ___ Poor

8. How did you pay for your fare on this trip?

   1 ___ $ 1.25 Cash   4 ___ Student discount   7 ___ Disability discount
   2 ___ Token   5 ___ Transfer   8 ___ Other
   3 ___ Monthly Metropass   6 ___ Golden Passport

9. How often do you ride Metrobus?

   1 ___ 5 or more days per week   5 ___ 1 or 2 days per week
   2 ___ 3 or 4 days per week   6 ___ Less than once per week

10. How long have you been using Metrobus?

   1 ___ Less than 6 months   3 ___ 1 to 2 years
   2 ___ 6 months to 1 year   4 ___ More than 2 years

11. Your age is...

   1 ___ 15 years or under   4 ___ 31 - 40 years   7 ___ 61 - 64 years
   2 ___ 16 - 19 years   5 ___ 41 - 50 years   8 ___ 65 years or more
   3 ___ 20 - 30 years   6 ___ 51 - 60 years

12. You are....   1 ___ Male   2 ___ Female

13. Your ethnic origin is... (check only one)

   1 ___ Hispanic   3 ___ African-American   2 ___ White/Non-Hispanic   4 ___ Other

14. Including yourself, how many people live in your household?

   1 ___ One   2 ___ Two   3 ___ Three   4 ___ Four   5 ___ Five or more

15. How many autos, trucks, or motorcycles are owned or leased by your household?

   1 ___ None   2 ___ One   3 ___ Two   4 ___ Three or more

16. What was your total annual household income in 2003? ...

   1 ___ Less than $10,000   4 ___ $20,001 - $30,000   7 ___ $60,001 - $80,000
   2 ___ $10,000 - $15,000   5 ___ $30,001 - $40,000   8 ___ $80,000 and over
   3 ___ $15,001 - $20,000   6 ___ $40,001 - $60,000

17. How do you feel about transfers? (check only one)

   1 ___ Transferring does not bother me.
   2 ___ One transfer is all right, but not more than one.
   3 ___ I would prefer not to make any transfers.
   4 ___ If I have to transfer, I will not use public transportation.

18. Do you have any physical disability which makes it difficult for you to use Metrobus?

   1 ___ Yes   2 ___ No

PLEASE PLACE SURVEY IN RETURN BOX OR GIVE TO SURVEYOR.

Coastal Communities Transit Plan

Appendix III

Bus Survey Results by Route

A, Route 101 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	399	192	134	331
Sample	33	4	4	25
Percent Sample	8.3%	2.1%	3.0%	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	0.0%	0.0%	0.0%
16 - 19 years	9.1%	0.0%	25.0%	10.1%
20 - 30 years	6.1%	50.0%	25.0%	15.0%
31 - 40 years	30.3%	0.0%	0.0%	21.6%
41 - 50 years	27.3%	50.0%	25.0%	30.2%
51 - 60 years	18.2%	0.0%	0.0%	13.0%
61 - 64 years	3.0%	0.0%	0.0%	2.2%
65 years or more	3.0%	0.0%	0.0%	2.2%
Percent Responding	*97.0%*	*100.0%*	*75.0%*	*94.3%*
Average Age	40	35	22	37
Gender				
Female	51.5%	25.0%	100.0%	54.7%
Male	45.5%	50.0%	0.0%	39.6%
Percent Responding	*97.0%*	*75.0%*	*100.0%*	*94.3%*
Ethnic Origin				
Hispanic	54.5%	25.0%	75.0%	53.2%
African American	18.2%	0.0%	25.0%	16.6%
White / Non-Hispanic	15.2%	50.0%	0.0%	18.0%
Other	9.1%	25.0%	0.0%	10.1%
Percent Responding	*97.0%*	*100.0%*	*100.0%*	*97.8%*
Response Language	64% English, 36% Spanish, 0% Creole	75% English, 25% Spanish, 0% Creole	25% English, 75% Spanish, 0% Creole	60% English, 40% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	12.1%	0.0%	0.0%	8.7%
Percent Responding	*97.0%*	*100.0%*	*100.0%*	*97.8%*
Passenger Household Demographics				
Number in Household	2.8	3.4	2.9	2.9
Percent Responding	*97.0%*	*100.0%*	*100.0%*	*97.8%*
Number of Vehicles in Household	0.8	1.0	0.5	0.8
Percent Responding	*97.0%*	*100.0%*	*100.0%*	*97.8%*
Vehicles per Person in Household	0.28	0.30	0.17	0.27
Household Income (average)	$20,758	$20,000	$26,250	$21,434
Percent Responding	*93.9%*	*100.0%*	*75.0%*	*92.1%*

A, Route 101 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	60.6%	50.0%	50.0%	57.6%
3 or 4 days per week	24.2%	25.0%	0.0%	20.9%
1 or 2 days per week	6.1%	25.0%	25.0%	11.5%
Less than once per week	3.0%	0.0%	25.0%	5.7%
Percent Responding	*93.9%*	*100.0%*	*100.0%*	*95.7%*
Tenure of MetroBus Use				
Less than 6 months	24.2%	0.0%	0.0%	17.3%
6 months to 1 year	9.1%	75.0%	0.0%	17.2%
1 to 2 years	12.1%	0.0%	50.0%	15.8%
More than 2 years	51.5%	25.0%	50.0%	47.5%
Percent Responding	*97.0%*	*100.0%*	*100.0%*	*97.8%*
Fare Payment				
Cash	27.3%	75.0%	75.0%	40.9%
Token	12.1%	25.0%	0.0%	12.2%
Monthly Metropass	24.2%	0.0%	25.0%	20.9%
Student Discount	3.0%	0.0%	0.0%	2.2%
Transfer	30.3%	0.0%	0.0%	21.6%
Golden Passport	3.0%	0.0%	0.0%	2.2%
Disability Discount	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	39.4%	0.0%	75.0%	38.9%
Good	36.4%	100.0%	0.0%	40.3%
Fair	12.1%	0.0%	25.0%	12.2%
Poor	6.1%	0.0%	0.0%	4.3%
Percent Responding	*93.9%*	*100.0%*	*100.0%*	*95.7%*
Courtesy of Bus Driver				
Excellent	57.6%	25.0%	25.0%	48.3%
Good	21.2%	50.0%	50.0%	29.4%
Fair	6.1%	0.0%	25.0%	7.9%
Poor	0.0%	0.0%	0.0%	0.0%
Percent Responding	*84.8%*	*75.0%*	*100.0%*	*85.6%*

A, Route 101 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	60.6%	75.0%	0.0%	54.0%
Home-Based School	6.1%	0.0%	0.0%	4.3%
Home-Based Medical	0.0%	0.0%	0.0%	0.0%
Home-Based Shopping / Errands	0.0%	0.0%	25.0%	3.6%
Home-Based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Home-Based Hotel	0.0%	0.0%	0.0%	0.0%
Home-Based Other	3.0%	0.0%	0.0%	2.2%
Home-Based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All Home-Based Destination Trips above	69.7%	75.0%	25.0%	64.1%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
Work-based School	3.0%	0.0%	0.0%	2.2%
Work-based Medical	0.0%	0.0%	0.0%	0.0%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	3.0%	0.0%	25.0%	5.7%
Work-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All Work-based Trips Above	6.1%	0.0%	25.0%	7.9%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	3.0%	0.0%	0.0%	2.2%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	3.0%	0.0%	0.0%	2.2%
All Other Trip Purpose Pairs or Half Pairs	21.2%	25.0%	50.0%	25.9%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

A, Route 101 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	48.5%	75.0%	37.5%	50.7%
Walk More than 3 blocks	10.6%	0.0%	37.5%	12.9%
Kiss-and-Ride (dropped off)	3.0%	0.0%	0.0%	2.2%
Park-and-Ride (drove self)	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%
Tri-Rail	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%
MetroDade Transit System Transfers				
MetroRail	3.0%	12.5%	0.0%	4.0%
MetroBus	15.2%	0.0%	25.0%	14.4%
MetroMover	19.7%	12.5%	0.0%	15.9%
Sum of MDT System Transfers	0.0%	0.0%	0.0%	0.0%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Number of MDT System Tranfers Reported				
1 Transfer	66.7%	50.0%	0.0%	54.8%
2 Transfers	6.1%	0.0%	25.0%	7.9%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	72.7%	50.0%	25.0%	62.7%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	54.5%	100.0%	50.0%	60.4%
One is Acceptable, But No More	18.2%	0.0%	0.0%	13.0%
Prefer Not to Make Any Transfers	24.2%	0.0%	50.0%	24.5%
Will Not Use Transit If Need to Transfer	0.0%	0.0%	0.0%	0.0%
Percent Responding	*97.0%*	*100.0%*	*100.0%*	*97.8%*

C, Route 103 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	3,451	3,287	2,042	3,226
Sample	257	56	12	193
Percent Sample	7.4%	1.7%	0.6%	0
Passenger Demographics				
Age Classification				
15 years or under	1.6%	0.0%	16.7%	3.5%
16 - 19 years	7.0%	12.5%	8.3%	8.0%
20 - 30 years	30.4%	19.6%	0.0%	24.5%
31 - 40 years	22.2%	14.3%	33.3%	22.6%
41 - 50 years	16.0%	21.4%	8.3%	15.6%
51 - 60 years	10.5%	10.7%	0.0%	9.0%
61 - 64 years	2.3%	10.7%	0.0%	3.2%
65 years or more	7.0%	8.9%	0.0%	6.3%
Percent Responding	*96.9%*	*98.2%*	*66.7%*	*92.8%*
Average Age	36	41	19	34
Gender				
Female	49.4%	58.9%	25.0%	47.3%
Male	45.1%	39.3%	33.3%	42.6%
Percent Responding	*94.6%*	*98.2%*	*58.3%*	*89.9%*
Ethnic Origin				
Hispanic	56.8%	37.5%	16.7%	48.3%
African American	12.8%	21.4%	33.3%	17.0%
White / Non-Hispanic	21.4%	39.3%	16.7%	23.3%
Other	6.6%	1.8%	0.0%	5.0%
Percent Responding	*97.7%*	*100.0%*	*66.7%*	*93.6%*
Response Language	64% English, 36% Spanish, 0% Creole	80% English, 20% Spanish, 0% Creole	58% English, 42% Spanish, 0% Creole	65% English, 35% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	6.2%	8.9%	0.0%	5.7%
Percent Responding	*98.1%*	*100.0%*	*58.3%*	*92.7%*
Passenger Household Demographics				
Number in Household	2.2	2.6	1.3	2.1
Percent Responding	*96.5%*	*98.2%*	*58.3%*	*91.3%*
Number of Vehicles in Household	0.5	0.3	0.4	0.5
Percent Responding	*93.8%*	*100.0%*	*58.3%*	*89.6%*
Vehicles per Person in Household	0.24	0.10	0.31	0.23
Household Income (average)	$20,564	$12,366	$8,125	$17,616
Percent Responding	*87.5%*	*98.2%*	*58.3%*	*84.9%*

C, Route 103 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	59.1%	82.1%	25.0%	57.6%
3 or 4 days per week	17.5%	10.7%	0.0%	14.0%
1 or 2 days per week	11.7%	5.4%	16.7%	11.5%
Less than once per week	8.9%	1.8%	25.0%	10.2%
Percent Responding	*97.3%*	*100.0%*	*66.7%*	*93.3%*
Tenure of MetroBus Use				
Less than 6 months	34.2%	14.3%	33.3%	31.3%
6 months to 1 year	9.3%	5.4%	0.0%	7.4%
1 to 2 years	10.1%	5.4%	16.7%	10.4%
More than 2 years	41.2%	73.2%	16.7%	42.3%
Percent Responding	*94.9%*	*98.2%*	*66.7%*	*91.4%*
Fare Payment				
Cash	51.8%	44.6%	41.7%	49.3%
Token	7.8%	8.9%	8.3%	8.0%
Monthly Metropass	17.9%	14.3%	0.0%	14.8%
Student Discount	3.9%	12.5%	8.3%	5.8%
Transfer	7.4%	3.6%	0.0%	5.8%
Golden Passport	7.8%	12.5%	0.0%	7.3%
Disability Discount	0.4%	3.6%	0.0%	0.8%
Other	1.2%	0.0%	8.3%	2.0%
Percent Responding	*98.1%*	*100.0%*	*66.7%*	*93.8%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	22.6%	46.4%	33.3%	27.5%
Good	40.5%	37.5%	33.3%	39.0%
Fair	27.2%	10.7%	16.7%	23.4%
Poor	7.4%	5.4%	0.0%	6.0%
Percent Responding	*97.7%*	*100.0%*	*83.3%*	*96.0%*
Courtesy of Bus Driver				
Excellent	27.6%	51.8%	33.3%	31.9%
Good	36.2%	37.5%	33.3%	36.0%
Fair	17.9%	7.1%	16.7%	16.2%
Poor	3.9%	1.8%	0.0%	3.0%
Percent Responding	*85.6%*	*98.2%*	*83.3%*	*87.1%*

C, Route 103 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	33.1%	48.2%	25.0%	34.1%
Home-Based School	6.6%	8.9%	8.3%	7.2%
Home-Based Medical	5.4%	21.4%	0.0%	7.0%
Home-Based Shopping / Errands	5.4%	0.0%	8.3%	5.1%
Home-Based Visiting / Recreation	2.3%	0.0%	0.0%	1.7%
Home-Based Hotel	0.0%	0.0%	0.0%	0.0%
Home-Based Other	6.6%	7.1%	0.0%	5.7%
Home-Based - No Other Answer	2.3%	0.0%	0.0%	1.7%
Sum of All Home-Based Destination Trips above	61.9%	85.7%	41.7%	62.4%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.4%	0.0%	0.0%	0.3%
Work-based School	0.4%	0.0%	0.0%	0.3%
Work-based Medical	0.4%	0.0%	0.0%	0.3%
Work-based Visiting / Recreation	0.4%	0.0%	0.0%	0.3%
Work-based Hotel	0.4%	0.0%	0.0%	0.3%
Work-based Other	2.3%	0.0%	0.0%	1.7%
Work-based - No Other Answer	0.8%	3.6%	0.0%	1.1%
Sum of All Work-based Trips Above	5.1%	3.6%	0.0%	4.1%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.0%	0.0%	0.0%	0.0%
All Other Trip Purpose Pairs or Half Pairs	33.1%	10.7%	58.3%	33.5%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

C, Route 103 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	70.6%	66.1%	54.2%	67.6%
Walk More than 3 blocks	9.3%	15.2%	16.7%	11.2%
Kiss-and-Ride (dropped off)	1.0%	2.7%	20.8%	4.1%
Park-and-Ride (drove self)	0.6%	0.0%	0.0%	0.4%
Bicycle	0.8%	0.0%	4.2%	1.2%
Tri-Rail	1.0%	1.8%	0.0%	0.9%
Other	0.6%	0.9%	0.0%	0.5%
MetroDade Transit System Transfers				
MetroRail	5.1%	3.6%	4.2%	4.7%
MetroBus	8.2%	6.3%	0.0%	6.7%
MetroMover	1.4%	1.8%	0.0%	1.2%
Sum of MDT System Transfers	1.6%	1.8%	0.0%	1.4%
Percent Responding	*98.4%*	*98.2%*	*100.0%*	*98.6%*
Number of MDT System Tranfers Reported				
1 Transfer	24.9%	16.1%	8.3%	21.3%
2 Transfers	2.3%	1.8%	0.0%	1.9%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	1.8%	0.0%	0.3%
Total MDT System Transfers	27.2%	19.6%	8.3%	23.5%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	48.2%	55.4%	33.3%	47.1%
One is Acceptable, But No More	24.9%	10.7%	8.3%	20.5%
Prefer Not to Make Any Transfers	19.8%	26.8%	16.7%	20.4%
Will Not Use Transit If Need to Transfer	1.2%	5.4%	0.0%	1.6%
Percent Responding	*94.2%*	*98.2%*	*58.3%*	*89.6%*

E, Route 105 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	1,088	394	252	870
Sample	15	2	12	13
Percent Sample	1.4%	0.5%	4.8%	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	0.0%	0.0%	0.0%
16 - 19 years	13.3%	0.0%	8.3%	10.7%
20 - 30 years	20.0%	0.0%	25.0%	17.9%
31 - 40 years	6.7%	0.0%	8.3%	6.0%
41 - 50 years	13.3%	50.0%	8.3%	17.9%
51 - 60 years	33.3%	0.0%	33.3%	28.6%
61 - 64 years	0.0%	0.0%	0.0%	0.0%
65 years or more	6.7%	50.0%	16.7%	14.3%
Percent Responding	*93.3%*	*100.0%*	*100.0%*	*95.2%*
Average Age	39	58	44	42
Gender				
Female	66.7%	100.0%	66.7%	71.4%
Male	26.7%	0.0%	33.3%	23.8%
Percent Responding	*93.3%*	*100.0%*	*100.0%*	*95.2%*
Ethnic Origin				
Hispanic	26.7%	50.0%	33.3%	31.0%
African American	46.7%	0.0%	0.0%	33.3%
White / Non-Hispanic	13.3%	0.0%	58.3%	17.9%
Other	6.7%	50.0%	8.3%	13.1%
Percent Responding	*93.3%*	*100.0%*	*100.0%*	*95.2%*
Response Language	80% English, 20% Spanish, 0% Creole	50% English, 50% Spanish, 0% Creole	83% English, 17% Spanish, 0% Creole	76% English, 24% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	0.0%	0.0%	0.0%	0.0%
Percent Responding	*93.3%*	*100.0%*	*91.7%*	*94.0%*
Passenger Household Demographics				
Number in Household	3.5	2.0	2.7	3.2
Percent Responding	*93.3%*	*100.0%*	*100.0%*	*95.2%*
Number of Vehicles in Household	1.1	0.5	1.2	1.0
Percent Responding	*93.3%*	*50.0%*	*100.0%*	*88.1%*
Vehicles per Person in Household	0.30	0.25	0.44	0.32
Household Income (average)	$22,333	$12,500	$20,833	$20,714
Percent Responding	*93.3%*	*50.0%*	*75.0%*	*84.5%*

E, Route 105 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	66.7%	100.0%	33.3%	66.7%
3 or 4 days per week	20.0%	0.0%	41.7%	20.2%
1 or 2 days per week	13.3%	0.0%	16.7%	11.9%
Less than once per week	0.0%	0.0%	0.0%	0.0%
Percent Responding	*100.0%*	*100.0%*	*91.7%*	*98.8%*
Tenure of MetroBus Use				
Less than 6 months	6.7%	50.0%	8.3%	13.1%
6 months to 1 year	6.7%	0.0%	8.3%	6.0%
1 to 2 years	6.7%	0.0%	16.7%	7.1%
More than 2 years	73.3%	50.0%	66.7%	69.0%
Percent Responding	*93.3%*	*100.0%*	*100.0%*	*95.2%*
Fare Payment				
Cash	53.3%	0.0%	66.7%	47.6%
Token	13.3%	0.0%	0.0%	9.5%
Monthly Metropass	20.0%	0.0%	0.0%	14.3%
Student Discount	6.7%	0.0%	8.3%	6.0%
Transfer	0.0%	50.0%	0.0%	7.1%
Golden Passport	6.7%	0.0%	16.7%	7.1%
Disability Discount	0.0%	0.0%	0.0%	0.0%
Other	0.0%	50.0%	0.0%	7.1%
Percent Responding	*100.0%*	*100.0%*	*91.7%*	*98.8%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	33.3%	0.0%	58.3%	32.1%
Good	26.7%	50.0%	16.7%	28.6%
Fair	26.7%	0.0%	16.7%	21.4%
Poor	13.3%	50.0%	0.0%	16.7%
Percent Responding	*100.0%*	*100.0%*	*91.7%*	*98.8%*
Courtesy of Bus Driver				
Excellent	53.3%	50.0%	58.3%	53.6%
Good	20.0%	50.0%	8.3%	22.6%
Fair	13.3%	0.0%	8.3%	10.7%
Poor	13.3%	0.0%	0.0%	9.5%
Percent Responding	*100.0%*	*100.0%*	*75.0%*	*96.4%*

E, Route 105 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	40.0%	50.0%	16.7%	38.1%
Home-Based School	6.7%	0.0%	0.0%	4.8%
Home-Based Medical	6.7%	0.0%	0.0%	4.8%
Home-Based Shopping / Errands	6.7%	50.0%	8.3%	13.1%
Home-Based Visiting / Recreation	6.7%	0.0%	0.0%	4.8%
Home-Based Hotel	0.0%	0.0%	0.0%	0.0%
Home-Based Other	13.3%	0.0%	8.3%	10.7%
Home-Based - No Other Answer	0.0%	0.0%	16.7%	2.4%
Sum of All Home-Based Destination Trips above	80.0%	100.0%	50.0%	78.6%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.0%	0.0%	8.3%	1.2%
Work-based School	0.0%	0.0%	0.0%	0.0%
Work-based Medical	0.0%	0.0%	0.0%	0.0%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	0.0%	0.0%	8.3%	1.2%
Work-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All Work-based Trips Above	0.0%	0.0%	16.7%	2.4%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.0%	0.0%	0.0%	0.0%
All Other Trip Purpose Pairs or Half Pairs	20.0%	0.0%	33.3%	19.0%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

E, Route 105 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	60.0%	50.0%	91.7%	63.1%
Walk More than 3 blocks	10.0%	25.0%	8.3%	11.9%
Kiss-and-Ride (dropped off)	3.3%	0.0%	0.0%	2.4%
Park-and-Ride (drove self)	6.7%	0.0%	0.0%	4.8%
Bicycle	0.0%	0.0%	0.0%	0.0%
Tri-Rail	0.0%	0.0%	0.0%	0.0%
Other	3.3%	0.0%	0.0%	2.4%
MetroDade Transit System Transfers				
MetroRail	0.0%	0.0%	0.0%	0.0%
MetroBus	16.7%	25.0%	0.0%	15.5%
MetroMover	0.0%	0.0%	0.0%	0.0%
Sum of MDT System Transfers	0.0%	0.0%	0.0%	0.0%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Number of MDT System Tranfers Reported				
1 Transfer	20.0%	50.0%	0.0%	21.4%
2 Transfers	0.0%	0.0%	0.0%	0.0%
3 Transfers	6.7%	0.0%	0.0%	4.8%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	26.7%	50.0%	0.0%	26.2%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	53.3%	100.0%	58.3%	60.7%
One is Acceptable, But No More	26.7%	0.0%	25.0%	22.6%
Prefer Not to Make Any Transfers	13.3%	0.0%	16.7%	11.9%
Will Not Use Transit If Need to Transfer	0.0%	0.0%	0.0%	0.0%
Percent Responding	*93.3%*	*100.0%*	*100.0%*	*95.2%*

G, Route 107 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	2,879	2,208	1,389	2,570
Sample	85	28	39	70
Percent Sample	3.0%	1.3%	2.8%	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	10.7%	5.1%	2.3%
16 - 19 years	9.4%	25.0%	17.9%	12.9%
20 - 30 years	31.8%	21.4%	20.5%	28.7%
31 - 40 years	27.1%	10.7%	15.4%	23.1%
41 - 50 years	12.9%	25.0%	20.5%	15.7%
51 - 60 years	11.8%	7.1%	17.9%	12.0%
61 - 64 years	1.2%	0.0%	2.6%	1.2%
65 years or more	4.7%	0.0%	0.0%	3.4%
Percent Responding	*98.8%*	*100.0%*	*100.0%*	*99.2%*
Average Age	35	30	35	35
Gender				
Female	68.2%	53.6%	53.8%	64.1%
Male	30.6%	46.4%	46.2%	35.1%
Percent Responding	*98.8%*	*100.0%*	*100.0%*	*99.2%*
Ethnic Origin				
Hispanic	56.5%	78.6%	61.5%	60.4%
African American	20.0%	7.1%	23.1%	18.6%
White / Non-Hispanic	10.6%	7.1%	10.3%	10.0%
Other	9.4%	7.1%	5.1%	8.5%
Percent Responding	*96.5%*	*100.0%*	*100.0%*	*97.5%*
Response Language	60% English, 36% Spanish, 4% Creole	54% English, 46% Spanish, 0% Creole	62% English, 38% Spanish, 0% Creole	59% English, 38% Spanish, 3% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	3.5%	0.0%	2.6%	2.9%
Percent Responding	*98.8%*	*100.0%*	*100.0%*	*99.2%*
Passenger Household Demographics				
Number in Household	2.6	3.3	3.0	2.7
Percent Responding	*94.1%*	*100.0%*	*94.9%*	*95.1%*
Number of Vehicles in Household	0.6	1.1	0.8	0.7
Percent Responding	*96.5%*	*100.0%*	*100.0%*	*97.5%*
Vehicles per Person in Household	0.24	0.32	0.28	0.26
Household Income (average)	$17,441	$17,321	$19,551	$17,726
Percent Responding	*85.9%*	*89.3%*	*100.0%*	*88.4%*

G, Route 107 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	84.7%	60.7%	69.2%	79.1%
3 or 4 days per week	9.4%	10.7%	12.8%	10.1%
1 or 2 days per week	3.5%	14.3%	12.8%	6.4%
Less than once per week	1.2%	14.3%	5.1%	3.6%
Percent Responding	*98.8%*	*100.0%*	*100.0%*	*99.2%*
Tenure of MetroBus Use				
Less than 6 months	11.8%	14.3%	12.8%	12.3%
6 months to 1 year	9.4%	7.1%	7.7%	8.8%
1 to 2 years	17.6%	32.1%	15.4%	19.4%
More than 2 years	60.0%	46.4%	64.1%	58.6%
Percent Responding	*98.8%*	*100.0%*	*100.0%*	*99.2%*
Fare Payment				
Cash	50.6%	42.9%	53.8%	49.9%
Token	18.8%	10.7%	5.1%	15.7%
Monthly Metropass	9.4%	17.9%	10.3%	10.7%
Student Discount	5.9%	21.4%	12.8%	9.1%
Transfer	8.2%	3.6%	7.7%	7.5%
Golden Passport	4.7%	0.0%	5.1%	4.1%
Disability Discount	2.4%	3.6%	5.1%	2.9%
Other	0.0%	0.0%	0.0%	0.0%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	12.9%	10.7%	28.2%	14.8%
Good	41.2%	50.0%	25.6%	40.2%
Fair	36.5%	25.0%	30.8%	34.0%
Poor	5.9%	14.3%	15.4%	8.4%
Percent Responding	*96.5%*	*100.0%*	*100.0%*	*97.5%*
Courtesy of Bus Driver				
Excellent	16.5%	28.6%	33.3%	20.6%
Good	34.1%	35.7%	20.5%	32.4%
Fair	20.0%	21.4%	33.3%	22.1%
Poor	7.1%	3.6%	2.6%	5.9%
Percent Responding	*77.6%*	*89.3%*	*89.7%*	*81.0%*

G, Route 107 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	50.6%	25.0%	51.3%	47.0%
Home-Based School	12.9%	0.0%	0.0%	9.2%
Home-Based Medical	2.4%	0.0%	0.0%	1.7%
Home-Based Shopping / Errands	4.7%	17.9%	7.7%	7.0%
Home-Based Visiting / Recreation	1.2%	3.6%	5.1%	2.1%
Home-Based Hotel	1.2%	7.1%	0.0%	1.9%
Home-Based Other	7.1%	21.4%	17.9%	10.7%
Home-Based - No Other Answer	4.7%	0.0%	0.0%	3.4%
Sum of All Home-Based Destination Trips above	84.7%	75.0%	82.1%	82.9%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	1.2%	0.0%	2.6%	1.2%
Work-based School	0.0%	0.0%	0.0%	0.0%
Work-based Medical	0.0%	0.0%	0.0%	0.0%
Work-based Visiting / Recreation	1.2%	0.0%	0.0%	0.8%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	0.0%	3.6%	0.0%	0.5%
Work-based - No Other Answer	2.4%	0.0%	0.0%	1.7%
Sum of All Work-based Trips Above	4.7%	3.6%	2.6%	4.2%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.0%	0.0%	0.0%	0.0%
All Other Trip Purpose Pairs or Half Pairs	10.6%	21.4%	15.4%	12.8%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

G, Route 107 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	65.9%	71.4%	69.2%	67.2%
Walk More than 3 blocks	18.2%	23.2%	17.9%	18.9%
Kiss-and-Ride (dropped off)	2.9%	0.0%	2.6%	2.5%
Park-and-Ride (drove self)	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	2.6%	0.4%
Tri-Rail	0.0%	0.0%	0.0%	0.0%
Other	2.4%	3.6%	1.3%	2.4%
MetroDade Transit System Transfers				
MetroRail	0.6%	0.0%	0.0%	0.4%
MetroBus	9.4%	1.8%	6.4%	7.9%
MetroMover	0.0%	0.0%	0.0%	0.0%
Sum of MDT System Transfers	0.6%	0.0%	0.0%	0.4%
Percent Responding	*99.4%*	*100.0%*	*100.0%*	*99.6%*
Number of MDT System Tranfers Reported				
1 Transfer	20.0%	3.6%	12.8%	16.6%
2 Transfers	0.0%	0.0%	0.0%	0.0%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	20.0%	3.6%	12.8%	16.6%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	52.9%	53.6%	53.8%	53.2%
One is Acceptable, But No More	23.5%	21.4%	25.6%	23.5%
Prefer Not to Make Any Transfers	15.3%	21.4%	20.5%	16.9%
Will Not Use Transit If Need to Transfer	3.5%	0.0%	0.0%	2.5%
Percent Responding	*95.3%*	*96.4%*	*100.0%*	*96.1%*

H, Route 108 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	4,452	4,063	2,795	4,159
Sample	223	40	20	168
Percent Sample	5.0%	1.0%	0.7%	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	5.0%	5.0%	1.4%
16 - 19 years	11.2%	2.5%	15.0%	10.5%
20 - 30 years	16.6%	27.5%	30.0%	20.1%
31 - 40 years	15.2%	15.0%	15.0%	15.2%
41 - 50 years	16.6%	17.5%	15.0%	16.5%
51 - 60 years	13.9%	15.0%	15.0%	14.2%
61 - 64 years	13.0%	2.5%	0.0%	9.6%
65 years or more	11.2%	15.0%	5.0%	10.9%
Percent Responding	*97.8%*	*100.0%*	*100.0%*	*98.4%*
Average Age	43	41	34	41
Gender				
Female	50.2%	50.0%	45.0%	49.4%
Male	44.8%	45.0%	55.0%	46.3%
Percent Responding	*95.1%*	*95.0%*	*100.0%*	*95.8%*
Ethnic Origin				
Hispanic	52.9%	67.5%	35.0%	52.4%
African American	9.0%	2.5%	20.0%	9.6%
White / Non-Hispanic	28.3%	22.5%	15.0%	25.5%
Other	8.5%	7.5%	30.0%	11.4%
Percent Responding	*98.7%*	*100.0%*	*100.0%*	*99.0%*
Response Language	64% English, 35% Spanish, 1% Creole	50% English, 50% Spanish, 0% Creole	65% English, 35% Spanish, 0% Creole	62% English, 37% Spanish, 1% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	3.6%	0.0%	0.0%	2.6%
Percent Responding	*97.8%*	*97.5%*	*100.0%*	*98.0%*
Passenger Household Demographics				
Number in Household	2.7	2.5	2.2	2.6
Percent Responding	*98.7%*	*100.0%*	*100.0%*	*99.0%*
Number of Vehicles in Household	0.6	0.6	1.0	0.7
Percent Responding	*98.2%*	*97.5%*	*100.0%*	*98.4%*
Vehicles per Person in Household	0.22	0.24	0.44	0.26
Household Income (average)	$15,852	$18,500	$22,875	$17,234
Percent Responding	*88.8%*	*95.0%*	*80.0%*	*88.4%*

H, Route 108 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	70.0%	77.5%	60.0%	69.6%
3 or 4 days per week	11.2%	7.5%	10.0%	10.5%
1 or 2 days per week	12.1%	10.0%	15.0%	12.2%
Less than once per week	5.4%	5.0%	15.0%	6.7%
Percent Responding	*98.7%*	*100.0%*	*100.0%*	*99.0%*
Tenure of MetroBus Use				
Less than 6 months	11.2%	10.0%	25.0%	13.0%
6 months to 1 year	6.3%	15.0%	15.0%	8.8%
1 to 2 years	12.1%	7.5%	10.0%	11.1%
More than 2 years	68.2%	67.5%	50.0%	65.5%
Percent Responding	*97.8%*	*100.0%*	*100.0%*	*98.4%*
Fare Payment				
Cash	34.1%	50.0%	60.0%	40.1%
Token	6.7%	27.5%	0.0%	8.7%
Monthly Metropass	21.1%	10.0%	30.0%	20.8%
Student Discount	9.4%	5.0%	5.0%	8.2%
Transfer	5.4%	0.0%	0.0%	3.8%
Golden Passport	22.0%	7.5%	5.0%	17.5%
Disability Discount	0.4%	0.0%	0.0%	0.3%
Other	0.4%	0.0%	0.0%	0.3%
Percent Responding	*99.6%*	*100.0%*	*100.0%*	*99.7%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	14.8%	15.0%	15.0%	14.9%
Good	46.2%	37.5%	40.0%	44.1%
Fair	25.6%	35.0%	30.0%	27.5%
Poor	10.3%	10.0%	15.0%	10.9%
Percent Responding	*96.9%*	*97.5%*	*100.0%*	*97.4%*
Courtesy of Bus Driver				
Excellent	22.4%	15.0%	25.0%	21.7%
Good	43.9%	47.5%	25.0%	41.7%
Fair	17.5%	17.5%	30.0%	19.3%
Poor	4.5%	2.5%	20.0%	6.4%
Percent Responding	*88.3%*	*82.5%*	*100.0%*	*89.2%*

H, Route 108 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	37.7%	55.0%	35.0%	39.8%
Home-Based School	8.1%	0.0%	0.0%	5.8%
Home-Based Medical	3.6%	0.0%	0.0%	2.6%
Home-Based Shopping / Errands	14.3%	12.5%	15.0%	14.2%
Home-Based Visiting / Recreation	5.4%	7.5%	15.0%	7.1%
Home-Based Hotel	0.4%	5.0%	5.0%	1.7%
Home-Based Other	10.8%	5.0%	0.0%	8.4%
Home-Based - No Other Answer	0.9%	0.0%	0.0%	0.6%
Sum of All Home-Based Destination Trips above	81.2%	85.0%	70.0%	80.1%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.0%	2.5%	0.0%	0.4%
Work-based School	0.0%	0.0%	0.0%	0.0%
Work-based Medical	0.4%	0.0%	0.0%	0.3%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	1.3%	2.5%	0.0%	1.3%
Work-based - No Other Answer	1.8%	0.0%	0.0%	1.3%
Sum of All Work-based Trips Above	3.6%	5.0%	0.0%	3.3%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.4%	0.0%	0.0%	0.3%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	1.3%	0.0%	0.0%	1.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	1.8%	0.0%	0.0%	1.3%
All Other Trip Purpose Pairs or Half Pairs	13.5%	10.0%	30.0%	15.3%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

H, Route 108 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	71.5%	73.8%	75.0%	72.3%
Walk More than 3 blocks	13.7%	18.8%	20.0%	15.3%
Kiss-and-Ride (dropped off)	1.1%	0.0%	0.0%	0.8%
Park-and-Ride (drove self)	0.0%	0.0%	0.0%	0.0%
Bicycle	0.4%	0.0%	0.0%	0.3%
Tri-Rail	0.9%	0.0%	0.0%	0.6%
Other	1.6%	1.3%	0.0%	1.3%
MetroDade Transit System Transfers				
MetroRail	1.3%	0.0%	0.0%	1.0%
MetroBus	5.2%	6.3%	2.5%	4.9%
MetroMover	1.3%	0.0%	0.0%	1.0%
Sum of MDT System Transfers	2.9%	0.0%	2.5%	2.4%
Percent Responding	*97.1%*	*100.0%*	*97.5%*	*97.6%*
Number of MDT System Tranfers Reported				
1 Transfer	11.2%	12.5%	5.0%	10.5%
2 Transfers	2.2%	0.0%	0.0%	1.6%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	13.5%	12.5%	5.0%	12.1%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	68.2%	52.5%	55.0%	64.0%
One is Acceptable, But No More	15.7%	27.5%	5.0%	15.9%
Prefer Not to Make Any Transfers	11.2%	15.0%	30.0%	14.4%
Will Not Use Transit If Need to Transfer	1.3%	0.0%	5.0%	1.7%
Percent Responding	*96.4%*	*95.0%*	*95.0%*	*96.0%*

J, Route 110 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	4,295	2,575	2,004	3,722
Sample	48	41	8	41
Percent Sample	1.1%	1.6%	0.4%	0
Passenger Demographics				
Age Classification				
15 years or under	6.3%	2.4%	0.0%	4.8%
16 - 19 years	4.2%	14.6%	0.0%	5.1%
20 - 30 years	14.6%	29.3%	12.5%	16.4%
31 - 40 years	22.9%	24.4%	37.5%	25.2%
41 - 50 years	29.2%	17.1%	25.0%	26.8%
51 - 60 years	10.4%	9.8%	25.0%	12.4%
61 - 64 years	2.1%	2.4%	0.0%	1.8%
65 years or more	8.3%	0.0%	0.0%	6.0%
Percent Responding	*97.9%*	*100.0%*	*100.0%*	*98.5%*
Average Age	39	33	41	39
Gender				
Female	45.8%	39.0%	62.5%	47.2%
Male	52.1%	61.0%	37.5%	51.3%
Percent Responding	*97.9%*	*100.0%*	*100.0%*	*98.5%*
Ethnic Origin				
Hispanic	52.1%	63.4%	87.5%	58.8%
African American	18.8%	17.1%	12.5%	17.6%
White / Non-Hispanic	25.0%	9.8%	0.0%	19.3%
Other	4.2%	9.8%	0.0%	4.4%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Response Language	65% English, 35% Spanish, 0% Creole	49% English, 51% Spanish, 0% Creole	25% English, 75% Spanish, 0% Creole	57% English, 43% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	8.3%	0.0%	0.0%	6.0%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Passenger Household Demographics				
Number in Household	2.7	2.7	2.4	2.7
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Number of Vehicles in Household	0.9	0.7	0.4	0.8
Percent Responding	*97.9%*	*97.6%*	*100.0%*	*98.2%*
Vehicles per Person in Household	0.35	0.25	0.16	0.31
Household Income (average)	$20,885	$19,207	$16,563	$20,028
Percent Responding	*85.4%*	*92.7%*	*100.0%*	*88.5%*

J, Route 110 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	58.3%	68.3%	62.5%	60.4%
3 or 4 days per week	27.1%	4.9%	12.5%	21.8%
1 or 2 days per week	6.3%	9.8%	25.0%	9.4%
Less than once per week	4.2%	14.6%	0.0%	5.1%
Percent Responding	*95.8%*	*97.6%*	*100.0%*	*96.7%*
Tenure of MetroBus Use				
Less than 6 months	20.8%	39.0%	12.5%	22.2%
6 months to 1 year	20.8%	12.2%	12.5%	18.4%
1 to 2 years	12.5%	12.2%	12.5%	12.5%
More than 2 years	43.8%	36.6%	62.5%	45.4%
Percent Responding	*97.9%*	*100.0%*	*100.0%*	*98.5%*
Fare Payment				
Cash	45.8%	56.1%	87.5%	53.3%
Token	4.2%	2.4%	0.0%	3.3%
Monthly Metropass	20.8%	22.0%	0.0%	18.0%
Student Discount	4.2%	4.9%	0.0%	3.7%
Transfer	4.2%	9.8%	12.5%	6.2%
Golden Passport	8.3%	4.9%	0.0%	6.6%
Disability Discount	6.3%	0.0%	0.0%	4.5%
Other	6.3%	0.0%	0.0%	4.5%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	33.3%	36.6%	12.5%	30.8%
Good	41.7%	31.7%	62.5%	43.2%
Fair	18.8%	19.5%	12.5%	18.0%
Poor	4.2%	9.8%	12.5%	6.2%
Percent Responding	*97.9%*	*97.6%*	*100.0%*	*98.2%*
Courtesy of Bus Driver				
Excellent	20.8%	39.0%	25.0%	24.0%
Good	39.6%	24.4%	62.5%	40.7%
Fair	12.5%	14.6%	0.0%	11.0%
Poor	4.2%	2.4%	0.0%	3.3%
Percent Responding	*77.1%*	*80.5%*	*87.5%*	*79.1%*

J, Route 110 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	50.0%	34.1%	37.5%	45.9%
Home-Based School	4.2%	0.0%	12.5%	4.8%
Home-Based Medical	2.1%	0.0%	0.0%	1.5%
Home-Based Shopping / Errands	2.1%	2.4%	0.0%	1.8%
Home-Based Visiting / Recreation	2.1%	4.9%	12.5%	4.0%
Home-Based Hotel	2.1%	2.4%	0.0%	1.8%
Home-Based Other	0.0%	19.5%	25.0%	6.4%
Home-Based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All Home-Based Destination Trips above	62.5%	63.4%	87.5%	66.2%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	2.1%	0.0%	0.0%	1.5%
Work-based School	0.0%	0.0%	0.0%	0.0%
Work-based Medical	0.0%	0.0%	0.0%	0.0%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	4.2%	0.0%	0.0%	3.0%
Work-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All Work-based Trips Above	6.3%	0.0%	0.0%	4.5%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	2.4%	0.0%	0.3%
School-based Medical	2.1%	0.0%	0.0%	1.5%
School-based Visiting / Recreation	2.1%	0.0%	0.0%	1.5%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	4.2%	2.4%	0.0%	3.3%
All Other Trip Purpose Pairs or Half Pairs	27.1%	34.1%	12.5%	26.0%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

J, Route 110 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	49.0%	48.8%	56.3%	50.0%
Walk More than 3 blocks	17.7%	17.1%	12.5%	16.9%
Kiss-and-Ride (dropped off)	2.1%	4.9%	0.0%	2.2%
Park-and-Ride (drove self)	0.0%	1.2%	0.0%	0.2%
Bicycle	4.2%	0.0%	12.5%	4.8%
Tri-Rail	2.1%	0.0%	0.0%	1.5%
Other	2.1%	3.7%	0.0%	2.0%
MetroDade Transit System Transfers				
MetroRail	7.3%	9.8%	0.0%	6.6%
MetroBus	12.5%	14.6%	18.8%	13.7%
MetroMover	2.1%	0.0%	0.0%	1.5%
Sum of MDT System Transfers	1.0%	0.0%	0.0%	0.7%
Percent Responding	*99.0%*	*100.0%*	*100.0%*	*99.3%*
Number of MDT System Tranfers Reported				
1 Transfer	35.4%	34.1%	37.5%	35.5%
2 Transfers	4.2%	7.3%	0.0%	4.0%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	39.6%	41.5%	37.5%	39.6%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	62.5%	58.5%	50.0%	60.1%
One is Acceptable, But No More	12.5%	22.0%	37.5%	17.4%
Prefer Not to Make Any Transfers	22.9%	14.6%	12.5%	20.2%
Will Not Use Transit If Need to Transfer	0.0%	0.0%	0.0%	0.0%
Percent Responding	*97.9%*	*95.1%*	*100.0%*	*97.8%*

K, Route 111 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	4,213	2,710	2,336	3,900
Sample	313	0	99	277
Percent Sample	7.4%	0.0%	4.2%	0
Passenger Demographics				
Age Classification				
15 years or under	3.5%	0.0%	2.0%	3.3%
16 - 19 years	8.3%	0.0%	7.1%	8.1%
20 - 30 years	21.4%	0.0%	19.2%	21.0%
31 - 40 years	16.9%	0.0%	17.2%	17.0%
41 - 50 years	24.0%	0.0%	17.2%	22.8%
51 - 60 years	15.0%	0.0%	18.2%	15.5%
61 - 64 years	4.5%	0.0%	1.0%	3.9%
65 years or more	4.2%	0.0%	15.2%	6.0%
Percent Responding	*97.8%*	*0.0%*	*97.0%*	*97.6%*
Average Age	38	0	41	38
Gender				
Female	53.0%	0.0%	53.5%	53.1%
Male	44.4%	0.0%	42.4%	44.1%
Percent Responding	*97.4%*	*0.0%*	*96.0%*	*97.2%*
Ethnic Origin				
Hispanic	65.5%	0.0%	57.6%	64.2%
African American	6.4%	0.0%	7.1%	6.5%
White / Non-Hispanic	18.8%	0.0%	22.2%	19.4%
Other	6.7%	0.0%	10.1%	7.3%
Percent Responding	*97.4%*	*0.0%*	*97.0%*	*97.4%*
Response Language	59% English, 41% Spanish, 0% Creole		51% English, 49% Spanish, 0% Creole	58% English, 42% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	1.3%	0.0%	N.S.	#VALUE!
Percent Responding	*98.7%*	*0.0%*	*0.0%*	*82.3%*
Passenger Household Demographics				
Number in Household	2.7	0.0	2.8	2.7
Percent Responding	*97.1%*	*0.0%*	*98.0%*	*97.3%*
Number of Vehicles in Household	0.7	0.0	0.6	0.7
Percent Responding	*96.8%*	*0.0%*	*98.0%*	*97.0%*
Vehicles per Person in Household	0.26	0.00	0.22	0.25
Household Income (average)	$19,928	$0	$18,333	$19,662
Percent Responding	*91.1%*	*0.0%*	*86.9%*	*90.4%*

K, Route 111 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	76.4%	0.0%	65.7%	74.6%
3 or 4 days per week	13.7%	0.0%	10.1%	13.1%
1 or 2 days per week	6.1%	0.0%	15.2%	7.6%
Less than once per week	2.9%	0.0%	7.1%	3.6%
Percent Responding	*99.0%*	*0.0%*	*98.0%*	*98.9%*
Tenure of MetroBus Use				
Less than 6 months	14.4%	0.0%	24.2%	16.0%
6 months to 1 year	5.8%	0.0%	12.1%	6.8%
1 to 2 years	10.9%	0.0%	14.1%	11.4%
More than 2 years	67.1%	0.0%	47.5%	63.8%
Percent Responding	*98.1%*	*0.0%*	*98.0%*	*98.1%*
Fare Payment				
Cash	34.5%	0.0%	46.5%	36.5%
Token	10.2%	0.0%	12.1%	10.5%
Monthly Metropass	31.9%	0.0%	12.1%	28.6%
Student Discount	8.9%	0.0%	3.0%	8.0%
Transfer	5.1%	0.0%	8.1%	5.6%
Golden Passport	7.7%	0.0%	12.1%	8.4%
Disability Discount	1.3%	0.0%	1.0%	1.2%
Other	0.3%	0.0%	2.0%	0.6%
Percent Responding	*100.0%*	*0.0%*	*97.0%*	*99.5%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	11.5%	0.0%	16.2%	12.3%
Good	55.6%	0.0%	44.4%	53.7%
Fair	26.5%	0.0%	25.3%	26.3%
Poor	5.4%	0.0%	10.1%	6.2%
Percent Responding	*99.0%*	*0.0%*	*96.0%*	*98.5%*
Courtesy of Bus Driver				
Excellent	15.3%	0.0%	27.3%	17.3%
Good	53.0%	0.0%	38.4%	50.6%
Fair	15.0%	0.0%	16.2%	15.2%
Poor	3.2%	0.0%	11.1%	4.5%
Percent Responding	*86.6%*	*0.0%*	*92.9%*	*87.6%*

K, Route 111 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	50.2%	0.0%	27.3%	46.3%
Home-Based School	12.1%	0.0%	0.0%	10.1%
Home-Based Medical	1.6%	0.0%	0.0%	1.3%
Home-Based Shopping / Errands	5.4%	0.0%	16.2%	7.2%
Home-Based Visiting / Recreation	1.6%	0.0%	8.1%	2.7%
Home-Based Hotel	0.0%	0.0%	0.0%	0.0%
Home-Based Other	8.6%	0.0%	13.1%	9.4%
Home-Based - No Other Answer	1.9%	0.0%	2.0%	1.9%
Sum of All Home-Based Destination Trips above	81.5%	0.0%	66.7%	79.0%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.6%	0.0%	3.0%	1.0%
Work-based School	1.0%	0.0%	0.0%	0.8%
Work-based Medical	0.0%	0.0%	0.0%	0.0%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	1.0%	0.2%
Work-based Other	5.1%	0.0%	1.0%	4.4%
Work-based - No Other Answer	0.6%	0.0%	0.0%	0.5%
Sum of All Work-based Trips Above	7.3%	0.0%	5.1%	7.0%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	3.0%	0.5%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	1.0%	0.2%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.0%	0.0%	4.0%	0.7%
All Other Trip Purpose Pairs or Half Pairs	11.2%	0.0%	24.2%	13.4%
Percent Responding at least one answer	*100.0%*	*0.0%*	*100.0%*	*100.0%*

K, Route 111 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	71.9%	0.0%	55.6%	69.2%
Walk More than 3 blocks	12.5%	0.0%	24.7%	14.5%
Kiss-and-Ride (dropped off)	1.4%	0.0%	2.0%	1.5%
Park-and-Ride (drove self)	0.6%	0.0%	0.0%	0.5%
Bicycle	0.3%	0.0%	1.0%	0.4%
Tri-Rail	0.2%	0.0%	0.0%	0.1%
Other	1.6%	0.0%	3.5%	1.9%
MetroDade Transit System Transfers				
MetroRail	4.0%	0.0%	2.0%	3.7%
MetroBus	5.4%	0.0%	9.6%	6.1%
MetroMover	1.1%	0.0%	0.5%	1.0%
Sum of MDT System Transfers	1.0%	0.0%	1.0%	1.0%
Percent Responding	*99.0%*	*0.0%*	*99.0%*	*99.0%*
Number of MDT System Tranfers Reported				
1 Transfer	18.8%	0.0%	24.2%	19.7%
2 Transfers	1.3%	0.0%	0.0%	1.1%
3 Transfers	0.3%	0.0%	0.0%	0.3%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	20.4%	0.0%	24.2%	21.1%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	63.9%	0.0%	46.5%	61.0%
One is Acceptable, But No More	16.9%	0.0%	28.3%	18.8%
Prefer Not to Make Any Transfers	16.0%	0.0%	16.2%	16.0%
Will Not Use Transit If Need to Transfer	0.6%	0.0%	2.0%	0.9%
Percent Responding	*97.4%*	*0.0%*	*92.9%*	*96.7%*

L, Route 112 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	9,911	7,155	4,639	8,764
Sample	372	74	81	288
Percent Sample	3.8%	1.0%	1.7%	0
Passenger Demographics				
Age Classification				
15 years or under	3.2%	0.0%	1.2%	2.5%
16 - 19 years	9.7%	6.8%	7.4%	8.9%
20 - 30 years	22.6%	24.3%	34.6%	24.5%
31 - 40 years	19.6%	17.6%	14.8%	18.6%
41 - 50 years	17.2%	21.6%	23.5%	18.7%
51 - 60 years	15.3%	18.9%	9.9%	15.1%
61 - 64 years	2.7%	2.7%	1.2%	2.5%
65 years or more	7.8%	1.4%	6.2%	6.6%
Percent Responding	*98.1%*	*93.2%*	*98.8%*	*97.5%*
Average Age	38	36	36	37
Gender				
Female	54.3%	56.8%	40.7%	52.7%
Male	42.2%	40.5%	55.6%	43.9%
Percent Responding	*96.5%*	*97.3%*	*96.3%*	*96.6%*
Ethnic Origin				
Hispanic	66.9%	47.3%	65.4%	63.9%
African American	11.8%	25.7%	7.4%	13.2%
White / Non-Hispanic	13.7%	6.8%	14.8%	12.9%
Other	5.9%	14.9%	8.6%	7.6%
Percent Responding	*98.4%*	*94.6%*	*96.3%*	*97.5%*
Response Language	58% English, 42% Spanish, 0% Creole	57% English, 36% Spanish, 7% Creole	58% English, 42% Spanish, 0% Creole	58% English, 41% Spanish, 1% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	4.3%	1.4%	1.2%	3.4%
Percent Responding	*98.4%*	*97.3%*	*97.5%*	*98.1%*
Passenger Household Demographics				
Number in Household	2.6	2.8	2.7	2.7
Percent Responding	*97.0%*	*91.9%*	*98.8%*	*96.6%*
Number of Vehicles in Household	0.6	0.6	0.6	0.6
Percent Responding	*97.8%*	*94.6%*	*97.5%*	*97.3%*
Vehicles per Person in Household	0.24	0.20	0.21	0.23
Household Income (average)	$16,888	$15,338	$15,185	$16,424
Percent Responding	*86.0%*	*89.2%*	*86.4%*	*86.5%*

L, Route 112 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	73.9%	78.4%	69.1%	73.9%
3 or 4 days per week	12.9%	12.2%	8.6%	12.2%
1 or 2 days per week	8.6%	2.7%	13.6%	8.5%
Less than once per week	2.2%	5.4%	7.4%	3.4%
Percent Responding	*97.6%*	*98.6%*	*98.8%*	*97.9%*
Tenure of MetroBus Use				
Less than 6 months	20.4%	17.6%	24.7%	20.6%
6 months to 1 year	10.8%	8.1%	7.4%	9.9%
1 to 2 years	11.0%	6.8%	12.3%	10.6%
More than 2 years	55.6%	63.5%	54.3%	56.6%
Percent Responding	*97.8%*	*95.9%*	*98.8%*	*97.7%*
Fare Payment				
Cash	46.5%	54.1%	53.1%	48.5%
Token	9.1%	8.1%	9.9%	9.1%
Monthly Metropass	17.7%	21.6%	16.0%	18.1%
Student Discount	7.5%	5.4%	6.2%	7.0%
Transfer	7.5%	5.4%	4.9%	6.9%
Golden Passport	9.9%	4.1%	8.6%	8.9%
Disability Discount	0.8%	0.0%	0.0%	0.6%
Other	0.5%	1.4%	0.0%	0.6%
Percent Responding	*99.7%*	*100.0%*	*98.8%*	*99.6%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	12.1%	18.9%	16.0%	13.6%
Good	41.4%	32.4%	40.7%	40.0%
Fair	32.8%	39.2%	24.7%	32.6%
Poor	11.6%	5.4%	16.0%	11.3%
Percent Responding	*97.8%*	*95.9%*	*97.5%*	*97.5%*
Courtesy of Bus Driver				
Excellent	22.0%	25.7%	28.4%	23.5%
Good	34.1%	35.1%	29.6%	33.6%
Fair	18.5%	17.6%	18.5%	18.4%
Poor	5.4%	1.4%	6.2%	4.9%
Percent Responding	*80.1%*	*79.7%*	*82.7%*	*80.4%*

L, Route 112 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	42.2%	44.6%	46.9%	43.2%
Home-Based School	5.6%	2.7%	1.2%	4.6%
Home-Based Medical	3.8%	1.4%	1.2%	3.1%
Home-Based Shopping / Errands	7.5%	6.8%	7.4%	7.4%
Home-Based Visiting / Recreation	2.2%	2.7%	7.4%	3.0%
Home-Based Hotel	0.3%	0.0%	0.0%	0.2%
Home-Based Other	11.8%	12.2%	8.6%	11.4%
Home-Based - No Other Answer	1.6%	0.0%	0.0%	1.2%
Sum of All Home-Based Destination Trips above	75.0%	70.3%	72.8%	74.0%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	1.6%	1.4%	0.0%	1.3%
Work-based School	0.8%	0.0%	0.0%	0.6%
Work-based Medical	0.3%	0.0%	0.0%	0.2%
Work-based Visiting / Recreation	0.3%	2.7%	2.5%	0.9%
Work-based Hotel	0.5%	0.0%	0.0%	0.4%
Work-based Other	2.2%	1.4%	1.2%	1.9%
Work-based - No Other Answer	0.5%	0.0%	0.0%	0.4%
Sum of All Work-based Trips Above	6.2%	5.4%	3.7%	5.7%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.3%	0.0%	0.0%	0.2%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.5%	0.0%	0.0%	0.4%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.8%	0.0%	0.0%	0.6%
All Other Trip Purpose Pairs or Half Pairs	18.0%	24.3%	23.5%	19.7%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

L, Route 112 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	59.8%	62.2%	67.3%	61.2%
Walk More than 3 blocks	16.7%	13.5%	12.3%	15.6%
Kiss-and-Ride (dropped off)	3.1%	4.7%	3.7%	3.4%
Park-and-Ride (drove self)	0.0%	0.0%	0.6%	0.1%
Bicycle	0.1%	1.4%	1.9%	0.6%
Tri-Rail	0.7%	1.4%	0.6%	0.8%
Other	2.8%	1.4%	1.9%	2.5%
MetroDade Transit System Transfers				
MetroRail	2.8%	0.7%	2.5%	2.5%
MetroBus	12.6%	12.8%	6.2%	11.7%
MetroMover	0.4%	0.0%	1.2%	0.5%
Sum of MDT System Transfers	0.9%	2.0%	1.9%	1.2%
Percent Responding	*99.1%*	*98.0%*	*98.1%*	*98.8%*
Number of MDT System Tranfers Reported				
1 Transfer	25.0%	21.6%	14.8%	23.1%
2 Transfers	3.2%	2.7%	2.5%	3.0%
3 Transfers	0.3%	0.0%	0.0%	0.2%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	28.5%	24.3%	17.3%	26.3%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	54.8%	50.0%	54.3%	54.1%
One is Acceptable, But No More	23.7%	31.1%	25.9%	25.0%
Prefer Not to Make Any Transfers	15.6%	10.8%	16.0%	15.0%
Will Not Use Transit If Need to Transfer	3.0%	0.0%	1.2%	2.3%
Percent Responding	*97.0%*	*91.9%*	*97.5%*	*96.4%*

M, Route 113 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	1,790	652	519	1,578
Sample	68	0	7	58
Percent Sample	3.8%	0.0%	1.3%	0
Passenger Demographics				
Age Classification				
15 years or under	4.4%		0.0%	3.7%
16 - 19 years	10.3%		28.6%	13.3%
20 - 30 years	17.6%		28.6%	19.5%
31 - 40 years	27.9%		14.3%	25.7%
41 - 50 years	22.1%		0.0%	18.4%
51 - 60 years	7.4%		14.3%	8.5%
61 - 64 years	0.0%		0.0%	0.0%
65 years or more	10.3%		14.3%	11.0%
Percent Responding	*100.0%*		*100.0%*	*100.0%*
Average Age	38		35	37
Gender				
Female	60.3%		28.6%	55.0%
Male	39.7%		57.1%	42.6%
Percent Responding	*100.0%*	*0.0%*	*85.7%*	*97.6%*
Ethnic Origin				
Hispanic	54.4%		57.1%	54.9%
African American	17.6%		14.3%	17.1%
White / Non-Hispanic	16.2%		28.6%	18.2%
Other	10.3%		0.0%	8.6%
Percent Responding	*98.5%*	*0.0%*	*100.0%*	*98.8%*
Response Language	68% English, 32% Spanish, 0% Creole		43% English, 57% Spanish, 0% Creole	64% English, 36% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	7.4%		N.S.	#VALUE!
Percent Responding	*100.0%*	*0.0%*	*0.0%*	*83.3%*
Passenger Household Demographics				
Number in Household	2.5		3.1	2.6
Percent Responding	*100.0%*	*0.0%*	*100.0%*	*100.0%*
Number of Vehicles in Household	0.6		1.1	0.7
Percent Responding	*98.5%*	*0.0%*	*100.0%*	*98.8%*
Vehicles per Person in Household	0.25		0.37	0.27
Household Income (average)	$18,456		$13,214	$17,582
Percent Responding	*88.2%*	*0.0%*	*71.4%*	*85.4%*

M, Route 113 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	52.9%		85.7%	58.4%
3 or 4 days per week	8.8%		14.3%	9.7%
1 or 2 days per week	8.8%		0.0%	7.4%
Less than once per week	29.4%		0.0%	24.5%
Percent Responding	*100.0%*	*0.0%*	*100.0%*	*100.0%*
Tenure of MetroBus Use				
Less than 6 months	30.9%		28.6%	30.5%
6 months to 1 year	8.8%		0.0%	7.4%
1 to 2 years	5.9%		14.3%	7.3%
More than 2 years	52.9%		57.1%	53.6%
Percent Responding	*98.5%*	*0.0%*	*100.0%*	*98.8%*
Fare Payment				
Cash	61.8%		85.7%	65.8%
Token	0.0%		0.0%	0.0%
Monthly Metropass	13.2%		0.0%	11.0%
Student Discount	2.9%		0.0%	2.5%
Transfer	8.8%		0.0%	7.4%
Golden Passport	11.8%		14.3%	12.2%
Disability Discount	0.0%		0.0%	0.0%
Other	1.5%		0.0%	1.2%
Percent Responding	*100.0%*	*0.0%*	*100.0%*	*100.0%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	10.3%		42.9%	15.7%
Good	26.5%		28.6%	26.8%
Fair	50.0%		28.6%	46.4%
Poor	13.2%		0.0%	11.0%
Percent Responding	*100.0%*	*0.0%*	*100.0%*	*100.0%*
Courtesy of Bus Driver				
Excellent	16.2%		42.9%	20.6%
Good	50.0%		14.3%	44.0%
Fair	20.6%		14.3%	19.5%
Poor	7.4%		0.0%	6.1%
Percent Responding	*94.1%*	*0.0%*	*71.4%*	*90.3%*

M, Route 113 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	27.9%		28.6%	28.0%
Home-Based School	4.4%		0.0%	3.7%
Home-Based Medical	22.1%		14.3%	20.8%
Home-Based Shopping / Errands	10.3%		0.0%	8.6%
Home-Based Visiting / Recreation	0.0%		14.3%	2.4%
Home-Based Hotel	1.5%		0.0%	1.2%
Home-Based Other	11.8%		28.6%	14.6%
Home-Based - No Other Answer	0.0%		0.0%	0.0%
Sum of All Home-Based Destination Trips above	77.9%	0.0%	85.7%	79.2%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.0%		0.0%	0.0%
Work-based School	0.0%		0.0%	0.0%
Work-based Medical	0.0%		0.0%	0.0%
Work-based Visiting / Recreation	1.5%		0.0%	1.2%
Work-based Hotel	0.0%		0.0%	0.0%
Work-based Other	0.0%		0.0%	0.0%
Work-based - No Other Answer	0.0%		0.0%	0.0%
Sum of All Work-based Trips Above	1.5%	0.0%	0.0%	1.2%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%		0.0%	0.0%
School-based Medical	1.5%		0.0%	1.2%
School-based Visiting / Recreation	0.0%		0.0%	0.0%
School-based Hotel	0.0%		0.0%	0.0%
School-based Other	1.5%		0.0%	1.2%
School-based - No Other Answer	0.0%		0.0%	0.0%
Sum of All School-based Trips Above	2.9%	0.0%	0.0%	2.5%
All Other Trip Purpose Pairs or Half Pairs	17.6%		14.3%	17.1%
Percent Responding at least one answer	*100.0%*	*0.0%*	*100.0%*	*100.0%*

M, Route 113 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	76.5%		50.0%	72.1%
Walk More than 3 blocks	8.8%		35.7%	13.3%
Kiss-and-Ride (dropped off)	2.9%		7.1%	3.6%
Park-and-Ride (drove self)	0.0%		0.0%	0.0%
Bicycle	0.0%		0.0%	0.0%
Tri-Rail	0.0%		0.0%	0.0%
Other	2.2%		0.0%	1.8%
MetroDade Transit System Transfers				
MetroRail	0.0%		0.0%	0.0%
MetroBus	7.4%		7.1%	7.3%
MetroMover	2.2%		0.0%	1.8%
Sum of MDT System Transfers	0.0%		0.0%	0.0%
Percent Responding	*100.0%*	*0.0%*	*100.0%*	*100.0%*
Number of MDT System Tranfers Reported				
1 Transfer	19.1%		14.3%	18.3%
2 Transfers	0.0%		0.0%	0.0%
3 Transfers	0.0%		0.0%	0.0%
4 or more Transfers	0.0%		0.0%	0.0%
Total MDT System Transfers	19.1%		14.3%	18.3%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	69.1%		57.1%	67.1%
One is Acceptable, But No More	19.1%		42.9%	23.1%
Prefer Not to Make Any Transfers	8.8%		0.0%	7.4%
Will Not Use Transit If Need to Transfer	1.5%		0.0%	1.2%
Percent Responding	*98.5%*	*0.0%*	*100.0%*	*98.8%*

R, Route 118 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	397	no service	no service	397
Sample	73	N.S.	N.S.	73
Percent Sample	18.4%	N.S.	N.S.	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	N.S.	N.S.	0.0%
16 - 19 years	0.0%	N.S.	N.S.	0.0%
20 - 30 years	16.4%	N.S.	N.S.	16.4%
31 - 40 years	20.5%	N.S.	N.S.	20.5%
41 - 50 years	31.5%	N.S.	N.S.	31.5%
51 - 60 years	12.3%	N.S.	N.S.	12.3%
61 - 64 years	5.5%	N.S.	N.S.	5.5%
65 years or more	11.0%	N.S.	N.S.	11.0%
Percent Responding	*97.3%*	*N.S.*	*N.S.*	*97.3%*
Average Age	43	N.S.	N.S.	43
Gender				
Female	76.7%	N.S.	N.S.	76.7%
Male	16.4%	N.S.	N.S.	16.4%
Percent Responding	*93.2%*	*N.S.*	*N.S.*	*93.2%*
Ethnic Origin				
Hispanic	64.4%	N.S.	N.S.	64.4%
African American	5.5%	N.S.	N.S.	5.5%
White / Non-Hispanic	23.3%	N.S.	N.S.	23.3%
Other	4.1%	N.S.	N.S.	4.1%
Percent Responding	*97.3%*	*N.S.*	*N.S.*	*97.3%*
Response Language	49% English, 51% Spanish, 0% Creole	N.S.	N.S.	49% English, 51% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	5.5%	N.S.	N.S.	5.5%
Percent Responding	*97.3%*	*N.S.*	*N.S.*	*97.3%*
Passenger Household Demographics				
Number in Household	2.5	N.S.	N.S.	2.5
Percent Responding	*94.5%*	*N.S.*	*N.S.*	*94.5%*
Number of Vehicles in Household	0.5	N.S.	N.S.	0.5
Percent Responding	*97.3%*	*N.S.*	*N.S.*	*97.3%*
Vehicles per Person in Household	0.18	N.S.	N.S.	0.18
Household Income (average)	$16,884	*N.S.*	*N.S.*	$16,884
Percent Responding	*82.2%*	*N.S.*	*N.S.*	*82.2%*

R, Route 118 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	65.8%	N.S.	N.S.	65.8%
3 or 4 days per week	19.2%	N.S.	N.S.	19.2%
1 or 2 days per week	8.2%	N.S.	N.S.	8.2%
Less than once per week	4.1%	N.S.	N.S.	4.1%
Percent Responding	*97.3%*	*N.S.*	*N.S.*	*97.3%*
Tenure of MetroBus Use				
Less than 6 months	8.2%	N.S.	N.S.	8.2%
6 months to 1 year	11.0%	N.S.	N.S.	11.0%
1 to 2 years	15.1%	N.S.	N.S.	15.1%
More than 2 years	61.6%	N.S.	N.S.	61.6%
Percent Responding	*95.9%*	*N.S.*	*N.S.*	*95.9%*
Fare Payment				
Cash	39.7%	N.S.	N.S.	39.7%
Token	13.7%	N.S.	N.S.	13.7%
Monthly Metropass	9.6%	N.S.	N.S.	9.6%
Student Discount	0.0%	N.S.	N.S.	0.0%
Transfer	11.0%	N.S.	N.S.	11.0%
Golden Passport	20.5%	N.S.	N.S.	20.5%
Disability Discount	2.7%	N.S.	N.S.	2.7%
Other	0.0%	N.S.	N.S.	0.0%
Percent Responding	*97.3%*	*N.S.*	*N.S.*	*97.3%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	56.2%	N.S.	N.S.	56.2%
Good	32.9%	N.S.	N.S.	32.9%
Fair	2.7%	N.S.	N.S.	2.7%
Poor	1.4%	N.S.	N.S.	1.4%
Percent Responding	*93.2%*	*N.S.*	*N.S.*	*93.2%*
Courtesy of Bus Driver				
Excellent	61.6%	N.S.	N.S.	61.6%
Good	8.2%	N.S.	N.S.	8.2%
Fair	5.5%	N.S.	N.S.	5.5%
Poor	0.0%	N.S.	N.S.	0.0%
Percent Responding	*75.3%*	*N.S.*	*N.S.*	*75.3%*

R, Route 118 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	41.1%	N.S.	N.S.	41.1%
Home-Based School	4.1%	N.S.	N.S.	4.1%
Home-Based Medical	17.8%	N.S.	N.S.	17.8%
Home-Based Shopping / Errands	2.7%	N.S.	N.S.	2.7%
Home-Based Visiting / Recreation	0.0%	N.S.	N.S.	0.0%
Home-Based Hotel	0.0%	N.S.	N.S.	0.0%
Home-Based Other	8.2%	N.S.	N.S.	8.2%
Home-Based - No Other Answer	0.0%	N.S.	N.S.	0.0%
Sum of All Home-Based Destination Trips above	74.0%	N.S.	N.S.	74.0%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	1.4%	N.S.	N.S.	1.4%
Work-based School	0.0%	N.S.	N.S.	0.0%
Work-based Medical	5.5%	N.S.	N.S.	5.5%
Work-based Visiting / Recreation	0.0%	N.S.	N.S.	0.0%
Work-based Hotel	0.0%	N.S.	N.S.	0.0%
Work-based Other	1.4%	N.S.	N.S.	1.4%
Work-based - No Other Answer	5.5%	N.S.	N.S.	5.5%
Sum of All Work-based Trips Above	13.7%	N.S.	N.S.	13.7%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	N.S.	N.S.	0.0%
School-based Medical	0.0%	N.S.	N.S.	0.0%
School-based Visiting / Recreation	0.0%	N.S.	N.S.	0.0%
School-based Hotel	0.0%	N.S.	N.S.	0.0%
School-based Other	0.0%	N.S.	N.S.	0.0%
School-based - No Other Answer	0.0%	N.S.	N.S.	0.0%
Sum of All School-based Trips Above	0.0%	N.S.	N.S.	0.0%
All Other Trip Purpose Pairs or Half Pairs	12.3%	N.S.	N.S.	12.3%
Percent Responding at least one answer	*100.0%*	*N.S.*	*N.S.*	*100.0%*

R, Route 118 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	66.4%	N.S.	N.S.	66.4%
Walk More than 3 blocks	7.5%	N.S.	N.S.	7.5%
Kiss-and-Ride (dropped off)	1.4%	N.S.	N.S.	1.4%
Park-and-Ride (drove self)	1.4%	N.S.	N.S.	1.4%
Bicycle	1.4%	N.S.	N.S.	1.4%
Tri-Rail	0.0%	N.S.	N.S.	0.0%
Other	2.7%	N.S.	N.S.	2.7%
MetroDade Transit System Transfers				
MetroRail	0.7%	N.S.	N.S.	0.7%
MetroBus	14.4%	N.S.	N.S.	14.4%
MetroMover	0.0%	N.S.	N.S.	0.0%
Sum of MDT System Transfers	4.1%	N.S.	N.S.	4.1%
Percent Responding	*95.9%*	*N.S.*	*N.S.*	*95.9%*
Number of MDT System Tranfers Reported				
1 Transfer	24.7%	N.S.	N.S.	24.7%
2 Transfers	2.7%	N.S.	N.S.	2.7%
3 Transfers	0.0%	N.S.	N.S.	0.0%
4 or more Transfers	0.0%	N.S.	N.S.	0.0%
Total MDT System Transfers	27.4%	N.S.	N.S.	27.4%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	46.6%	N.S.	N.S.	46.6%
One is Acceptable, But No More	21.9%	N.S.	N.S.	21.9%
Prefer Not to Make Any Transfers	21.9%	N.S.	N.S.	21.9%
Will Not Use Transit If Need to Transfer	1.4%	N.S.	N.S.	1.4%
Percent Responding	*91.8%*	*N.S.*	*N.S.*	*91.8%*

S, Route 119 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	11,815	11,224	8,853	11,307
Sample	548	274	97	444
Percent Sample	4.6%	2.4%	1.1%	0
Passenger Demographics				
Age Classification				
15 years or under	2.6%	1.8%	1.0%	2.2%
16 - 19 years	9.1%	5.1%	5.2%	8.0%
20 - 30 years	30.5%	29.2%	33.0%	30.7%
31 - 40 years	24.1%	20.8%	16.5%	22.5%
41 - 50 years	15.9%	17.2%	14.4%	15.9%
51 - 60 years	10.0%	11.7%	13.4%	10.8%
61 - 64 years	1.5%	2.6%	2.1%	1.7%
65 years or more	4.0%	10.2%	12.4%	6.1%
Percent Responding	*97.6%*	*98.5%*	*97.9%*	*97.8%*
Average Age	34	39	39	36
Gender				
Female	48.9%	48.9%	42.3%	48.0%
Male	47.4%	48.2%	48.5%	47.7%
Percent Responding	*96.4%*	*97.1%*	*90.7%*	*95.7%*
Ethnic Origin				
Hispanic	56.6%	63.5%	67.0%	59.1%
African American	9.9%	9.9%	4.1%	9.0%
White / Non-Hispanic	24.6%	20.8%	21.6%	23.7%
Other	6.4%	5.5%	3.1%	5.8%
Percent Responding	*97.4%*	*99.6%*	*95.9%*	*97.5%*
Response Language	64% English, 36% Spanish, 0% Creole	56% English, 44% Spanish, 0% Creole	52% English, 48% Spanish, 0% Creole	61% English, 39% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	2.2%	4.0%	6.2%	3.0%
Percent Responding	*97.6%*	*98.2%*	*99.0%*	*97.9%*
Passenger Household Demographics				
Number in Household	2.7	2.3	2.6	2.6
Percent Responding	*96.9%*	*96.4%*	*96.9%*	*96.8%*
Number of Vehicles in Household	0.8	0.6	0.8	0.8
Percent Responding	*97.1%*	*96.0%*	*94.8%*	*96.6%*
Vehicles per Person in Household	0.31	0.25	0.30	0.30
Household Income (average)	$21,583	$18,230	$20,077	$20,889
Percent Responding	*90.3%*	*86.9%*	*92.8%*	*90.2%*

S, Route 119 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	60.9%	64.2%	64.9%	62.0%
3 or 4 days per week	19.5%	10.9%	12.4%	17.3%
1 or 2 days per week	9.9%	11.3%	8.2%	9.8%
Less than once per week	8.6%	10.9%	13.4%	9.6%
Percent Responding	*98.9%*	*97.4%*	*99.0%*	*98.7%*
Tenure of MetroBus Use				
Less than 6 months	20.8%	21.2%	26.8%	21.7%
6 months to 1 year	12.0%	11.3%	12.4%	12.0%
1 to 2 years	20.6%	12.4%	16.5%	18.9%
More than 2 years	44.7%	52.9%	42.3%	45.5%
Percent Responding	*98.2%*	*97.8%*	*97.9%*	*98.1%*
Fare Payment				
Cash	46.9%	49.6%	52.6%	48.1%
Token	11.7%	10.9%	7.2%	10.9%
Monthly Metropass	20.4%	14.2%	18.6%	19.3%
Student Discount	7.8%	6.2%	6.2%	7.4%
Transfer	6.6%	7.7%	8.2%	7.0%
Golden Passport	4.2%	8.4%	6.2%	5.1%
Disability Discount	1.3%	1.5%	1.0%	1.3%
Other	0.2%	0.7%	0.0%	0.2%
Percent Responding	*99.1%*	*99.3%*	*100.0%*	*99.2%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	13.0%	14.6%	18.6%	14.0%
Good	38.1%	40.5%	42.3%	39.1%
Fair	33.6%	31.0%	27.8%	32.4%
Poor	13.1%	9.1%	8.2%	11.9%
Percent Responding	*97.8%*	*95.3%*	*96.9%*	*97.3%*
Courtesy of Bus Driver				
Excellent	17.5%	31.0%	24.7%	20.5%
Good	40.9%	31.8%	41.2%	39.6%
Fair	22.6%	14.6%	19.6%	21.0%
Poor	5.5%	5.5%	4.1%	5.3%
Percent Responding	*86.5%*	*82.8%*	*89.7%*	*86.4%*

S, Route 119 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	41.6%	42.7%	42.3%	41.9%
Home-Based School	4.6%	1.1%	0.0%	3.4%
Home-Based Medical	2.0%	0.4%	0.0%	1.5%
Home-Based Shopping / Errands	11.1%	14.6%	14.4%	12.1%
Home-Based Visiting / Recreation	1.8%	2.2%	6.2%	2.5%
Home-Based Hotel	0.7%	0.4%	0.0%	0.6%
Home-Based Other	5.8%	9.1%	5.2%	6.2%
Home-Based - No Other Answer	2.6%	0.7%	2.1%	2.2%
Sum of All Home-Based Destination Trips above	70.3%	71.2%	70.1%	70.4%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	2.0%	0.7%	1.0%	1.7%
Work-based School	0.9%	0.4%	0.0%	0.7%
Work-based Medical	0.7%	0.0%	0.0%	0.5%
Work-based Visiting / Recreation	0.4%	0.4%	0.0%	0.3%
Work-based Hotel	0.4%	0.0%	0.0%	0.3%
Work-based Other	2.7%	1.1%	2.1%	2.4%
Work-based - No Other Answer	1.1%	1.5%	0.0%	1.0%
Sum of All Work-based Trips Above	8.2%	4.0%	3.1%	6.9%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.4%	0.0%	0.0%	0.3%
School-based Visiting / Recreation	0.2%	0.0%	0.0%	0.1%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.7%	0.0%	0.0%	0.5%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	1.3%	0.0%	0.0%	0.9%
All Other Trip Purpose Pairs or Half Pairs	20.3%	24.8%	26.8%	21.8%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

S, Route 119 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	66.1%	66.8%	68.0%	66.5%
Walk More than 3 blocks	13.4%	13.9%	15.5%	13.8%
Kiss-and-Ride (dropped off)	2.8%	1.8%	3.6%	2.8%
Park-and-Ride (drove self)	0.5%	1.1%	0.0%	0.5%
Bicycle	0.6%	0.5%	0.5%	0.6%
Tri-Rail	0.4%	0.2%	0.0%	0.3%
Other	1.8%	2.6%	0.0%	1.7%
MetroDade Transit System Transfers				
MetroRail	4.0%	4.2%	2.1%	3.8%
MetroBus	7.0%	7.3%	7.7%	7.2%
MetroMover	1.6%	0.5%	1.5%	1.5%
Sum of MDT System Transfers	1.6%	1.1%	1.0%	1.5%
Percent Responding	*98.4%*	*98.9%*	*99.0%*	*98.5%*
Number of MDT System Tranfers Reported				
1 Transfer	22.1%	22.3%	22.7%	22.2%
2 Transfers	1.6%	1.1%	0.0%	1.3%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	23.7%	23.4%	22.7%	23.5%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	49.5%	50.0%	54.6%	50.3%
One is Acceptable, But No More	24.5%	25.2%	19.6%	23.9%
Prefer Not to Make Any Transfers	19.3%	16.4%	18.6%	18.8%
Will Not Use Transit If Need to Transfer	2.0%	3.3%	5.2%	2.6%
Percent Responding	*95.3%*	*94.9%*	*97.9%*	*95.6%*

T, Route 120 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	2,136	927	707	1,759
Sample	98	39	9	77
Percent Sample	4.6%	4.2%	1.3%	0
Passenger Demographics				
Age Classification				
15 years or under	3.1%	0.0%	11.1%	3.8%
16 - 19 years	5.1%	7.7%	11.1%	6.3%
20 - 30 years	25.5%	23.1%	11.1%	23.1%
31 - 40 years	16.3%	7.7%	33.3%	17.5%
41 - 50 years	23.5%	28.2%	11.1%	22.4%
51 - 60 years	13.3%	28.2%	22.2%	16.7%
61 - 64 years	2.0%	2.6%	0.0%	1.8%
65 years or more	9.2%	2.6%	0.0%	6.9%
Percent Responding	*98.0%*	*100.0%*	*100.0%*	*98.5%*
Average Age	39	41	35	39
Gender				
Female	58.2%	71.8%	55.6%	59.7%
Male	39.8%	28.2%	44.4%	38.8%
Percent Responding	*98.0%*	*100.0%*	*100.0%*	*98.5%*
Ethnic Origin				
Hispanic	74.5%	79.5%	77.8%	75.7%
African American	6.1%	2.6%	11.1%	6.3%
White / Non-Hispanic	12.2%	10.3%	11.1%	11.8%
Other	5.1%	5.1%	0.0%	4.4%
Percent Responding	*98.0%*	*97.4%*	*100.0%*	*98.2%*
Response Language	43% English, 57% Spanish, 0% Creole	38% English, 62% Spanish, 0% Creole	67% English, 33% Spanish, 0% Creole	46% English, 54% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	3.1%	2.6%	0.0%	2.6%
Percent Responding	*95.9%*	*97.4%*	*100.0%*	*96.7%*
Passenger Household Demographics				
Number in Household	2.3	2.8	2.6	2.4
Percent Responding	*94.9%*	*97.4%*	*100.0%*	*96.0%*
Number of Vehicles in Household	0.6	0.5	0.4	0.6
Percent Responding	*94.9%*	*92.3%*	*100.0%*	*95.3%*
Vehicles per Person in Household	0.28	0.18	0.17	0.25
Household Income (average)	$15,026	$13,269	$16,389	$14,969
Percent Responding	*92.9%*	*82.1%*	*77.8%*	*89.2%*

T, Route 120 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	76.5%	71.8%	55.6%	72.9%
3 or 4 days per week	14.3%	10.3%	33.3%	16.4%
1 or 2 days per week	3.1%	10.3%	11.1%	5.2%
Less than once per week	5.1%	2.6%	0.0%	4.0%
Percent Responding	*99.0%*	*94.9%*	*100.0%*	*98.5%*
Tenure of MetroBus Use				
Less than 6 months	15.3%	12.8%	11.1%	14.4%
6 months to 1 year	16.3%	10.3%	22.2%	16.3%
1 to 2 years	16.3%	7.7%	11.1%	14.3%
More than 2 years	49.0%	61.5%	55.6%	51.7%
Percent Responding	*96.9%*	*92.3%*	*100.0%*	*96.7%*
Fare Payment				
Cash	39.8%	38.5%	55.6%	41.9%
Token	18.4%	17.9%	22.2%	18.9%
Monthly Metropass	18.4%	25.6%	11.1%	18.4%
Student Discount	4.1%	5.1%	0.0%	3.6%
Transfer	8.2%	10.3%	11.1%	8.9%
Golden Passport	9.2%	2.6%	0.0%	6.9%
Disability Discount	0.0%	0.0%	0.0%	0.0%
Other	1.0%	0.0%	0.0%	0.7%
Percent Responding	*99.0%*	*100.0%*	*100.0%*	*99.3%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	15.3%	17.9%	77.8%	24.6%
Good	45.9%	23.1%	11.1%	37.7%
Fair	30.6%	51.3%	11.1%	30.8%
Poor	5.1%	2.6%	0.0%	4.0%
Percent Responding	*96.9%*	*94.9%*	*100.0%*	*97.1%*
Courtesy of Bus Driver				
Excellent	28.6%	28.2%	55.6%	32.4%
Good	34.7%	43.6%	11.1%	32.6%
Fair	12.2%	17.9%	11.1%	12.9%
Poor	4.1%	0.0%	11.1%	4.5%
Percent Responding	*79.6%*	*89.7%*	*88.9%*	*82.4%*

T, Route 120 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	51.0%	61.5%	44.4%	51.6%
Home-Based School	8.2%	0.0%	0.0%	5.8%
Home-Based Medical	3.1%	0.0%	0.0%	2.2%
Home-Based Shopping / Errands	6.1%	0.0%	0.0%	4.4%
Home-Based Visiting / Recreation	3.1%	5.1%	0.0%	2.9%
Home-Based Hotel	0.0%	0.0%	0.0%	0.0%
Home-Based Other	9.2%	2.6%	22.2%	10.1%
Home-Based - No Other Answer	2.0%	5.1%	0.0%	2.2%
Sum of All Home-Based Destination Trips above	82.7%	74.4%	66.7%	79.2%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
Work-based School	2.0%	0.0%	0.0%	1.5%
Work-based Medical	0.0%	0.0%	11.1%	1.6%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	2.0%	5.1%	11.1%	3.8%
Work-based - No Other Answer	2.0%	5.1%	0.0%	2.2%
Sum of All Work-based Trips Above	6.1%	10.3%	22.2%	9.0%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.0%	0.0%	0.0%	0.0%
All Other Trip Purpose Pairs or Half Pairs	11.2%	15.4%	11.1%	11.8%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

T, Route 120 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	56.1%	47.4%	72.2%	57.2%
Walk More than 3 blocks	18.4%	15.4%	11.1%	16.9%
Kiss-and-Ride (dropped off)	1.0%	1.3%	0.0%	0.9%
Park-and-Ride (drove self)	0.0%	0.0%	0.0%	0.0%
Bicycle	2.0%	0.0%	0.0%	1.5%
Tri-Rail	0.0%	0.0%	0.0%	0.0%
Other	2.0%	7.7%	0.0%	2.6%
MetroDade Transit System Transfers				
MetroRail	3.1%	5.1%	11.1%	4.5%
MetroBus	15.3%	16.7%	0.0%	13.3%
MetroMover	1.5%	2.6%	0.0%	1.5%
Sum of MDT System Transfers	0.5%	3.8%	5.6%	1.7%
Percent Responding	*99.5%*	*96.2%*	*94.4%*	*98.3%*
Number of MDT System Tranfers Reported				
1 Transfer	31.6%	38.5%	22.2%	31.3%
2 Transfers	4.1%	5.1%	0.0%	3.6%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	35.7%	43.6%	22.2%	34.9%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	40.8%	56.4%	66.7%	46.7%
One is Acceptable, But No More	27.6%	23.1%	22.2%	26.2%
Prefer Not to Make Any Transfers	20.4%	17.9%	11.1%	18.7%
Will Not Use Transit If Need to Transfer	1.0%	0.0%	0.0%	0.7%
Percent Responding	*89.8%*	*97.4%*	*100.0%*	*92.3%*

V, Route 122 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	370	no service	no service	370
Sample	17	N.S.	N.S.	17
Percent Sample	4.6%	N.S.	N.S.	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	N.S.	N.S.	0.0%
16 - 19 years	5.9%	N.S.	N.S.	5.9%
20 - 30 years	23.5%	N.S.	N.S.	23.5%
31 - 40 years	11.8%	N.S.	N.S.	11.8%
41 - 50 years	11.8%	N.S.	N.S.	11.8%
51 - 60 years	17.6%	N.S.	N.S.	17.6%
61 - 64 years	0.0%	N.S.	N.S.	0.0%
65 years or more	23.5%	N.S.	N.S.	23.5%
Percent Responding	*94.1%*	*N.S.*	*N.S.*	*94.1%*
Average Age	43	N.S.	N.S.	43
Gender				
Female	64.7%	N.S.	N.S.	64.7%
Male	17.6%	N.S.	N.S.	17.6%
Percent Responding	*82.4%*	*N.S.*	*N.S.*	*82.4%*
Ethnic Origin				
Hispanic	58.8%	N.S.	N.S.	58.8%
African American	11.8%	N.S.	N.S.	11.8%
White / Non-Hispanic	17.6%	N.S.	N.S.	17.6%
Other	5.9%	N.S.	N.S.	5.9%
Percent Responding	*94.1%*	*N.S.*	*N.S.*	*94.1%*
Response Language	41% English, 59% Spanish, 0% Creole	N.S.	N.S.	49% English, 51% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	0.0%	N.S.	N.S.	0.0%
Percent Responding	*94.1%*	*N.S.*	*N.S.*	*94.1%*
Passenger Household Demographics				
Number in Household	2.4	N.S.	N.S.	2.4
Percent Responding	*94.1%*	*N.S.*	*N.S.*	*94.1%*
Number of Vehicles in Household	0.9	N.S.	N.S.	0.9
Percent Responding	*82.4%*	*N.S.*	*N.S.*	*82.4%*
Vehicles per Person in Household	0.38	N.S.	N.S.	0.38
Household Income (average)	$17,206	*N.S.*	*N.S.*	$17,206
Percent Responding	*88.2%*	*N.S.*	*N.S.*	*88.2%*

V, Route 122 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	52.9%	N.S.	N.S.	52.9%
3 or 4 days per week	17.6%	N.S.	N.S.	17.6%
1 or 2 days per week	11.8%	N.S.	N.S.	11.8%
Less than once per week	11.8%	N.S.	N.S.	11.8%
Percent Responding	*94.1%*	*N.S.*	*N.S.*	*94.1%*
Tenure of MetroBus Use				
Less than 6 months	17.6%	N.S.	N.S.	17.6%
6 months to 1 year	5.9%	N.S.	N.S.	5.9%
1 to 2 years	17.6%	N.S.	N.S.	17.6%
More than 2 years	58.8%	N.S.	N.S.	58.8%
Percent Responding	*100.0%*	*N.S.*	*N.S.*	*100.0%*
Fare Payment				
Cash	41.2%	N.S.	N.S.	41.2%
Token	0.0%	N.S.	N.S.	0.0%
Monthly Metropass	5.9%	N.S.	N.S.	5.9%
Student Discount	0.0%	N.S.	N.S.	0.0%
Transfer	17.6%	N.S.	N.S.	17.6%
Golden Passport	29.4%	N.S.	N.S.	29.4%
Disability Discount	0.0%	N.S.	N.S.	0.0%
Other	5.9%	N.S.	N.S.	5.9%
Percent Responding	*100.0%*	*N.S.*	*N.S.*	*100.0%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	11.8%	N.S.	N.S.	11.8%
Good	35.3%	N.S.	N.S.	35.3%
Fair	35.3%	N.S.	N.S.	35.3%
Poor	5.9%	N.S.	N.S.	5.9%
Percent Responding	*88.2%*	*N.S.*	*N.S.*	*88.2%*
Courtesy of Bus Driver				
Excellent	17.6%	N.S.	N.S.	17.6%
Good	47.1%	N.S.	N.S.	47.1%
Fair	23.5%	N.S.	N.S.	23.5%
Poor	0.0%	N.S.	N.S.	0.0%
Percent Responding	*88.2%*	*N.S.*	*N.S.*	*88.2%*

V, Route 122 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	29.4%	N.S.	N.S.	29.4%
Home-Based School	0.0%	N.S.	N.S.	0.0%
Home-Based Medical	11.8%	N.S.	N.S.	11.8%
Home-Based Shopping / Errands	11.8%	N.S.	N.S.	11.8%
Home-Based Visiting / Recreation	0.0%	N.S.	N.S.	0.0%
Home-Based Hotel	5.9%	N.S.	N.S.	5.9%
Home-Based Other	17.6%	N.S.	N.S.	17.6%
Home-Based - No Other Answer	0.0%	N.S.	N.S.	0.0%
Sum of All Home-Based Destination Trips above	76.5%	N.S.	N.S.	76.5%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	5.9%	N.S.	N.S.	5.9%
Work-based School	0.0%	N.S.	N.S.	0.0%
Work-based Medical	0.0%	N.S.	N.S.	0.0%
Work-based Visiting / Recreation	0.0%	N.S.	N.S.	0.0%
Work-based Hotel	0.0%	N.S.	N.S.	0.0%
Work-based Other	0.0%	N.S.	N.S.	0.0%
Work-based - No Other Answer	0.0%	N.S.	N.S.	0.0%
Sum of All Work-based Trips Above	5.9%	N.S.	N.S.	5.9%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	N.S.	N.S.	0.0%
School-based Medical	0.0%	N.S.	N.S.	0.0%
School-based Visiting / Recreation	0.0%	N.S.	N.S.	0.0%
School-based Hotel	0.0%	N.S.	N.S.	0.0%
School-based Other	0.0%	N.S.	N.S.	0.0%
School-based - No Other Answer	0.0%	N.S.	N.S.	0.0%
Sum of All School-based Trips Above	0.0%	N.S.	N.S.	0.0%
All Other Trip Purpose Pairs or Half Pairs	17.6%	N.S.	N.S.	17.6%
Percent Responding at least one answer	*100.0%*	*N.S.*	*N.S.*	*100.0%*

V, Route 122 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	64.7%	N.S.	N.S.	64.7%
Walk More than 3 blocks	14.7%	N.S.	N.S.	14.7%
Kiss-and-Ride (dropped off)	5.9%	N.S.	N.S.	5.9%
Park-and-Ride (drove self)	0.0%	N.S.	N.S.	0.0%
Bicycle	0.0%	N.S.	N.S.	0.0%
Tri-Rail	2.9%	N.S.	N.S.	2.9%
Other	0.0%	N.S.	N.S.	0.0%
MetroDade Transit System Transfers				
MetroRail	0.0%	N.S.	N.S.	0.0%
MetroBus	11.8%	N.S.	N.S.	11.8%
MetroMover	0.0%	N.S.	N.S.	0.0%
Sum of MDT System Transfers	0.0%	N.S.	N.S.	0.0%
Percent Responding	*100.0%*	*N.S.*	*N.S.*	*100.0%*
Number of MDT System Tranfers Reported				
1 Transfer	23.5%	N.S.	N.S.	23.5%
2 Transfers	0.0%	N.S.	N.S.	0.0%
3 Transfers	0.0%	N.S.	N.S.	0.0%
4 or more Transfers	0.0%	N.S.	N.S.	0.0%
Total MDT System Transfers	23.5%	N.S.	N.S.	23.5%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	47.1%	N.S.	N.S.	47.1%
One is Acceptable, But No More	17.6%	N.S.	N.S.	17.6%
Prefer Not to Make Any Transfers	23.5%	N.S.	N.S.	23.5%
Will Not Use Transit If Need to Transfer	0.0%	N.S.	N.S.	0.0%
Percent Responding	*88.2%*	*N.S.*	*N.S.*	*88.2%*

W, Route 123 Ridership Characteristics

	Weekday	Saturday	Sunday	Daily Average
Ridership (boardings) and Sample				
Annual Average (*MDT Ridership Reports Nov.02 - Oct.03*)	292	275	178	273
Sample	23	15	5	19
Percent Sample	7.9%	5.4%	2.8%	0
Passenger Demographics				
Age Classification				
15 years or under	0.0%	0.0%	0.0%	0.0%
16 - 19 years	0.0%	0.0%	0.0%	0.0%
20 - 30 years	4.3%	20.0%	20.0%	8.8%
31 - 40 years	17.4%	20.0%	40.0%	21.0%
41 - 50 years	21.7%	13.3%	20.0%	20.3%
51 - 60 years	0.0%	13.3%	20.0%	4.8%
61 - 64 years	4.3%	0.0%	0.0%	3.1%
65 years or more	52.2%	33.3%	0.0%	42.0%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Average Age	56	49	39	53
Gender				
Female	30.4%	40.0%	40.0%	33.2%
Male	52.2%	46.7%	60.0%	52.5%
Percent Responding	*82.6%*	*86.7%*	*100.0%*	*85.7%*
Ethnic Origin				
Hispanic	47.8%	46.7%	40.0%	46.5%
African American	4.3%	6.7%	0.0%	4.1%
White / Non-Hispanic	43.5%	26.7%	20.0%	37.7%
Other	4.3%	20.0%	40.0%	11.7%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Response Language	48% English, 52% Spanish, 0% Creole	53% English, 47% Spanish, 0% Creole	60% English, 40% Spanish, 0% Creole	50% English, 50% Spanish, 0% Creole
Physical Disability				
Have Disability making it difficult to use MetroBus	4.3%	20.0%	0.0%	6.0%
Percent Responding	*95.7%*	*100.0%*	*100.0%*	*96.9%*
Passenger Household Demographics				
Number in Household	1.7	2.0	2.5	1.9
Percent Responding	*95.7%*	*100.0%*	*100.0%*	*96.9%*
Number of Vehicles in Household	0.3	0.5	0.2	0.3
Percent Responding	*95.7%*	*100.0%*	*100.0%*	*96.9%*
Vehicles per Person in Household	0.18	0.25	0.08	0.17
Household Income (average)	$15,000	$16,167	$16,000	$15,310
Percent Responding	*95.7%*	*93.3%*	*100.0%*	*95.9%*

W, Route 123 Transit Use & Passenger Satisfaction

	Weekday	Saturday	Sunday	Daily Average
Passenger Transit Use Characteristics				
Frequency of MetroBus Use				
5 or more days per week	60.9%	60.0%	80.0%	63.5%
3 or 4 days per week	21.7%	26.7%	20.0%	22.2%
1 or 2 days per week	13.0%	13.3%	0.0%	11.2%
Less than once per week	4.3%	0.0%	0.0%	3.1%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Tenure of MetroBus Use				
Less than 6 months	8.7%	6.7%	60.0%	15.7%
6 months to 1 year	8.7%	26.7%	20.0%	12.9%
1 to 2 years	21.7%	0.0%	0.0%	15.5%
More than 2 years	60.9%	60.0%	20.0%	54.9%
Percent Responding	*100.0%*	*93.3%*	*100.0%*	*99.0%*
Fare Payment				
Cash	8.7%	40.0%	60.0%	20.5%
Token	21.7%	0.0%	0.0%	15.5%
Monthly Metropass	13.0%	20.0%	20.0%	15.0%
Student Discount	0.0%	0.0%	0.0%	0.0%
Transfer	0.0%	0.0%	0.0%	0.0%
Golden Passport	52.2%	26.7%	20.0%	43.9%
Disability Discount	4.3%	0.0%	0.0%	3.1%
Other	0.0%	13.3%	0.0%	1.9%
Percent Responding	*100.0%*	*100.0%*	*100.0%*	*100.0%*
Passenger Satisfaction				
Cleanliness of Bus				
Excellent	60.9%	60.0%	60.0%	60.6%
Good	26.1%	33.3%	0.0%	23.4%
Fair	4.3%	6.7%	40.0%	9.8%
Poor	4.3%	0.0%	0.0%	3.1%
Percent Responding	*95.7%*	*100.0%*	*100.0%*	*96.9%*
Courtesy of Bus Driver				
Excellent	65.2%	13.3%	40.0%	54.2%
Good	13.0%	40.0%	20.0%	17.9%
Fair	0.0%	13.3%	40.0%	7.6%
Poor	0.0%	0.0%	0.0%	0.0%
Percent Responding	*78.3%*	*66.7%*	*100.0%*	*79.7%*

W, Route 123 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Trip Purpose				
Home-Based Destination Trips				
Home-Based Work	17.4%	40.0%	0.0%	18.1%
Home-Based School	4.3%	0.0%	0.0%	3.1%
Home-Based Medical	0.0%	0.0%	0.0%	0.0%
Home-Based Shopping / Errands	21.7%	26.7%	80.0%	30.8%
Home-Based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Home-Based Hotel	0.0%	0.0%	0.0%	0.0%
Home-Based Other	17.4%	0.0%	0.0%	12.4%
Home-Based - No Other Answer	8.7%	0.0%	0.0%	6.2%
Sum of All Home-Based Destination Trips above	69.6%	66.7%	80.0%	70.6%
Occupation-Based (Work) Trip Chain Links				
Work-based Shopping / Errand	0.0%	0.0%	20.0%	2.9%
Work-based School	0.0%	0.0%	0.0%	0.0%
Work-based Medical	0.0%	0.0%	0.0%	0.0%
Work-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
Work-based Hotel	0.0%	0.0%	0.0%	0.0%
Work-based Other	4.3%	0.0%	0.0%	3.1%
Work-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All Work-based Trips Above	4.3%	0.0%	20.0%	6.0%
Occupation-Based (School) Trip Chain Links				
School-based Shopping / Errand	0.0%	0.0%	0.0%	0.0%
School-based Medical	0.0%	0.0%	0.0%	0.0%
School-based Visiting / Recreation	0.0%	0.0%	0.0%	0.0%
School-based Hotel	0.0%	0.0%	0.0%	0.0%
School-based Other	0.0%	0.0%	0.0%	0.0%
School-based - No Other Answer	0.0%	0.0%	0.0%	0.0%
Sum of All School-based Trips Above	0.0%	0.0%	0.0%	0.0%
All Other Trip Purpose Pairs or Half Pairs	26.1%	33.3%	0.0%	23.4%
Percent Responding at least one answer	*100.0%*	*100.0%*	*100.0%*	*100.0%*

W, Route 123 Trip Characteristics

	Weekday	Saturday	Sunday	Average Day
Transportation Mode Used To and From Bus and MDT System Transfers				
Intermodal Combinations (to and from)				
Walk 0 to 3 blocks *(approx. 1/4 mile)*	78.3%	83.3%	90.0%	80.7%
Walk More than 3 blocks	4.3%	6.7%	0.0%	4.1%
Kiss-and-Ride (dropped off)	0.0%	0.0%	0.0%	0.0%
Park-and-Ride (drove self)	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%
Tri-Rail	0.0%	0.0%	0.0%	0.0%
Other	6.5%	3.3%	0.0%	5.1%
MetroDade Transit System Transfers				
MetroRail	4.3%	0.0%	0.0%	3.1%
MetroBus	4.3%	6.7%	10.0%	5.5%
MetroMover	0.0%	0.0%	0.0%	0.0%
Sum of MDT System Transfers	2.2%	0.0%	0.0%	1.6%
Percent Responding	*97.8%*	*100.0%*	*100.0%*	*98.4%*
Number of MDT System Tranfers Reported				
1 Transfer	17.4%	13.3%	20.0%	17.2%
2 Transfers	0.0%	0.0%	0.0%	0.0%
3 Transfers	0.0%	0.0%	0.0%	0.0%
4 or more Transfers	0.0%	0.0%	0.0%	0.0%
Total MDT System Transfers	17.4%	13.3%	20.0%	17.2%
Percent Responding	*see above*	*see above*	*see above*	*see above*
Trnasfer Attitude				
Transfering Does Not Bother Passenger	47.8%	73.3%	60.0%	53.2%
One is Acceptable, But No More	34.8%	6.7%	20.0%	28.7%
Prefer Not to Make Any Transfers	13.0%	13.3%	20.0%	14.1%
Will Not Use Transit If Need to Transfer	0.0%	0.0%	0.0%	0.0%
Percent Responding	*95.7%*	*93.3%*	*100.0%*	*95.9%*

Coastal Communities Transit Plan

Appendix IV

Ride-Check Results by Route

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	23	A EB1 Seg 1 WkDy Off-Peak	NE 15 ST/BISCAYNE BD / DADE BD/ALTON RD	5	2	8	5	19%	3	12%	1	26	2	39
2	24	A EB1 Seg 2 WkDy Off-Peak	DADE BD/ALTON RD / WASHINGTON AV/LINCOLN RD	0	3	3	2	7%	1	4%	0		3	29

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	6	A EB1 Seg 1 WkDy AM Peak	NE 15 ST/BISCAYNE BD / DADE BD/ALTON RD	9.8	7	16.7	9.3	36%	4.9	18%	3	53	5	90
2	5	A EB1 Seg 2 WkDy AM Peak	DADE BD/ALTON RD / WASHINGTON AV/LINCOLN RD	0.2	4	3.8	0.2	1%	0.0	0%	0	2	4	38

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	A EB1 Seg 1 WkDy PM Peak	NE 15 ST/BISCAYNE BD / DADE BD/ALTON RD	7.3	2	9.3	6.7	27%	5.2	21%	2	30	3	38
2	3	A EB1 Seg 2 WkDy PM Peak	DADE BD/ALTON RD / WASHINGTON AV/LINCOLN RD	0.7	6	7.0	5.0	20%	1.8	7%	1	8	8	63

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (ml.)	Segment Activity (hr.)
1	0	A EB1 Seg 1 WkDy Night	NE 15 ST/BISCAYNE BD / DADE BD/ALTON RD											
2	0	A EB1 Seg 2 WkDy Night	DADE BD/ALTON RD / WASHINGTON AV/LINCOLN RD											

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	17	A EB1 Seg 1 Sat Day	NE 15 ST/BISCAYNE BD — DADE BD/ALTON RD	4.9	2	7.2	4.6	18%	2.9	12%	1	26	2	38
2	17	A EB1 Seg 2 Sat Day	DADE BD/ALTON RD — WASHINGTON AV/LINCOLN RD	0.3	3	2.8	1.7	7%	1.1	4%	0	3	3	33

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	A EB1 Seg 1 Sat Ngt	NE 15 ST/BISCAYNE BD — DADE BD/ALTON RD	2.7	1	3.7	2.7	11%	2.2	9%	1	14	1	19
2	3	A EB1 Seg 2 Sat Ngt	DADE BD/ALTON RD — WASHINGTON AV/LINCOLN RD	0.0	2	1.7	0.7	3%	0.8	2%	0	0	2	21

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	12	A EB1 Seg 1 Sun Day	NE 15 ST/BISCAYNE BD — DADE BD/ALTON RD	2.9	1	4.3	2.8	11%	2.1	8%	1	17	1	25
2	12	A EB1 Seg 2 Sun Day	DADE BD/ALTON RD — WASHINGTON AV/LINCOLN RD	0.2	2	1.8	1.4	6%	1.1	4%	0	2	2	20

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	EB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	0	A EB1 Sun Ngt	NE 15 ST/BISCAYNE BD — DADE BD/ALTON RD											
2	0	A EB1 Seg 2 Sun Ngt	DADE BD/ALTON RD — WASHINGTON AV/LINCOLN RD											

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
		13	14		64	0	53	58	59	62	63	0	0	0	0
1	23	A WB1 Seg 1 WkDy Off-Peak	WASHINGTON AV/LINCOLN RD	DADE BD/WEST AV	4	0	4	4	15%	3	10%	5	47	5	49
2	24	A WB1 Seg 2 WkDy Off-Peak	DADE BD/WEST AV	NE 15 ST/BISCAYNE BD	2	6	8	6	24%	5	18%	1	12	3	51

Percent Proxy TP for Route database 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
		13	14		64	0	63	58	59	62	63	0	0	0	0
1	6	A WB1 Seg 1 WkDy AM Peak	WASHINGTON AV/LINCOLN RD	DADE BD/WEST AV	7	1	8.3	6.7	27%	5.1	20%	9	83	10	94
2	6	A WB1 Seg 2 WkDy AM Peak	DADE BD/WEST AV	NE 15 ST/BISCAYNE BD	1	6	7.7	5.7	23%	4.6	18%	0	9	3	50

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
		13	14		64	0	63	58	59	62	63	0	0	0	0
1	3	A WB1 Seg 1 WkDy PM Peak	WASHINGTON AV/LINCOLN RD	DADE BD/WEST AV	15	0	15.0	15.0	60%	8.0	32%	19	100	19	100
2	2	A WB1 Seg 2 WkDy PM Peak	DADE BD/WEST AV	NE 15 ST/BISCAYNE BD	4	20	24.0	20.5	82%	17.9	72%	1	25	8	152

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
		13	14		64	0	63	58	59	62	63	0	0	0	0
1	0	A WB1 Seg 1 WkDy Night	WASHINGTON AV/LINCOLN RD	DADE BD/WEST AV	-	-	-	-	-	-	-	-	-	-	-
2	0	A WB1 Seg 2 WkDy Night	DADE BD/WEST AV	NE 15 ST/BISCAYNE BD	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	18	A WB1 Seg 1 Sat Day	WASHINGTON AV/LINCOLN RD — DADE BD/WEST AV	6	1	6.7	5.2	21%	3.8	15%	7	55	8	65
2	18	A WB1 Seg 2 Sat Day	DADE BD/WEST AV — NE 15 ST/BISCAYNE BD	1	6	7.5	4.6	18%	3.6	14%	0	10	3	54

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	2	A WB1 Seg 1 Sat Night	WASHINGTON AV/LINCOLN RD — DADE BD/WEST AV	7	1	7.0	6.0	24%	2.8	11%	8	60	9	65
2	2	A WB1 Seg 2 Sat Night	DADE BD/WEST AV — NE 15 ST/BISCAYNE BD	1	7	7.0	6.0	24%	5.1	20%	0	4	2	52

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	13	A WB1 Seg 1 Sun Day	WASHINGTON AV/LINCOLN RD — DADE BD/WEST AV	3	0	3.8	3.0	12%	2.2	9%	4	47	5	54
2	13	A WB1 Seg 2 Sun Day	DADE BD/WEST AV — NE 15 ST/BISCAYNE BD	1	4	4.5	3.2	13%	2.2	9%	0	5	1	27

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route A

Route	Pattern	Day	Time of Day	OP Hdwy
A	WB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	0	A WB1 Seg 1 Sun Night	WASHINGTON AV/LINCOLN RD — DADE BD/WEST AV											
2	0	A WB1 Seg 2 Sun Night	DADE BD/WEST AV — NE 15 ST/BISCAYNE BD											

FIG. 4

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	28	C EB1 Seg 1 WkDy Off-F	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 S	23	1	24	21	53%	14	35%	13	121	13	127
2	28	C EB1 Seg 2 WkDy Off-P	OMNI BUS TERMINAL/NE 15 S ST/LENOX AV	1	3	3	21	53%	20	51%	0	6	1	26
3	28	C EB1 Seg 3 WkDy Off-P	5 ST/LENOX AV LINCOLN RD/WASHINGTON	11	21	32	22	54%	15	36%	8	52	21	149
4	27	C EB1 Seg 4 WkDy Off-P	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	4	7	10	7	18%	5	12%	2	22	6	63
5	27	C EB1 Seg 5 WkDy Off-P	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	2	10	12	3	7%	1	3%	2	15	11	95
6	24	C EB1 Seg 6 WkDy Off-P	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	0	0	0	0%	0	0%	0	0	1	6

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	6	C EB1 Seg 1 WkDy AM F	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 S	25	1	26	24	59%	18	45%	14	138	15	146
2	6	C EB1 Seg 2 WkDy AM F	OMNI BUS TERMINAL/NE 15 S ST/LENOX AV	1	5	6	24	59%	22	55%	0	9	2	43
3	6	C EB1 Seg 3 WkDy AM F	5 ST/LENOX AV LINCOLN RD/WASHINGTON	9	12	21	20	49%	13	33%	6	47	14	105
4	6	C EB1 Seg 4 WkDy AM F	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	4	8	12	12	31%	6	16%	2	24	6	74
5	6	C EB1 Seg 5 WkDy AM F	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	1	11	11	8	21%	6	16%	0	3	10	66
6	6	C EB1 Seg 6 WkDy AM F	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	0	0	4	10%	4	10%	0	0	0	4

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	5	C EB1 Seg 1 WkDy PM F	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 S	29	1	31	28	70%	17	44%	16	133	17	139
2	5	C EB1 Seg 2 WkDy PM F	OMNI BUS TERMINAL/NE 15 S ST/LENOX AV	2	1	3	29	72%	28	71%	1	15	1	25
3	5	C EB1 Seg 3 WkDy PM F	5 ST/LENOX AV LINCOLN RD/WASHINGTON	9	22	30	24	61%	14	35%	6	39	20	134
4	5	C EB1 Seg 4 WkDy PM F	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	6	10	15	12	29%	9	22%	3	28	8	77
5	5	C EB1 Seg 5 WkDy PM F	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	1	11	11	5	14%	2	6%	1	5	10	98
6	5	C EB1 Seg 6 WkDy PM F	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	1	1	0	0%	0	0%	0	0	1	12

3 in pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (SA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	3	C EB1 Seg 1 WkDy Nigh	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 S	24	1	25	23	57%	12	30%	13	137	14	145
2	3	C EB1 Seg 2 WkDy Nigh	OMNI BUS TERMINAL/NE 15 S 5 ST/LENOX AV	0	2	2	22	54%	21	54%	0	0	0	13
3	3	C EB1 Seg 3 WkDy Nigh	5 ST/LENOX AV LINCOLN RD/WASHINGTON A	7	19	26	20	50%	13	32%	4	32	17	122
4	4	C EB1 Seg 4 WkDy Nigh	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	0	7	7	6	16%	3	8%	0	2	4	56
5	4	C EB1 Seg 5 WkDy Nigh	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	0	1	1	0	0%	0	0%	0	0	1	21
6	1	C EB1 Seg 6 WkDy Nigh	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	0	0	0	0%	0	0%	0	0	0	0

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	28	C EB1 Seg 1 Sat Day	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 S	27	2	29	25	61%	16	40%	15	142	16	151
2	28	C EB1 Seg 2 Sat Day	OMNI BUS TERMINAL/NE 15 S 5 ST/LENOX AV	0	2	3	24	61%	24	59%	0	3	1	20
3	29	C EB1 Seg 3 Sat Day	5 ST/LENOX AV LINCOLN RD/WASHINGTON A	8	24	32	22	54%	11	27%	5	35	21	139
4	28	C EB1 Seg 4 Sat Day	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	3	5	8	3	8%	2	5%	1	17	4	51
5	28	C EB1 Seg 5 Sat Day	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	0	6	6	1	3%	1	1%	0	3	6	47
6	24	C EB1 Seg 6 Sat Day	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	0	0	0	1%	0	1%	0	0	1	6

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	5	C EB1 Seg 1 Sat Night	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 S	24	1	25	23	59%	13	33%	13	118	14	121
2	5	C EB1 Seg 2 Sat Night	OMNI BUS TERMINAL/NE 15 S 5 ST/LENOX AV	0	2	2	22	55%	22	54%	0	0	1	20
3	4	C EB1 Seg 3 Sat Night	5 ST/LENOX AV LINCOLN RD/WASHINGTON A	5	24	28	24	59%	14	36%	3	20	19	120
4	5	C EB1 Seg 4 Sat Night	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	4	6	10	3	8%	2	4%	2	20	5	53
5	5	C EB1 Seg 5 Sat Night	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	1	7	8	1	4%	1	2%	1	8	7	75
6	3	C EB1 Seg 6 Sat Night	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	0	0	0	0%	0	0%	0	0	0	4

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	11	C EB1 Seg 1 Sun Day	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 ST	32	2	34	31	76%	21	53%	18	161	19	171
2	11	C EB1 Seg 2 Sun Day	OMNI BUS TERMINAL/NE 15 ST 5 ST/LENOX AV	1	2	3	31	77%	30	75%	0	8	1	24
3	11	C EB1 Seg 3 Sun Day	5 ST/LENOX AV LINCOLN RD/WASHINGTON	8	25	33	29	72%	14	35%	6	39	22	158
4	11	C EB1 Seg 4 Sun Day	LINCOLN RD/WASHINGTON 41 ST/INDIAN CREEK DR	3	7	10	3	8%	2	4%	2	20	6	70
5	10	C EB1 Seg 5 Sun Day	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	1	7	8	1	3%	1	2%	1	8	7	59
6	9	C EB1 Seg 6 Sun Day	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	1	1	0	0%	0	0%	0	0	0	8

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	EB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	3	C EB1 Seg 1 Sun Night	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15 ST	19	1	21	16	40%	9	23%	11	120	11	128
2	3	C EB1 Seg 2 Sun Night	OMNI BUS TERMINAL/NE 15 ST 5 ST/LENOX AV	1	0	1	13	33%	13	32%	0	8	0	11
3	3	C EB1 Seg 3 Sun Night	5 ST/LENOX AV LINCOLN RD/WASHINGTON	4	14	18	12	31%	7	18%	3	21	12	94
4	4	C EB1 Seg 4 Sun Night	LINCOLN RD/WASHINGTON 41 ST/INDIAN CREEK DR	2	6	7	4	10%	2	6%	1	10	4	48
5	5	C EB1 Seg 5 Sun Night	41 ST/INDIAN CREEK DR MT SINAI HOSPITAL/MAIN DC	0	8	8	1	2%	0	1%	0	4	8	93
6	3	C EB1 Seg 6 Sun Night	MT SINAI HOSPITAL/MAIN DC ALTON RD/39 ST	0	0	0	0	0%	0	0%	0	0	0	0

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	WkDy	Off-Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
25	1	C WB1 Seg 1 WkDy Off-Peak	ALTON RD/39 ST → MT SINAI HOSPITAL/MAIN DC	4	0	4	4	9%	2	5%	6	58	6	58
26	2	C WB1 Seg 2 WkDy Off-Peak	MT SINAI HOSPITAL/MAIN DC → INDIAN CREEK DR/41 ST	8	3	10	10	24%	7	17%	6	44	8	59
27	3	C WB1 Seg 3 WkDy Off-Peak	INDIAN CREEK DR/41 ST → WASHINGTON AV/LINCOLN F	10	5	15	15	38%	11	26%	6	62	8	95
29	4	C WB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F → 5 ST/LENOX AV	14	8	22	20	50%	16	41%	9	75	15	117
30	5	C WB1 Seg 5 WkDy Off-Peak	5 ST/LENOX AV → OMNI BUS TERMINAL/NE 15	2	4	6	19	49%	18	46%	0	11	2	41
29	6	C WB1 Seg 6 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 → CBD TERMINAL/SW 1 AV OP	1	16	17	16	40%	12	29%	1	7	10	90

0% Percent Proxy TP for Route database

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	WkDy	AM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
5	1	C WB1 Seg 1 WkDy AM Peak	ALTON RD/39 ST → MT SINAI HOSPITAL/MAIN DC	2	0	2	2	4%	1	2%	3	24	3	24
6	2	C WB1 Seg 2 WkDy AM Peak	MT SINAI HOSPITAL/MAIN DC → INDIAN CREEK DR/41 ST	7	1	8	7	18%	3	9%	5	42	6	49
6	3	C WB1 Seg 3 WkDy AM Peak	INDIAN CREEK DR/41 ST → WASHINGTON AV/LINCOLN F	14	5	19	16	40%	12	30%	8	82	10	113
7	4	C WB1 Seg 4 WkDy AM Peak	WASHINGTON AV/LINCOLN F → 5 ST/LENOX AV	13	8	21	23	58%	19	48%	9	78	14	126
6	5	C WB1 Seg 5 WkDy AM Peak	5 ST/LENOX AV → OMNI BUS TERMINAL/NE 15	2	6	8	24	59%	22	55%	1	18	2	64
6	6	C WB1 Seg 6 WkDy AM Peak	OMNI BUS TERMINAL/NE 15 → CBD TERMINAL/SW 1 AV OP	0	19	20	19	48%	14	34%	0	2	11	97

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	WkDy	PM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
6	1	C WB1 Seg 1 WkDy PM Peak	ALTON RD/39 ST → MT SINAI HOSPITAL/MAIN DC	6	0	6	6	14%	3	7%	9	76	9	76
6	2	C WB1 Seg 2 WkDy PM Peak	MT SINAI HOSPITAL/MAIN DC → INDIAN CREEK DR/41 ST	12	4	16	14	35%	11	27%	9	65	12	85
5	3	C WB1 Seg 3 WkDy PM Peak	INDIAN CREEK DR/41 ST → WASHINGTON AV/LINCOLN F	12	10	23	21	53%	17	43%	7	69	13	126
5	4	C WB1 Seg 4 WkDy PM Peak	WASHINGTON AV/LINCOLN F → 5 ST/LENOX AV	13	10	24	24	61%	20	49%	9	67	16	118
5	5	C WB1 Seg 5 WkDy PM Peak	5 ST/LENOX AV → OMNI BUS TERMINAL/NE 15	4	8	11	22	55%	20	49%	1	29	3	91
5	6	C WB1 Seg 6 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 → CBD TERMINAL/SW 1 AV OP	2	16	18	16	39%	12	30%	1	10	10	94

Route C W. /08/2004

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	2	C WB1 Seg 1 WkDy Ngt	ALTON RD/39 ST - MT SINAI HOSPITAL/MAIN DC	0	0	0	0	0%	0	0%	0	0	0	0
2	1	C WB1 Seg 2 WkDy Ngt	MT SINAI HOSPITAL/MAIN DC - INDIAN CREEK DR/41 ST	7	0	7	7	18%	2	5%	5	47	5	47
3	2	C WB1 Seg 3 WkDy Ngt	INDIAN CREEK DR/41 ST - WASHINGTON AV/LINCOLN F	7	4	10	12	30%	9	23%	4	49	6	75
4	2	C WB1 Seg 4 WkDy Ngt	WASHINGTON AV/LINCOLN F - 5 ST/LENOX AV	12	13	25	16	40%	11	29%	8	63	16	128
5	2	C WB1 Seg 5 WkDy Ngt	5 ST/LENOX AV - OMNI BUS TERMINAL/NE 15:	1	6	6	11	28%	10	25%	0	4	2	48
6	3	C WB1 Seg 6 WkDy Ngt	OMNI BUS TERMINAL/NE 15: - CBD TERMINAL/SW 1 AV OP	0	6	6	6	15%	5	12%	0	3	4	50

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	24	C WB1 Seg 1 Sat Day	ALTON RD/39 ST - MT SINAI HOSPITAL/MAIN DC	1	0	1	1	2%	0	1%	1	10	1	10
2	27	C WB1 Seg 2 Sat Day	MT SINAI HOSPITAL/MAIN DC - INDIAN CREEK DR/41 ST	4	0	5	5	12%	3	6%	3	28	4	30
3	28	C WB1 Seg 3 Sat Day	INDIAN CREEK DR/41 ST - WASHINGTON AV/LINCOLN F	11	3	14	14	35%	8	19%	6	61	8	75
4	29	C WB1 Seg 4 Sat Day	WASHINGTON AV/LINCOLN F - 5 ST/LENOX AV	19	7	26	26	66%	21	52%	13	91	17	122
5	28	C WB1 Seg 5 Sat Day	5 ST/LENOX AV - OMNI BUS TERMINAL/NE 15:	2	6	8	26	65%	25	61%	1	12	2	49
6	28	C WB1 Seg 6 Sat Day	OMNI BUS TERMINAL/NE 15: - CBD TERMINAL/SW 1 AV OP	2	20	21	22	54%	16	39%	1	8	12	105

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	Sat	Night	15

Seg	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	3	C WB1 Seg 1 Sat Ngt	ALTON RD/39 ST - MT SINAI HOSPITAL/MAIN DC	0	0	0	0	1%	0	1%	1	9	1	9
2	5	C WB1 Seg 2 Sat Ngt	MT SINAI HOSPITAL/MAIN DC - INDIAN CREEK DR/41 ST	2	0	2	2	5%	1	3%	1	12	1	12
3	5	C WB1 Seg 3 Sat Ngt	INDIAN CREEK DR/41 ST - WASHINGTON AV/LINCOLN F	9	2	11	9	23%	4	11%	5	60	6	74
4	5	C WB1 Seg 4 Sat Ngt	WASHINGTON AV/LINCOLN F - 5 ST/LENOX AV	12	5	17	17	43%	13	32%	8	72	11	99
5	6	C WB1 Seg 5 Sat Ngt	5 ST/LENOX AV - OMNI BUS TERMINAL/NE 15:	1	11	12	23	58%	21	53%	0	10	3	89
6	6	C WB1 Seg 6 Sat Ngt	OMNI BUS TERMINAL/NE 15: - CBD TERMINAL/SW 1 AV OP	1	12	13	13	32%	10	24%	0	4	7	96

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	9	C WB1 Seg 1 Sun Day	ALTON RD/39 ST MT SINAI HOSPITAL/MAIN DC	2	0	2	2	4%	1	2%	3	26	3	26
2	12	C WB1 Seg 2 Sun Day	MT SINAI HOSPITAL/MAIN DC INDIAN CREEK DR/41 ST	5	1	5	7	17%	4	11%	4	33	4	36
3	12	C WB1 Seg 3 Sun Day	INDIAN CREEK DR/41 ST WASHINGTON AV/LINCOLN F	14	4	18	17	42%	9	22%	8	79	10	102
4	13	C WB1 Seg 4 Sun Day	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	18	9	27	28	70%	22	55%	12	98	18	146
5	13	C WB1 Seg 5 Sun Day	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	2	12	14	26	64%	24	59%	1	12	4	87
6	12	C WB1 Seg 6 Sun Day	OMNI BUS TERMINAL/NE 15 CBD TERMINAL/SW 1 AV OP	1	17	19	17	41%	12	29%	1	7	10	111

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route C

Route	Pattern	Day	Time of Day	OP Hdwy
C	WB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	C WB1 Seg 1 Sun Nght	ALTON RD/39 ST MT SINAI HOSPITAL/MAIN DC	2	0	2	2	6%	2	5%	4	70	4	70
2	4	C WB1 Seg 2 Sun Nght	MT SINAI HOSPITAL/MAIN DC INDIAN CREEK DR/41 ST	2	1	3	5	11%	4	9%	2	21	3	34
3	4	C WB1 Seg 3 Sun Nght	INDIAN CREEK DR/41 ST WASHINGTON AV/LINCOLN F	13	4	17	13	33%	7	18%	7	81	9	109
4	3	C WB1 Seg 4 Sun Nght	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	21	6	27	30	75%	22	55%	14	97	18	125
5	3	C WB1 Seg 5 Sun Nght	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	1	10	11	29	72%	27	67%	0	5	3	80
6	3	C WB1 Seg 6 Sun Nght	OMNI BUS TERMINAL/NE 15 CBD TERMINAL/SW 1 AV OP	0	20	21	20	49%	14	36%	0	3	11	155

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	EB All	WkDy	Off-Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
2				64	6	63	88	89	82	83	c	c	c	c
9	1	E EB7 Seg 1 WkDy Off-Peak	NW 80 AV/COMMERCE WAY NW 60 AV/MIAMI LAKES DR	3	0	3	3	8%	1	3%	1	17	1	17
11	2	E EB7 Seg 2 WkDy Off-Peak	NW 60 AV/MIAMI LAKES DR TRI RAIL STATION/#480 ALI E	3	1	5	6	14%	4	11%	1	17	1	24
11	3	E EB7 Seg 3 WkDy Off-Peak	TRI RAIL STATION/#480 ALI E NW 151 ST/NW 22 AV	2	2	4	7	16%	5	13%	1	21	2	34
11	4	E EB7 Seg 4 WkDy Off-Peak	NW 151 ST/NW 22 AV NW 7 AV/NW 135 ST	4	3	8	9	22%	7	18%	2	27	3	46
12	5	E EB7 Seg 5 WkDy Off-Peak	NW 7 AV/NW 135 ST GOLDEN GLADES/TERMINAL	9	4	13	14	36%	8	21%	5	81	7	113
12	6	E EB7 Seg 6 WkDy Off-Peak	GOLDEN GLADES/TERMINAL NW 168 ST/NW 1 AV	3	2	5	16	41%	14	37%	2	24	2	39
12	7	E EB7 Seg 7 WkDy Off-Peak	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	6	10	16	17	45%	13	35%	5	32	15	80
12	8	E EB7 Seg 8 WkDy Off-Peak	NE 164 ST/NE 15 AV NE 163 ST/BISCAYNE BD	1	4	5	9	22%	7	18%	0	7	2	32
11	9	E EB7 Seg 9 WkDy Off-Peak	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES BI	2	2	4	8	20%	7	16%	0	7	1	15
11	10	E EB7 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES BI N BAY RD/174 ST	2	1	3	7	18%	6	16%	2	25	3	39
12	11	E EB7 Seg 11 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/GALAHAD-DADE	2	2	5	8	20%	7	17%	2	21	3	43
12	12	E EB7 Seg 12 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	1	7	8	7	18%	6	14%	0	4	3	59

Percent Proxy TP for Route database: 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	EB All	WkDy	AM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
2				64	6	63	88	89	82	83	c	c	c	c
4	1	E EB7 Seg 1 WkDy AM Peak	NW 80 AV/COMMERCE WAY NW 60 AV/MIAMI LAKES DR	2.0	1	2.5	2.0	5%	0.6	2%	1	10	1	12
3	2	E EB7 Seg 2 WkDy AM Peak	NW 60 AV/MIAMI LAKES DR TRI RAIL STATION/#480 ALI E	3.3	1	4.7	4.7	12%	3.1	8%	1	13	1	18
3	3	E EB7 Seg 3 WkDy AM Peak	TRI RAIL STATION/#480 ALI E NW 151 ST/NW 22 AV	2.3	2	4.0	5.3	13%	4.4	11%	1	20	2	34
3	4	E EB7 Seg 4 WkDy AM Peak	NW 151 ST/NW 22 AV NW 7 AV/NW 135 ST	1.3	3	4.0	5.0	13%	3.2	8%	1	8	2	24
3	5	E EB7 Seg 5 WkDy AM Peak	NW 7 AV/NW 135 ST GOLDEN GLADES/TERMINAL	8.3	2	10.0	9.7	24%	3.9	10%	5	79	6	95
4	6	E EB7 Seg 6 WkDy AM Peak	GOLDEN GLADES/TERMINAL NW 168 ST/NW 1 AV	3.0	2	4.8	10.5	26%	8.8	22%	1	18	2	28
4	7	E EB7 Seg 7 WkDy AM Peak	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	8.3	12	19.8	14.5	36%	11.0	28%	8	55	18	132
4	8	E EB7 Seg 8 WkDy AM Peak	NE 164 ST/NE 15 AV NE 163 ST/BISCAYNE BD	1.8	2	3.5	6.8	17%	6.2	15%	1	14	2	27
4	9	E EB7 Seg 9 WkDy AM Peak	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES BI	3.0	2	5.3	8.3	21%	6.8	17%	1	9	1	16
4	10	E EB7 Seg 10 WkDy AM Peak	COLLINS AV/SUNNY ISLES BI N BAY RD/174 ST	1.8	3	4.3	8.5	21%	7.6	19%	2	25	5	60
4	11	E EB7 Seg 11 WkDy AM Peak	N BAY RD/174 ST COLLINS AV/GALAHAD-DADE	2.0	5	6.8	7.0	18%	5.6	14%	1	16	5	54
4	12	E EB7 Seg 12 WkDy AM Peak	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0.0	4	4.0	3.5	9%	2.5	6%	0	0	2	40

Route E E. /2004 4 In pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	EB All	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	4	E EB7 Seg 1 WkDy PM Peak	NW 80 AV/COMMERCE WAY NW 60 AV/MIAMI LAKES DR	8.5	1	9.0	8.0	22%	4.0	11%	2	38	3	40
2	4	E EB7 Seg 2 WkDy PM Peak	NW 60 AV/MIAMI LAKES DR TRI RAIL STATION/#480 ALI E	6.3	4	9.8	12.5	35%	9.8	28%	2	27	3	43
3	4	E EB7 Seg 3 WkDy PM Peak	TRI RAIL STATION/#480 ALI E NW 151 ST/NW 22 AV	3.0	1	4.3	13.5	38%	11.3	32%	2	24	2	34
4	4	E EB7 Seg 4 WkDy PM Peak	NW 151 ST/NW 22 AV NW 7 AV/NW 135 ST	4.5	6	10.0	15.3	43%	12.8	36%	2	25	4	56
5	3	E EB7 Seg 5 WkDy PM Peak	NW 7 AV/NW 135 ST GOLDEN GLADES/TERMINAL	5.7	5	10.3	15.7	39%	12.1	30%	3	46	6	85
6	3	E EB7 Seg 6 WkDy PM Peak	GOLDEN GLADES/TERMINAL NW 168 ST/NW 1 AV	5.3	4	9.0	17.0	43%	15.5	39%	2	30	4	51
7	3	E EB7 Seg 7 WkDy PM Peak	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	1.7	11	12.7	15.0	38%	10.7	27%	2	9	12	69
8	3	E EB7 Seg 8 WkDy PM Peak	NE 164 ST/NE 15 AV NE 163 ST/BISCAYNE BD	5.3	3	8.3	10.3	26%	7.1	18%	2	37	4	58
9	3	E EB7 Seg 9 WkDy PM Peak	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES B	3.3	3	6.3	11.0	28%	8.9	22%	1	11	1	21
10	3	E EB7 Seg 10 WkDy PM Peak	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	1.0	2	3.3	10.3	26%	9.6	24%	1	13	4	43
11	2	E EB7 Seg 11 WkDy PM Peak	N BAY RD/174 ST COLLINS AV/GALAHAD-DADE	0.5	6	6.0	11.0	28%	8.8	22%	0	4	4	48
12	2	E EB7 Seg 12 WkDy PM Peak	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0.5	7	7.5	7.0	18%	4.5	11%	0	3	3	45

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	EB All	WkDy	Night	15

Seg	Samp Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	0	E EB7 Seg 1 WkDy Nght	NW 80 AV/COMMERCE WAY NW 60 AV/MIAMI LAKES DR	-	-	-	-	-	-	-	-	-	-	-
2	0	E EB7 Seg 2 WkDy Nght	NW 60 AV/MIAMI LAKES DR TRI RAIL STATION/#480 ALI E	-	-	-	-	-	-	-	-	-	-	-
3	0	E EB7 Seg 3 WkDy Nght	TRI RAIL STATION/#480 ALI E NW 151 ST/NW 22 AV	-	-	-	-	-	-	-	-	-	-	-
4	0	E EB7 Seg 4 WkDy Nght	NW 151 ST/NW 22 AV NW 7 AV/NW 135 ST	-	-	-	-	-	-	-	-	-	-	-
5	0	E EB7 Seg 5 WkDy Nght	NW 7 AV/NW 135 ST GOLDEN GLADES/TERMINAL	-	-	-	-	-	-	-	-	-	-	-
6	0	E EB7 Seg 6 WkDy Nght	GOLDEN GLADES/TERMINAL NW 168 ST/NW 1 AV	-	-	-	-	-	-	-	-	-	-	-
7	0	E EB7 Seg 7 WkDy Nght	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	-	-	-	-	-	-	-	-	-	-	-
8	0	E EB7 Seg 8 WkDy Nght	NE 164 ST/NE 15 AV NE 163 ST/BISCAYNE BD	-	-	-	-	-	-	-	-	-	-	-
9	1	E EB7 Seg 9 WkDy Nght	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES B	0.0	0	0.0	3.0	8%	3.0	8%	0	0	0	0
10	1	E EB7 Seg 10 WkDy Nght	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	0.0	0	0.0	3.0	8%	3.0	8%	0	0	0	0
11	1	E EB7 Seg 11 WkDy Nght	N BAY RD/174 ST COLLINS AV/GALAHAD-DADE	0.0	1	1.0	3.0	8%	2.9	7%	0	0	1	12
12	1	E EB7 Seg 12 WkDy Nght	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0.0	2	2.0	2.0	5%	1.7	4%	0	0	1	20

↓ in pattern

Route	Pattern	Time of Day	Day	OP Hdwy
E	EB All	Day	Sat	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	0	E EB7 Seg 1 Sat Day	NW 80 AV/COMMERCE WAY NW 60 AV/MIAMI LAKES DR	-	-	-	-	-	-	-	-	-	-	-
2	0	E EB7 Seg 2 Sat Day	NW 60 AV/MIAMI LAKES DR TRI RAIL STATION/#480 ALI E	-	-	-	-	-	-	-	-	-	-	-
3	6	E EB7 Seg 3 Sat Day	TRI RAIL STATION/#480 ALI E NW 151 ST/NW 22 AV	2.3	0	2.7	3.3	13%	2.2	9%	1	18	1	21
4	6	E EB7 Seg 4 Sat Day	NW 151 ST/NW 22 AV NW 7 AV/NW 135 ST	1.7	1	2.5	4.5	17%	3.4	13%	1	13	1	20
5	6	E EB7 Seg 5 Sat Day	NW 7 AV/NW 135 ST GOLDEN GLADES/TERMINAL	9.0	2	10.5	11.7	43%	6.1	23%	5	98	6	115
6	6	E EB7 Seg 6 Sat Day	GOLDEN GLADES/TERMINAL NW 168 ST/NW 1 AV	3.3	1	4.0	14.7	54%	12.5	46%	2	27	2	33
7	6	E EB7 Seg 7 Sat Day	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	3.8	11	15.0	15.5	57%	12.5	46%	3	23	14	89
8	6	E EB7 Seg 8 Sat Day	NE 164 ST/NE 15 AV NE 163 ST/BISCAYNE BD	1.7	2	3.8	7.5	28%	6.1	23%	1	14	2	31
9	6	E EB7 Seg 9 Sat Day	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES BI	4.0	2	5.7	9.3	35%	7.2	27%	1	13	1	18
10	5	E EB7 Seg 10 Sat Day	COLLINS AV/SUNNY ISLES BI N BAY RD/174 ST	5.2	2	7.6	12.0	48%	9.4	38%	7	47	10	69
11	5	E EB7 Seg 11 Sat Day	N BAY RD/174 ST COLLINS AV/GALAHAD-DADE	4.4	2	6.4	14.2	57%	12.1	48%	3	38	4	55
12	5	E EB7 Seg 12 Sat Day	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0.0	14	13.8	13.2	53%	10.3	41%	0	0	6	90

Route	Pattern	Time of Day	Day	OP Hdwy
E	EB All	Night	Sat	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	0	E EB7 Seg 1 Sat Ngt	NW 80 AV/COMMERCE WAY NW 60 AV/MIAMI LAKES DR	-	-	-	-	-	-	-	-	-	-	-
2	0	E EB7 Seg 2 Sat Ngt	NW 60 AV/MIAMI LAKES DR TRI RAIL STATION/#480 ALI E	-	-	-	-	-	-	-	-	-	-	-
3	0	E EB7 Seg 3 Sat Ngt	TRI RAIL STATION/#480 ALI E NW 151 ST/NW 22 AV	-	-	-	-	-	-	-	-	-	-	-
4	0	E EB7 Seg 4 Sat Ngt	NW 151 ST/NW 22 AV NW 7 AV/NW 135 ST	-	-	-	-	-	-	-	-	-	-	-
5	0	E EB7 Seg 5 Sat Ngt	NW 7 AV/NW 135 ST GOLDEN GLADES/TERMINAL	-	-	-	-	-	-	-	-	-	-	-
6	0	E EB7 Seg 6 Sat Ngt	GOLDEN GLADES/TERMINAL NW 168 ST/NW 1 AV	-	-	-	-	-	-	-	-	-	-	-
7	0	E EB7 Seg 7 Sat Ngt	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	-	-	-	-	-	-	-	-	-	-	-
8	0	E EB7 Seg 8 Sat Ngt	NE 164 ST/NE 15 AV NE 163 ST/BISCAYNE BD	-	-	-	-	-	-	-	-	-	-	-
9	0	E EB7 Seg 9 Sat Ngt	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES BI	-	-	-	-	-	-	-	-	-	-	-
10	1	E EB7 Seg 10 Sat Ngt	COLLINS AV/SUNNY ISLES BI N BAY RD/174 ST	3.0	5	8.0	10.0	25%	8.0	20%	4	45	10	120
11	1	E EB7 Seg 11 Sat Ngt	N BAY RD/174 ST COLLINS AV/GALAHAD-DADE	1.0	2	3.0	7.0	18%	6.2	15%	1	9	2	26
12	1	E EB7 Seg 12 Sat Ngt	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0.0	6	6.0	6.0	15%	5.0	13%	0	0	-	60

Route	Pattern	Day	Time of Day	OP Hdwy
E	EB All	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2		13	14	64	c	63	58	59	62	63	c	c	c	c
1	0	E EB7 Seg 1 Sun Day	NW 80 AV/COMMERCE WAY	NW 60 AV/MIAMI LAKES DR	-	-	-	-	-	-	-	-	-	-	-
2	0	E EB7 Seg 2 Sun Day	NW 60 AV/MIAMI LAKES DR	TRI RAIL STATION/#480 ALI E	-	-	-	-	-	-	-	-	-	-	2
3	5	E EB7 Seg 3 Sun Day	TRI RAIL STATION/#480 ALI E	NW 151 ST/NW 22 AV	0.2	0	0.2	2.0	8%	1.9	8%	0	2	0	22
4	5	E EB7 Seg 4 Sun Day	NW 151 ST/NW 22 AV	NW 7 AV/NW 135 ST	1.6	1	2.4	3.4	14%	2.7	11%	1	15	1	44
5	5	E EB7 Seg 5 Sun Day	NW 7 AV/NW 135 ST	GOLDEN GLADES/TERMINAL	2.6	1	3.4	5.4	22%	3.8	15%	1	34	2	10
6	5	E EB7 Seg 6 Sun Day	GOLDEN GLADES/TERMINAL	NW 168 ST/NW 1 AV	1.0	0	1.2	5.6	22%	4.9	20%	0	8	1	25
7	5	E EB7 Seg 7 Sun Day	NW 168 ST/NW 1 AV	NE 164 ST/NE 15 AV	1.6	2	4.0	6.4	26%	5.1	21%	1	10	4	12
8	5	E EB7 Seg 8 Sun Day	NE 164 ST/NE 15 AV	NE 163 ST/BISCAYNE BD	0.4	1	1.6	5.0	20%	3.8	15%	0	3	1	15
9	5	E EB7 Seg 9 Sun Day	NE 163 ST/BISCAYNE BD	COLLINS AV/SUNNY ISLES BI	3.4	1	4.6	6.4	26%	4.8	19%	1	11	1	57
10	4	E EB7 Seg 10 Sun Day	COLLINS AV/SUNNY ISLES BI	N BAY RD/174 ST	3.0	1	4.3	10.0	40%	7.7	31%	4	40	5	53
11	4	E EB7 Seg 11 Sun Day	N BAY RD/174 ST	COLLINS AV/GALAHAD-DADE	2.8	3	5.8	11.3	45%	9.1	37%	2	25	4	37
12	4	E EB7 Seg 12 Sun Day	COLLINS AV/GALAHAD-DADE	AVENTURA MALL/FOOD COL	0.0	5	4.8	9.0	36%	8.0	32%	0	0	2	

Route	Pattern	Day	Time of Day	OP Hdwy
E	EB All	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2		13	14	64	c	63	58	59	62	63	c	c	c	c
1	0	E EB7 Seg 1 Sun Night	NW 80 AV/COMMERCE WAY	NW 60 AV/MIAMI LAKES DR	-	-	-	-	-	-	-	-	-	-	-
2	0	E EB7 Seg 2 Sun Night	NW 60 AV/MIAMI LAKES DR	TRI RAIL STATION/#480 ALI BABA AV	-	-	-	-	-	-	-	-	-	-	-
3	0	E EB7 Seg 3 Sun Night	TRI RAIL STATION/#480 ALI BABA AV	NW 151 ST/NW 22 AV	-	-	-	-	-	-	-	-	-	-	-
4	0	E EB7 Seg 4 Sun Night	NW 151 ST/NW 22 AV	NW 7 AV/NW 135 ST	-	-	-	-	-	-	-	-	-	-	-
5	0	E EB7 Seg 5 Sun Night	NW 7 AV/NW 135 ST	GOLDEN GLADES/TERMINAL	-	-	-	-	-	-	-	-	-	-	-
6	0	E EB7 Seg 6 Sun Night	GOLDEN GLADES/TERMINAL	NW 168 ST/NW 1 AV	-	-	-	-	-	-	-	-	-	-	-
7	0	E EB7 Seg 7 Sun Night	NW 168 ST/NW 1 AV	NE 164 ST/NE 15 AV	-	-	-	-	-	-	-	-	-	-	-
8	0	E EB7 Seg 8 Sun Night	NE 164 ST/NE 15 AV	NE 163 ST/BISCAYNE BD	-	-	-	-	-	-	-	-	-	-	-
9	0	E EB7 Seg 9 Sun Night	NE 163 ST/BISCAYNE BD	COLLINS AV/SUNNY ISLES BD	-	-	-	-	-	-	-	-	-	-	-
10	1	E EB7 Seg 10 Sun Night	COLLINS AV/SUNNY ISLES BI	N BAY RD/174 ST	3.0	0	3.0	3.0	12%	2.5	10%	4	45	4	45
11	1	E EB7 Seg 11 Sun Night	N BAY RD/174 ST	COLLINS AV/GALAHAD-DADE	0.0	0	0.0	3.0	12%	3.0	12%	0	0	0	0
12	1	E EB7 Seg 12 Sun Night	COLLINS AV/GALAHAD-DADE	AVENTURA MALL/FOOD COL	0.0	2	2.0	3.0	12%	2.7	11%	0	0	1	15

Route E E   3/2004

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	WkDy	Off-Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
			13	14	64		63	58	59	62	63				
11	1	E WB8 Seg 1 WkDy Off-Peak	AVENTURA MALL/FOOD COL	N BAY RD/174 ST	10	2	12	9	24%	6	16%	2	38	3	44
11	2	E WB8 Seg 2 WkDy Off-Peak	N BAY RD/174 ST	NE 163 ST/COLLINS AV	2	2	4	9	24%	8	21%	2	27	5	51
11	3	E WB8 Seg 3 WkDy Off-Peak	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	3	4	6	9	24%	8	21%	1	11	2	26
10	4	E WB8 Seg 4 WkDy Off-Peak	NE 163 ST/BISCAYNE BD	NE 164 ST/NE 15 AV	3	2	5	8	20%	6	16%	1	23	2	36
11	5	E WB8 Seg 5 WkDy Off-Peak	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	6	4	10	11	29%	9	24%	6	31	9	50
11	6	E WB8 Seg 6 WkDy Off-Peak	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	2	5	6	10	24%	8	21%	1	13	3	43
11	7	E WB8 Seg 7 WkDy Off-Peak	GOLDEN GLADES/TERMINAL	OPA LOCKA BD/NW 7 AV	2	2	4	7	18%	6	14%	1	18	2	37
11	8	E WB8 Seg 8 WkDy Off-Peak	OPA LOCKA BD/NW 7 AV	NW 151 ST/NW 22 AV	1	3	4	7	17%	6	14%	1	10	2	33
10	9	E WB8 Seg 9 WkDy Off-Peak	NW 151 ST/NW 22 AV	TRI RAIL STATION/#480 ALI E	3	3	5	7	19%	6	14%	1	22	3	46
10	10	E WB8 Seg 10 WkDy Off-Peak	TRI RAIL STATION/#480 ALI E	MIAMI LAKES DR E/NW 60 A\	1	3	3	5	12%	4	9%	0	4	1	19
10	11	E WB8 Seg 11 WkDy Off-Peak	MIAMI LAKES DR E/NW 60 A\	NW 80 AV/COMMERCE WAY	0	3	3	3	7%	1	2%	0	1	1	14

Percent Proxy TP for Route database: 0%

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	WkDy	AM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
			13	14	64		63	58	59	62	63				
4	1	E WB8 Seg 1 WkDy AM Peak	AVENTURA MALL/FOOD COL	N BAY RD/174 ST	4.3	1	5.5	3.8	9%	2.6	6%	1	18	1	23
4	2	E WB8 Seg 2 WkDy AM Peak	N BAY RD/174 ST	NE 163 ST/COLLINS AV	1.8	1	2.5	4.5	11%	3.5	9%	2	19	3	27
4	3	E WB8 Seg 3 WkDy AM Peak	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	1.5	2	3.0	5.3	13%	4.0	10%	0	5	1	10
4	4	E WB8 Seg 4 WkDy AM Peak	NE 163 ST/BISCAYNE BD	NE 164 ST/NE 15 AV	4.5	2	6.8	7.3	18%	5.0	13%	2	37	3	56
4	5	E WB8 Seg 5 WkDy AM Peak	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	8.0	4	12.0	12.5	31%	10.0	25%	7	48	11	72
4	6	E WB8 Seg 6 WkDy AM Peak	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	2.5	6	8.8	13.5	34%	11.4	28%	1	16	4	57
4	7	E WB8 Seg 7 WkDy AM Peak	GOLDEN GLADES/TERMINAL	OPA LOCKA BD/NW 7 AV	4.8	2	6.8	12.0	30%	9.5	24%	3	54	4	77
4	8	E WB8 Seg 8 WkDy AM Peak	OPA LOCKA BD/NW 7 AV	NW 151 ST/NW 22 AV	4.3	3	6.8	13.5	34%	11.9	30%	2	32	3	51
4	9	E WB8 Seg 9 WkDy AM Peak	NW 151 ST/NW 22 AV	TRI RAIL STATION/#480 ALI E	1.8	4	5.3	14.3	36%	12.9	32%	1	14	3	43
4	10	E WB8 Seg 10 WkDy AM Peak	TRI RAIL STATION/#480 ALI E	MIAMI LAKES DR E/NW 60 A\	1.8	10	11.8	15.8	39%	13.5	34%	0	7	3	50
4	11	E WB8 Seg 11 WkDy AM Peak	MIAMI LAKES DR E/NW 60 A\	NW 80 AV/COMMERCE WAY	1.5	9	10.3	8.8	22%	5.2	13%	0	7	3	46

Miami Dade Transit Comprehensive Bus Operations Analysis (COA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	2	E WB8 Seg 1 WkDy PM Peak	AVENTURA MALL/FOOD COL	N BAY RD/174 ST	11.0	2	12.5	9.5	24%	7.0	18%	3	53	3	60
2	2	E WB8 Seg 2 WkDy PM Peak	N BAY RD/174 ST	NE 163 ST/COLLINS AV	5.5	4	9.5	12.0	30%	10.0	25%	6	37	11	63
3	2	E WB8 Seg 3 WkDy PM Peak	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	2.5	1	3.5	12.5	31%	10.9	27%	1	11	1	15
4	3	E WB8 Seg 4 WkDy PM Peak	NE 163 ST/BISCAYNE BD	NE 164 ST/NE 15 AV	0.7	6	7.0	13.3	41%	11.4	35%	0	5	3	55
5	3	E WB8 Seg 5 WkDy PM Peak	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	7.7	5	13.0	10.0	33%	8.7	29%	7	31	12	53
6	3	E WB8 Seg 6 WkDy PM Peak	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	3.0	5	8.3	9.0	29%	8.1	26%	1	15	4	41
7	3	E WB8 Seg 7 WkDy PM Peak	GOLDEN GLADES/TERMINAL	OPA LOCKA BD/NW 7 AV	1.7	2	3.3	6.7	23%	6.1	21%	1	18	2	35
8	3	E WB8 Seg 8 WkDy PM Peak	OPA LOCKA BD/NW 7 AV	NW 151 ST/NW 22 AV	1.0	3	3.7	4.3	16%	1.5	5%	0	8	1	29
9	3	E WB8 Seg 9 WkDy PM Peak	NW 151 ST/NW 22 AV	TRI RAIL STATION/#480 ALI E	0.7	2	2.3	0.7	2%	0.2	0%	0	6	1	22
10	3	E WB8 Seg 10 WkDy PM Peak	TRI RAIL STATION/#480 ALI E	MIAMI LAKES DR E/NW 60 A\	1.3	3	4.3	0.3	1%	0.0	0%	0	6	1	19
11	3	E WB8 Seg 11 WkDy PM Peak	MIAMI LAKES DR E/NW 60 A\	NW 80 AV/COMMERCE WAY	0.0	1.	1.3	0.3	1%	0.3	1%	0	0	0	7

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	1	E WB8 Seg 1 WkDy Night	AVENTURA MALL/FOOD COL	N BAY RD/174 ST	9.0	1	10.0	8.0	20%	7.5	19%	2	36	3	40
2	1	E WB8 Seg 2 WkDy Night	N BAY RD/174 ST	NE 163 ST/COLLINS AV	0.0	1	1.0	8.0	20%	7.3	18%	0	0	1	15
3	1	E WB8 Seg 3 WkDy Night	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	0.0	2	2.0	7.0	18%	6.0	15%	0	0	1	15
4	1	E WB8 Seg 4 WkDy Night	NE 163 ST/BISCAYNE BD	NE 164 ST/NE 15 AV	0.0	3	3.0	5.0	13%	4.0	10%	0	0	1	45
5	1	E WB8 Seg 5 WkDy Night	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	8.0	6	14.0	9.0	23%	6.2	15%	7	44	13	76
6	1	E WB8 Seg 6 WkDy Night	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	0.0	3	3.0	4.0	10%	3.8	9%	0	0	1	26
7	1	E WB8 Seg 7 WkDy Night	GOLDEN GLADES/TERMINAL	OPA LOCKA BD/NW 7 AV	0.0	1	1.0	1.0	3%	0.7	2%	0	0	1	15
8	1	E WB8 Seg 8 WkDy Night	OPA LOCKA BD/NW 7 AV	NW 151 ST/NW 22 AV	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
9	2	E WB8 Seg 9 WkDy Night	NW 151 ST/NW 22 AV	TRI RAIL STATION/#480 ALI E	0.0	1	0.5	0.0	0%	0.0	0%	0	0	0	5
10	2	E WB8 Seg 10 WkDy Night	TRI RAIL STATION/#480 ALI E	MIAMI LAKES DR E/NW 60 A\	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
11	0	E WB8 Seg 11 WkDy Night	MIAMI LAKES DR E/NW 60 A\	NW 80 AV/COMMERCE WAY											

Route E V   8/2004

Miami Dade Transit Comprehensive Bus Operations Analysis (SOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	6	E WB8 Seg 1 Sat Day	AVENTURA MALL/FOOD COL	N BAY RD/174 ST	5.7	1	6.7	4.8	19%	3.7	15%	1	23	2	27
2	6	E WB8 Seg 2 Sat Day	N BAY RD/174 ST	NE 163 ST/COLLINS AV	3.7	1	4.7	7.8	31%	5.3	21%	4	34	5	43
3	6	E WB8 Seg 3 Sat Day	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	2.0	3	4.8	7.7	31%	6.6	27%	1	8	1	19
4	6	E WB8 Seg 4 Sat Day	NE 163 ST/BISCAYNE BD	NE 164 ST/NE 15 AV	0.5	3	3.0	6.3	25%	5.4	22%	0	6	1	36
5	6	E WB8 Seg 5 Sat Day	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	3.5	4	7.2	4.3	17%	3.0	12%	3	20	7	41
6	6	E WB8 Seg 6 Sat Day	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	0.7	3	3.2	3.3	13%	2.5	10%	0	5	1	26
7	6	E WB8 Seg 7 Sat Day	GOLDEN GLADES/TERMINAL	OPA LOCKA BD/NW 7 AV	1.8	1	2.8	2.5	10%	1.3	5%	1	16	2	24
8	6	E WB8 Seg 8 Sat Day	OPA LOCKA BD/NW 7 AV	NW 151 ST/NW 22 AV	0.3	3	2.8	2.0	8%	1.0	4%	0	3	1	21
9	6	E WB8 Seg 9 Sat Day	NW 151 ST/NW 22 AV	TRI RAIL STATION/#480 ALI E	0.0	1	1.2	0.7	3%	0.4	2%	0	0	1	11
10	0	E WB8 Seg 10 Sat Day	TRI RAIL STATION/#480 ALI E	MIAMI LAKES DR E/NW 60 A\	-	-	-	-	-	-	-	-	-	-	-
11	0	E WB8 Seg 11 Sat Day	MIAMI LAKES DR E/NW 60 A\	NW 80 AV/COMMERCE WAY	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route E

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	1	E WB8 Seg 1 Sat Nght	AVENTURA MALL/FOOD COL	N BAY RD/174 ST	15.0	5	20.0	10.0	25%	9.6	24%	4	60	5	80
2	1	E WB8 Seg 2 Sat Nght	N BAY RD/174 ST	NE 163 ST/COLLINS AV	3.0	0	3.0	13.0	33%	10.5	26%	3	36	3	36
3	1	E WB8 Seg 3 Sat Nght	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	0.0	3	3.0	13.0	33%	11.3	28%	0	0	1	15
4	1	E WB8 Seg 4 Sat Nght	NE 163 ST/BISCAYNE BD	NE 164 ST/NE 15 AV	2.0	3	5.0	10.0	25%	9.1	23%	1	17	2	43
5	1	E WB8 Seg 5 Sat Nght	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	10.0	9	19.0	16.0	40%	12.9	32%	9	55	17	104
6	1	E WB8 Seg 6 Sat Nght	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	2.0	5	7.0	10.0	25%	8.7	22%	1	13	3	47
7	1	E WB8 Seg 7 Sat Nght	GOLDEN GLADES/TERMINAL	OPA LOCKA BD/NW 7 AV	1.0	2	3.0	8.0	20%	7.0	18%	1	12	3	36
8	1	E WB8 Seg 8 Sat Nght	OPA LOCKA BD/NW 7 AV	NW 151 ST/NW 22 AV	1.0	2	3.0	6.0	15%	5.5	14%	0	9	1	26
9	1	E WB8 Seg 9 Sat Nght	NW 151 ST/NW 22 AV	TRI RAIL STATION/#480 ALI E	0.0	5	5.0	5.0	13%	1.8	4%	0	0	3	38
10	0	E WB8 Seg 10 Sat Nght	TRI RAIL STATION/#480 ALI E	MIAMI LAKES DR E/NW 60 A\	-	-	-	-	-	-	-	-	-	-	-
11	0	E WB8 Seg 11 Sat Nght	MIAMI LAKES DR E/NW 60 A\	NW 80 AV/COMMERCE WAY	-	-	-	-	-	-	-	-	-	-	-

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	4	E WB8 Seg 1 Sun Day	AVENTURA MALL/FOOD COL N BAY RD/174 ST	9.0	4	12.5	8.3	33%	6.1	25%	2	36	3	50
2	4	E WB8 Seg 2 Sun Day	N BAY RD/174 ST NE 163 ST/COLLINS AV	0.8	1	2.0	3.3	13%	3.2	13%	1	11	2	30
3	4	E WB8 Seg 3 Sun Day	NE 163 ST/COLLINS AV NE 163 ST/BISCAYNE BD	1.3	3	4.0	3.3	13%	1.8	7%	0	5	0	15
4	4	E WB8 Seg 4 Sun Day	NE 163 ST/BISCAYNE BD NE 164 ST/NE 15 AV	0.3	0	0.5	1.5	6%	1.5	6%	0	3	0	6
5	4	E WB8 Seg 5 Sun Day	NE 164 ST/NE 15 AV NW 168 ST/NW 1 AV	3.3	4	7.0	2.8	11%	1.9	7%	3	20	6	42
6	4	E WB8 Seg 6 Sun Day	NW 168 ST/NW 1 AV GOLDEN GLADES/TERMINAL	0.8	1	2.0	1.5	6%	1.4	5%	0	6	1	17
7	4	E WB8 Seg 7 Sun Day	GOLDEN GLADES/TERMINAL OPA LOCKA BD/NW 7 AV	0.5	1	1.5	1.5	6%	1.4	6%	0	7	1	21
8	4	E WB8 Seg 8 Sun Day	OPA LOCKA BD/NW 7 AV NW 151 ST/NW 22 AV	0.3	2	1.8	1.0	4%	0.5	2%	0	3	1	19
9	4	E WB8 Seg 9 Sun Day	NW 151 ST/NW 22 AV TRI RAIL STATION/#480 ALI E	0.3	1	1.3	0.3	1%	0.1	0%	0	2	1	12
10	0	E WB8 Seg 10 Sun Day	TRI RAIL STATION/#480 ALI E MIAMI LAKES DR E/NW 60 A\	-	-	-	-	-	-	-	-	-	-	-
11	0	E WB8 Seg 11 Sun Day	MIAMI LAKES DR E/NW 60 A\ NW 80 AV/COMMERCE WAY	-	-	-	-	-	-	-	-	-	-	-

Route	Pattern	Day	Time of Day	OP Hdwy
E	WB All	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	1	E WB8 Seg 1 Sun Nght	AVENTURA MALL/FOOD COL N BAY RD/174 ST	18.0	1	19.0	17.0	68%	14.2	57%	5	68	5	71
2	1	E WB8 Seg 2 Sun Nght	N BAY RD/174 ST NE 163 ST/COLLINS AV	0.0	5	5.0	16.0	64%	13.7	55%	0	0	6	75
3	1	E WB8 Seg 3 Sun Nght	NE 163 ST/COLLINS AV NE 163 ST/BISCAYNE BD	11.0	3	14.0	21.0	84%	18.7	75%	3	47	4	60
4	1	E WB8 Seg 4 Sun Nght	NE 163 ST/BISCAYNE BD NE 164 ST/NE 15 AV	0.0	2	2.0	19.0	76%	18.3	73%	0	0	1	24
5	1	E WB8 Seg 5 Sun Nght	NE 164 ST/NE 15 AV NW 168 ST/NW 1 AV	0.0	0	0.0	18.0	72%	18.0	72%	0	0	0	0
6	1	E WB8 Seg 6 Sun Nght	NW 168 ST/NW 1 AV GOLDEN GLADES/TERMINAL	11.0	19	30.0	27.0	108%	20.8	83%	5	82	14	225
7	1	E WB8 Seg 7 Sun Nght	GOLDEN GLADES/TERMINAL OPA LOCKA BD/NW 7 AV	0.0	4	4.0	10.0	40%	8.5	34%	0	0	2	48
8	1	E WB8 Seg 8 Sun Nght	OPA LOCKA BD/NW 7 AV NW 151 ST/NW 22 AV	0.0	3	3.0	6.0	24%	3.8	15%	0	0	1	26
9	1	E WB8 Seg 9 Sun Nght	NW 151 ST/NW 22 AV TRI RAIL STATION/#480 ALI E	0.0	3	3.0	3.0	12%	0.4	2%	0	0	2	30
10	0	E WB8 Seg 10 Sun Nght	TRI RAIL STATION/#480 ALI E MIAMI LAKES DR E/NW 60 A\	-	-	-	-	-	-	-	-	-	-	-
11	0	E WB8 Seg 11 Sun Nght	MIAMI LAKES DR E/NW 60 A\ NW 80 AV/COMMERCE WAY	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (OA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	EB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	17	G EB1 Seg 1 WkDy Off-Peak	NW 27 AV SERVICE RD/NW 1NW 17 AV/NW 134 ST	8	3	11	6	16%	3	8%	3	36	4	48
2	17	G EB1 Seg 2 WkDy Off-Peak	NW 17 AV/NW 134 ST	13	3	16	15	38%	9	22%	8	117	9	145
3	17	G EB1 Seg 3 WkDy Off-Peak	NW 125 ST/NW 7 AV	9	7	16	19	46%	16	41%	6	77	10	136
4	16	G EB1 Seg 4 WkDy Off-Peak	NE 125 ST/NE 6 AV	7	10	17	17	44%	15	37%	5	43	11	106
5	15	G EB1 Seg 5 WkDy Off-Peak	BISCAYNE BD/NE 123 ST	25	21	46	24	60%	14	36%	5	50	9	93
6	14	G EB1 Seg 6 WkDy Off-Peak	ABBOTT AV/69 ST	4	4	7	16	39%	14	35%	1	22	3	46
7	14	G EB1 Seg 7 WkDy Off-Peak	INDIAN CREEK DR/41 ST	1	12	14	13	32%	11	27%	1	10	8	98
8	14	G EB1 Seg 8 WkDy Off-Peak	LINCOLN RD/WASHINGTON,19 ST/CONVENTION CENTER	0	2	2	2	4%	1	2%	0	0	3	31

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	EB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	4	G EB1 Seg 1 WkDy AM Peak	NW 27 AV SERVICE RD/NW 1NW 17 AV/NW 134 ST	4.3	0	4.3	4.3	11%	2.3	6%	1	17	1	17
2	5	G EB1 Seg 2 WkDy AM Peak	NW 17 AV/NW 134 ST	12.2	2	14.6	15.6	39%	10.7	27%	7	118	9	141
3	5	G EB1 Seg 3 WkDy AM Peak	NW 125 ST/NW 7 AV	14.2	9	23.2	22.0	55%	17.0	43%	9	109	15	178
4	6	G EB1 Seg 4 WkDy AM Peak	NE 125 ST/NE 6 AV	8.8	16	24.4	26.8	67%	21.5	54%	6	59	16	163
5	4	G EB1 Seg 5 WkDy AM Peak	BISCAYNE BD/NE 123 ST	29.8	21	50.3	37.8	94%	25.6	64%	6	58	10	98
6	4	G EB1 Seg 6 WkDy AM Peak	ABBOTT AV/69 ST	3.5	14	17.5	27.3	88%	23.7	59%	1	20	6	98
7	5	G EB1 Seg 7 WkDy AM Peak	INDIAN CREEK DR/41 ST	0.6	17	17.2	18.6	47%	14.2	36%	0	5	10	132
8	5	G EB1 Seg 8 WkDy AM Peak	LINCOLN RD/WASHINGTON,19 ST/CONVENTION CENTER	0.0	2	2.4	2.6	7%	1.6	4%	0	0	4	40

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	EB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	1	G EB1 Seg 1 WkDy PM Peak	NW 27 AV SERVICE RD/NW 1NW 17 AV/NW 134 ST	7.0	1	8.0	6.0	15%	2.9	7%	2	23	3	27
2	1	G EB1 Seg 2 WkDy PM Peak	NW 17 AV/NW 134 ST	16.0	3	19.0	19.0	48%	8.7	22%	9	96	11	114
3	1	G EB1 Seg 3 WkDy PM Peak	NW 125 ST/NW 7 AV	8.0	8	16.0	20.0	50%	18.9	47%	5	60	11	120
4	3	G EB1 Seg 4 WkDy PM Peak	NE 125 ST/NE 6 AV	5.0	16	20.5	29.5	74%	24.8	62%	3	32	14	129
5	3	G EB1 Seg 5 WkDy PM Peak	BISCAYNE BD/NE 123 ST	32.7	31	63.7	28.0	70%	19.0	48%	7	59	13	116
6	3	G EB1 Seg 6 WkDy PM Peak	ABBOTT AV/69 ST	3.0	5	8.0	19.0	48%	16.9	42%	1	21	3	55
7	3	G EB1 Seg 7 WkDy PM Peak	INDIAN CREEK DR/41 ST	0.3	14	14.7	14.7	37%	9.9	25%	0	2	8	71
8	3	G EB1 Seg 8 — PM Peak	LINCOLN RD/WASHINGTON,19 ST/CONVENTION CENTER	0.0	*	1.0	0.3	1%	0.1	0%	0	0	4	22

Route G L   2004

3 in pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA) — Ride Check Data Analysis Sheet - Route G

Route: G **Pattern:** EB1 **Day:** WkDy **Time of Day:** Night **OP Hdwy:** 15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	2	G EB1 Seg 1 WkDy Night	NW 27 AV SERVICE RD/NW 1 — NW 17 AV/NW 134 ST	4.0	3	7.0	3.0	8%	1.7	4%	1	22	2	38
2	1	G EB1 Seg 2 WkDy Night	NW 17 AV/NW 134 ST	1.0	1	2.0	1.0	3%	1.0	3%	1	15	1	30
3	1	G EB1 Seg 3 WkDy Night	NW 125 ST/NW 7 AV	8.0	1	9.0	8.0	20%	1.9	5%	5	96	6	108
4	1	G EB1 Seg 4 WkDy Night	NE 125 ST/NE 6 AV	2.0	2	4.0	10.0	25%	8.8	22%	1	20	3	40
5	1	G EB1 Seg 5 WkDy Night	BISCAYNE BD/NE 123 ST	4.0	8	12.0	8.0	20%	5.7	14%	1	11	2	34
6	1	G EB1 Seg 6 WkDy Night	ABBOTT AV/69 ST	1.0	2	3.0	5.0	13%	4.2	10%	0	10	1	30
7	1	G EB1 Seg 7 WkDy Night	INDIAN CREEK DR/41 ST	0.0	3	3.0	3.0	8%	2.0	5%	0	0	2	23
8	1	G EB1 Seg 8 WkDy Night	LINCOLN RD/WASHINGTON/19 ST/CONVENTION CENTER	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA) — Ride Check Data Analysis Sheet - Route G

Route: G **Pattern:** EB1 **Day:** Sat **Time of Day:** Day **OP Hdwy:** 15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	21	G EB1 Seg 1 Sat Day	NW 27 AV SERVICE RD/NW 1 — NW 17 AV/NW 134 ST	5.2	1	6.1	4.5	11%	2.6	7%	2	24	2	29
2	21	G EB1 Seg 2 Sat Day	NW 17 AV/NW 134 ST	9.4	2	11.9	11.3	28%	6.9	17%	6	91	7	115
3	20	G EB1 Seg 3 Sat Day	NW 125 ST/NW 7 AV	7.1	5	12.0	15.2	38%	13.2	33%	5	60	8	102
4	20	G EB1 Seg 4 Sat Day	NE 125 ST/NE 6 AV	5.4	7	12.8	16.6	42%	14.4	36%	4	36	9	85
5	20	G EB1 Seg 5 Sat Day	BISCAYNE BD/NE 123 ST	28.9	21	49.7	28.0	70%	16.4	41%	6	60	10	103
6	20	G EB1 Seg 6 Sat Day	ABBOTT AV/69 ST	2.8	6	9.0	20.4	51%	18.3	46%	1	16	3	51
7	20	G EB1 Seg 7 Sat Day	INDIAN CREEK DR/41 ST	2.3	17	19.6	17.5	44%	14.4	36%	1	15	11	130
8	20	G EB1 Seg 8 Sat Day	LINCOLN RD/WASHINGTON/19 ST/CONVENTION CENTER	0.0	2	1.5	1.2	3%	0.6	1%	0	0	3	41

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA) — Ride Check Data Analysis Sheet - Route G

Route: G **Pattern:** EB1 **Day:** Sat **Time of Day:** Night **OP Hdwy:** 15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	2	G EB1 Seg 1 Sat Night	NW 27 AV SERVICE RD/NW 1 — NW 17 AV/NW 134 ST	5.0	3	8.0	4.0	10%	2.1	5%	2	30	3	48
2	1	G EB1 Seg 2 Sat Night	NW 17 AV/NW 134 ST	12.0	1	13.0	11.0	28%	3.3	8%	7	103	8	111
3	1	G EB1 Seg 3 Sat Night	NW 125 ST/NW 7 AV	3.0	2	5.0	7.5	19%	6.6	16%	2	36	3	60
4	2	G EB1 Seg 4 Sat Night	NE 125 ST/NE 6 AV	4.0	5	9.0	7.5	19%	6.7	17%	3	27	6	60
5	2	G EB1 Seg 5 Sat Night	BISCAYNE BD/NE 123 ST	21.0	16	36.5	15.0	38%	11.3	28%	4	47	7	81
6	2	G EB1 Seg 6 Sat Night	ABBOTT AV/69 ST	3.0	4	7.0	11.5	29%	10.7	27%	1	17	3	40
7	2	G EB1 Seg 7 Sat Night	INDIAN CREEK DR/41 ST	2.5	12	14.0	12.0	30%	10.0	25%	1	16	8	88
8	2	G EB1 Seg 8 Sat Night	LINCOLN RD/WASHINGTON/19 ST/CONVENTION CENTER	0.0	2	2.0	0.0	0%	0.0	0%	0	0	3	34

Route	Pattern	Day	Time of Day	OP Hdwy
G	EB1	Sun	Day	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
11	1	G EB1 Seg 1 Sun Day	NW 27 AV SERVICE RD/NW 1	NW 17 AV/NW 134 ST	4.3	1	5.1	4.1	10%	1.9	5%	1	21	2	25
11	2	G EB1 Seg 2 Sun Day	NW 17 AV/NW 134 ST	NW 125 ST/NW 7 AV	5.5	2	7.0	7.6	19%	4.4	11%	3	55	4	71
11	3	G EB1 Seg 3 Sun Day	NW 125 ST/NW 7 AV	NE 125 ST/NE 6 AV	4.8	3	7.6	10.3	26%	8.0	20%	3	44	5	70
11	4	G EB1 Seg 4 Sun Day	NE 125 ST/NE 6 AV	BISCAYNE BD/NE 123 ST	4.6	5	9.5	11.6	29%	10.1	25%	3	35	6	72
10	5	G EB1 Seg 5 Sun Day	BISCAYNE BD/NE 123 ST	ABBOTT AV/69 ST	17.2	12	29.3	19.1	48%	13.4	33%	4	40	6	68
10	6	G EB1 Seg 6 Sun Day	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	5.6	5	10.3	17.1	43%	14.7	37%	2	35	4	64
9	7	G EB1 Seg 7 Sun Day	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON	1.3	16	17.8	16.7	42%	12.7	32%	1	9	10	117
9	8	G EB1 Seg 8 Sun Day	LINCOLN RD/WASHINGTON /	19 ST/CONVENTION CENTER	0.0	1	0.8	0.8	2%	0.4	1%	0	0	1	16

Route	Pattern	Day	Time of Day	OP Hdwy
G	EB1	Sun	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
2	1	G EB1 Seg 1 Sun Nght	NW 27 AV SERVICE RD/NW 1	NW 17 AV/NW 134 ST	5.0	2	6.5	4.5	11%	1.8	5%	2	21	2	28
2	2	G EB1 Seg 2 Sun Nght	NW 17 AV/NW 134 ST	NW 125 ST/NW 7 AV	1.5	1	2.0	3.5	9%	2.3	6%	1	20	1	27
2	3	G EB1 Seg 3 Sun Nght	NW 125 ST/NW 7 AV	NE 125 ST/NE 6 AV	1.0	1	2.0	4.0	10%	3.5	9%	1	15	1	30
2	4	G EB1 Seg 4 Sun Nght	NE 125 ST/NE 6 AV	BISCAYNE BD/NE 123 ST	3.5	3	6.5	6.5	16%	4.7	12%	2	28	4	52
3	5	G EB1 Seg 5 Sun Nght	BISCAYNE BD/NE 123 ST	ABBOTT AV/69 ST	9.7	8	17.7	8.3	21%	5.5	14%	2	27	4	49
3	6	G EB1 Seg 6 Sun Nght	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	2.0	1	3.3	6.3	16%	5.2	13%	1	10	1	17
4	7	G EB1 Seg 7 Sun Nght	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON	2.5	10	12.3	8.3	21%	6.9	17%	1	17	7	82
3	8	G EB1 Seg 8 Sun Nght	LINCOLN RD/WASHINGTON /	19 ST/CONVENTION CENTER	0.0	0	0.3	0.3	1%	0.1	0%	0	0	1	10

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	15	G WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON	6	0	6	6	14%	2	4%	10	82	10	84
2	15	G WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON COLLINS AV/38 ST	3	1	4	6	21%	7	18%	2	27	2	37
3	14	G WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	4	2	6	8	26%	8	20%	1	22	2	32
4	16	G WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	17	17	34	19	46%	13	31%	3	30	7	61
5	16	G WB1 Seg 5 WkDy Off-Peak	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	9	7	16	16	41%	14	36%	6	77	11	137
6	16	G WB1 Seg 6 WkDy Off-Peak	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	9	13	22	16	40%	14	35%	6	71	15	173
7	16	G WB1 Seg 7 WkDy Off-Peak	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	1	5	6	8	21%	7	16%	1	8	3	47
8	16	G WB1 Seg 8 WkDy Off-Peak	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	1	6	8	5	13%	3	8%	0	6	2	38

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	G WB1 Seg 1 WkDy AM Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON	3.7	0	3.7	3.7	9%	0.9	2%	6	60	6	60
2	3	G WB1 Seg 2 WkDy AM Peak	LINCOLN RD/WASHINGTON COLLINS AV/38 ST	1.3	0	1.3	5.0	13%	4.3	11%	1	11	1	11
3	4	G WB1 Seg 3 WkDy AM Peak	COLLINS AV/38 ST COLLINS AV/69 ST	2.0	1	3.0	6.5	16%	5.8	15%	1	13	1	20
4	3	G WB1 Seg 4 WkDy AM Peak	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	19.0	14	33.3	18.0	45%	12.7	32%	4	36	6	64
5	3	G WB1 Seg 5 WkDy AM Peak	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	8.0	7	14.7	16.3	41%	14.4	36%	5	76	10	139
6	3	G WB1 Seg 6 WkDy AM Peak	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	4.7	8	12.7	12.7	32%	11.2	28%	3	40	8	109
7	3	G WB1 Seg 7 WkDy AM Peak	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	2.0	5	7.3	9.3	23%	7.2	18%	1	16	4	57
8	3	G WB1 Seg 8 WkDy AM Peak	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	3.0	8	11.0	6.3	16%	4.4	11%	1	14	4	52

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	4	G WB1 Seg 1 WkDy PM Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON	18.0	0	18.3	17.8	44%	6.0	15%	30	206	30	209
2	4	G WB1 Seg 2 WkDy PM Peak	LINCOLN RD/WASHINGTON COLLINS AV/38 ST	12.5	3	15.0	28.5	71%	26.0	65%	7	73	9	88
3	4	G WB1 Seg 3 WkDy PM Peak	COLLINS AV/38 ST COLLINS AV/69 ST	7.0	7	14.3	31.5	79%	29.1	73%	3	28	5	58
4	3	G WB1 Seg 4 WkDy PM Peak	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	15.3	24	39.3	29.7	74%	21.7	54%	3	22	8	55
5	4	G WB1 Seg 5 WkDy PM Peak	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	10.5	10	20.8	21.0	53%	18.2	46%	7	68	14	135
6	4	G WB1 Seg 6 WkDy PM Peak	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	6.3	9	15.5	16.8	42%	14.5	36%	4	47	10	116
7	4	G WB1 Seg 7 WkDy PM Peak	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	0.8	7	7.5	12.3	31%	8.9	22%	0	5	4	53
8	3	G WB1 Seg 8 WkDy PM Peak	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	2.3	4	10.3	6.7	17%	4.4	11%	1	8		33

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	1	G WB1 Seg 1 WkDy Night	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	9.0	0	9.0	9.0	23%	1.8	5%	15	108	15	108
2	1	G WB1 Seg 2 WkDy Night	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	3.0	2	5.0	12.0	30%	10.2	25%	2	26	3	43
3	1	G WB1 Seg 3 WkDy Night	COLLINS AV/38 ST COLLINS AV/69 ST	3.0	4	7.0	9.0	23%	7.0	18%	1	22	3	52
4	1	G WB1 Seg 4 WkDy Night	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	6.0	11	17.0	12.0	30%	7.4	18%	1	13	3	38
5	1	G WB1 Seg 5 WkDy Night	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	1.0	2	3.0	4.0	10%	3.1	8%	1	12	2	36
6	1	G WB1 Seg 6 WkDy Night	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	5.0	1	6.0	7.0	18%	6.1	15%	3	50	4	60
7	1	G WB1 Seg 7 WkDy Night	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	0.0	2	2.0	7.0	18%	6.5	16%	0	0	1	20
8	2	G WB1 Seg 8 WkDy Night	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	0.5	7	7.5	6.5	16%	2.9	7%	0	3	2	39

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	20	G WB1 Seg 1 Sat Day	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	7.3	9	16.5	7.2	18%	2.3	6%	12	92	27	208
2	20	G WB1 Seg 2 Sat Day	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	4.3	10	14.6	10.9	27%	9.4	23%	3	35	9	118
3	19	G WB1 Seg 3 Sat Day	COLLINS AV/38 ST COLLINS AV/69 ST	5.1	14	18.9	13.3	33%	10.9	27%	2	27	7	102
4	19	G WB1 Seg 4 Sat Day	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	15.7	36	51.6	17.0	43%	11.2	28%	3	29	10	96
5	19	G WB1 Seg 5 Sat Day	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	6.8	11	17.8	14.2	36%	12.4	31%	5	63	12	165
6	19	G WB1 Seg 6 Sat Day	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	7.8	10	17.6	13.4	34%	11.9	30%	5	68	12	152
7	19	G WB1 Seg 7 Sat Day	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	1.1	20	20.8	8.7	22%	6.6	16%	1	9	12	180
8	18	G WB1 Seg 8 Sat Day	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	1.1	19	19.7	4.9	12%	3.1	8%	0	5	6	94

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	4	G WB1 Seg 1 Sat Night	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	10.5	-1	9.8	10.5	26%	4.3	11%	18	133	16	123
2	4	G WB1 Seg 2 Sat Night	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	3.0	4	6.8	13.5	34%	12.4	31%	2	24	4	54
3	5	G WB1 Seg 3 Sat Night	COLLINS AV/38 ST COLLINS AV/69 ST	4.6	7	12.0	15.0	38%	12.7	32%	2	26	5	68
4	6	G WB1 Seg 4 Sat Night	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	12.2	30	42.0	18.8	47%	13.7	34%	2	25	8	85
5	6	G WB1 Seg 5 Sat Night	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	3.4	10	13.4	12.8	32%	11.6	29%	2	41	9	161
6	6	G WB1 Seg 6 Sat Night	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	4.2	4	8.6	10.8	27%	9.7	24%	3	36	6	74
7	6	G WB1 Seg 7 Sat Night	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	0.4	9	9.6	7.8	20%	4.9	12%	0	3	6	80
8	6	G WB1 Seg 8 Sat Night	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	1.2	-1	15.3	4.2	10%	2.0	5%	0	5	6	68

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity y (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	14	G WB1 Seg 1 Sun Day	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	5.4	12	17.4	5.1	13%	1.5	4%	9	71	29	232
2	14	G WB1 Seg 2 Sun Day	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	3.4	11	14.6	8.1	20%	6.6	16%	2	27	9	119
3	14	G WB1 Seg 3 Sun Day	COLLINS AV/38 ST COLLINS AV/69 ST	3.4	13	16.1	10.4	26%	8.8	22%	1	19	6	90
4	14	G WB1 Seg 4 Sun Day	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	11.2	25	36.4	12.2	31%	8.1	20%	2	24	7	76
5	14	G WB1 Seg 5 Sun Day	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	3.1	15	18.1	9.1	23%	8.2	20%	2	36	12	208
6	13	G WB1 Seg 6 Sun Day	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	2.6	7	9.5	6.5	16%	5.7	14%	2	21	6	75
7	13	G WB1 Seg 7 Sun Day	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	1.5	11	12.4	5.5	14%	4.6	11%	1	14	7	115
8	13	G WB1 Seg 8 Sun Day	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	0.9	16	16.5	4.6	12%	2.2	5%	0	4	5	81

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route G

Route	Pattern	Day	Time of Day	OP Hdwy
G	WB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity y (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	4	G WB1 Seg 1 Sun Nght	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	14.3	3	16.8	14.3	36%	3.0	8%	24	155	28	183
2	4	G WB1 Seg 2 Sun Nght	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	6.8	9	15.5	19.0	48%	17.6	44%	4	45	9	103
3	4	G WB1 Seg 3 Sun Nght	COLLINS AV/38 ST COLLINS AV/69 ST	4.0	10	14.3	20.3	51%	17.9	45%	2	23	5	83
4	4	G WB1 Seg 4 Sun Nght	COLLINS AV/69 ST NE 123 ST/BISCAYNE BD	11.0	29	39.5	21.5	54%	15.7	39%	2	27	8	97
5	4	G WB1 Seg 5 Sun Nght	NE 123 ST/BISCAYNE BD NE 125 ST/NE 7 AV	5.3	8	13.5	15.3	38%	13.5	34%	4	57	9	147
6	5	G WB1 Seg 6 Sun Nght	NE 125 ST/NE 7 AV NW 125 ST/NW 7 AV	2.8	11	13.4	10.8	27%	9.6	24%	2	27	9	130
7	5	G WB1 Seg 7 Sun Nght	NW 125 ST/NW 7 AV OPA LOCKA BD/NW 17 AV	1.0	13	14.0	8.0	20%	6.5	16%	1	9	8	120
8	4	G WB1 Seg 8 Sun Nght	OPA LOCKA BD/NW 17 AV NW 27 AV SERVICE RD/NW 1	0.8	17	17.8	7.0	18%	4.4	11%	0	4	6	87

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	26	H NB1 Seg 1 WkDy Off-Peak	ALTON RD/2 ST → LINCOLN RD/WASHINGTON AV	20	5	25	15	38%	7	17%	12	80	16	101
2	26	H NB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON AV → COLLINS AV/38 ST	8	4	12	20	49%	17	43%	5	57	8	84
3	26	H NB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST → COLLINS AV/69 ST	6	9	15	21	53%	19	47%	2	31	5	75
4	26	H NB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST → COLLINS AV/96 ST	9	12	21	21	53%	18	44%	4	51	10	118
5	25	H NB1 Seg 5 WkDy Off-Peak	COLLINS AV/96 ST → NE 163 ST/COLLINS AV	4	3	7	15	39%	14	35%	1	23	2	44
6	26	H NB1 Seg 6 WkDy Off-Peak	NE 163 ST/COLLINS AV → NE 167 ST/NE 15 AV	7	14	21	15	37%	12	29%	2	20	5	60
7	23	H NB1 Seg 7 WkDy Off-Peak	NE 167 ST/NE 15 AV → NE 191 ST/# 1101 (CIRCLE)	2	5	6	7	18%	3	8%	1	7	2	30
8	23	H NB1 Seg 8 WkDy Off-Peak	NE 191 ST/# 1101 (CIRCLE) → NE 185 ST/NE 19 AV	0	2	2	1	2%	1	2%	0	4	2	26

Percent Proxy TP for Route database 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	4	H NB1 Seg 1 WkDy AM Peak	ALTON RD/2 ST → LINCOLN RD/WASHINGTON AV	16.5	5	21.8	13.0	33%	6.6	16%	10	83	14	109
2	4	H NB1 Seg 2 WkDy AM Peak	LINCOLN RD/WASHINGTON AV → COLLINS AV/38 ST	3.3	2	5.5	13.0	33%	12.3	31%	2	29	3	49
3	5	H NB1 Seg 3 WkDy AM Peak	COLLINS AV/38 ST → COLLINS AV/69 ST	9.0	5	14.2	15.6	39%	12.3	31%	3	48	5	76
4	5	H NB1 Seg 4 WkDy AM Peak	COLLINS AV/69 ST → COLLINS AV/96 ST	13.4	8	21.4	25.6	64%	22.5	56%	7	84	11	134
5	5	H NB1 Seg 5 WkDy AM Peak	COLLINS AV/96 ST → NE 163 ST/COLLINS AV	4.2	8	12.0	20.8	52%	18.7	47%	1	26	4	75
6	6	H NB1 Seg 6 WkDy AM Peak	NE 163 ST/COLLINS AV → NE 167 ST/NE 15 AV	7.2	18	25.0	18.2	45%	13.4	34%	2	22	6	76
7	6	H NB1 Seg 7 WkDy AM Peak	NE 167 ST/NE 15 AV → NE 191 ST/# 1101 (CIRCLE)	3.5	7	10.5	7.5	19%	5.2	13%	1	17	4	52
8	6	H NB1 Seg 8 WkDy AM Peak	NE 191 ST/# 1101 (CIRCLE) → NE 185 ST/NE 19 AV	0.5	3	3.3	2.5	6%	1.4	4%	0	7	2	44

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	WkDy	PM Peak	15

Segm	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	6	H NB1 Seg 1 WkDy PM Peak	ALTON RD/2 ST → LINCOLN RD/WASHINGTON AV	39.0	7	46.2	31.8	80%	11.2	28%	24	143	29	169
2	5	H NB1 Seg 2 WkDy PM Peak	LINCOLN RD/WASHINGTON AV → COLLINS AV/38 ST	14.2	8	21.8	40.8	102%	37.8	95%	9	76	14	117
3	4	H NB1 Seg 3 WkDy PM Peak	COLLINS AV/38 ST → COLLINS AV/69 ST	7.8	10	17.5	38.0	95%	35.4	88%	3	30	6	69
4	5	H NB1 Seg 4 WkDy PM Peak	COLLINS AV/69 ST → COLLINS AV/96 ST	7.0	14	21.0	35.3	88%	29.0	73%	4	40	11	120
5	5	H NB1 Seg 5 WkDy PM Peak	COLLINS AV/96 ST → NE 163 ST/COLLINS AV	2.8	5	7.6	28.8	72%	27.0	68%	1	15	2	41
6	3	H NB1 Seg 6 WkDy PM Peak	NE 163 ST/COLLINS AV → NE 167 ST/NE 15 AV	6.0	27	32.7	32.7	82%	25.3	83%	2	13	8	68
7	3	H NB1 Seg 7 WkDy PM Peak	NE 167 ST/NE 15 AV → NE 191 ST/# 1101 (CIRCLE)	2.3	12	14.0	9.3	23%	4.0	10%	1	10	5	81
8	3	H NB1 Seg 8 WkDy PM Peak	NE 191 ST/# 1101 (CIRCLE) → NE 185 ST/NE 19 AV	0.0	2	2.3	0.0	0%	0.0	0%	0	0	2	23

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2	3	13	14	64	6	63	66	69	62	63	19	129	21	147
1	3	H NB1 Seg 1 WkDy Ngt	ALTON RD/2 ST	LINCOLN RD/WASHINGTON AV	30.0	4	34.3	25.7	64%	9.0	22%	19	129	21	147
2	3	H NB1 Seg 2 WkDy Ngt	LINCOLN RD/WASHINGTON AV	COLLINS AV/38 ST	13.3	7	20.7	33.7	84%	30.8	77%	8	71	13	109
3	3	H NB1 Seg 3 WkDy Ngt	COLLINS AV/38 ST	COLLINS AV/69 ST	7.7	22	29.3	30.0	75%	23.0	58%	3	41	10	155
4	3	H NB1 Seg 4 WkDy Ngt	COLLINS AV/69 ST	COLLINS AV/96 ST	7.3	9	16.7	20.3	51%	17.2	43%	4	44	8	100
5	3	H NB1 Seg 5 WkDy Ngt	COLLINS AV/96 ST	NE 163 ST/COLLINS AV	2.3	5	7.7	16.7	42%	14.9	37%	1	19	2	63
6	4	H NB1 Seg 6 WkDy Ngt	NE 163 ST/COLLINS AV	NE 167 ST/NE 15 AV	3.3	9	11.8	11.5	29%	8.8	22%	1	12	3	45
7	4	H NB1 Seg 7 WkDy Ngt	NE 167 ST/NE 15 AV	NE 191 ST/# 1101 (CIRCLE)	2.0	7	9.3	9.0	23%	5.5	14%	1	10	3	44
8	4	H NB1 Seg 8 WkDy Ngt	NE 191 ST/# 1101 (CIRCLE)	NE 185 ST/NE 19 AV	0.0	3	2.8	2.8	7%	1.4	3%	0	0	2	35

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2	3	13	14	64	6	63	66	69	62	63	11	70	14	85
1	23	H NB1 Seg 1 Sat Day	ALTON RD/2 ST	LINCOLN RD/WASHINGTON AV	17.8	4	21.6	14.7	37%	5.7	14%	11	70	14	85
2	23	H NB1 Seg 2 Sat Day	LINCOLN RD/WASHINGTON AV	COLLINS AV/38 ST	5.3	3	8.2	17.5	44%	15.9	40%	3	34	5	52
3	23	H NB1 Seg 3 Sat Day	COLLINS AV/38 ST	COLLINS AV/69 ST	8.6	6	14.3	20.2	50%	16.9	42%	3	42	5	70
4	23	H NB1 Seg 4 Sat Day	COLLINS AV/69 ST	COLLINS AV/96 ST	11.0	14	25.3	24.6	61%	19.6	49%	6	66	13	151
5	23	H NB1 Seg 5 Sat Day	COLLINS AV/96 ST	NE 163 ST/COLLINS AV	6.2	7	12.8	18.5	46%	15.6	39%	2	39	4	80
6	22	H NB1 Seg 6 Sat Day	NE 163 ST/COLLINS AV	NE 167 ST/NE 15 AV	7.0	15	22.3	16.2	40%	12.0	30%	2	20	6	63
7	22	H NB1 Seg 7 Sat Day	NE 167 ST/NE 15 AV	NE 191 ST/# 1101 (CIRCLE)	2.8	8	10.9	8.1	20%	4.7	12%	1	14	4	54
8	22	H NB1 Seg 8 Sat Day	NE 191 ST/# 1101 (CIRCLE)	NE 185 ST/NE 19 AV	0.4	2	2.4	1.4	3%	0.9	2%	0	5	2	30

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	Sat	Night	15

Seg	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2	3	13	14	64	6	63	66	69	62	63	20	110	24	130
1	6	H NB1 Seg 1 Sat Ngt	ALTON RD/2 ST	LINCOLN RD/WASHINGTON AV	32.3	6	38.3	28.2	70%	8.5	21%	20	110	24	130
2	6	H NB1 Seg 2 Sat Ngt	LINCOLN RD/WASHINGTON AV	COLLINS AV/38 ST	7.7	4	11.8	32.3	81%	29.9	75%	5	36	7	55
3	6	H NB1 Seg 3 Sat Ngt	COLLINS AV/38 ST	COLLINS AV/69 ST	8.5	14	22.3	30.7	77%	27.3	68%	3	37	7	88
4	6	H NB1 Seg 4 Sat Ngt	COLLINS AV/69 ST	COLLINS AV/96 ST	9.7	18	27.3	27.3	68%	22.8	57%	5	59	14	167
5	6	H NB1 Seg 5 Sat Ngt	COLLINS AV/96 ST	NE 163 ST/COLLINS AV	2.8	5	7.8	18.2	45%	15.2	38%	1	20	2	58
6	7	H NB1 Seg 6 Sat Ngt	NE 163 ST/COLLINS AV	NE 167 ST/NE 15 AV	4.4	12	16.1	14.1	35%	11.1	28%	1	17	4	63
7	7	H NB1 Seg 7 Sat Ngt	NE 167 ST/NE 15 AV	NE 191 ST/# 1101 (CIRCLE)	1.3	7	7.9	8.9	22%	5.5	14%	0	6	3	38
8	7	H NB1 Seg 8 Sat Ngt	NE 191 ST/# 1101 (CIRCLE)	NE 185 ST/NE 19 AV	0.0	5	4.7	2.9	7%	1.4	4%	0	0	3	60

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	18	H NB1 Seg 1 Sun Day	ALTON RD/2 ST	LINCOLN RD/WASHINGTON AV	19.0	5	23.5	16.0	40%	7.6	19%	12	75	15	93
2	18	H NB1 Seg 2 Sun Day	LINCOLN RD/WASHINGTON AV	COLLINS AV/38 ST	5.7	3	9.1	17.7	44%	16.3	41%	4	41	6	85
3	18	H NB1 Seg 3 Sun Day	COLLINS AV/38 ST	COLLINS AV/69 ST	7.5	7	14.9	19.8	50%	16.2	40%	3	38	5	76
4	18	H NB1 Seg 4 Sun Day	COLLINS AV/69 ST	COLLINS AV/96 ST	9.3	11	20.4	20.9	52%	17.5	44%	5	60	10	131
5	18	H NB1 Seg 5 Sun Day	COLLINS AV/96 ST	NE 163 ST/COLLINS AV	5.7	4	10.0	18.8	42%	14.3	36%	2	30	3	52
6	18	H NB1 Seg 6 Sun Day	NE 163 ST/COLLINS AV	NE 167 ST/NE 15 AV	5.5	16	21.1	17.1	43%	12.9	32%	1	16	5	63
7	18	H NB1 Seg 7 Sun Day	NE 167 ST/NE 15 AV	NE 191 ST/# 1101 (CIRCLE)	2.1	7	8.6	6.8	17%	4.2	11%	0	10	3	43
8	18	H NB1 Seg 8 Sun Day	NE 191 ST/# 1101 (CIRCLE)	NE 185 ST/NE 19 AV	0.3	1	1.7	1.7	4%	1.3	3%	0	4	1	24

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	NB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	5	H NB1 Seg 1 Sun Nght	ALTON RD/2 ST	LINCOLN RD/WASHINGTON AV	39.4	5	44.4	34.4	86%	9.3	23%	25	146	28	164
2	5	H NB1 Seg 2 Sun Nght	LINCOLN RD/WASHINGTON AV	COLLINS AV/38 ST	7.6	4	11.6	40.6	102%	39.0	98%	5	45	7	68
3	6	H NB1 Seg 3 Sun Nght	COLLINS AV/38 ST	COLLINS AV/69 ST	5.2	10	15.0	39.0	98%	38.8	92%	2	27	5	79
4	5	H NB1 Seg 4 Sun Nght	COLLINS AV/69 ST	COLLINS AV/96 ST	6.8	21	27.6	34.0	85%	26.3	66%	3	39	14	159
5	6	H NB1 Seg 5 Sun Nght	COLLINS AV/96 ST	NE 163 ST/COLLINS AV	2.4	3	5.6	20.6	52%	18.6	47%	1	14	2	32
6	6	H NB1 Seg 6 Sun Nght	NE 163 ST/COLLINS AV	NE 167 ST/NE 15 AV	0.8	11	11.6	18.6	47%	14.5	36%	0	3	3	51
7	4	H NB1 Seg 7 Sun Nght	NE 167 ST/NE 15 AV	NE 191 ST/# 1101 (CIRCLE)	0.5	7	7.5	8.3	21%	5.0	12%	0	2	3	35
8	4	H NB1 Seg 8 Sun Nght	NE 191 ST/# 1101 (CIRCLE)	NE 185 ST/NE 19 AV	0.0	1	1.3	1.5	4%	0.7	2%	0	0	1	18

Miami Dade Transit Comprehensive Bus Operations Analysis (ROA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	WkDy	Off-Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
26	1	H SB1 Seg 1 WkDy Off-Peak	NE 185 ST/NE 19 AV — NE 191 ST/# 1101 (CIRCLE)	3	0	3	3	7%	2	4%	2	33	2	34
26	2	H SB1 Seg 2 WkDy Off-Peak	NE 191 ST/# 1101 (CIRCLE) — NE 167 ST/NE 15 AV	17	8	23	14	35%	7	18%	6	53	8	72
26	3	H SB1 Seg 3 WkDy Off-Peak	NE 167 ST/NE 15 AV — COLLINS AV/163 ST	11	7	18	21	52%	18	44%	2	33	3	54
25	4	H SB1 Seg 4 WkDy Off-Peak	COLLINS AV/163 ST — COLLINS AV/# 9700 (BAL HARBOUR)	4	4	7	18	46%	17	41%	1	27	2	56
26	5	H SB1 Seg 5 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HARBOUR) — ABBOTT AV/69 ST	12	8	20	24	59%	19	49%	5	70	9	118
26	6	H SB1 Seg 6 WkDy Off-Peak	ABBOTT AV/69 ST — INDIAN CREEK DR/41 ST	7	5	13	25	82%	22	55%	3	36	5	63
25	7	H SB1 Seg 7 WkDy Off-Peak	INDIAN CREEK DR/41 ST — WASHINGTON AV/LINCOLN RD	4	11	16	23	57%	21	52%	2	29	9	104
23	8	H SB1 Seg 8 WkDy Off-Peak	WASHINGTON AV/LINCOLN RD — ALTON RD/2 ST	3	17	20	15	37%	8	20%	1	14	11	107

Percent Proxy TP for Route database 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	WkDy	AM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
6	1	H SB1 Seg 1 WkDy AM Peak	NE 185 ST/NE 19 AV — NE 191 ST/# 1101 (CIRCLE)	2.3	0	2.3	2.3	6%	1.1	3%	1	22	1	22
5	2	H SB1 Seg 2 WkDy AM Peak	NE 191 ST/# 1101 (CIRCLE) — NE 167 ST/NE 15 AV	28.4	9	37.6	21.8	55%	9.8	25%	9	84	13	111
5	3	H SB1 Seg 3 WkDy AM Peak	NE 167 ST/NE 15 AV — COLLINS AV/163 ST	11.8	7	18.8	32.8	82%	29.9	75%	2	30	3	48
6	4	H SB1 Seg 4 WkDy AM Peak	COLLINS AV/163 ST — COLLINS AV/# 9700 (BAL HARBOUR)	2.3	8	10.0	30.5	76%	28.5	71%	1	17	3	73
5	5	H SB1 Seg 5 WkDy AM Peak	COLLINS AV/# 9700 (BAL HARBOUR) — ABBOTT AV/69 ST	16.4	11	27.0	35.2	88%	26.7	67%	7	56	12	92
5	6	H SB1 Seg 6 WkDy AM Peak	ABBOTT AV/69 ST — INDIAN CREEK DR/41 ST	4.5	11	15.2	34.5	86%	30.4	76%	2	19	6	63
5	7	H SB1 Seg 7 WkDy AM Peak	INDIAN CREEK DR/41 ST — WASHINGTON AV/LINCOLN RD	4.6	18	22.2	31.4	79%	28.1	85%	3	34	12	162
6	8	H SB1 Seg 8 WkDy AM Peak	WASHINGTON AV/LINCOLN RD — ALTON RD/2 ST	1.0	17	18.2	14.7	37%	7.1	18%	1	7	10	131

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	WkDy	PM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
4	1	H SB1 Seg 1 WkDy PM Peak	NE 185 ST/NE 19 AV — NE 191 ST/# 1101 (CIRCLE)	1.3	0	1.3	1.3	3%	0.7	2%	1	15	1	15
5	2	H SB1 Seg 2 WkDy PM Peak	NE 191 ST/# 1101 (CIRCLE) — NE 167 ST/NE 15 AV	15.4	9	24.0	10.4	26%	5.4	14%	5	47	8	73
4	3	H SB1 Seg 3 WkDy PM Peak	NE 167 ST/NE 15 AV — COLLINS AV/163 ST	14.8	7	21.5	19.8	49%	14.9	37%	2	41	4	59
4	4	H SB1 Seg 4 WkDy PM Peak	COLLINS AV/163 ST — COLLINS AV/# 9700 (BAL HARBOUR)	5.8	4	10.0	18.5	46%	16.1	40%	2	43	3	75
4	5	H SB1 Seg 5 WkDy PM Peak	COLLINS AV/# 9700 (BAL HARBOUR) — ABBOTT AV/69 ST	7.8	11	18.8	22.3	56%	19.1	48%	3	44	8	107
5	6	H SB1 Seg 6 WkDy PM Peak	ABBOTT AV/69 ST — INDIAN CREEK DR/41 ST	7.3	3	10.0	20.5	51%	18.8	42%	3	33	4	45
4	7	H SB1 Seg 7 WkDy PM Peak	INDIAN CREEK DR/41 ST — WASHINGTON AV/LINCOLN RD	4.8	8	12.6	19.2	48%	16.8	42%	3	28	7	74
5	8	H SB1 Seg 8 WkDy PM Peak	WASHINGTON AV/LINCOLN RD — ALTON RD/2 ST	1.0	15	16.4	14.0	35%	6.5	16%	1	5	9	79

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	0	HSB1 Seg 1 WkDy Ngt	NE 185 ST/NE 19 AV → NE 191 ST/# 1101 (CIRCLE)	-	-	-	-	-	-	-	-	-	-	-
2	0	HSB1 Seg 2 WkDy Ngt	NE 191 ST/# 1101 (CIRCLE) → NE 167 ST/NE 15 AV	-	-	-	-	-	-	-	-	-	-	-
3	1	HSB1 Seg 3 WkDy Ngt	NE 167 ST/NE 15 AV → COLLINS AV/163 ST	7.0	7	14.0	11.0	28%	10.1	25%	1	25	2	49
4	1	HSB1 Seg 4 WkDy Ngt	COLLINS AV/163 ST → COLLINS AV/# 9700 (BAL HARBOUR)	2.0	2	4.0	11.0	28%	10.5	26%	1	17	1	34
5	1	HSB1 Seg 5 WkDy Ngt	COLLINS AV/# 9700 (BAL HARBOUR) → ABBOTT AV/69 ST	4.0	9	13.0	14.0	35%	11.4	29%	2	30	6	98
6	1	HSB1 Seg 6 WkDy Ngt	ABBOTT AV/69 ST → INDIAN CREEK DR/41 ST	4.0	2	6.0	8.0	20%	5.3	13%	2	30	2	45
7	1	HSB1 Seg 7 WkDy Ngt	INDIAN CREEK DR/41 ST → WASHINGTON AV/LINCOLN RD	3.0	4	7.0	11.0	28%	9.7	24%	2	26	4	60
8	2	HSB1 Seg 8 WkDy Ngt	WASHINGTON AV/LINCOLN RD → ALTON RD/2 ST	1.0	11	11.5	9.0	23%	3.3	8%	1	6	6	66

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	Sat	Day	15

Seg	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	26	HSB1 Seg 1 Sat Day	NE 185 ST/NE 19 AV → NE 191 ST/# 1101 (CIRCLE)	2.1	0	2.2	2.0	5%	1.2	3%	1	24	1	25
2	26	HSB1 Seg 2 Sat Day	NE 191 ST/# 1101 (CIRCLE) → NE 167 ST/NE 15 AV	14.0	8	19.7	11.8	29%	6.7	17%	5	48	7	68
3	26	HSB1 Seg 3 Sat Day	NE 167 ST/NE 15 AV → COLLINS AV/163 ST	12.2	7	18.7	18.4	46%	14.8	37%	2	35	3	53
4	26	HSB1 Seg 4 Sat Day	COLLINS AV/163 ST → COLLINS AV/# 9700 (BAL HARBOUR)	5.3	5	9.8	19.2	48%	16.0	40%	2	39	3	72
5	24	HSB1 Seg 5 Sat Day	COLLINS AV/# 9700 (BAL HARBOUR) → ABBOTT AV/69 ST	14.9	13	27.4	25.0	63%	19.6	49%	6	79	12	148
6	26	HSB1 Seg 6 Sat Day	ABBOTT AV/69 ST → INDIAN CREEK DR/41 ST	6.7	8	12.5	22.5	56%	19.9	50%	3	37	5	70
7	24	HSB1 Seg 7 Sat Day	INDIAN CREEK DR/41 ST → WASHINGTON AV/LINCOLN RD	4.9	12	16.4	20.7	52%	18.8	47%	3	28	9	95
8	23	HSB1 Seg 8 Sat Day	WASHINGTON AV/LINCOLN RD → ALTON RD/2 ST	1.7	14	15.9	12.9	32%	8.9	17%	1	9	9	88

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	4	HSB1 Seg 1 Sat Ngt	NE 185 ST/NE 19 AV → NE 191 ST/# 1101 (CIRCLE)	2.5	1	3.0	2.5	6%	1.4	4%	2	33	2	40
2	4	HSB1 Seg 2 Sat Ngt	NE 191 ST/# 1101 (CIRCLE) → NE 167 ST/NE 15 AV	7.8	4	12.0	6.3	16%	4.0	10%	3	32	4	50
3	4	HSB1 Seg 3 Sat Ngt	NE 167 ST/NE 15 AV → COLLINS AV/163 ST	6.8	6	12.5	9.8	24%	8.1	20%	1	21	2	38
4	4	HSB1 Seg 4 Sat Ngt	COLLINS AV/163 ST → COLLINS AV/# 9700 (BAL HARBOUR)	2.5	3	5.3	8.0	20%	8.9	17%	1	21	2	45
5	6	HSB1 Seg 5 Sat Ngt	COLLINS AV/# 9700 (BAL HARBOUR) → ABBOTT AV/69 ST	15.2	10	25.0	18.0	45%	13.0	33%	7	95	11	156
6	4	HSB1 Seg 6 Sat Ngt	ABBOTT AV/69 ST → INDIAN CREEK DR/41 ST	11.3	4	15.0	25.8	64%	20.3	51%	5	57	8	77
7	5	HSB1 Seg 7 Sat Ngt	INDIAN CREEK DR/41 ST → WASHINGTON AV/LINCOLN RD	6.8	13	20.0	23.4	59%	20.4	51%	4	34	11	100
8	6	HSB1 Seg 8 Sat Ngt	WASHINGTON AV/LINCOLN RD → ALTON RD/2 ST	2.0	14	16.2	14.7	37%	8.0	20%	1	10	9	83

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	Sun	Day	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
2		13	14		64	c	63	88	89	62	63	c	c	c	c
14	1	H SB1 Seg 1 Sun Day	NE 185 ST/NE 19 AV	NE 191 ST/# 1101 (CIRCLE)	2.9	0	3.0	2.9	7%	1.3	3%	2	28	2	29
14	2	H SB1 Seg 2 Sun Day	NE 191 ST/# 1101 (CIRCLE)	NE 167 ST/NE 15 AV	15.4	5	20.1	14.0	35%	7.2	18%	5	54	7	71
14	3	H SB1 Seg 3 Sun Day	NE 167 ST/NE 15 AV	COLLINS AV/163 ST	12.3	6	18.6	23.6	59%	19.9	50%	2	35	3	54
13	4	H SB1 Seg 4 Sun Day	COLLINS AV/163 ST	COLLINS AV/# 9700 (BAL HARBOUR)	5.0	5	9.7	20.9	52%	18.4	46%	2	35	3	67
14	5	H SB1 Seg 5 Sun Day	COLLINS AV/# 9700 (BAL HARBOUR)	ABBOTT AV/69 ST	10.4	9	19.9	23.1	58%	19.4	49%	5	62	9	118
14	6	H SB1 Seg 6 Sun Day	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	6.8	6	12.8	23.0	58%	19.8	50%	3	36	5	71
15	7	H SB1 Seg 7 Sun Day	INDIAN CREEK DR/41 ST	WASHINGTON AV/LINCOLN RD	5.5	13	18.9	20.9	52%	18.5	46%	3	27	10	93
15	8	H SB1 Seg 8 Sun Day	WASHINGTON AV/LINCOLN RD	ALTON RD/2 ST	3.5	12	15.2	11.5	29%	6.3	16%	2	20	8	88

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route H

Route	Pattern	Day	Time of Day	OP Hdwy
H	SB1	Sun	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Load (over # stops)	Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
2		13	14		64	c	63	88	89	62	63	c	c	c	c
2	1	H SB1 Seg 1 Sun Nght	NE 185 ST/NE 19 AV	NE 191 ST/# 1101 (CIRCLE)	2.0	0	2.0	2.0	5%	1.3	3%	1	22	1	22
2	2	H SB1 Seg 2 Sun Nght	NE 191 ST/# 1101 (CIRCLE)	NE 167 ST/NE 15 AV	8.0	4	12.0	8.5	21%	5.6	14%	3	29	4	44
2	3	H SB1 Seg 3 Sun Nght	NE 167 ST/NE 15 AV	COLLINS AV/163 ST	8.5	4	12.5	10.5	26%	8.8	22%	1	28	2	42
2	4	H SB1 Seg 4 Sun Nght	COLLINS AV/163 ST	COLLINS AV/# 9700 (BAL HARBOUR)	7.3	3	10.3	21.7	54%	19.3	48%	2	30	3	42
3	5	H SB1 Seg 5 Sun Nght	COLLINS AV/# 9700 (BAL HARBOUR)	ABBOTT AV/69 ST	15.7	13	29.0	28.7	72%	26.0	65%	7	74	13	137
3	6	H SB1 Seg 6 Sun Nght	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	4.7	3	7.3	25.0	63%	24.2	60%	2	29	3	46
3	7	H SB1 Seg 7 Sun Nght	INDIAN CREEK DR/41 ST	WASHINGTON AV/LINCOLN RD	1.7	3	4.7	25.0	63%	24.3	61%	1	11	3	31
3	8	H SB1 Seg 8 Sun Nght	WASHINGTON AV/LINCOLN RD	ALTON RD/2 ST	0.0	23	22.7	23.0	58%	14.7	37%	0	0	13	105

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	EB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	4	J EB1 Seg 1 WkDy PM Peak	DOUGLAS RD STATION/3100 SW 42 AV/CORAL WY	9	1	10	8	21%	6	15%	5	66	6	73
2	4	J EB1 Seg 2 WkDy PM Peak	SW 42 AV/CORAL WY-ARAG(SW 42 AV/W FLAGLER ST	3	4	7	8	19%	6	16%	2	17	4	43
3	4	J EB1 Seg 3 WkDy PM Peak	SW 42 AV/W FLAGLER ST MIA/LOWER LEVEL RAMP	14	4	18	15	37%	5	12%	5	77	6	101
4	3	J EB1 Seg 4 WkDy PM Peak	MIA/LOWER LEVEL RAMP NW 36 ST/NW 42 AV	3	2	5	12	30%	12	29%	1	15	2	28
5	3	J EB1 Seg 5 WkDy PM Peak	NW 36 ST/NW 42 AV NW 36 ST/NW 33 AV	2	0	2	14	35%	14	34%	3	40	3	40
6	4	J EB1 Seg 6 WkDy PM Peak	NW 36 ST/NW 33 AV NW 36 ST/NW 32 AV	0	1	1	16	41%	16	41%	1	15	6	75
7	3	J EB1 Seg 7 WkDy PM Peak	NW 36 ST/NW 32 AV ALLAPATTAH STATION/3501	19	9	28	30	76%	23	59%	10	87	14	126
8	3	J EB1 Seg 8 WkDy PM Peak	ALLAPATTAH STATION/3501 NE 36 ST/BISCAYNE BD	6	24	30	32	79%	24	60%	3	35	15	176
9	3	J EB1 Seg 9 WkDy PM Peak	NE 36 ST/BISCAYNE BD 41 ST/ALTON RD	2	3	5	11	27%	10	26%	1	20	1	47
10	3	J EB1 Seg 10 WkDy PM Peak	41 ST/ALTON RD 41 ST/COLLINS AV	2	9	11	10	26%	9	22%	3	19	14	93
11	3	J EB1 Seg 11 WkDy PM Peak	41 ST/COLLINS AV 72 ST/HARDING AV	0	11	11	1	2%	0	0%	0	0	4	40

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	EB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	1	J EB1 Seg 1 WkDy Nght	DOUGLAS RD STATION/3100 SW 42 AV/CORAL WY	4	2	6	4	10%	3	6%	3	34	4	51
2	1	J EB1 Seg 2 WkDy Nght	SW 42 AV/CORAL WY-ARAG(SW 42 AV/W FLAGLER ST	4	2	6	6	15%	4	11%	3	48	4	72
3	1	J EB1 Seg 3 WkDy Nght	SW 42 AV/W FLAGLER ST MIA/LOWER LEVEL RAMP	21	3	24	24	60%	10	24%	8	126	9	144
4	1	J EB1 Seg 4 WkDy Nght	MIA/LOWER LEVEL RAMP NW 36 ST/NW 42 AV	0	1	1	24	60%	24	59%	0	0	0	12
5	1	J EB1 Seg 5 WkDy Nght	NW 36 ST/NW 42 AV NW 36 ST/NW 33 AV	1	1	2	24	60%	23	58%	1	30	3	60
6	1	J EB1 Seg 6 WkDy Nght	NW 36 ST/NW 33 AV NW 36 ST/NW 32 AV	0	0	0	23	58%	23	58%	0	0	0	0
7	0	J EB1 Seg 7 WkDy Nght	NW 36 ST/NW 32 AV ALLAPATTAH STATION/3501	-	-	-	-	-	-	-	-	-	-	-
8	0	J EB1 Seg 8 WkDy Nght	ALLAPATTAH STATION/3501 NE 36 ST/BISCAYNE BD	-	-	-	-	-	-	-	-	-	-	-
9	0	J EB1 Seg 9 WkDy Nght	NE 36 ST/BISCAYNE BD 41 ST/ALTON RD	-	-	-	-	-	-	-	-	-	-	-
10	0	J EB1 Seg 10 WkDy Nght	41 ST/ALTON RD 41 ST/COLLINS AV	-	-	-	-	-	-	-	-	-	-	-
11	0	J EB1 Seg 11 WkDy Nght	41 ST/COLLINS AV 72 ST/HARDING AV	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	EB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	20	J EB1 Seg 1 Sat Day	DOUGLAS RD STATION/3100 SW 42 AV/CORAL WY	7	1	9	7	17%	5	13%	5	67	6	80
2	21	J EB1 Seg 2 Sat Day	SW 42 AV/CORAL WY-ARAG(SW 42 AV/W FLAGLER ST	7	3	11	10	26%	8	20%	5	76	7	110
3	21	J EB1 Seg 3 Sat Day	SW 42 AV/W FLAGLER ST MIA/LOWER LEVEL RAMP	10	6	16	15	37%	11	27%	3	65	6	107
4	22	J EB1 Seg 4 Sat Day	MIA/LOWER LEVEL RAMP NW 36 ST/NW 42 AV	1	1	2	14	34%	13	32%	1	10	1	17
5	22	J EB1 Seg 5 Sat Day	NW 36 ST/NW 42 AV NW 36 ST/NW 33 AV	3	2	5	15	37%	14	34%	3	43	6	77
6	21	J EB1 Seg 6 Sat Day	NW 36 ST/NW 33 AV NW 36 ST/NW 32 AV	1	1	2	14	35%	14	35%	6	32	10	54
7	18	J EB1 Seg 7 Sat Day	NW 36 ST/NW 32 AV ALLAPATTAH STATION/3501	16	8	24	24	59%	18	44%	8	92	12	137
8	18	J EB1 Seg 8 Sat Day	ALLAPATTAH STATION/3501 NE 36 ST/BISCAYNE BD	6	11	17	24	60%	21	52%	3	40	8	117
9	18	J EB1 Seg 9 Sat Day	NE 36 ST/BISCAYNE BD 41 ST/ALTON RD	6	3	9	21	53%	20	51%	2	52	2	77
10	18	J EB1 Seg 10 Sat Day	41 ST/ALTON RD 41 ST/COLLINS AV	3	8	10	21	52%	18	46%	3	32	13	124
11	18	J EB1 Seg 11 Sat Day	41 ST/COLLINS AV 72 ST/HARDING AV	2	14	16	14	35%	11	27%	1	6	5	61

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	EB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	6	J EB1 Seg 1 Sat Ngt	DOUGLAS RD STATION/3100 SW 42 AV/CORAL WY	3	1	4	2	4%	3	8%	2	6	3	8
2	5	J EB1 Seg 2 Sat Ngt	SW 42 AV/CORAL WY-ARAG(SW 42 AV/W FLAGLER ST	8	1	9	9	24%	5	12%	6	76	6	84
3	5	J EB1 Seg 3 Sat Ngt	SW 42 AV/W FLAGLER ST MIA/LOWER LEVEL RAMP	7	4	11	14	35%	11	28%	2	66	4	106
4	4	J EB1 Seg 4 Sat Ngt	MIA/LOWER LEVEL RAMP NW 36 ST/NW 42 AV	3	3	6	12	29%	10	26%	1	9	3	20
5	3	J EB1 Seg 5 Sat Ngt	NW 36 ST/NW 42 AV NW 36 ST/NW 33 AV	2	1	3	11	28%	11	27%	2	7	3	11
6	3	J EB1 Seg 6 Sat Ngt	NW 36 ST/NW 33 AV NW 36 ST/NW 32 AV	1	2	2	9	23%	9	23%	3	43	12	149
7	4	J EB1 Seg 7 Sat Ngt	NW 36 ST/NW 32 AV ALLAPATTAH STATION/3501	9	6	15	19	48%	17	42%	5	63	8	104
8	4	J EB1 Seg 8 Sat Ngt	ALLAPATTAH STATION/3501 NE 36 ST/BISCAYNE BD	8	13	20	23	56%	19	47%	4	39	10	104
9	4	J EB1 Seg 9 Sat Ngt	NE 36 ST/BISCAYNE BD 41 ST/ALTON RD	2	1	3	15	38%	15	37%	1	23	1	31
10	4	J EB1 Seg 10 Sat Ngt	41 ST/ALTON RD 41 ST/COLLINS AV	0	4	5	14	34%	12	31%	0	2	6	43
11	4	J EB1 Seg 11 Sat Ngt	41 ST/COLLINS AV 72 ST/HARDING AV	2	13	15	11	28%	8	21%	1	8	5	57

Miami Dade Transit Comprehensive Bus Operations Analysis (BOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	EB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
	2	13	14	64	c	53	58	59	62	63	c	c	c	c
1	10	J EB1 Seg 1 Sun Day	DOUGLAS RD STATION/3100 SW 42 AV/CORAL WY	4	0	4	4	9%	3	8%	3	20	3	22
2	11	J EB1 Seg 2 Sun Day	SW 42 AV/CORAL WY-ARAG(/ SW 42 AV/W FLAGLER ST	2	2	3	3	8%	2	6%	1	21	2	43
3	11	J EB1 Seg 3 Sun Day	SW 42 AV/W FLAGLER ST / MIA/LOWER LEVEL RAMP	10	5	15	9	23%	4	11%	4	67	5	97
4	11	J EB1 Seg 4 Sun Day	MIA/LOWER LEVEL RAMP / NW 36 ST/NW 42 AV	1	2	4	9	22%	8	20%	1	13	2	35
5	11	J EB1 Seg 5 Sun Day	NW 36 ST/NW 42 AV / NW 36 ST/NW 33 AV	2	1	3	8	21%	8	19%	2	24	3	39
6	9	J EB1 Seg 6 Sun Day	NW 36 ST/NW 33 AV / NW 36 ST/NW 32 AV	0	1	1	8	21%	8	20%	2	11	6	39
7	9	J EB1 Seg 7 Sun Day	NW 36 ST/NW 32 AV / ALLAPATTAH STATION/3501	10	6	16	15	38%	11	27%	5	64	8	94
8	7	J EB1 Seg 8 Sun Day	ALLAPATTAH STATION/3501 / NE 36 ST/BISCAYNE BD	4	10	14	20	49%	17	43%	2	31	7	103
9	7	J EB1 Seg 9 Sun Day	NE 36 ST/BISCAYNE BD / 41 ST/ALTON RD	4	1	6	16	40%	15	38%	1	40	2	54
10	7	J EB1 Seg 10 Sun Day	41 ST/ALTON RD / 41 ST/COLLINS AV	3	9	12	17	43%	15	36%	4	39	15	161
11	7	J EB1 Seg 11 Sun Day	41 ST/COLLINS AV / 72 ST/HARDING AV	1	13	14	9	23%	5	11%	0	4	5	69

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	EB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
	2	13	14	64	c	53	58	59	62	63	c	c	c	c
1	1	J EB1 Seg 1 Sun Night	DOUGLAS RD STATION/3100 SW 42 AV/CORAL WY	0	0	0	0	0%	0	0%	0	0	0	0
2	3	J EB1 Seg 2 Sun Night	SW 42 AV/CORAL WY-ARAG(/ SW 42 AV/W FLAGLER ST	2	1	2	2	4%	1	3%	1	7	2	7
3	3	J EB1 Seg 3 Sun Night	SW 42 AV/W FLAGLER ST / MIA/LOWER LEVEL RAMP	13	1	14	13	33%	3	7%	5	84	5	94
4	3	J EB1 Seg 4 Sun Night	MIA/LOWER LEVEL RAMP / NW 36 ST/NW 42 AV	0	0	0	13	33%	13	33%	0	0	0	4
5	3	J EB1 Seg 5 Sun Night	NW 36 ST/NW 42 AV / NW 36 ST/NW 33 AV	0	1	1	13	33%	13	32%	0	0	1	3
6	3	J EB1 Seg 6 Sun Night	NW 36 ST/NW 33 AV / NW 36 ST/NW 32 AV	0	0	0	12	30%	12	30%	0	0	0	0
7	3	J EB1 Seg 7 Sun Night	NW 36 ST/NW 32 AV / ALLAPATTAH STATION/3501	1	2	3	12	31%	12	30%	0	6	1	23
8	3	J EB1 Seg 8 Sun Night	ALLAPATTAH STATION/3501 / NE 36 ST/BISCAYNE BD	3	5	8	13	33%	10	26%	1	20	4	64
9	3	J EB1 Seg 9 Sun Night	NE 36 ST/BISCAYNE BD / 41 ST/ALTON RD	4	0	4	12	29%	10	25%	1	41	1	44
10	3	J EB1 Seg 10 Sun Night	41 ST/ALTON RD / 41 ST/COLLINS AV	0	6	7	11	28%	10	25%	0	4	8	80
11	2	J EB1 Seg 11 Sun Night	41 ST/COLLINS AV / 72 ST/HARDING AV	0	8	8	8	19%	6	14%	0	0	3	60

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning	End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	16	J WB1 Seg 1 WkDy Off-Peak	72 ST/HARDING AV	41 ST/PINE TREE DR	14.0	3	17.3	12.1	30%	8.5	21%	5	50	6	61
2	15	J WB1 Seg 2 WkDy Off-Peak	41 ST/PINE TREE DR	41 ST/ALTON RD	4.5	2	6.5	15.3	38%	13.6	34%	6	52	9	75
3	15	J WB1 Seg 3 WkDy Off-Peak	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	4.5	3	7.1	17.7	44%	15.7	39%	1	36	2	57
4	14	J WB1 Seg 4 WkDy Off-Peak	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	16.4	11	27.6	27.1	68%	23.8	60%	9	107	15	181
5	14	J WB1 Seg 5 WkDy Off-Peak	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	4.1	10	13.9	22.9	57%	19.5	49%	2	26	6	87
6	16	J WB1 Seg 6 WkDy Off-Peak	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.5	2	2.5	16.7	42%	16.3	41%	5	14	25	76
7	12	J WB1 Seg 7 WkDy Off-Peak	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	1.6	4	5.1	15.7	39%	14.3	36%	1	14	4	46
8	11	J WB1 Seg 8 WkDy Off-Peak	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	2.5	9	11.1	12.2	30%	10.1	25%	1	20	6	87
9	12	J WB1 Seg 9 WkDy Off-Peak	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	5.7	4	9.7	9.8	24%	8.1	20%	2	41	4	70
10	12	J WB1 Seg 10 WkDy Off-Peak	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	3.4	5	8.1	8.8	22%	7.7	19%	2	30	5	70
11	11	J WB1 Seg 11 WkDy Off-Peak	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	0.7	9	10.1	7.3	18%	6.4	16%	0	7	6	97

Percent Proxy TP for Route database: 2%

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning	End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	4	J WB1 Seg 1 WkDy AM Peak	72 ST/HARDING AV	41 ST/PINE TREE DR	17.5	3	20.0	15.3	38%	10.9	27%	6	63	6	72
2	4	J WB1 Seg 2 WkDy AM Peak	41 ST/PINE TREE DR	41 ST/ALTON RD	3.5	3	6.8	15.8	39%	15.1	38%	5	34	10	65
3	4	J WB1 Seg 3 WkDy AM Peak	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	9.0	3	12.3	22.3	56%	18.9	47%	3	77	3	105
4	4	J WB1 Seg 4 WkDy AM Peak	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	26.0	13	38.5	35.8	89%	27.8	70%	14	156	21	231
5	3	J WB1 Seg 5 WkDy AM Peak	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	5.7	17	22.7	28.0	70%	20.2	51%	3	30	10	118
6	2	J WB1 Seg 6 WkDy AM Peak	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.0	1	1.0	17.5	44%	17.3	43%	0	0	10	9
7	2	J WB1 Seg 7 WkDy AM Peak	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	1.0	5	6.0	16.5	41%	13.8	35%	1	10	5	60
8	3	J WB1 Seg 8 WkDy AM Peak	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	3.7	6	9.7	13.0	33%	9.9	25%	2	26	5	70
9	2	J WB1 Seg 9 WkDy AM Peak	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	15.5	5	20.0	20.5	51%	13.1	33%	6	98	8	126
10	2	J WB1 Seg 10 WkDy AM Peak	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	8.5	8	16.5	25.5	64%	23.0	58%	6	78	11	152
11	2	J WB1 Seg 11 WkDy AM Peak	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	2.5	24	26.0	21.5	54%	17.3	43%	1	18	15	184

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	WkDy	PM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
4	1	J WB1 Seg 1 WkDy PM Peak	72 ST/HARDING AV	41 ST/PINE TREE DR	33.8	1	34.8	33.0	83%	15.8	40%	11	109	11	113
4	2	J WB1 Seg 2 WkDy PM Peak	41 ST/PINE TREE DR	41 ST/ALTON RD	12.8	1	14.0	44.3	111%	39.4	98%	18	219	20	240
4	3	J WB1 Seg 3 WkDy PM Peak	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	0.5	9	9.3	38.0	95%	37.0	93%	0	4	3	67
4	4	J WB1 Seg 4 WkDy PM Peak	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	7.8	27	34.5	38.5	96%	33.3	83%	4	52	19	230
4	5	J WB1 Seg 5 WkDy PM Peak	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	1.8	12	13.3	16.0	40%	11.9	30%	1	10	6	72
4	6	J WB1 Seg 6 WkDy PM Peak	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.0	1	1.0	6.5	16%	6.5	16%	0	0	10	40
4	7	J WB1 Seg 7 WkDy PM Peak	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	0.8	3	3.3	6.3	16%	5.7	14%	1	2	3	8
4	8	J WB1 Seg 8 WkDy PM Peak	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	1.5	4	5.8	8.8	22%	8.1	20%	1	12	3	48
4	9	J WB1 Seg 9 WkDy PM Peak	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	1.5	2	3.8	7.3	18%	6.1	15%	1	11	2	26
3	10	J WB1 Seg 10 WkDy PM Peak	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	0.7	1	2.0	7.3	18%	6.4	16%	0	9	1	28
3	11	J WB1 Seg 11 WkDy PM Peak	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	3.3	4	7.3	7.7	19%	4.9	12%	2	38	4	83

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	WkDy	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	1	J WB1 Seg 1 WkDy Night	72 ST/HARDING AV	41 ST/PINE TREE DR	3.0	0	3.0	3.0	8%	3.0	8%	1	14	1	14
1	2	J WB1 Seg 2 WkDy Night	41 ST/PINE TREE DR	41 ST/ALTON RD	3.0	1	4.0	5.0	13%	5.0	13%	4	60	6	80
1	3	J WB1 Seg 3 WkDy Night	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	2.0	1	3.0	6.0	15%	5.5	14%	1	17	1	26
2	4	J WB1 Seg 4 WkDy Night	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	7.5	3	10.5	12.5	31%	9.8	25%	4	64	6	90
2	5	J WB1 Seg 5 WkDy Night	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	2.5	8	10.5	13.5	34%	10.1	25%	1	17	5	70
2	6	J WB1 Seg 6 WkDy Night	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.0	0	0.0	7.0	18%	7.0	18%	0	0	0	0
2	7	J WB1 Seg 7 WkDy Night	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	0.0	1	1.0	7.0	18%	6.3	16%	0	0	1	13
2	8	J WB1 Seg 8 WkDy Night	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	5.5	5	10.0	9.0	23%	6.7	17%	3	66	5	120
2	9	J WB1 Seg 9 WkDy Night	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	2.0	3	4.5	8.0	20%	7.4	19%	1	14	2	32
2	10	J WB1 Seg 10 WkDy Night	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	0.0	2	2.0	6.5	16%	5.5	14%	0	0	1	27
2	11	J WB1 Seg 11 WkDy Night	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	1.5	12	13.0	5.5	14%	4.4	11%	1	5	8	46

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	Sat	Day	15
		Day		

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	24	J WB1 Seg 1 Sat Day	72 ST/HARDING AV	41 ST/PINE TREE DR	14.5	1	15.5	14.8	37%	10.1	25%	5	40	5	42
2	24	J WB1 Seg 2 Sat Day	41 ST/PINE TREE DR	41 ST/ALTON RD	2.2	2	4.5	15.1	38%	14.3	36%	3	34	6	71
3	24	J WB1 Seg 3 Sat Day	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	3.7	5	8.5	13.5	34%	12.4	31%	1	29	2	69
4	24	J WB1 Seg 4 Sat Day	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	13.5	9	22.8	21.1	53%	17.7	44%	7	92	13	157
5	26	J WB1 Seg 5 Sat Day	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	5.8	10	15.8	18.5	46%	15.6	39%	3	37	7	101
6	26	J WB1 Seg 6 Sat Day	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.8	2	3.0	13.0	33%	13.0	33%	8	21	30	75
7	15	J WB1 Seg 7 Sat Day	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	0.7	5	6.1	15.7	39%	13.8	35%	1	9	5	71
8	15	J WB1 Seg 8 Sat Day	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	2.9	8	10.9	12.7	32%	10.3	26%	2	24	6	88
9	14	J WB1 Seg 9 Sat Day	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	5.0	4	9.4	7.4	18%	5.5	14%	2	37	4	70
10	14	J WB1 Seg 10 Sat Day	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	3.4	4	7.7	8.4	21%	6.7	17%	2	37	5	86
11	14	J WB1 Seg 11 Sat Day	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	1.4	8	9.2	6.3	16%	4.8	12%	1	16	5	109

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	Sat	Night	15
		Day		

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	3	J WB1 Seg 1 Sat Night	72 ST/HARDING AV	41 ST/PINE TREE DR	12.3	2	14.0	12.0	30%	7.9	20%	4	67	5	76
2	3	J WB1 Seg 2 Sat Night	41 ST/PINE TREE DR	41 ST/ALTON RD	8.0	0	8.3	18.3	46%	16.0	40%	11	111	12	115
3	3	J WB1 Seg 3 Sat Night	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	1.0	1	2.0	19.0	48%	18.2	45%	0	10	1	20
4	3	J WB1 Seg 4 Sat Night	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	19.0	6	25.3	33.3	83%	29.0	73%	11	137	14	182
5	2	J WB1 Seg 5 Sat Night	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	0.5	12	12.5	33.0	83%	28.0	70%	0	4	6	107
6	2	J WB1 Seg 6 Sat Night	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.0	0	0.0	21.5	54%	21.5	54%	0	0	0	0
7	2	J WB1 Seg 7 Sat Night	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	0.0	1	1.0	21.5	54%	21.0	53%	0	0	1	24
8	2	J WB1 Seg 8 Sat Night	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	0.0	1	1.0	20.5	51%	20.2	50%	0	0	1	10
9	3	J WB1 Seg 9 Sat Night	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	1.7	10	11.3	9.3	23%	7.1	18%	1	10	5	68
10	3	J WB1 Seg 10 Sat Night	SW 42 AV/CORAL WY	SW 42 AV/CORAL WY	0.0	2	2.0	2.3	6%	2.3	6%	0	0	1	24
11	1	J WB1 Seg 11 Sat Night	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	1.0	1	2.0	0.0	0%	0.0	0%	1	15	1	30

Route J V   09/2004

Miami Dade Transit Comprehensive Bus Operations Analysis, (OA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	Sun	Day	15

Segment	Segment Label	Sample Trips	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	J WB1 Seg 1 Sun Day	11	72 ST/HARDING AV	41 ST/PINE TREE DR	13.1	1	14.0	12.4	31%	9.2	23%	4	68	5	73
2	J WB1 Seg 2 Sun Day	11	41 ST/PINE TREE DR	41 ST/ALTON RD	2.1	2	3.6	13.8	35%	12.5	31%	3	7	5	11
3	J WB1 Seg 3 Sun Day	11	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	2.5	3	5.2	14.2	35%	12.6	32%	1	26	1	55
4	J WB1 Seg 4 Sun Day	11	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	10.5	6	16.9	19.5	49%	16.3	41%	6	77	9	124
5	J WB1 Seg 5 Sun Day	11	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	3.9	7	11.2	18.0	45%	15.1	38%	2	27	5	76
6	J WB1 Seg 6 Sun Day	11	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.4	1	0.9	13.3	33%	13.3	33%	4	22	9	55
7	J WB1 Seg 7 Sun Day	10	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	0.6	3	3.1	12.9	32%	11.9	30%	1	12	3	62
8	J WB1 Seg 8 Sun Day	10	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	2.3	9	11.0	10.1	25%	7.5	19%	1	16	6	78
9	J WB1 Seg 9 Sun Day	9	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	2.0	2	4.3	4.1	10%	3.2	8%	1	20	2	43
10	J WB1 Seg 10 Sun Day	9	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	1.7	2	3.2	3.9	10%	3.5	9%	1	25	2	48
11	J WB1 Seg 11 Sun Day	9	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	0.9	4	5.1	3.6	9%	2.5	6%	1	3	3	15

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route J

Route	Pattern	Day	Time of Day	OP Hdwy
J	WB1	Sun	Night	15

Segment	Segment Label	Sample Trips	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	J WB1 Seg 1 Sun Nght	2	72 ST/HARDING AV	41 ST/PINE TREE DR	10.5	2	12.0	9.0	23%	2.7	7%	3	48	4	55
2	J WB1 Seg 2 Sun Nght	2	41 ST/PINE TREE DR	41 ST/ALTON RD	2.0	0	2.0	11.0	28%	10.0	25%	3	48	3	48
3	J WB1 Seg 3 Sun Nght	2	41 ST/ALTON RD	NE 36 ST/BISCAYNE BD	6.5	0	6.5	17.5	44%	15.5	39%	2	71	2	71
4	J WB1 Seg 4 Sun Nght	2	NE 36 ST/BISCAYNE BD	ALLAPATTAH STATION/3501	8.5	7	15.5	20.5	51%	18.8	47%	5	64	9	116
5	J WB1 Seg 5 Sun Nght	2	ALLAPATTAH STATION/3501	NW 36 ST/NW 32 AV	1.0	4	4.5	19.5	49%	17.8	45%	0	6	2	28
6	J WB1 Seg 6 Sun Nght	2	NW 36 ST/NW 32 AV	NW 36 ST/NW 33 AV	0.0	0	0.0	16.5	41%	16.5	41%	0	0	2	0
7	J WB1 Seg 7 Sun Nght	2	NW 36 ST/NW 33 AV	NW 42 AV/NW 36 ST	0.0	1	1.0	16.5	41%	16.0	40%	0	0	1	17
8	J WB1 Seg 8 Sun Nght	2	NW 42 AV/NW 36 ST	MIA/LOWER LEVEL RAMP	2.0	13	15.0	15.0	38%	11.3	28%	1	14	8	106
9	J WB1 Seg 9 Sun Nght	3	MIA/LOWER LEVEL RAMP	SW 42 AV/W FLAGLER ST	0.7	3	3.3	2.7	7%	2.0	5%	0	5	1	27
10	J WB1 Seg 10 Sun Nght	1	SW 42 AV/W FLAGLER ST	SW 42 AV/CORAL WY	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
11	J WB1 Seg 11 Sun Nght	0	SW 42 AV/CORAL WY	DOUGLAS RD STATION/3100	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	NB All	WkDy	Off-Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
30	1	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15:	23	1	24	20	51%	14	35%	14	119	15	126
30	2	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15:5 ST/LENOX AV	1	2	3	21	52%	20	51%	0	6	1	19
30	3	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV WASHINGTON AV/LINCOLN F	10	15	25	20	51%	14	35%	7	47	17	121
29	4	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F SHERIDAN AV/40 ST	4	5	9	11	28%	10	24%	2	30	5	65
29	5	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST COLLINS AV/69 ST	4	5	9	9	21%	7	18%	1	19	3	44
29	6	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST HAWTHORNE AV/85 ST	4	9	13	7	17%	4	9%	3	27	9	88
28	7	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST COLLINS AV/96 ST	1	4	6	2	5%	1	3%	1	12	4	45
13	8	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST COLLINS AV/OP HAULOVER	1	0	2	3	7%	3	6%	3	20	4	26
15	9	K NB11 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST COLLINS AV/HAULOVER CLU	0	2	2	0	0%	0	0%	1	0	1	25
10	10	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER COLLINS AV/SUNNY ISLES BI	1	1	2	3	9%	3	8%	1	20	2	44
11	11	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES BI N BAY RD/174 ST	2	3	5	4	10%	4	9%	2	33	5	73
10	12	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/195 ST	3	4	7	3	6%	2	5%	2	24	4	63
10	13	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST NE 14 AV/HALLANDALE BEAC	0	9	9	2	5%	1	2%	0		5	64

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	NB1	WkDy	AM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
6	1	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15:	30	1	31	29	71%	15	38%	19	168	19	174
6	2	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15:5 ST/LENOX AV	0	5	5	28	69%	26	65%	0	0	1	39
6	3	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV WASHINGTON AV/LINCOLN F	12	18	29	27	68%	18	44%	8	61	20	155
6	4	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F SHERIDAN AV/40 ST	2	8	10	13	33%	7	18%	1	13	5	73
6	5	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST COLLINS AV/69 ST	3	8	11	6	15%	4	10%	1	14	3	48
5	6	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST HAWTHORNE AV/85 ST	6	5	11	3	7%	2	6%	4	38	8	71
6	7	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST COLLINS AV/96 ST	1	3	4	2	5%	2	4%	0	6	3	36
3	8	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST COLLINS AV/OP HAULOVER	0	1	1	3	8%	3	7%	1	7	2	20
3	9	K NB11 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST COLLINS AV/HAULOVER CLU	0	1	1	0	0%	0	0%	0	0	1	12
2	10	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER COLLINS AV/SUNNY ISLES BI	2	3	3	6	15%	5	12%	1	34	2	51
1	11	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES BI N BAY RD/174 ST	0	1	1	4	10%	4	10%	0	0	1	30
2	12	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/195 ST	5	4	8	13	33%	11	26%	3	45	5	80
2	13	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST NE 14 AV/HALLANDALE BEAC	2	16	18	11	28%	6	15%	1	11	9	103

Miami Dade Transit Comprehensive Bus Operations Analysis, (OA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	NB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
			13	64	c	63	58	59	62	63	c	c	c	c
1	7	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP / OMNI BUS TERMINAL/NE 15	28	2	29	25	64%	13	33%	17	130	18	137
2	6	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 / 5 ST/LENOX AV	1	2	3	25	62%	24	61%	0	10	1	23
3	6	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV / WASHINGTON AV/LINCOLN F	16	22	38	34	85%	26	64%	11	69	25	163
4	6	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F / SHERIDAN AV/40 ST	5	5	9	24	60%	21	53%	3	33	5	66
5	6	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST / COLLINS AV/69 ST	4	9	13	23	56%	21	53%	1	17	4	55
6	6	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST / HAWTHORNE AV/85 ST	4	17	21	20	50%	11	27%	3	24	15	134
7	6	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST / COLLINS AV/96 ST	3	6	9	3	8%	3	7%	2	20	6	64
8	2	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/OP HAULOVER	2	1	2	8	20%	8	19%	3	15	4	20
9	3	K NB11 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/HAULOVER CLU	0	2	2	0	0%	0	0%	0	4	1	26
10	3	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER / COLLINS AV/SUNNY ISLES B	0	3	3	5	13%	4	10%	0	0	2	39
11	3	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B / N BAY RD/174 ST	1	0	1	3	8%	3	8%	1	20	1	20
12	3	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST / COLLINS AV/195 ST	3	3	5	3	8%	3	8%	2	30	3	60
13	3	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST / NE 14 AV/HALLANDALE BEA	0	14	14	2	6%	1	4%	0	0	7	72

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	NB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
			13	64	c	63	58	59	62	63	c	c	c	c
1	2	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP / OMNI BUS TERMINAL/NE 15	6	0	6	6	14%	3	7%	3	37	3	37
2	3	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 / 5 ST/LENOX AV	0	0	1	6	14%	6	14%	0	2	0	5
3	3	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV / WASHINGTON AV/LINCOLN F	8	5	13	10	24%	6	16%	6	44	9	69
4	4	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F / SHERIDAN AV/40 ST	2	1	3	7	17%	6	16%	1	15	2	27
5	4	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST / COLLINS AV/69 ST	4	1	5	9	22%	8	20%	1	19	1	23
6	5	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST / HAWTHORNE AV/85 ST	2	7	9	8	20%	6	16%	1	13	7	63
7	5	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST / COLLINS AV/96 ST	1	4	4	3	8%	2	5%	0	5	3	36
8	3	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/OP HAULOVER	0	0	0	2	5%	2	5%	0	0	1	5
9	2	K NB11 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/HAULOVER CLU	0	0	0	0	0%	0	0%	0	0	0	0
10	4	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER / COLLINS AV/SUNNY ISLES B	1	0	2	2	6%	2	4%	1	25	1	30
11	4	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B / N BAY RD/174 ST	0	1	2	2	8%	2	6%	0	5	2	30
12	4	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST / COLLINS AV/195 ST	1	1	2	3	6%	2	5%	0	5	1	16
13	4	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST / NE 14 AV/HALLANDALE BEA	1	3	3	2	4%	1	3%	0	3	2	20

Route	Pattern	Day	Time of Day	OP Hdwy
K	NB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	20	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	29	1	30	28	70%	19	46%	18	159	19	164
2	19	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 / 5 ST/LENOX AV	2	2	4	28	69%	27	68%	0	14	1	33
3	20	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV / WASHINGTON AV/LINCOLN R	8	20	28	25	63%	15	36%	6	39	19	130
4	20	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN / SHERIDAN AV/40 ST	2	3	5	9	22%	8	19%	1	15	3	43
5	20	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST / COLLINS AV/69 ST	6	5	11	10	24%	8	19%	2	31	3	55
6	20	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST / HAWTHORNE AV/85 ST	7	11	18	11	27%	7	18%	5	41	13	108
7	20	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST / COLLINS AV/96 ST	2	5	7	4	9%	2	6%	1	13	4	58
8	11	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/OP HAULOVER	1	1	2	3	8%	3	8%	2	13	5	27
9	8	K NB11 Seg 9 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/HAULOVER CLU	0	3	3	0	0%	0	0%	0	0	2	35
10	10	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER / COLLINS AV/SUNNY ISLES BI	0	1	1	4	9%	3	9%	0	4	1	24
11	10	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B / N BAY RD/174 ST	2	2	4	3	7%	2	6%	2	23	4	55
12	10	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST / COLLINS AV/195 ST	1	3	5	3	7%	2	5%	1	10	3	36
13	10	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST / NE 14 AV/HALLANDALE BEAC	0	9	9	1	3%	2	2%	0	0	5	56

Route	Pattern	Day	Time of Day	OP Hdwy
K	NB1	Sat	Night	15

Seg	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	4	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	12	0	12	12	29%	7	17%	8	67	8	68
2	5	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 / 5 ST/LENOX AV	1	1	2	20	49%	19	48%	0	11	1	17
3	4	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV / WASHINGTON AV/LINCOLN R	7	17	24	24	61%	18	45%	5	27	16	96
4	4	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN / SHERIDAN AV/40 ST	2	4	6	2	5%	1	3%	1	12	3	48
5	4	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST / COLLINS AV/69 ST	3	4	7	0	0%	0	0%	1	16	2	33
6	4	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST / HAWTHORNE AV/85 ST	7	11	18	3	6%	1	3%	5	41	13	103
7	4	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST / COLLINS AV/96 ST	1	5	6	2	4%	1	2%	1	9	4	51
8	4	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST / COLLINS AV/OP HAULOVER	0	2	2	1	3%	1	3%	1	2	4	18
9	0	K NB11 Seg 9 WkDy Off-Peak	COLLINS AV/HAULOVER CLUB PARKIN											
10	3	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER / COLLINS AV/SUNNY ISLES BI	0	1	1	1	3%	1	3%	0	0	1	20
11	3	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B / N BAY RD/174 ST	0	2	2	0	0%	0	0%	0	0	3	32
12	3	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST / COLLINS AV/195 ST	2	0	2	0	0%	0	0%	1	16	1	16
13	3	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST / NE 14 AV/HALLANDALE BEAC	0	4	4	0	0%	0	0%	0	3	2	33

Route	Pattern	Time of Day	Day	OP Hdwy
K	NB1	Day	Sun	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	11	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	21	1	21	20	50%	13	32%	13	125	13	129
2	11	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15	5 ST/LENOX AV	1	1	2	19	47%	18	45%	0	7	1	16
3	11	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV	WASHINGTON AV/LINCOLN F	10	15	25	19	48%	15	38%	6	46	16	117
4	11	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F SHERIDAN AV/40 ST	1	3	4	9	23%	7	18%	1	14	2	40
5	11	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST	COLLINS AV/69 ST	5	4	8	8	21%	6	16%	1	27	2	49
6	11	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST	HAWTHORNE AV/85 ST	3	7	10	9	22%	7	17%	2	25	7	81
7	11	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST	COLLINS AV/96 ST	2	5	7	5	12%	4	10%	1	19	4	63
8	7	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST	COLLINS AV/OP HAULOVER	0	1	1	5	14%	5	12%	1	5	2	19
9	3	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/96 ST	COLLINS AV/HAULOVER CLU	0	1	1	0	0%	0	0%	0	0	1	14
10	7	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER COLLINS AV/SUNNY ISLES BI	0	1	1	5	13%	5	11%	0	8	1	25
11	7	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	1	2	3	5	11%	4	11%	1	22	3	48
12	7	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST	COLLINS AV/195 ST	2	3	5	5	11%	3	9%	1	23	3	53
13	7	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST	NE 14 AV/HALLANDALE BEAC	0	5	5	2	5%	1	2%	0	1	3	31

Route	Pattern	Time of Day	Day	OP Hdwy
K	NB1	Night	Sun	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	3	K NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	14	0	14	14	34%	8	20%	9	97	9	99
2	3	K NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15	5 ST/LENOX AV	3	1	4	22	56%	21	52%	1	21	1	32
3	3	K NB1 Seg 3 WkDy Off-Peak	5 ST/LENOX AV	WASHINGTON AV/LINCOLN F	6	16	22	22	56%	17	41%	4	27	14	106
4	3	K NB1 Seg 4 WkDy Off-Peak	WASHINGTON AV/LINCOLN F SHERIDAN AV/40 ST	2	2	4	8	19%	7	16%	1	17	2	37
5	3	K NB1 Seg 5 WkDy Off-Peak	SHERIDAN AV/40 ST	COLLINS AV/69 ST	6	4	10	10	25%	6	15%	2	28	3	47
6	3	K NB1 Seg 6 WkDy Off-Peak	COLLINS AV/69 ST	HAWTHORNE AV/85 ST	7	13	20	8	20%	6	14%	5	45	14	125
7	3	K NB1 Seg 7 WkDy Off-Peak	HAWTHORNE AV/85 ST	COLLINS AV/96 ST	0	5	5	2	6%	1	3%	0	3	3	52
8	3	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST	COLLINS AV/OP HAULOVER	0	0	0	2	4%	2	4%	0	0	0	0
9	1	K NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST	COLLINS AV/HAULOVER CLU	0	2	2	0	0%	0	0%	0	0	1	24
10	2	K NB1 Seg 9 WkDy Off-Peak	COLLINS AV/OP HAULOVER COLLINS AV/SUNNY ISLES BI	0	1	1	2	4%	2	4%	0	0	0	12
11	2	K NB1 Seg 10 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	0	1	1	2	4%	1	2%	0	0	1	20
12	2	K NB1 Seg 11 WkDy Off-Peak	N BAY RD/174 ST	COLLINS AV/195 ST	1	2	2	1	3%	0	0%	1	13	1	20
13	2	K NB1 Seg 12 WkDy Off-Peak	COLLINS AV/195 ST	NE 14 AV/HALLANDALE BEAC	0	4	4	1	3%	0	0%	0	0	2	28

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB All	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	13	K SB1 Seg 1 WkDy Off-Peak	NE 14 AV/HALLANDALE BEAC OCEAN BD/# 3181	7.2	0	7.5	7.0	18%	4.8	12%	5	30	5	32
2	13	K SB1 Seg 2 WkDy Off-Peak	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	1.4	0	1.6	8.2	20%	7.2	18%	1	22	1	26
3	13	K SB1 Seg 3 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	1.7	2	3.7	9.2	23%	8.1	20%	1	20	2	44
4	13	K SB1 Seg 4 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/163 ST	3.1	1	4.4	9.7	24%	8.6	22%	3	48	5	68
5	13	K SB1 Seg 5 WkDy Off-Peak	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	1.4	1	2.2	10.5	26%	10.2	25%	1	24	1	37
6	16	K SB1 Seg 6 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.1	1	1.8	10.1	25%	9.4	23%	1	15	2	23
7	15	K SB11 Seg 1 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.6	0	1.7	1.6	4%	1.7	4%	1	19	1	19
8	30	K SB1 Seg 7 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	6.3	2	7.9	10.5	26%	8.4	21%	5	52	6	66
9	30	K SB1 Seg 8 WkDy Off-Peak	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	10.1	4	14.5	16.6	42%	13.2	33%	7	74	10	107
10	30	K SB1 Seg 9 WkDy Off-Peak	ABBOTT AV/69 ST SHERIDAN AV/41 ST	2.6	3	5.9	17.5	44%	16.1	40%	3	16	2	36
11	30	K SB1 Seg 10 WkDy Off-Peak	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	6.0	5	11.3	16.2	40%	13.3	33%	3	40	5	74
12	29	K SB1 Seg 11 WkDy Off-Peak	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	14.2	10	23.9	22.1	55%	18.5	46%	9	76	16	128
13	29	K SB1 Seg 12 WkDy Off-Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15 !	1.6	7	8.4	20.0	50%	18.8	47%	0	11	2	62
14	27	K SB1 Seg 13 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 ! NE 2 AV/NE 5 ST	0.5	2	2.8	14.7	37%	13.8	35%	1	5	3	27
15	29	K SB1 Seg 14 WkDy Off-Peak	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.9	14	15.3	11.0	28%	6.8	17%	1	9	19	149

Percent Proxy TP for Route database   0%

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	K SB1 Seg 1 WkDy Off-Peak	NE 14 AV/HALLANDALE BEAC OCEAN BD/# 3181	6.3	0	6.3	6.3	16%	4.4	11%	4	41	4	41
2	3	K SB1 Seg 2 WkDy Off-Peak	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	1.3	1	2.0	7.0	18%	6.3	16%	1	16	2	24
3	3	K SB1 Seg 3 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	2.0	1	3.0	8.3	21%	7.0	18%	1	21	2	32
4	3	K SB1 Seg 4 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/163 ST	2.0	1	3.0	9.3	23%	8.4	21%	2	26	3	39
5	3	K SB1 Seg 5 WkDy Off-Peak	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	0.7	1	1.3	9.3	23%	9.1	23%	0	12	1	24
6	5	K SB1 Seg 6 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.2	0	1.6	6.2	16%	5.5	14%	1	19	2	25
7	5	K SB11 Seg 1 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	2.0	0	2.0	2.0	5%	0.4	1%	1	24	1	24
8	5	K SB1 Seg 7 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	9.0	1	10.3	13.2	33%	8.9	22%	6	72	7	82
9	6	K SB1 Seg 8 WkDy Off-Peak	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	24.6	6	31.0	33.4	84%	24.2	60%	18	119	22	150
10	6	K SB1 Seg 9 WkDy Off-Peak	ABBOTT AV/69 ST SHERIDAN AV/41 ST	4.3	8	12.5	34.8	87%	33.1	83%	1	23	4	65
11	6	K SB1 Seg 10 WkDy Off-Peak	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	6.2	13	19.3	31.2	78%	26.5	66%	3	40	8	124
12	6	K SB1 Seg 11 WkDy Off-Peak	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	13.2	11	23.8	24.8	62%	21.6	54%	9	73	16	131
13	6	K SB1 Seg 12 WkDy Off-Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15 !	1.2	8	9.2	23.2	58%	21.6	54%	0	9	3	67
14	7	K SB1 Seg 13 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 ! NE 2 AV/NE 5 ST	0.0	1	1.1	15.0	38%	14.6	37%	0	0	1	14
15	6	K SB1 Seg 14 WkDy Off-Peak	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	2.5	17	19.3	15.2	38%	10.5	26%	3	26	24	197

Miami Dade Transit Comprehensive Bus Operations Analysis (BOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	3	K SB1 Seg 1 WkDy Off-Peak	NE 14 AV/HALLANDALE BEA(OCEAN BD/# 3181	13.0	1	14.3	12.0	30%	7.2	18%	9	71	10	78
2	3	K SB1 Seg 2 WkDy Off-Peak	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	1.7	1	3.0	13.0	33%	11.9	30%	1	18	3	32
3	3	K SB1 Seg 3 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	5.0	4	9.0	15.0	38%	13.6	34%	3	36	6	65
4	3	K SB1 Seg 4 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/163 ST	4.3	2	6.3	15.7	39%	14.1	35%	5	39	7	57
5	3	K SB1 Seg 5 WkDy Off-Peak	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	0.3	1	1.3	14.7	37%	14.7	37%	0	7	1	27
6	2	K SB1 Seg 6 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	3.0	3	6.0	18.0	45%	16.4	41%	3	30	6	60
7	4	K SB1 Seg 7 WkDy Off-Peak	COLLINS AV/HAULOVER CLL COLLINS AV/# 9700 (BAL HAF	3.0	0	3.0	3.0	8%	1.4	4%	2	51	2	51
8	6	K SB1 Seg 7 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	5.8	1	6.3	12.5	31%	10.4	26%	4	49	5	53
9	6	K SB1 Seg 8 WkDy Off-Peak	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	7.0	6	13.2	14.7	37%	12.9	32%	5	45	9	85
10	6	K SB1 Seg 9 WkDy Off-Peak	ABBOTT AV/69 ST SHERIDAN AV/41 ST	4.2	3	6.7	17.8	45%	16.3	41%	1	20	2	31
11	6	K SB1 Seg 10 WkDy Off-Peak	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	6.8	5	11.8	16.7	42%	12.9	32%	3	49	5	86
12	6	K SB1 Seg 11 WkDy Off-Peak	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	18.0	10	27.8	24.5	61%	18.9	47%	12	77	19	120
13	6	K SB1 Seg 12 WkDy Off-Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	2.7	10	12.8	24.3	61%	22.6	57%	1	18	4	86
14	7	K SB1 Seg 13 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 NE 2 AV/NE 5 ST	0.4	2	2.3	15.6	39%	14.8	37%	1	5	3	25
15	6	K SB1 Seg 14 WkDy Off-Peak	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	2.8	19	22.2	15.2	38%	10.5	26%	4	26	28	193

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	3	K SB1 Seg 1 WkDy Off-Peak	NE 14 AV/HALLANDALE BEA(OCEAN BD/# 3181	5.0	1	6.0	4.7	12%	3.0	7%	3	18	4	22
2	3	K SB1 Seg 2 WkDy Off-Peak	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	0.0	0	0.0	4.0	10%	4.0	10%	0	0	0	0
3	3	K SB1 Seg 3 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	0.3	0	0.7	4.3	11%	4.0	10%	0	5	0	9
4	3	K SB1 Seg 4 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/163 ST	0.7	0	1.0	4.3	11%	3.8	9%	1	13	1	20
5	3	K SB1 Seg 5 WkDy Off-Peak	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	0.0	0	0.3	4.3	11%	4.0	10%	0	0	0	8
6	3	K SB1 Seg 6 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	0.3	0	0.3	4.3	11%	4.2	11%	0	8	0	8
7	1	K SB1 Seg 7 WkDy Off-Peak	COLLINS AV/HAULOVER CLL COLLINS AV/# 9700 (BAL HAF	3.0	0	3.0	3.0	8%	0.8	2%	2	90	2	90
8	5	K SB1 Seg 7 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	3.4	2	5.6	7.8	20%	6.8	17%	2	30	4	50
9	5	K SB1 Seg 8 WkDy Off-Peak	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	2.2	2	4.0	8.2	21%	6.5	16%	2	24	3	44
10	5	K SB1 Seg 9 WkDy Off-Peak	ABBOTT AV/69 ST SHERIDAN AV/41 ST	2.0	1	3.2	8.2	21%	7.5	19%	1	14	1	22
11	6	K SB1 Seg 10 WkDy Off-Peak	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	4.2	2	6.2	10.4	26%	8.9	22%	2	33	3	49
12	6	K SB1 Seg 11 WkDy Off-Peak	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	14.7	6	21.0	18.7	47%	13.8	35%	10	75	14	107
13	6	K SB1 Seg 12 WkDy Off-Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	0.7	8	8.8	18.0	45%	16.7	42%	0	6	2	73
14	6	K SB1 Seg 13 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 NE 2 AV/NE 5 ST	0.0	2	1.7	10.2	25%	9.6	24%	0	0	2	17
16	6	K SB1 Seg 14 WkDy Off-Peak	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.0	9	9.0	7.8	20%	5.3	13%	0	0	11	127

Miami Dade Transit Comprehensive Bus Operations Analysis (SBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	11	K SB1 Seg 1 Sat Day	NE 14 AV/HALLANDALE BEAC OCEAN BD/# 3181	6.6	0	6.8	6.5	16%	4.0	10%	4	35	5	36
2	11	K SB1 Seg 2 Sat Day	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	1.0	0	1.3	7.5	19%	6.9	17%	1	12	1	16
3	11	K SB1 Seg 3 Sat Day	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	4.1	2	6.1	10.2	25%	8.7	22%	3	39	4	57
4	11	K SB1 Seg 4 Sat Day	N BAY RD/174 ST COLLINS AV/163 ST	3.3	3	5.8	11.1	28%	9.6	24%	4	39	6	70
5	11	K SB1 Seg 5 Sat Day	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	1.9	1	2.5	11.5	29%	10.6	26%	1	36	1	48
6	12	K SB1 Seg 6 Sat Day	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.3	1	1.9	11.7	29%	10.8	27%	1	19	2	27
7	8	K SB1 Seg 7 Sat Day	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	0.4	0	0.4	0.4	1%	0.1	0%	0	6	0	6
8	21	K SB1 Seg 8 Sat Day	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	7.2	2	9.0	12.8	32%	9.9	25%	5	54	6	67
9	21	K SB1 Seg 9 Sat Day	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	13.9	8	21.6	21.4	53%	17.0	42%	10	86	15	134
10	20	K SB1 Seg 10 Sat Day	ABBOTT AV/69 ST SHERIDAN AV/41 ST	3.4	3	6.7	20.4	51%	19.1	48%	1	20	2	41
11	20	K SB1 Seg 11 Sat Day	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	6.7	4	11.1	21.6	54%	18.6	47%	3	47	5	79
12	21	K SB1 Seg 12 Sat Day	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	19.4	8	27.0	33.0	83%	25.7	64%	13	96	18	134
13	21	K SB1 Seg 13 Sat Day	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	1.6	8	9.9	32.5	81%	30.9	77%	0	12	3	75
14	21	K SB1 Seg 14 Sat Day	OMNI BUS TERMINAL/NE 15 NE 2 AV/NE 5 ST	0.2	4	4.7	25.1	63%	23.6	59%	0	2	6	48
15	22	K SB1 Seg 15 Sat Day	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.7	20	20.9	17.0	42%	11.1	28%	1	6	26	194

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	5	K SB1 Seg 1 Sat Nght	NE 14 AV/HALLANDALE BEAC OCEAN BD/# 3181	1.8	0	1.8	1.8	5%	1.4	3%	1	10	1	10
2	5	K SB1 Seg 2 Sat Nght	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	0.8	0	1.2	2.4	6%	1.9	5%	1	14	1	21
3	5	K SB1 Seg 3 Sat Nght	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	1.2	0	1.2	3.4	9%	2.9	7%	1	12	1	12
4	5	K SB1 Seg 4 Sat Nght	N BAY RD/174 ST COLLINS AV/163 ST	3.4	1	4.2	6.6	17%	5.3	13%	4	51	5	63
5	5	K SB1 Seg 5 Sat Nght	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	1.4	0	1.4	7.4	19%	7.2	18%	1	28	1	28
6	6	K SB1 Seg 6 Sat Nght	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	0.7	1	1.2	6.5	16%	6.2	16%	1	9	1	16
7	2	K SB1 Seg 7 Sat Nght	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
8	7	K SB1 Seg 8 Sat Nght	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	3.6	2	5.4	8.3	21%	7.2	18%	3	29	4	43
9	7	K SB1 Seg 9 Sat Nght	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	6.1	4	10.0	11.6	29%	8.0	20%	4	44	7	71
10	7	K SB1 Seg 10 Sat Nght	ABBOTT AV/69 ST SHERIDAN AV/41 ST	1.3	2	3.6	10.8	27%	10.1	25%	0	8	1	22
11	8	K SB1 Seg 11 Sat Nght	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	6.3	4	10.5	13.0	33%	10.0	25%	3	42	5	71
12	7	K SB1 Seg 12 Sat Nght	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	19.0	9	27.7	23.7	59%	18.7	47%	13	79	18	115
13	7	K SB1 Seg 13 Sat Nght	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	1.4	6	7.6	22.9	57%	21.8	54%	0	10	2	58
14	8	K SB1 Seg 14 Sat Nght	OMNI BUS TERMINAL/NE 15 NE 2 AV/NE 5 ST	0.0	3	2.6	15.3	38%	14.4	36%	0	0	3	29
15	8	K SB1 Seg 15 Sat Nght	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.5	13	13.8	12.9	32%	9.8	24%	1	7	17	190

Miami Dade Transit Comprehensive Bus Operations Analysis (SOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	6	K SB1 Seg 1 Sun Day	NE 14 AV/HALLANDALE BEAC OCEAN BD/# 3181	8.2	1	9.0	7.5	19%	4.7	12%	5	40	6	44
2	6	K SB1 Seg 2 Sun Day	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	1.8	1	2.7	8.7	22%	8.3	21%	2	28	2	40
3	6	K SB1 Seg 3 Sun Day	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	3.2	1	4.2	10.7	27%	9.3	23%	2	37	3	48
4	6	K SB1 Seg 4 Sun Day	N BAY RD/174 ST COLLINS AV/163 ST	3.5	1	4.7	13.0	33%	11.7	29%	4	45	5	60
5	6	K SB1 Seg 5 Sun Day	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	1.0	0	1.3	13.7	34%	13.2	33%	1	19	1	25
6	7	K SB1 Seg 6 Sun Day	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.9	1	3.3	12.7	32%	11.5	29%	2	26	3	46
7	3	K SB1 Seg 7 Sun Day	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.7	0	1.7	1.7	4%	0.4	1%	1	25	1	25
8	11	K SB1 Seg 8 Sun Day	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	5.5	2	7.3	13.9	35%	11.6	29%	4	48	5	63
9	11	K SB1 Seg 9 Sun Day	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	10.5	5	15.4	19.2	48%	14.2	35%	7	71	11	104
10	11	K SB1 Seg 10 Sun Day	ABBOTT AV/69 ST SHERIDAN AV/41 ST	2.9	3	6.4	19.1	48%	17.7	44%	1	19	2	42
11	11	K SB1 Seg 11 Sun Day	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	7.7	4	11.6	22.3	56%	17.0	43%	3	58	5	88
12	12	K SB1 Seg 12 Sun Day	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	19.2	9	28.3	32.3	81%	25.6	64%	13	103	19	152
13	12	K SB1 Seg 13 Sun Day	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	0.8	8	8.5	29.8	75%	28.5	71%	0	6	2	65
14	12	K SB1 Seg 14 Sun Day	OMNI BUS TERMINAL/NE 15 NE 2 AV/NE 5 ST	0.0	2	2.4	22.5	56%	21.9	55%	0	0	3	27
15	12	K SB1 Seg 15 Sun Day	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.3	20	20.1	19.0	48%	12.9	32%	0	3	25	253

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route K

Route	Pattern	Day	Time of Day	OP Hdwy
K	SB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	K SB1 Seg 1 Sun Ngt	NE 14 AV/HALLANDALE BEAC OCEAN BD/# 3181	6.7	0	7.0	6.7	23%	4.7	16%	4	16	5	17
2	3	K SB1 Seg 2 Sun Ngt	OCEAN BD/# 3181 COLLINS AV/GALAHAD-DADE	0.0	1	1.3	6.3	21%	6.1	20%	0	0	1	16
3	3	K SB1 Seg 3 Sun Ngt	COLLINS AV/GALAHAD-DADE N BAY RD/174 ST	1.0	1	2.3	5.3	18%	5.0	17%	1	10	1	23
4	3	K SB1 Seg 4 Sun Ngt	N BAY RD/174 ST COLLINS AV/163 ST	3.0	0	3.0	7.7	23%	6.0	20%	3	60	3	60
5	3	K SB1 Seg 5 Sun Ngt	COLLINS AV/163 ST COLLINS AV/HAULOVER CLU	0.3	0	0.3	8.0	23%	8.0	23%	0	9	0	9
6	4	K SB1 Seg 6 Sun Ngt	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	1.0	1	1.5	7.5	20%	6.5	17%	1	17	2	26
7	1	K SB1 Seg 7 Sun Night	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAF	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
8	5	K SB1 Seg 8 Sun Ngt	COLLINS AV/# 9700 (BAL HAF HAWTHORNE AV/STILLWATE	3.6	1	5.0	9.0	25%	7.0	19%	3	44	4	63
9	6	K SB1 Seg 9 Sun Ngt	HAWTHORNE AV/STILLWATE ABBOTT AV/69 ST	4.0	6	9.5	11.8	31%	9.7	26%	3	39	7	92
10	6	K SB1 Seg 10 Sun Ngt	ABBOTT AV/69 ST SHERIDAN AV/41 ST	1.7	2	3.7	9.7	24%	9.0	23%	1	10	2	20
11	6	K SB1 Seg 11 Sun Ngt	SHERIDAN AV/41 ST WASHINGTON AV/LINCOLN F	3.2	2	5.5	9.2	23%	8.0	20%	1	28	2	49
12	5	K SB1 Seg 12 Sun Ngt	WASHINGTON AV/LINCOLN F 5 ST/LENOX AV	14.0	5	18.6	19.8	42%	12.1	27%	9	90	12	118
13	5	K SB1 Seg 13 Sun Ngt	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	0.8	5	5.8	18.8	39%	17.9	37%	0	5	2	40
14	5	K SB1 Seg 14 Sun Ngt	OMNI BUS TERMINAL/NE 15 NE 2 AV/NE 5 ST	0.0	2	2.2	14.2	30%	13.4	29%	0	0	3	30
15	5	K SB1 Seg 15 Sun Ngt	NE 2 AV/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.4	12	12.6	11.8	26%	8.5	18%	1	6	16	210

‡ In pattern

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB ALL	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2	13	14		64	c	63	88	59	62	63	c	c	c	c
1	14	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	15	3	18	10	17%	3	4%	4	28	5	34
2	17	L EB3 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NW 37 AV/# 8303 (AMTRAK)	13	3	16	10	20%	5	9%	7	32	9	40
3	42	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	11	3	14	12	24%	7	13%	5	88	6	105
4	54	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NW 79 ST/NW 7 AV	18	10	28	22	41%	16	31%	7	85	11	133
5	62	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	14	16	30	24	46%	19	36%	9	80	19	166
6	47	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	10	15	25	21	40%	17	32%	2	35	5	89
7	47	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	3	6	9	14	27%	12	24%	1	11	3	37
8	47	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON,	2	9	11	11	21%	9	17%	1	12	6	87
9	37	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON,	19 ST/CONVENTION CENTER	0	1	1	4	7%	4	6%	0	0	2	-9

Percent Proxy TP for Route database 4%

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
	2	13	14		64	c	63	88	59	62	63	c	c	c	c
1	3	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	16	4	20	11	24%	7	15%	5	52	6	65
2	3	L EB3 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NW 37 AV/# 8303 (AMTRAK)	16	1	18	15	26%	8	14%	10	53	10	58
3	7	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	8	2	10	13	23%	9	16%	4	51	4	59
4	11	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NW 79 ST/NW 7 AV	17	6	23	24	45%	17	33%	7	80	9	112
5	11	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	13	13	26	29	55%	24	46%	8	74	16	144
6	14	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	13	17	30	32	64%	25	51%	3	42	6	99
7	13	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	3	13	16	21	40%	17	31%	1	18	6	93
8	13	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON,	1	12	13	12	23%	10	18%	0	8	8	122
9	9	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON,	19 ST/CONVENTION CENTER	0	1	1	2	4%	1	3%	0	0	2	25

4%

4 in pattern

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
	2		13	14	64	c	13	58	59	62	63	c	c	c	c
1	5	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	25	1	26	24	38%	7	12%	7	76	7	79
2	1	L EB3 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NW 37 AV/# 8303 (AMTRAK)	2	0	2	2	5%	1	3%	1	8	1	8
3	5	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	11	0	11	11	27%	3	7%	8	88	8	89
4	11	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NE 79 ST/NW 7 AV	24	11	35	33	64%	27	52%	10	85	14	124
5	12	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	19	26	45	34	64%	28	52%	12	99	28	233
6	13	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	10	23	33	25	46%	19	35%	2	38	7	122
7	13	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	4	5	9	10	19%	8	15%	2	17	3	39
8	13	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON,	2	8	10	9	15%	7	12%	1	14	6	72
9	11	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON,	19 ST/CONVENTION CENTER	0	0	0	5	9%	5	8%	0	0	1	5

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
	2		13	14	64	s	13	58	59	62	63	c	c	c	c
1	2	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	13	1	14	11	26%	2	4%	4	62	4	67
2	1	L EB3 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NW 37 AV/# 8303 (AMTRAK)	10	0	10	10	25%	5	11%	6	40	6	40
3	1	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	7	8	15	12	30%	11	27%	2	53	4	113
4	3	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NE 79 ST/NW 7 AV	8	7	15	15	38%	13	33%	3	44	6	82
5	3	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	6	9	16	13	33%	10	25%	4	39	10	101
6	4	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	5	12		15	28%	11	20%	1	20	4	70
7	4	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	0	3	3	7	14%	6	12%	0	0	1	16
8	4	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON,	0	5	5	5	9%	4	8%	0	0	3	35
9	3	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON,	19 ST/CONVENTION CENTER	0	0	0	0	0%	0	0%	0	0	0	0

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	16	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	14	2	16	11	18%	5	8%	4	37	5	44
2	9	L EB3 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NW 37 AV/# 8303 (AMTRAK)	18	2	20	15	23%	6	10%	11	50	12	57
3	23	L EB3 Seg 2 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	8	2	10	13	21%	10	16%	4	47	5	60
4	40	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NW 79 ST/NW 7 AV	19	9	28	24	39%	18	30%	8	84	11	126
5	41	L EB1 Seg 4 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	17	16	33	28	45%	23	37%	11	108	21	204
6	36	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	15	18	33	32	50%	27	41%	3	43	7	95
7	37	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	3	8	11	23	35%	21	31%	1	15	4	54
8	34	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON,	1	16	17	18	27%	14	22%	1	9	10	111
9	30	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON,	19 ST/CONVENTION CENTER	0	1	1	5	8%	4	7%	0	2	1	23

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	4	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	19	3	22	17	41%	8	18%	6	92	6	106
2	3	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	7	0	8	7	18%	2	5%	6	102	6	106
3	6	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NW 79 ST/NW 7 AV	14	11	25	21	51%	17	41%	6	77	10	134
4	7	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	17	14	30	21	50%	17	40%	10	122	19	220
5	6	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	16	22	38	27	65%	22	52%	3	59	8	141
6	7	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	2	6	8	16	40%	14	35%	1	15	3	53
7	6	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON,	2	13	15	13	31%	10	23%	1	11	8	97
8	8	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON,	19 ST/CONVENTION CENTER	0	1	1	2	5%	2	4%	0	0	1	10

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	Sun	Day	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
2															
10	1	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	11	1	12	9	15%	3	5%	3	46	3	53
8	2	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	10	0	10	16	23%	5	8%	8	68	8	68
18	3	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NW 79 ST/NW 7 AV	14	6	20	19	30%	15	23%	6	73	8	106
18	4	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	14	11	25	25	40%	19	31%	9	80	16	147
17	5	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	13	16	28	28	46%	23	37%	3	45	6	102
17	6	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	4	6	10	20	33%	18	29%	1	14	4	36
16	7	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON	2	13	14	14	24%	12	20%	1	12	8	108
15	8	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON	19 ST/CONVENTION CENTER	0	1	1	3	6%	3	6%	0	0	1	14

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	EB1	Sun	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (mi.)	Segment Activity (hr.)
2															
1	1	L EB1 Seg 1 WkDy Off-Peak	HIALEAH STA/115 E 21 ST	NORTHSIDE STA/3150 NW 79	25	1	26	24	34%	6	9%	7	115	7	120
1	2	L EB3 Seg 1 WkDy Off-Peak	NW 37 AV/# 8303 (AMTRAK)	NORTHSIDE STA/3150 NW 79	8	2	10	6	9%	3	4%	6	44	8	55
2	3	L EB1 Seg 2 WkDy Off-Peak	NORTHSIDE STA/3150 NW 79	NW 79 ST/NW 7 AV	12	6	18	25	35%	20	28%	5	72	7	108
2	4	L EB1 Seg 3 WkDy Off-Peak	NW 79 ST/NW 7 AV	NE 79 ST/BISCAYNE BD	15	13	27	24	34%	19	27%	9	100	17	189
2	5	L EB1 Seg 4 WkDy Off-Peak	NE 79 ST/BISCAYNE BD	ABBOTT AV/69 ST	6	18	24	24	34%	19	27%	1	26	5	105
2	6	L EB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST	INDIAN CREEK DR/41 ST	2	2	4	11	16%	10	14%	1	11	1	25
2	7	L EB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST	LINCOLN RD/WASHINGTON	1	10	11	11	16%	10	14%	0	4	6	87
3	8	L EB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON	19 ST/CONVENTION CENTER	0	2	2	1	1%	1	1%	0	0	3	27

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB ALL	WkDy	Off-Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
51	1	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON	9	0	9	10	19%	3	6%	15	67	15	68
52	2	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	9	3	11	16	34%	14	29%	5	56	7	74
50	3	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	6	5	11	18	35%	15	31%	2	27	4	51
48	4	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	16	19	35	22	42%	15	30%	4	48	8	106
49	5	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	13	10	23	19	37%	15	30%	8	69	14	125
47	6	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7S	6	15	20	17	33%	13	26%	2	27	8	98
16	7	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7S NW 37 AV/# 8303 (AMTRAK)	0	3	3	3	4%	2	3%	0	0	2	93
25	8	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7S HIALEAH STA/115 E 21 ST	2	10	12	7	15%	4	9%	1	11	5	72

Percent Proxy TP for Route database 4%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	WkDy	AM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
12	1	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON	4	0	4	4	7%	1	2%	6	42	7	45
11	2	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	6	1	6	8	15%	6	12%	3	46	4	54
10	3	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	6	5	11	12	22%	9	18%	2	28	4	50
11	4	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	32	20	53	29	58%	22	44%	7	104	12	168
9	5	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	20	14	34	36	66%	31	58%	13	123	21	207
10	6	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7S	9	23	32	35	64%	29	52%	4	46	13	158
5	7	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7S NW 37 AV/# 8303 (AMTRAK)	0	7	7	12	17%	10	14%	0	0	5	113
5	8	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7S HIALEAH STA/115 E 21 ST	3	20	22	22	42%	17	33%	1	13	10	112

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	WkDy	PM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
12	1	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON	11	0	11	11	21%	4	7%	19	104	19	106
11	2	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	9	2	12	16	28%	13	23%	6	62	7	79
11	3	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	15	4	19	31	58%	22	44%	6	61	7	75
11	4	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	23	27	50	37	74%	27	53%	5	68	11	146
11	5	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	14	19	32	32	64%	27	56%	9	66	20	155
11	6	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7S	6	19	25	25	52%	19	38%	3	23	10	91
6	7	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7S NW 37 AV/# 8303 (AMTRAK)	0	5	5	15	31%	14	28%	0	0	4	85
6	8	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7S HIALEAH STA/115 E 21 ST	2		9	5	12%	3	7%	1	10	1	53

Route L WL   /8/2004   In pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	1	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	17	0	17	17	43%	17	43%	28	510	28	510
2	2	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	6	1	7	17	36%	14	31%	4	42	4	49
3	3	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	4	3	7	20	44%	18	40%	2	27	3	43
4	4	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	14	21	35	20	42%	13	26%	3	46	8	112
5	4	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	5	8	12	10	18%	8	16%	3	34	8	86
6	5	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7$ # 8303 (AMTRAK)	2	8	10	5	11%	4	9%	1	15	4	69
7	0	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7$ NW 37 AV/# 8303 (AMTRAK)	-	-	-	-	-	-	-	-	-	-	-
8	6	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7$ HIALEAH STA/115 E 21 ST	0	3	3	1	3%	1	2%	0	3	1	29

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	40	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	7	0	8	7	12%	4	6%	12	50	13	50
2	40	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	6	2	8	11	20%	9	16%	3	38	5	52
3	38	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	8	5	13	15	27%	13	22%	3	33	5	52
4	38	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	23	17	40	24	41%	19	32%	5	68	9	118
5	35	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	14	13	27	28	47%	23	39%	9	73	17	144
6	34	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7$ # 8303 (AMTRAK)	6	21	27	25	40%	19	30%	3	29	11	127
7	12	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7$ NW 37 AV/# 8303 (AMTRAK)	0	5	6	5	8%	4	6%	0	4	4	89
8	17	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7$ HIALEAH STA/115 E 21 ST	2	7	8	8	14%	6	9%	1	14	4	76

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	7	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	13	0	13	13	26%	3	6%	22	151	22	151
2	7	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	7	2	9	20	39%	18	36%	4	43	5	57
3	8	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	6	1	7	21	43%	18	34%	2	29	3	35
4	8	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	13	20	33	29	56%	20	38%	3	40	7	102
5	9	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	9	9	18	18	31%	15	25%	5	60	11	122
6	10	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7$ # 8303 (AMTRAK)	3	10	13	14	23%	11	17%	1	16	5	73
7	6	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7$ NW 37 AV/# 8303 (AMTRAK)	0	2	2	4	6%	3	5%	0	0	2	-95
8	4	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7$ HIALEAH STA/115 E 21 ST	0	9	10	9	13%	5	8%	0	2	4	77

J in pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
		14	13	64	c	63	68	69	62	63	c	c	c	c
1	14	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	8	0	8	9	13%	6	10%	13	89	13	91
2	14	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	4	2	7	11	16%	9	14%	3	29	4	44
3	13	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	7	6	12	13	20%	11	16%	3	33	5	61
4	13	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	14	13	27	16	26%	13	21%	3	50	6	98
5	13	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	11	8	20	17	27%	14	23%	7	34	12	60
6	14	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7ξ	4	12	15	16	25%	13	20%	1	22	6	91
7	7	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7ξ NW 37 AV/# 8303 (AMTRAK)	0	4	5	8	11%	6	8%	0	6	4	68
8	6	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7ξ HIALEAH STA/115 E 21 ST	1	8	9	7	13%	4	7%	0	2	4	24

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route L

Route	Pattern	Day	Time of Day	OP Hdwy
L	WB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
		14	13	64	c	63	68	69	62	63	c	c	c	c
1	3	L WB1 Seg 1 WkDy Off-Peak	19 ST/CONVENTION CENTER LINCOLN RD/WASHINGTON /	10	0	10	10	15%	3	4%	17	169	17	169
2	3	L WB1 Seg 2 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	5	2	7	14	20%	13	19%	3	34	4	48
3	3	L WB1 Seg 3 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	4	4	8	14	20%	13	19%	2	24	3	47
4	3	L WB1 Seg 4 WkDy Off-Peak	COLLINS AV/69 ST NE 79 ST/BISCAYNE BD	8	12	20	16	23%	11	16%	2	36	4	88
5	3	L WB1 Seg 5 WkDy Off-Peak	NE 79 ST/BISCAYNE BD NW 79 ST/NW 7 AV	2	2	5	10	14%	9	13%	1	20	3	41
6	2	L WB1 Seg 6 WkDy Off-Peak	NW 79 ST/NW 7 AV NORTHSIDE STA/3150 NW 7ξ	2	10	11	12	16%	9	13%	1	11	4	77
7	1	L WB1 Seg 7 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7ξ NW 37 AV/# 8303 (AMTRAK)	0	2	2	2	3%	1	2%	0	0	2	120
8	1	L WB1 Seg 8 WkDy Off-Peak	NORTHSIDE STA/3150 NW 7ξ HIALEAH STA/115 E 21 ST	0	5	5	5	7%	3	5%	0	0	2	43

Route L w   08/2004

Miami Dade Transit Comprehensive Bus Operations Analysis (BOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	16	M EB2 Seg 1 WkDy Off-Peak	NW 19 AV/NW 20 ST	NW 12 AV/NW 15 ST	6.7	2	8.6	5.5	14%	2.8	7%	4	37	5	47
2	16	M EB2 Seg 2 WkDy Off-Peak	NW 12 AV/NW 15 ST	OMNI BUS TERMINAL/NE 15	13.9	10	23.4	14.3	36%	10.0	25%	5	52	9	87
3	14	M EB2 Seg 3 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15	5 ST/LENOX AV	0.4	1	1.4	9.4	23%	9.0	22%	0	3	0	10
4	15	M EB2 Seg 4 WkDy Off-Peak	5 ST/LENOX AV	ALTON RD/2 ST	2.1	3	4.8	9.2	23%	7.7	19%	2	23	4	53
5	15	M EB2 Seg 5 WkDy Off-Peak	ALTON RD/2 ST	ALTON RD/LINCOLN RD MAL	6.5	5	11.3	11.4	29%	8.9	22%	5	48	8	84
6	15	M EB2 Seg 6 WkDy Off-Peak	ALTON RD/LINCOLN RD MAL	LINCOLN RD/WASHINGTON	3.5	5	8.5	10.6	27%	9.1	23%	5	32	12	78
7	16	M EB2 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON	41 ST/INDIAN CREEK DR	2.5	3	5.5	9.2	23%	7.8	19%	1	18	3	39
8	16	M EB2 Seg 8 WkDy Off-Peak	41 ST/INDIAN CREEK DR	41 ST/MERIDIAN AV	1.1	3	4.3	6.8	17%	6.1	15%	2	13	7	52
9	17	M EB2 Seg 9 WkDy Off-Peak	41 ST/MERIDIAN AV	41 ST/ALTON RD	0.6	1	1.5	5.9	15%	5.9	15%	6	20	15	50
10	17	M EB2 Seg 10 WkDy Off-Peak	41 ST/ALTON RD	MT SINAI HOSPITAL/MAIN DC	0.6	3	3.8	3.2	8%	3.2	8%	1	13	10	82
11	16	M EB2 Seg 11 WkDy Off-Peak	MT SINAI HOSPITAL/MAIN DC 47 CT/48 ST (OP MIA HEART		0.0	2	2.4	3.3	8%	2.8	7%	0	0	2	20

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	3	M EB2 Seg 1 WkDy AM Peak	NW 19 AV/NW 20 ST	NW 12 AV/NW 15 ST	8.7	5	13.3	7.3	18%	4.7	12%	5	39	7	60
2	3	M EB2 Seg 2 WkDy AM Peak	NW 12 AV/NW 15 ST	OMNI BUS TERMINAL/NE 15	10.7	4	14.7	11.0	28%	6.2	16%	4	49	5	68
3	4	M EB2 Seg 3 WkDy AM Peak	OMNI BUS TERMINAL/NE 15	5 ST/LENOX AV	0.0	2	1.8	8.0	20%	7.4	19%	0	0	0	15
4	3	M EB2 Seg 4 WkDy AM Peak	5 ST/LENOX AV	ALTON RD/2 ST	0.7	2	3.0	6.0	15%	4.6	11%	1	10	3	45
5	3	M EB2 Seg 5 WkDy AM Peak	ALTON RD/2 ST	ALTON RD/LINCOLN RD MAL	8.0	2	10.0	10.3	26%	6.5	16%	6	50	7	62
6	3	M EB2 Seg 6 WkDy AM Peak	ALTON RD/LINCOLN RD MAL	LINCOLN RD/WASHINGTON	3.7	5	8.3	12.0	30%	10.7	27%	5	44	12	100
7	2	M EB2 Seg 7 WkDy AM Peak	LINCOLN RD/WASHINGTON	41 ST/INDIAN CREEK DR	7.0	6	12.5	12.0	30%	9.9	25%	4	40	7	71
8	2	M EB2 Seg 8 WkDy AM Peak	41 ST/INDIAN CREEK DR	41 ST/MERIDIAN AV	0.5	6	6.5	11.0	28%	8.5	21%	1	5	11	71
9	2	M EB2 Seg 9 WkDy AM Peak	41 ST/MERIDIAN AV	41 ST/ALTON RD	1.0	1	2.0	5.5	14%	5.5	14%	10	60	20	120
10	2	M EB2 Seg 10 WkDy AM Peak	41 ST/ALTON RD	MT SINAI HOSPITAL/MAIN DC	0.5	3	3.0	3.5	9%	3.5	9%	1	7	8	45
11	2	M EB2 Seg 11 WkDy AM Peak	MT SINAI HOSPITAL/MAIN DC 47 CT/48 ST (OP MIA HEART		0.0	4	3.5	2.0	5%	1.5	4%	0	0	3	30

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	3	M EB2 Seg 1 WkDy PM Peak	NW 19 AV/NW 20 ST	NW 12 AV/NW 15 ST	10.7	3	13.7	8.0	20%	4.4	11%	6	56	8	72
2	3	M EB2 Seg 2 WkDy PM Peak	NW 12 AV/NW 15 ST	OMNI BUS TERMINAL/NE 15 ;	18.7	10	29.0	18.3	46%	13.0	33%	7	67	11	104
3	3	M EB2 Seg 3 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 ;	5 ST/LENOX AV	0.3	2	2.0	15.3	38%	14.4	36%	0	3	1	15
4	3	M EB2 Seg 4 WkDy PM Peak	5 ST/LENOX AV	ALTON RD/2 ST	0.0	4	4.0	13.0	33%	11.3	28%	0	0	4	48
5	3	M EB2 Seg 5 WkDy PM Peak	ALTON RD/2 ST	ALTON RD/LINCOLN RD MAL	5.3	6	11.7	12.7	32%	9.6	24%	4	38	8	84
6	3	M EB2 Seg 8 WkDy PM Peak	ALTON RD/LINCOLN RD MAL	LINCOLN RD/WASHINGTON ;	5.0	5	10.0	10.3	26%	9.1	23%	7	47	14	95
7	3	M EB2 Seg 7 WkDy PM Peak	LINCOLN RD/WASHINGTON ;	41 ST/INDIAN CREEK DR	2.0	5	7.3	9.0	23%	6.5	16%	1	10	4	37
8	3	M EB2 Seg 8 WkDy PM Peak	41 ST/INDIAN CREEK DR	41 ST/MERIDIAN AV	0.0	1	1.3	4.0	10%	3.7	9%	0	0	2	24
9	3	M EB2 Seg 9 WkDy PM Peak	41 ST/MERIDIAN AV	41 ST/ALTON RD	0.0	1	0.7	2.3	6%	2.3	6%	0	0	7	30
10	3	M EB2 Seg 10 WkDy PM Peak	41 ST/ALTON RD	MT SINAI HOSPITAL/MAIN DC	0.0	0	0.3	2.0	5%	2.0	5%	0	0	1	4
11	3	M EB2 Seg 11 WkDy PM Peak	MT SINAI HOSPITAL/MAIN DC	47 CT/48 ST (OP MIA HEART	0.3	2	2.7	2.0	5%	1.6	4%	0	2	2	19

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	2	M EB2 Seg 1 WkDy Ngt	NW 19 AV/NW 20 ST	NW 12 AV/NW 15 ST	0.5	0	0.5	0.5	1%	0.0	0%	0	4	0	4
2	2	M EB2 Seg 2 WkDy Ngt	NW 12 AV/NW 15 ST	OMNI BUS TERMINAL/NE 15 ;	5.0	3	7.5	5.5	14%	2.6	7%	2	23	3	35
3	2	M EB2 Seg 3 WkDy Ngt	OMNI BUS TERMINAL/NE 15 ;	5 ST/LENOX AV	0.0	2	0.0	3.0	8%	3.0	8%	0	0	3	0
4	2	M EB2 Seg 4 WkDy Ngt	5 ST/LENOX AV	ALTON RD/2 ST	0.0	0	2.0	1.5	4%	1.2	3%	0	0	2	24
5	2	M EB2 Seg 5 WkDy Ngt	ALTON RD/2 ST	ALTON RD/LINCOLN RD MAL	2.0	1	2.0	3.0	8%	1.4	3%	1	27	1	27
6	2	M EB2 Seg 8 WkDy Ngt	ALTON RD/LINCOLN RD MAL	LINCOLN RD/WASHINGTON ;	0.5	3	1.5	3.0	8%	2.8	7%	1	7	2	22
7	2	M EB2 Seg 7 WkDy Ngt	LINCOLN RD/WASHINGTON ;	41 ST/INDIAN CREEK DR	2.0	2	5.0	3.0	8%	2.4	6%	1	15	3	38
8	2	M EB2 Seg 8 WkDy Ngt	41 ST/INDIAN CREEK DR	41 ST/MERIDIAN AV	0.0	0	1.5	1.5	4%	1.1	3%	0	0	3	30
9	2	M EB2 Seg 9 WkDy Ngt	41 ST/MERIDIAN AV	41 ST/ALTON RD	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
10	2	M EB2 Seg 10 WkDy Ngt	41 ST/ALTON RD	MT SINAI HOSPITAL/MAIN DC	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
11	1	M EB2 Seg 11 WkDy Ngt	MT SINAI HOSPITAL/MAIN DC	47 CT/48 ST (OP MIA HEART	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	Sat / Day	Day	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
10	1	M EB2 Seg 1 Sat Day	NW 19 AV/NW 20 ST	NW 12 AV/NW 15 ST	5.4	1	6.0	5.4	14%	2.9	7%	3	35	3	39
11	2	M EB2 Seg 2 Sat Day	NW 12 AV/NW 15 ST	OMNI BUS TERMINAL/NE 15	9.5	4	14.0	11.0	28%	7.4	18%	4	44	5	64
11	3	M EB2 Seg 3 Sat Day	OMNI BUS TERMINAL/NE 15	5 ST/LENOX AV	1.0	1	1.6	9.3	23%	8.7	22%	0	8	0	14
11	4	M EB2 Seg 4 Sat Day	5 ST/LENOX AV	ALTON RD/2 ST	0.9	4	4.5	9.0	23%	7.3	18%	1	12	4	58
11	5	M EB2 Seg 5 Sat Day	ALTON RD/2 ST	ALTON RD/LINCOLN RD MAL	3.7	3	6.4	8.7	22%	7.0	17%	3	27	5	47
11	6	M EB2 Seg 6 Sat Day	ALTON RD/LINCOLN RD MAL	LINCOLN RD/WASHINGTON	3.6	4	7.5	9.0	23%	7.8	20%	5	33	11	69
11	7	M EB2 Seg 7 Sat Day	LINCOLN RD/WASHINGTON	41 ST/INDIAN CREEK DR	2.4	5	7.0	7.8	20%	5.8	15%	1	14	4	40
11	8	M EB2 Seg 8 Sat Day	41 ST/INDIAN CREEK DR	41 ST/MERIDIAN AV	0.5	2	2.7	4.5	11%	3.8	9%	1	8	5	41
11	9	M EB2 Seg 9 Sat Day	41 ST/MERIDIAN AV	41 ST/ALTON RD	0.4	1	1.3	2.6	7%	2.6	7%	4	16	13	57
11	10	M EB2 Seg 10 Sat Day	41 ST/ALTON RD	MT SINAI HOSPITAL/MAIN DC	0.0	1	1.2	1.5	4%	1.5	4%	0	0	3	22
11	11	M EB2 Seg 11 Sat Day	MT SINAI HOSPITAL/MAIN DC	47 CT/48 ST (OP MIA HEART)	0.1	2	1.8	1.0	3%	0.8	2%	0	1	1	17

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	Sat / Night	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
4	1	M EB2 Seg 1 Sat Night	NW 19 AV/NW 20 ST	NW 12 AV/NW 15 ST	2.0	1	2.5	1.8	4%	1.1	3%	1	16	1	20
3	2	M EB2 Seg 2 Sat Night	NW 12 AV/NW 15 ST	OMNI BUS TERMINAL/NE 15	6.3	3	9.3	5.3	13%	3.5	9%	2	30	3	45
4	3	M EB2 Seg 3 Sat Night	OMNI BUS TERMINAL/NE 15	5 ST/LENOX AV	0.3	2	2.5	7.0	18%	6.6	16%	0	2	1	18
4	4	M EB2 Seg 4 Sat Night	5 ST/LENOX AV	ALTON RD/2 ST	0.3	4	3.8	4.3	11%	2.8	7%	0	3	3	43
4	5	M EB2 Seg 5 Sat Night	ALTON RD/2 ST	ALTON RD/LINCOLN RD MAL	4.5	1	5.8	5.0	13%	3.0	8%	3	48	4	61
4	6	M EB2 Seg 6 Sat Night	ALTON RD/LINCOLN RD MAL	LINCOLN RD/WASHINGTON	3.3	3	6.5	5.8	14%	4.4	11%	5	43	9	87
4	7	M EB2 Seg 7 Sat Night	LINCOLN RD/WASHINGTON	41 ST/INDIAN CREEK DR	3.3	6	9.0	6.5	16%	4.6	11%	2	19	5	54
4	8	M EB2 Seg 8 Sat Night	41 ST/INDIAN CREEK DR	41 ST/MERIDIAN AV	1.0	1	2.3	2.8	7%	2.3	6%	2	17	4	33
4	9	M EB2 Seg 9 Sat Night	41 ST/MERIDIAN AV	41 ST/ALTON RD	0.3	1	1.0	1.3	3%	1.3	3%	2	15	10	60
4	10	M EB2 Seg 10 Sat Night	41 ST/ALTON RD	MT SINAI HOSPITAL/MAIN DC	0.5	1	1.8	0.5	1%	0.5	1%	1	12	4	37
2	11	M EB2 Seg 11 Sat Night	MT SINAI HOSPITAL/MAIN DC	47 CT/48 ST (OP MIA HEART)	0.0	1	0.5	0.5	1%	0.4	1%	0	0	0	7

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	7	M EB2 Seg 1 Sun Day	NW 19 AV/NW 20 ST / NW 12 AV/NW 15 ST	4.4	0	4.7	4.3	11%	1.5	4%	2	29	3	31
2	7	M EB2 Seg 2 Sun Day	NW 12 AV/NW 15 ST / OMNI BUS TERMINAL/NE 15 ST	11.3	3	14.4	12.6	31%	7.3	18%	4	42	5	54
3	7	M EB2 Seg 3 Sun Day	OMNI BUS TERMINAL/NE 15 ST / 5 ST/LENOX AV	0.1	4	3.9	10.6	26%	9.3	23%	0	1	1	29
4	7	M EB2 Seg 4 Sun Day	5 ST/LENOX AV / ALTON RD/2 ST	1.4	2	3.7	8.6	21%	7.0	17%	1	21	3	56
5	7	M EB2 Seg 5 Sun Day	ALTON RD/2 ST / ALTON RD/LINCOLN RD MAL	2.4	3	5.3	8.0	20%	6.8	17%	2	24	4	52
6	7	M EB2 Seg 6 Sun Day	ALTON RD/LINCOLN RD MAL / LINCOLN RD/WASHINGTON	3.7	4	8.1	7.9	20%	5.3	13%	5	43	12	94
7	7	M EB2 Seg 7 Sun Day	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	2.7	3	5.4	7.7	19%	6.0	15%	2	18	3	36
8	7	M EB2 Seg 8 Sun Day	41 ST/INDIAN CREEK DR / 41 ST/MERIDIAN AV	0.0	3	2.7	4.9	12%	4.0	10%	0	0	5	39
9	7	M EB2 Seg 9 Sun Day	41 ST/MERIDIAN AV / 41 ST/ALTON RD	0.3	1	1.7	1.9	5%	1.9	5%	3	11	17	60
10	10	M EB2 Seg 10 Sun Day	41 ST/ALTON RD / MT SINAI HOSPITAL/MAIN DC	0.0	1	1.1	0.7	2%	0.7	2%	0	0	3	34
11	8	M EB2 Seg 11 Sun Day	MT SINAI HOSPITAL/MAIN DC 47 CT/48 ST (OP MIA HEART	0.0	1	0.8	0.8	2%	0.6	2%	0	0	3	9

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	EB All	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	1	M EB2 Seg 1 Sun Nght	NW 19 AV/NW 20 ST / NW 12 AV/NW 15 ST	2.0	0	2.0	2.0	5%	1.8	5%	1	9	1	9
2	1	M EB2 Seg 2 Sun Nght	NW 12 AV/NW 15 ST / OMNI BUS TERMINAL/NE 15 ST	4.0	4	8.0	6.0	15%	3.1	8%	1	22	3	44
3	1	M EB2 Seg 3 Sun Nght	OMNI BUS TERMINAL/NE 15 ST / 5 ST/LENOX AV	2.0	1	3.0	10.0	25%	9.2	23%	0	13	1	20
4	1	M EB2 Seg 4 Sun Nght	5 ST/LENOX AV / ALTON RD/2 ST	0.0	6	6.0	8.0	20%	5.7	14%	0	0	5	60
5	1	M EB2 Seg 5 Sun Nght	ALTON RD/2 ST / ALTON RD/LINCOLN RD MAL	19.0	8	27.0	15.0	38%	10.4	26%	14	143	19	203
6	1	M EB2 Seg 6 Sun Nght	ALTON RD/LINCOLN RD MAL / LINCOLN RD/WASHINGTON	3.0	4	7.0	15.0	38%	14.1	35%	4	28	10	60
7	1	M EB2 Seg 7 Sun Nght	LINCOLN RD/WASHINGTON / 41 ST/INDIAN CREEK DR	9.0	9	18.0	17.0	43%	14.5	36%	5	49	10	98
8	1	M EB2 Seg 8 Sun Nght	41 ST/INDIAN CREEK DR / 41 ST/MERIDIAN AV	0.0	0	0.0	14.0	35%	14.0	35%	0	0	0	0
9	1	M EB2 Seg 9 Sun Nght	41 ST/MERIDIAN AV / 41 ST/ALTON RD	0.0	10	10.0	4.0	10%	4.0	10%	0	0	100	600
10	1	M EB2 Seg 10 Sun Nght	41 ST/ALTON RD / MT SINAI HOSPITAL/MAIN DC	0.0	1	1.0	3.0	8%	3.0	8%	0	0	3	20
11	1	M EB2 Seg 11 Sun Nght	MT SINAI HOSPITAL/MAIN DC 47 CT/48 ST (OP MIA HEART	0.0	3	3.0	3.0	8%	2.0	5%	0	0	2	26

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdw
M	WB All	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	15	M WB2 Seg 1 WkDy Off-Peak	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	5.3	0	5.3	5.3	13%	2.6	6%	5	48	5	48
2	16	M WB2 Seg 2 WkDy Off-Peak	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	1.1	1	1.8	5.7	14%	5.4	13%	2	14	3	22
3	16	M WB2 Seg 3 WkDy Off-Peak	41 ST/ALTON RD 41 ST/MERIDIAN AV	1.5	0	1.6	6.9	17%	6.9	17%	15		16	78
4	16	M WB2 Seg 4 WkDy Off-Peak	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	4.1	2	5.9	8.9	22%	7.8	20%	6	54	8	69
5	16	M WB2 Seg 5 WkDy Off-Peak	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	4.8	4	8.9	10.1	25%	8.4	21%	3	37	6	47
6	14	M WB2 Seg 6 WkDy Off-Peak	LINCOLN RD/WASHINGTON ALTON RD/LINCOLN RD	2.4	3	5.3	10.0	25%	8.7	22%	3	21	7	65
7	13	M WB2 Seg 7 WkDy Off-Peak	ALTON RD/LINCOLN RD ALTON RD/2 ST	3.4	4	7.8	9.6	24%	7.8	20%	2	28	5	35
8	15	M WB2 Seg 8 WkDy Off-Peak	ALTON RD/2 ST 5 ST/LENOX AV	2.2	1	3.3	8.3	21%	6.9	17%	2	23	3	57
9	15	M WB2 Seg 9 WkDy Off-Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	4.9	3	8.1	10.7	27%	8.3	21%	1	34	2	62
10	14	M WB2 Seg 10 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 NW 12 AV/NW 16 ST	4.1	12	15.6	12.1	30%	7.8	19%	2	16	6	33
11	14	M WB2 Seg 11 WkDy Off-Peak	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.2	3	3.5	2.3	6%	1.3	3%	0	2	2	

Percent Proxy TP for Route database 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdw
M	WB All	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	2	M WB2 Seg 1 WkDy AM Peak	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	2.0	0	2.0	2.0	5%	0.7	2%	2	20	2	20
2	3	M WB2 Seg 2 WkDy AM Peak	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	0.0	0	0.0	1.3	3%	1.3	3%	0	0	0	0
3	3	M WB2 Seg 3 WkDy AM Peak	41 ST/ALTON RD 41 ST/MERIDIAN AV	1.3	0	1.3	2.7	7%	2.7	7%	13	80	13	80
4	3	M WB2 Seg 4 WkDy AM Peak	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	5.7	1	6.3	7.7	19%	5.6	14%	8	78	9	88
5	3	M WB2 Seg 5 WkDy AM Peak	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	8.7	7	15.7	13.7	34%	10.0	25%	5	54	10	97
6	4	M WB2 Seg 6 WkDy AM Peak	LINCOLN RD/WASHINGTON ALTON RD/LINCOLN RD	1.8	1	3.0	8.8	22%	8.0	20%	2	26	4	45
7	4	M WB2 Seg 7 WkDy AM Peak	ALTON RD/LINCOLN RD ALTON RD/2 ST	2.0	4	5.8	9.5	24%	8.1	20%	1	18	4	53
8	3	M WB2 Seg 8 WkDy AM Peak	ALTON RD/2 ST 5 ST/LENOX AV	4.7	1	5.7	9.0	23%	5.9	15%	5	42	6	51
9	3	M WB2 Seg 9 WkDy AM Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	5.7	2	7.3	13.0	33%	9.7	24%	2	30	2	39
10	3	M WB2 Seg 10 WkDy AM Peak	OMNI BUS TERMINAL/NE 15 NW 12 AV/NW 16 ST	9.7	17	26.3	19.3	48%	12.2	30%	4	36	10	97
11	3	M WB2 Seg 11 WkDy AM Peak	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.3	6	6.7	3.3	8%	1.5	4%	0	3	4	55

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	WB All	WkDy	PM Peak	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,26)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,26)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
3	1	M WB2 Seg 1 WkDy PM Peak	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	3.7	0	3.7	3.7	9%	1.1	3%	3	41	3	41
3	2	M WB2 Seg 2 WkDy PM Peak	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	1.7	1	2.3	4.7	12%	4.5	11%	2	21	3	30
3	3	M WB2 Seg 3 WkDy PM Peak	41 ST/ALTON RD 41 ST/MERIDIAN AV	1.0	0	1.0	5.7	14%	5.7	14%	10	45	10	45
4	4	M WB2 Seg 4 WkDy PM Peak	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	3.0	1	3.8	12.5	31%	11.6	29%	4	60	5	75
4	5	M WB2 Seg 5 WkDy PM Peak	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	5.0	5	10.3	14.0	35%	12.0	30%	3	36	6	75
4	6	M WB2 Seg 6 WkDy PM Peak	LINCOLN RD/WASHINGTON / ALTON RD/LINCOLN RD	2.3	4	6.0	13.5	34%	12.0	30%	3	17	8	46
5	7	M WB2 Seg 7 WkDy PM Peak	ALTON RD/LINCOLN RD ALTON RD/2 ST	2.4	6	8.8	11.4	29%	8.8	22%	2	16	6	57
4	8	M WB2 Seg 8 WkDy PM Peak	ALTON RD/2 ST 5 ST/LENOX AV	9.0	1	10.0	16.3	41%	12.1	30%	9	90	10	100
4	9	M WB2 Seg 9 WkDy PM Peak	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	4.0	8	12.3	17.3	43%	16.0	40%	1	24	3	74
5	10	M WB2 Seg 10 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 : NW 12 AV/NW 16 ST	2.2	9	11.6	10.0	25%	5.5	14%	1	8	4	45
4	11	M WB2 Seg 11 WkDy PM Peak	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.0	3	2.8	1.3	3%	0.5	1%	0	0	2	23

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	WB All	WkDy	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,26)	Segment Load (over #)	Seg. Avg. Load % Seated Capy. (70,40,26)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	1	M WB2 Seg 1 WkDy Nght	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	0.0	0	0.0	0.0	0%	0.0	0%	0	0	0	0
2	2	M WB2 Seg 2 WkDy Nght	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	0.0	0	0.0	0.5	1%	0.5	1%	0	0	0	0
2	3	M WB2 Seg 3 WkDy Nght	41 ST/ALTON RD 41 ST/MERIDIAN AV	0.0	0	0.0	0.5	1%	0.5	1%	0	0	0	0
2	4	M WB2 Seg 4 WkDy Nght	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	1.5	0	1.5	2.0	5%	1.0	3%	2	30	2	30
2	5	M WB2 Seg 5 WkDy Nght	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	1.0	1	1.5	3.0	8%	2.8	7%	1	9	1	14
2	6	M WB2 Seg 6 WkDy Nght	LINCOLN RD/WASHINGTON / ALTON RD/LINCOLN RD	1.0	1	1.5	3.5	9%	2.8	7%	1	15	2	22
2	7	M WB2 Seg 7 WkDy Nght	ALTON RD/LINCOLN RD ALTON RD/2 ST	3.0	1	3.5	5.5	14%	4.5	11%	2	33	2	38
2	8	M WB2 Seg 8 WkDy Nght	ALTON RD/2 ST 5 ST/LENOX AV	1.0	3	3.5	5.5	14%	4.4	11%	1	8	4	28
2	9	M WB2 Seg 9 WkDy Nght	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	0.0	0	0.0	4.0	10%	4.0	10%	0	0	0	0
2	10	M WB2 Seg 10 WkDy Nght	OMNI BUS TERMINAL/NE 15 : NW 12 AV/NW 16 ST	1.5	5	6.0	3.5	9%	2.4	6%	1	9	2	34
3	11	M WB2 Seg 11 WkDy Nght	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.3	1	1.0	0.7	2%	0.5	1%	0	3	1	10

Route	Pattern	Day	Time of Day	OP Hdwy
M	WB All	Sat	Day	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
11	1	M WB2 Seg 1 Sat Day	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	1.7	0	1.7	1.7	4%	0.8	2%	2	24	2	24
12	2	M WB2 Seg 2 Sat Day	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	0.7	0	0.8	2.2	5%	2.0	5%	1	9	1	10
12	3	M WB2 Seg 3 Sat Day	41 ST/ALTON RD 41 ST/MERIDIAN AV	0.4	0	0.4	2.6	6%	2.6	6%	4	#DIV/0!	4	#DIV/0!
12	4	M WB2 Seg 4 Sat Day	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	1.8	1	2.7	4.2	10%	3.5	9%	3	38	4	55
12	5	M WB2 Seg 5 Sat Day	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON ,	3.5	2	5.2	5.8	15%	4.2	10%	2	25	3	36
12	6	M WB2 Seg 6 Sat Day	LINCOLN RD/WASHINGTON , ALTON RD/LINCOLN RD	3.3	1	4.7	7.9	20%	6.5	16%	4	34	6	48
12	7	M WB2 Seg 7 Sat Day	ALTON RD/LINCOLN RD ALTON RD/2 ST	3.7	4	7.3	9.0	23%	7.5	19%	2	29	5	58
13	8	M WB2 Seg 8 Sat Day	ALTON RD/2 ST 5 ST/LENOX AV	3.2	1	3.9	9.8	24%	8.2	21%	3	34	4	41
13	9	M WB2 Seg 9 Sat Day	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	4.1	5	8.8	11.0	28%	9.7	24%	1	30	2	65
12	10	M WB2 Seg 10 Sat Day	OMNI BUS TERMINAL/NE 15 NW 12 AV/NW 16 ST	2.8	8	10.3	9.5	24%	7.0	18%	1	12	4	45
12	11	M WB2 Seg 11 Sat Day	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.2	4	4.3	3.7	9%	2.7	7%	0	1	3	36

Route	Pattern	Day	Time of Day	OP Hdwy
M	WB All	Sat	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
2	1	M WB2 Seg 1 Sat Nght	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	0.5	0	0.5	0.5	1%	0.1	0%	0	7	0	7
4	2	M WB2 Seg 2 Sat Nght	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	1.5	0	1.5	1.8	4%	1.2	3%	2	23	2	23
4	3	M WB2 Seg 3 Sat Nght	41 ST/ALTON RD 41 ST/MERIDIAN AV	0.0	0	0.0	1.8	4%	1.8	4%	0	0	0	0
4	4	M WB2 Seg 4 Sat Nght	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	2.5	1	3.0	3.8	9%	2.3	6%	4	32	4	38
4	5	M WB2 Seg 5 Sat Nght	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON ,	6.0	4	10.0	7.0	18%	4.6	12%	4	44	6	72
4	6	M WB2 Seg 6 Sat Nght	LINCOLN RD/WASHINGTON , ALTON RD/LINCOLN RD	4.3	0	4.5	9.8	24%	7.1	18%	5	51	6	54
4	7	M WB2 Seg 7 Sat Nght	ALTON RD/LINCOLN RD ALTON RD/2 ST	2.8	4	6.3	10.5	26%	9.3	23%	2	34	4	75
4	8	M WB2 Seg 8 Sat Nght	ALTON RD/2 ST 5 ST/LENOX AV	2.7	1	3.3	12.7	32%	11.5	29%	3	27	3	35
3	9	M WB2 Seg 9 Sat Nght	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	1.0	9	10.0	13.0	33%	11.3	28%	0	9	3	88
3	10	M WB2 Seg 10 Sat Nght	OMNI BUS TERMINAL/NE 15 NW 12 AV/NW 16 ST	2.0	7	8.8	7.3	18%	4.1	10%	1	8	3	37
4	11	M WB2 Seg 11 Sat Nght	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.8	3	4.0	2.8	7%	2.0	5%	1	8	3	46

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	WB All	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	6	M WB2 Seg 1 Sun Day	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	1.5	0	1.5	1.5	4%	0.6	2%	1	15	1	15
2	5	M WB2 Seg 2 Sun Day	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	0.6	0	0.8	2.0	5%	1.8	5%	1	7	1	10
3	5	M WB2 Seg 3 Sun Day	41 ST/ALTON RD 41 ST/MERIDIAN AV	0.6	0	0.6	2.6	7%	2.6	7%	6	33	6	33
4	5	M WB2 Seg 4 Sun Day	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	1.0	0	1.4	3.6	9%	3.2	8%	1	16	2	23
5	5	M WB2 Seg 5 Sun Day	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	4.8	2	6.6	6.6	17%	4.4	11%	3	34	4	47
6	5	M WB2 Seg 6 Sun Day	LINCOLN RD/WASHINGTON , ALTON RD/LINCOLN RD	1.4	2	3.8	6.4	16%	5.8	15%	2	18	5	50
7	6	M WB2 Seg 7 Sun Day	ALTON RD/LINCOLN RD ALTON RD/2 ST	1.4	1	2.8	6.0	15%	5.8	14%	1	14	2	28
8	5	M WB2 Seg 8 Sun Day	ALTON RD/2 ST 5 ST/LENOX AV	2.8	0	3.2	7.6	19%	6.1	15%	3	31	3	38
9	6	M WB2 Seg 9 Sun Day	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	3.6	3	6.2	9.6	24%	7.8	19%	1	24	2	41
10	5	M WB2 Seg 10 Sun Day	OMNI BUS TERMINAL/NE 15 NW 12 AV/NW 16 ST	2.2	5	7.6	9.8	25%	7.4	18%	1	10	3	33
11	5	M WB2 Seg 11 Sun Day	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.0	5	5.4	3.4	9%	2.4	6%	0	0	4	54

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route M

Route	Pattern	Day	Time of Day	OP Hdwy
M	WB All	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	0	M WB2 Seg 1 Sun Nght	47 CT/48 ST (OP MIA HEART MT SINAI HOSPITAL/MAIN DC	-				-				-		-
2	1	M WB2 Seg 2 Sun Nght	MT SINAI HOSPITAL/MAIN DC 41 ST/ALTON RD	0.0	0	0.0	1.0	3%	1.0	3%	0	0	0	0
3	1	M WB2 Seg 3 Sun Nght	41 ST/ALTON RD 41 ST/MERIDIAN AV	0.0	0	0.0	1.0	3%	1.0	3%	0	0	0	0
4	1	M WB2 Seg 4 Sun Nght	41 ST/MERIDIAN AV INDIAN CREEK DR/41 ST	2.0	0	2.0	3.0	8%	1.5	4%	3	40	3	40
5	1	M WB2 Seg 5 Sun Nght	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	7.0	3	10.0	8.0	20%	7.1	18%	4	47	6	67
6	1	M WB2 Seg 6 Sun Nght	LINCOLN RD/WASHINGTON , ALTON RD/LINCOLN RD	0.0	1	1.0	7.0	18%	6.9	17%	0	0	1	20
7	1	M WB2 Seg 7 Sun Nght	ALTON RD/LINCOLN RD ALTON RD/2 ST	2.0	4	6.0	8.0	20%	6.1	15%	1	17	4	51
8	1	M WB2 Seg 8 Sun Nght	ALTON RD/2 ST 5 ST/LENOX AV	12.0	0	12.0	16.0	40%	9.1	23%	12	144	12	144
9	1	M WB2 Seg 9 Sun Nght	5 ST/LENOX AV OMNI BUS TERMINAL/NE 15	5.0	6	11.0	17.0	43%	16.3	41%	1	33	3	73
10	1	M WB2 Seg 10 Sun Nght	OMNI BUS TERMINAL/NE 15 NW 12 AV/NW 16 ST	1.0	7	8.0	15.0	38%	12.7	32%	0	5	3	3
11	1	M WB2 Seg 11 Sun Nght	NW 12 AV/NW 16 ST NW 19 AV/NW 20 ST	0.0	9	9.0	4.0	10%	3.6	9%	0	0	6	7

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route R

Route	Pattern	Day	Time of Day	OP Hdwy
R	NB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
			13	14	54	c	53	58	58	62	63	c	c	c	c
1	12	R NB1 Seg 1 WkDy Off-Peak	LINCOLN RD/WASHINGTON / 17 ST/LENOX AV	17 ST/LENOX AV	2	0	2	2	7%	1	5%	5	29	5	33
2	12	R NB1 Seg 2 WkDy Off-Peak	17 ST/LENOX AV	ALTON RD/41 ST	3	1	4	3	14%	2	9%	2	23	2	31
3	12	R NB1 Seg 3 WkDy Off-Peak	ALTON RD/41 ST	MT SINAI HOSPITAL/MAIN DC	4	1	5	7	27%	7	27%	11	87	13	106
4	13	R NB1 Seg 4 WkDy Off-Peak	MT SINAI HOSPITAL/MAIN DC	COLLINS AV/69 ST	4	4	8	8	33%	6	24%	1	17	2	33
5	12	R NB1 Seg 5 WkDy Off-Peak	COLLINS AV/69 ST	HAWTHORNE AV/85 ST	2	6	7	7	26%	5	18%	1	9	4	43
6	12	R NB1 Seg 6 WkDy Off-Peak	HAWTHORNE AV/85 ST	95 ST/ABBOTT AV	0	3	3	2	9%	1	3%	0	0	1	15

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route R

Route	Pattern	Day	Time of Day	OP Hdwy
R	NB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
			13	14	54	c	53	58	58	62	63	c	c	c	c
1	4	R NB1 Seg 1 WkDy AM Peak	LINCOLN RD/WASHINGTON / 17 ST/LENOX AV	17 ST/LENOX AV	4	0	5	4	16%	4	15%	11	64	11	67
2	4	R NB1 Seg 2 WkDy AM Peak	17 ST/LENOX AV	ALTON RD/41 ST	4	2	6	7	28%	4	18%	3	46	3	63
3	4	R NB1 Seg 3 WkDy AM Peak	ALTON RD/41 ST	MT SINAI HOSPITAL/MAIN DC	1	2	2	6	22%	6	22%	1	6	5	23
4	3	R NB1 Seg 4 WkDy AM Peak	MT SINAI HOSPITAL/MAIN DC	COLLINS AV/69 ST	2	4	6	4	17%	1	5%	0	6	1	23
5	4	R NB1 Seg 5 WkDy AM Peak	COLLINS AV/69 ST	HAWTHORNE AV/85 ST	3	1	4	3	10%	2	6%	2	20	2	28
6	4	R NB1 Seg 6 WkDy AM Peak	HAWTHORNE AV/85 ST	95 ST/ABBOTT AV	1	4	5	3	10%	1	6%	0	4	2	26

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route R

Route	Pattern	Day	Time of Day	OP Hdwy
R	NB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
			13	14	54	c	53	58	58	62	63	c	c	c	c
1	3	R NB1 Seg 1 WkDy PM Peak	LINCOLN RD/WASHINGTON / 17 ST/LENOX AV	17 ST/LENOX AV	2	0	3	2	8%	2	6%	6	42	7	48
2	3	R NB1 Seg 2 WkDy PM Peak	17 ST/LENOX AV	ALTON RD/41 ST	1	0	2	3	13%	3	13%	1	11	1	14
3	3	R NB1 Seg 3 WkDy PM Peak	ALTON RD/41 ST	MT SINAI HOSPITAL/MAIN DC	5	0	5	8	31%	8	31%	13	90	13	96
4	3	R NB1 Seg 4 WkDy PM Peak	MT SINAI HOSPITAL/MAIN DC	COLLINS AV/69 ST	7	7	13	16	63%	13	53%	2	24	3	47
5	3	R NB1 Seg 5 WkDy PM Peak	COLLINS AV/69 ST	HAWTHORNE AV/85 ST	4	10	13	11	44%	8	32%	2	16	7	57
6	3	R NB1 Seg 6 WkDy PM Peak	HAWTHORNE AV/85 ST	95 ST/ABBOTT AV	0	6	6	5	19%	1	6%	0	2	3	28

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route R

Route	Pattern	Day	Time of Day	OP Hdwy
R	SB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
		13	14		64	66	83	88	99	82	63	9	9	9	9
1	9	R SB1 Seg 1 WkDy Off-Peak	95 ST/ABBOTT AV	85 ST/# 755	2	0	2	2	8%	1	5%	1	15	1	16
2	10	R SB1 Seg 2 WkDy Off-Peak	85 ST/# 755	ABBOTT AV/69 ST	6	3	9	7	30%	5	21%	5	49	6	68
3	10	R SB1 Seg 3 WkDy Off-Peak	ABBOTT AV/69 ST	MT SINAI HOSPITAL/MAIN DC	3	3	6	8	33%	7	26%	1	12	1	25
4	10	R SB1 Seg 4 WkDy Off-Peak	MT SINAI HOSPITAL/MAIN DC	ALTON RD/39 ST	1	1	2	6	24%	5	22%	1	5	2	18
5	12	R SB1 Seg 5 WkDy Off-Peak	ALTON RD/39 ST	17 ST/LENOX AV	0	2	3	5	21%	5	19%	0	3	2	22
6	12	R SB1 Seg 6 WkDy Off-Peak	17 ST/LENOX AV	LINCOLN RD/WASHINGTON /	0	3	3	3	12%	2	9%	0	3	4	41

Percent Proxy TP for Route database 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route R

Route	Pattern	Day	Time of Day	OP Hdwy
R	SB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
		13	14		64	66	83	88	99	82	63	9	9	9	9
1	5	R SB1 Seg 1 WkDy AM Peak	95 ST/ABBOTT AV	85 ST/# 755	4	0	4	4	16%	2	7%	2	33	2	33
2	4	R SB1 Seg 2 WkDy AM Peak	85 ST/# 755	ABBOTT AV/69 ST	12	2	14	14	55%	9	37%	8	67	10	79
3	4	R SB1 Seg 3 WkDy AM Peak	ABBOTT AV/69 ST	MT SINAI HOSPITAL/MAIN DC	4	10	14	16	63%	13	53%	1	16	3	52
4	4	R SB1 Seg 4 WkDy AM Peak	MT SINAI HOSPITAL/MAIN DC	ALTON RD/39 ST	0	3	3	7	29%	6	25%	0	3	3	29
5	3	R SB1 Seg 5 WkDy AM Peak	ALTON RD/39 ST	17 ST/LENOX AV	0	4	4	6	23%	5	19%	0	4	3	48
6	3	R SB1 Seg 6 WkDy AM Peak	17 ST/LENOX AV	LINCOLN RD/WASHINGTON /	0	2	3	2	7%	1	6%	0	5	3	44

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route R

Route	Pattern	Day	Time of Day	OP Hdwy
R	SB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
		13	14		64	66	83	88	99	82	63	9	9	9	9
1	3	R SB1 Seg 1 WkDy PM Peak	95 ST/ABBOTT AV	85 ST/# 755	6	1	7	5	19%	2	8%	3	32	4	39
2	3	R SB1 Seg 2 WkDy PM Peak	85 ST/# 755	ABBOTT AV/69 ST	2	3	5	5	19%	4	14%	1	14	3	40
3	3	R SB1 Seg 3 WkDy PM Peak	ABBOTT AV/69 ST	MT SINAI HOSPITAL/MAIN DC	4	2	6	5	19%	3	11%	1	21	2	28
4	3	R SB1 Seg 4 WkDy PM Peak	MT SINAI HOSPITAL/MAIN DC	ALTON RD/39 ST	0	2	2	4	16%	3	12%	0	3	3	20
5	2	R SB1 Seg 5 WkDy PM Peak	ALTON RD/39 ST	17 ST/LENOX AV	1	2	2	4	14%	3	13%	0	4	1	16
6	2	R SB1 Seg 6 WkDy PM Peak	17 ST/LENOX AV	LINCOLN RD/WASHINGTON /	0	2	2	3	10%	2	8%	0	0	3	27

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	63	S NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	28	3	31	26	53%	39	75%	16	153	17	172
2	61	S NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 ALTON RD/5 ST	1	3	4	25	53%	24	51%	0	7	1	26
3	62	S NB1 Seg 3 WkDy Off-Peak	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	8	9	17	25	53%	23	47%	6	63	14	138
4	61	S NB1 Seg 4 WkDy Off-Peak	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON /	7	7	15	23	48%	20	41%	11	49	21	97
5	62	S NB1 Seg 5 WkDy Off-Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	8	6	13	24	49%	21	42%	4	48	8	85
6	56	S NB1 Seg 6 WkDy Off-Peak	COLLINS AV/38 ST COLLINS AV/69 ST	8	8	16	24	49%	21	41%	3	37	6	72
7	55	S NB1 Seg 7 WkDy Off-Peak	COLLINS AV/69 ST COLLINS AV/96 ST	8	10	19	24	50%	21	42%	3	54	8	122
8	54	S NB1 Seg 8 WkDy Off-Peak	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	2	4	6	18	38%	17	35%	1	17	2	44
9	53	S NB1 Seg 9 WkDy Off-Peak	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	4	10	14	17	36%	13	27%	2	28	7	99
10	62	S NB1 Seg 10 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	16	16	10	20%	7	15%	0	1	7	167

Percent Proxy TP for Route database 2%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	11	S NB1 Seg 1 WkDy AM Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	24	2	26	22	47%	17	37%	13	139	14	149
2	11	S NB1 Seg 2 WkDy AM Peak	OMNI BUS TERMINAL/NE 15 ALTON RD/5 ST	1	4	5	23	52%	22	47%	0	6	1	35
3	10	S NB1 Seg 3 WkDy AM Peak	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	8	8	16	22	50%	20	46%	7	73	13	148
4	10	S NB1 Seg 4 WkDy AM Peak	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON /	5	6	10	23	51%	21	46%	6	47	15	106
5	9	S NB1 Seg 5 WkDy AM Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	5	9	14	21	46%	18	37%	3	38	8	109
6	9	S NB1 Seg 6 WkDy AM Peak	COLLINS AV/38 ST COLLINS AV/69 ST	8	7	15	22	48%	18	40%	3	42	6	77
7	10	S NB1 Seg 7 WkDy AM Peak	COLLINS AV/69 ST COLLINS AV/96 ST	17	11	28	32	73%	28	64%	7	109	12	176
8	10	S NB1 Seg 8 WkDy AM Peak	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	2	5	6	26	59%	24	55%	1	14	2	49
9	10	S NB1 Seg 9 WkDy AM Peak	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	3	14	17	23	54%	17	39%	2	23	9	124
10	10	S NB1 Seg 10 WkDy AM Peak	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	14	14	10	21%	6	15%	0	1	6	131

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Load (over #)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	11	S NB1 Seg 1 WkDy PM Peak	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	39	2	41	36	71%	69	113%	22	174	23	181
2	12	S NB1 Seg 2 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 : ALTON RD/5 ST	1	2	3	35	67%	35	67%	0	4	1	16
3	11	S NB1 Seg 3 WkDy PM Peak	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	9	18	27	37	70%	30	58%	7	71	23	218
4	11	S NB1 Seg 4 WkDy PM Peak	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON /	9	8	18	26	53%	23	47%	13	73	25	141
5	11	S NB1 Seg 5 WkDy PM Peak	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	8	7	16	27	53%	25	48%	5	50	9	95
6	11	S NB1 Seg 6 WkDy PM Peak	COLLINS AV/38 ST COLLINS AV/69 ST	12	10	22	31	59%	27	51%	5	45	8	81
7	11	S NB1 Seg 7 WkDy PM Peak	COLLINS AV/69 ST COLLINS AV/96 ST	9	13	22	30	56%	26	48%	4	51	9	125
8	11	S NB1 Seg 8 WkDy PM Peak	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	3	3	6	25	46%	25	45%	1	21	2	42
9	11	S NB1 Seg 9 WkDy PM Peak	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	4	8	12	21	35%	18	31%	2	28	6	85
10	11	S NB1 Seg 10 WkDy PM Peak	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	17	17	16	28%	14	23%	0	2	7	145

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarking	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	4	S NB1 Seg 1 WkDy Nght	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	31	1	32	30	67%	21	45%	17	185	18	192
2	4	S NB1 Seg 2 WkDy Nght	OMNI BUS TERMINAL/NE 15 : ALTON RD/5 ST	0	1	1	30	67%	29	66%	0	0	0	5
3	5	S NB1 Seg 3 WkDy Nght	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	3	11	14	32	73%	27	63%	3	33	12	143
4	6	S NB1 Seg 4 WkDy Nght	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON /	13	6	19	29	66%	22	51%	18	152	26	222
5	6	S NB1 Seg 5 WkDy Nght	LINCOLN RD/WASHINGTON / COLLINS AV/38 ST	6	5	11	33	75%	31	71%	3	38	6	75
6	7	S NB1 Seg 6 WkDy Nght	COLLINS AV/38 ST COLLINS AV/69 ST	5	9	14	28	66%	26	60%	2	27	5	74
7	7	S NB1 Seg 7 WkDy Nght	COLLINS AV/69 ST COLLINS AV/96 ST	6	16	22	23	52%	14	32%	2	41	9	149
8	8	S NB1 Seg 8 WkDy Nght	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	1	3	3	11	25%	10	23%	0	4	1	24
9	9	S NB1 Seg 9 WkDy Nght	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	1	4	5	7	14%	5	11%	1	12	3	50
10	10	S NB1 Seg 10 WkDy Nght	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	6	6	3	6%	2	4%	0	0	3	53

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	Day / Sat	Day	15

Segment / Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
56 / 1 S NB1 Seg 1 Sat Day	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	27	3	30	26	57%	18	39%	15	130	16	141
55 / 2 S NB1 Seg 2 Sat Day	OMNI BUS TERMINAL/NE 15 ALTON RD/5 ST	3	3	6	26	57%	25	54%	1	16	2	36
53 / 3 S NB1 Seg 3 Sat Day	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	8	10	19	27	59%	23	51%	7	66	16	150
53 / 4 S NB1 Seg 4 Sat Day	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON,	7	8	14	22	49%	19	43%	10	58	20	124
53 / 5 S NB1 Seg 5 Sat Day	LINCOLN RD/WASHINGTON, COLLINS AV/38 ST	8	7	15	22	49%	19	42%	5	51	9	95
48 / 6 S NB1 Seg 6 Sat Day	COLLINS AV/38 ST COLLINS AV/69 ST	9	9	18	24	56%	20	45%	3	35	7	73
42 / 7 S NB1 Seg 7 Sat Day	COLLINS AV/69 ST COLLINS AV/96 ST	12	10	22	31	70%	28	64%	5	75	9	139
42 / 8 S NB1 Seg 8 Sat Day	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	2	4	7	27	62%	25	58%	1	18	2	49
41 / 9 S NB1 Seg 9 Sat Day	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	5	8	13	25	58%	22	51%	3	34	7	90
41 / 10 S NB1 Seg 10 Sat Day	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	23	23	20	46%	16	35%	0	0	10	236

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	Day / Sat	Night	15

Seg / Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
10 / 1 S NB1 Seg 1 Sat Ngt	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	19	1	20	17	35%	9	18%	10	4	11	5
11 / 2 S NB1 Seg 2 Sat Ngt	OMNI BUS TERMINAL/NE 15 ALTON RD/5 ST	3	2	5	20	39%	18	37%	1	23	1	35
12 / 3 S NB1 Seg 3 Sat Ngt	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	6	5	12	23	48%	22	44%	5	55	10	103
12 / 4 S NB1 Seg 4 Sat Ngt	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON,	9	5	14	26	52%	22	44%	12	80	20	129
12 / 5 S NB1 Seg 5 Sat Ngt	LINCOLN RD/WASHINGTON, COLLINS AV/38 ST	7	9	17	29	60%	26	55%	4	48	10	109
11 / 6 S NB1 Seg 6 Sat Ngt	COLLINS AV/38 ST COLLINS AV/69 ST	7	6	14	27	60%	24	53%	3	31	5	60
11 / 7 S NB1 Seg 7 Sat Ngt	COLLINS AV/69 ST COLLINS AV/96 ST	6	13	19	28	63%	23	51%	3	42	8	134
11 / 8 S NB1 Seg 8 Sat Ngt	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	1	2	3	20	46%	19	44%	0	7	1	22
12 / 9 S NB1 Seg 9 Sat Ngt	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	4	5	9	21	49%	18	42%	2	29	5	71
12 / 10 S NB1 Seg 10 Sat Ngt	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	17	17	16	37%	12	28%	0	0	7	199

Miami Dade Transit Comprehensive Bus Operations Analysis (BOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	38	S NB1 Seg 1 Sun Day	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	29	2	31	28	60%	18	40%	16	148	17	156
2	37	S NB1 Seg 2 Sun Day	OMNI BUS TERMINAL/NE 15/ALTON RD/5 ST	3	4	6	28	60%	27	57%	1	17	2	42
3	37	S NB1 Seg 3 Sun Day	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	10	10	20	31	66%	28	59%	9	63	17	123
4	37	S NB1 Seg 4 Sun Day	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON	8	9	17	29	59%	26	53%	12	62	24	126
5	38	S NB1 Seg 5 Sun Day	LINCOLN RD/WASHINGTON/COLLINS AV/38 ST	12	9	21	31	64%	26	54%	7	71	13	125
6	34	S NB1 Seg 6 Sun Day	COLLINS AV/38 ST COLLINS AV/69 ST	8	14	22	29	59%	25	49%	3	35	8	91
7	32	S NB1 Seg 7 Sun Day	COLLINS AV/69 ST COLLINS AV/96 ST	12	11	22	30	58%	26	52%	5	73	9	141
8	31	S NB1 Seg 8 Sun Day	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	2	4	6	25	50%	24	48%	1	12	2	37
9	31	S NB1 Seg 9 Sun Day	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	5	8	12	25	49%	22	43%	2	35	6	93
10	31	S NB1 Seg 10 Sun Day	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	1	24	25	20	39%	15	29%	1	14	10	254

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	NB1	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	7	S NB1 Seg 1 Sun Nght	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	11	1	12	9	20%	6	13%	6	41	7	46
2	8	S NB1 Seg 2 Sun Nght	OMNI BUS TERMINAL/NE 15/ALTON RD/5 ST	0	1	1	9	19%	9	19%	0	2	0	8
3	8	S NB1 Seg 3 Sun Nght	ALTON RD/5 ST ALTON RD/LINCOLN RD MAL	3	3	6	11	22%	9	18%	3	36	5	71
4	8	S NB1 Seg 4 Sun Nght	ALTON RD/LINCOLN RD MAL LINCOLN RD/WASHINGTON	7	3	10	13	26%	10	19%	10	118	14	162
5	8	S NB1 Seg 5 Sun Nght	LINCOLN RD/WASHINGTON/COLLINS AV/38 ST	4	4	9	22	46%	20	44%	3	36	5	71
6	8	S NB1 Seg 6 Sun Nght	COLLINS AV/38 ST COLLINS AV/69 ST	4	6	10	21	44%	20	41%	2	26	4	61
7	8	S NB1 Seg 7 Sun Nght	COLLINS AV/69 ST COLLINS AV/96 ST	3	11	14	19	39%	13	27%	1	25	6	105
8	8	S NB1 Seg 8 Sun Nght	COLLINS AV/96 ST COLLINS AV/SUNNY ISLES BI	1	2	3	12	26%	11	24%	0	8	1	29
9	9	S NB1 Seg 9 Sun Nght	COLLINS AV/SUNNY ISLES BI COLLINS AV/GALAHAD-DADE	1	3	5	11	24%	10	22%	1	10	2	42
10	8	S NB1 Seg 10 Sun Nght	COLLINS AV/GALAHAD-DADE AVENTURA MALL/FOOD COL	0	5	5	8	19%	7	16%	0	2	2	53

Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	SB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	49	S SB1 Seg 1 WkDy Off-Peak	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	14.8	1	15.7	14.6	32%	11.8	26%	6	73	6	77
2	50	S SB1 Seg 2 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	9.1	4	13.6	19.2	41%	15.8	34%	5	61	7	90
3	49	S SB1 Seg 3 WkDy Off-Peak	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	3.9	3	7.4	20.1	42%	17.6	37%	1	32	2	59
4	49	S SB1 Seg 4 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	13.1	9	22.2	25.2	54%	20.7	44%	6	70	11	118
5	49	S SB1 Seg 5 WkDy Off-Peak	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	5.4	5	10.6	24.5	53%	22.1	48%	2	23	4	45
6	49	S SB1 Seg 6 WkDy Off-Peak	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	10.7	12	22.3	25.2	54%	21.4	46%	8	66	12	138
7	47	S SB1 Seg 7 WkDy Off-Peak	LINCOLN RD/WASHINGTON/ALTON RD/LINCOLN RD	5.3	6	11.0	22.5	46%	20.6	43%	8	46	16	95
8	45	S SB1 Seg 8 WkDy Off-Peak	ALTON RD/LINCOLN RD ALTON RD/6 ST	7.5	6	14.0	25.1	52%	23.0	48%	6	76	12	141
9	48	S SB1 Seg 9 WkDy Off-Peak	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	2.2	6	8.7	25.5	54%	24.2	52%	1	17	2	67
10	44	S SB1 Seg 10 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15:BISCAYNE BD/NE 5 ST	0.4	4	3.9	21.2	46%	20.2	43%	0	5	4	48
11	48	S SB1 Seg 11 WkDy Off-Peak	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	1.1	17	18.4	16.6	35%	11.1	24%	1	7	20	136

2%

Percent Proxy TP for Route database

Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdwy
S	SB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	12	S SB1 Seg 1 WkDy AM Peak	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	8.3	2	10.2	7.4	17%	7.3	16%	3	6	4	7
2	11	S SB1 Seg 2 WkDy AM Peak	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	7.6	3	10.2	11.7	25%	8.0	18%	4	61	5	81
3	12	S SB1 Seg 3 WkDy AM Peak	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	4.0	2	5.7	14.5	30%	13.0	28%	1	27	2	38
4	12	S SB1 Seg 4 WkDy AM Peak	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	20.5	5	25.5	31.1	66%	21.5	45%	10	99	12	123
5	11	S SB1 Seg 5 WkDy AM Peak	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	7.0	10	16.9	30.7	63%	28.6	59%	3	37	6	89
6	10	S SB1 Seg 6 WkDy AM Peak	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	7.7	10	17.9	28.9	60%	26.4	55%	4	57	10	132
7	11	S SB1 Seg 7 WkDy AM Peak	LINCOLN RD/WASHINGTON/ALTON RD/LINCOLN RD	4.4	8	12.5	26.9	57%	23.5	51%	6	41	18	123
8	10	S SB1 Seg 8 WkDy AM Peak	ALTON RD/LINCOLN RD ALTON RD/6 ST	9.4	5	14.7	30.0	70%	27.6	84%	8	93	12	145
9	9	S SB1 Seg 9 WkDy AM Peak	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	0.1	7	7.6	24.7	58%	23.0	54%	0	1	2	68
10	9	S SB1 Seg 10 WkDy AM Peak	OMNI BUS TERMINAL/NE 15:BISCAYNE BD/NE 5 ST	0.1	3	2.8	20.2	47%	19.6	46%	0	1	3	35
11	8	S SB1 Seg 11 WkDy AM Peak	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	1.0	15	16.4	17.8	41%	13.3	31%	1	#REF!	18	#REF!

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdw
S	SB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	10	S SB1 Seg 1 WkDy PM Peak	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	29.1	2	30.6	28.0	56%	24.5	49%	12	141	12	148
2	9	S SB1 Seg 2 WkDy PM Peak	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	15.8	7	23.1	34.8	67%	28.4	54%	8	105	12	153
3	9	S SB1 Seg 3 WkDy PM Peak	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	6.7	4	11.1	34.8	70%	31.7	64%	2	52	4	87
4	8	S SB1 Seg 4 WkDy PM Peak	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	13.3	19	32.4	40.0	80%	36.2	72%	6	63	15	153
5	7	S SB1 Seg 5 WkDy PM Peak	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	7.6	8	15.3	32.7	67%	27.9	58%	3	33	6	66
6	7	S SB1 Seg 6 WkDy PM Peak	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	13.0	16	28.7	37.3	77%	32.5	66%	7	67	16	147
7	7	S SB1 Seg 7 WkDy PM Peak	LINCOLN RD/WASHINGTON, ALTON RD/LINCOLN RD	8.9	5	14.1	34.4	74%	31.0	67%	13	63	20	101
8	6	S SB1 Seg 8 WkDy PM Peak	ALTON RD/LINCOLN RD ALTON RD/6 ST	6.5	10	16.5	32.7	68%	30.2	62%	5	58	14	148
9	6	S SB1 Seg 9 WkDy PM Peak	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	1.3	9	10.3	22.0	42%	20.0	38%	0	11	3	85
10	7	S SB1 Seg 10 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 BISCAYNE BD/NE 5 ST	0.0	2	2.0	13.7	28%	13.4	28%	0	0	2	26
11	6	S SB1 Seg 11 WkDy PM Peak	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	2.2	14	16.3	8.5	21%	6.5	16%	2	25	18	188

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdw
S	SB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	7	S SB1 Seg 1 WkDy Nght	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	20.4	2	22.0	19.7	45%	18.8	43%	8	128	9	139
2	8	S SB1 Seg 2 WkDy Nght	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	2.8	3	5.6	15.4	35%	12.8	30%	1	22	3	44
3	8	S SB1 Seg 3 WkDy Nght	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	2.4	2	4.8	11.9	28%	9.5	23%	1	21	2	41
4	8	S SB1 Seg 4 WkDy Nght	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	6.4	8	14.4	13.1	29%	9.6	21%	3	38	7	85
5	9	S SB1 Seg 5 WkDy Nght	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	5.3	4	9.1	10.6	19%	7.0	13%	2	33	3	57
6	9	S SB1 Seg 6 WkDy Nght	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	3.4	9	12.3	10.1	18%	8.7	16%	2	25	7	91
7	10	S SB1 Seg 7 WkDy Nght	LINCOLN RD/WASHINGTON, ALTON RD/LINCOLN RD	1.5	2	3.7	5.9	10%	5.1	9%	2	19	5	46
8	10	S SB1 Seg 8 WkDy Nght	ALTON RD/LINCOLN RD ALTON RD/6 ST	1.5	3	3.6	4.6	7%	4.2	6%	1	20	3	50
9	10	S SB1 Seg 9 WkDy Nght	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	0.4	3	3.7	3.9	6%	3.7	6%	0	3	1	26
10	10	S SB1 Seg 10 WkDy Nght	OMNI BUS TERMINAL/NE 15 BISCAYNE BD/NE 5 ST	0.0	0	0.2	2.9	4%	2.9	4%	0	0	0	4
11	10	S SB1 Seg 11 WkDy Nght	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.1	4	4.1	2.9	4%	2.4	4%	0	1	5	57

Route	Pattern	Day	Time of Day	OP Hdwy
S	SB1	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	55	S SB1 Seg 1 Sat Day	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	17.6	1	18.7	18.5	41%	14.4	31%	7	40	7	43
2	55	S SB1 Seg 2 Sat Day	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	8.4	6	14.7	19.7	44%	16.1	35%	4	58	7	101
3	55	S SB1 Seg 3 Sat Day	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	4.4	3	7.5	18.9	42%	16.7	37%	1	34	2	58
4	56	S SB1 Seg 4 Sat Day	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	13.7	10	24.1	23.6	53%	18.5	42%	7	80	11	140
5	55	S SB1 Seg 5 Sat Day	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	6.1	6	12.2	21.3	47%	18.8	41%	2	27	5	54
6	48	S SB1 Seg 6 Sat Day	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	8.0	12	20.0	21.4	46%	19.1	41%	4	53	11	133
7	48	S SB1 Seg 7 Sat Day	LINCOLN RD/WASHINGTON ALTON RD/LINCOLN RD	4.4	6	10.7	17.5	37%	15.4	32%	6	45	15	108
8	40	S SB1 Seg 8 Sat Day	ALTON RD/LINCOLN RD ALTON RD/6 ST	5.0	5	9.5	19.1	41%	17.7	38%	4	54	8	103
9	40	S SB1 Seg 9 Sat Day	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	1.1	5	5.7	17.8	38%	17.2	37%	0	8	2	42
10	39	S SB1 Seg 10 Sat Day	OMNI BUS TERMINAL/NE 15 BISCAYNE BD/NE 5 ST	0.5	4	4.4	15.1	32%	13.9	30%	1	7	5	54
11	39	S SB1 Seg 11 Sat Day	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	1.1	15	16.4	10.2	21%	6.3	13%	1	13	18	183

Route	Pattern	Day	Time of Day	OP Hdwy
S	SB1	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	15	S SB1 Seg 1 Sat Nght	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	24.5	1	25.7	24.3	59%	22.2	54%	10	140	10	147
2	15	S SB1 Seg 2 Sat Nght	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	4.3	3	7.2	19.7	48%	17.1	42%	2	23	4	39
3	15	S SB1 Seg 3 Sat Nght	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	1.5	4	5.6	17.0	41%	10.7	25%	0	13	2	46
4	14	S SB1 Seg 4 Sat Nght	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	7.4	12	19.5	10.3	23%	8.3	19%	4	43	9	113
5	15	S SB1 Seg 5 Sat Nght	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	3.8	5	9.2	9.5	21%	8.1	18%	1	23	3	55
6	15	S SB1 Seg 6 Sat Nght	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON	5.6	12	18.1	9.1	20%	8.0	17%	3	37	10	119
7	15	S SB1 Seg 7 Sat Nght	LINCOLN RD/WASHINGTON ALTON RD/LINCOLN RD	3.7	2	6.2	6.3	14%	5.1	11%	5	34	9	56
8	16	S SB1 Seg 8 Sat Nght	ALTON RD/LINCOLN RD ALTON RD/6 ST	3.6	4	7.9	10.8	20%	9.9	18%	3	37	7	83
9	16	S SB1 Seg 9 Sat Nght	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	0.6	4	4.6	9.4	18%	8.9	16%	0	5	1	39
10	17	S SB1 Seg 10 Sat Nght	OMNI BUS TERMINAL/NE 15 BISCAYNE BD/NE 5 ST	0.9	2	2.6	7.1	12%	6.2	10%	1	13	3	36
11	17	S SB1 Seg 11 Sat Nght	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	0.2	9	9.1	6.1	10%	4.6	7%	0	26	10	1320

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdw
S	SB1	Sun	Day	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
37	1	S SB1 Seg 1 Sun Day	AVENTURA MALL/FOOD COL COLLINS AV/GALAHAD-DADE	17.7	1	18.9	19.1	42%	16.8	36%	7	17	8	18
37	2	S SB1 Seg 2 Sun Day	COLLINS AV/GALAHAD-DADE COLLINS AV/163 ST	6.4	5	11.8	20.1	44%	15.5	33%	3	49	6	90
36	3	S SB1 Seg 3 Sun Day	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HAF	4.0	3	7.1	15.6	31%	14.3	29%	1	25	2	44
36	4	S SB1 Seg 4 Sun Day	COLLINS AV/# 9700 (BAL HAF ABBOTT AV/69 ST	14.4	10	24.4	23.1	46%	16.6	34%	7	83	12	140
36	5	S SB1 Seg 5 Sun Day	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	5.4	6	11.7	20.6	43%	19.0	39%	2	26	4	57
34	6	S SB1 Seg 6 Sun Day	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON,	9.2	11	20.0	20.4	41%	17.7	36%	5	57	11	124
34	7	S SB1 Seg 7 Sun Day	LINCOLN RD/WASHINGTON, ALTON RD/LINCOLN RD	4.5	8	10.1	17.7	35%	16.2	32%	6	42	14	94
30	8	S SB1 Seg 8 Sun Day	ALTON RD/LINCOLN RD ALTON RD/6 ST	4.8	5	10.1	19.8	38%	18.3	36%	4	51	8	105
30	9	S SB1 Seg 9 Sun Day	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15	1.4	4	5.1	18.7	37%	17.9	35%	0	10	1	36
30	10	S SB1 Seg 10 Sun Day	OMNI BUS TERMINAL/NE 15 BISCAYNE BD/NE 5 ST	0.2	5	4.7	15.7	32%	14.6	29%	0	2	5	52
29	11	S SB1 Seg 11 Sun Day	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP	1.2	14	15.2	11.9	23%	7.9	15%	1	16	17	197

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route S

Route	Pattern	Day	Time of Day	OP Hdw
S	SB1	Sun	Night	15

Sample Trips	Segment	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
7	1	S SB1 Seg 1 Sun Nght	AVENTURA MALL/FOOD COURT ENTI COLLINS AV/GALAHAD-DADE BD (19:	23.3	1	24.1	23.6	52%	22.4	49%	9	125	10	130
7	2	S SB1 Seg 2 Sun Nght	COLLINS AV/GALAHAD-DADE BD (19: COLLINS AV/163 ST	5.0	5	10.1	28.4	56%	13.5	30%	3	36	5	73
6	3	S SB1 Seg 3 Sun Nght	COLLINS AV/163 ST COLLINS AV/# 9700 (BAL HARBOUR)	1.0	4	4.5	3.5	8%	3.1	7%	0	9	1	40
6	4	S SB1 Seg 4 Sun Nght	COLLINS AV/# 9700 (BAL HARBOUR) ABBOTT AV/69 ST	8.5	12	20.0	8.0	19%	4.1	10%	4	45	10	106
7	5	S SB1 Seg 5 Sun Nght	ABBOTT AV/69 ST INDIAN CREEK DR/41 ST	1.3	7	8.1	5.9	14%	5.6	13%	0	9	3	54
6	6	S SB1 Seg 6 Sun Nght	INDIAN CREEK DR/41 ST LINCOLN RD/WASHINGTON AV	5.3	10	15.7	3.3	7%	3.0	7%	3	38	9	104
6	7	S SB1 Seg 7 Sun Nght	LINCOLN RD/WASHINGTON AV ALTON RD/LINCOLN RD	1.7	2	3.8	2.0	4%	1.8	4%	2	15	5	34
6	8	S SB1 Seg 8 Sun Nght	ALTON RD/LINCOLN RD ALTON RD/6 ST	1.7	2	3.3	2.0	4%	1.9	4%	1	13	3	27
6	9	S SB1 Seg 9 Sun Nght	ALTON RD/6 ST OMNI BUS TERMINAL/NE 15 ST/BISC/	0.7	4	4.7	1.5	4%	1.3	3%	0	8	1	54
6	10	S SB1 Seg 10 Sun Nght	OMNI BUS TERMINAL/NE 15 ST/BISC/ BISCAYNE BD/NE 5 ST	0.0	0	0.2	1.0	3%	1.0	3%	0	0	0	2
6	11	S SB1 Seg 11 Sun Nght	BISCAYNE BD/NE 5 ST CBD TERMINAL/SW 1 AV OP FEDER/	0.0	6	6.0	1.0	3%	0.7	2%	0	0	7	98

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	26	T.NB1 Seg 1 WkDy Off-Peak	CBD TERMINAL/SW 1 AV OP — OMNI BUS TERMINAL/NE 15	14.8	1	15.3	14.2	36%	9.8	25%	9	84	9	87
2	24	T.NB1 Seg 2 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 — NE 36 ST/BISCAYNE BD	4.4	1	5.1	17.5	44%	15.2	38%	3	36	3	42
3	25	T.NB1 Seg 3 WkDy Off-Peak	NE 36 ST/BISCAYNE BD — 41 ST/COLLINS AV	2.7	4	6.6	18.5	46%	16.6	42%	1	16	2	40
4	24	T.NB1 Seg 4 WkDy Off-Peak	41 ST/COLLINS AV — COLLINS AV/69 ST	2.3	9	10.9	15.0	38%	12.2	31%	1	12	4	57
5	24	T.NB1 Seg 5 WkDy Off-Peak	COLLINS AV/69 ST — COLLINS AV/96 ST	2.3	11	13.5	5.1	13%	2.6	7%	1	14	7	83
6	24	T.NB1 Seg 6 WkDy Off-Peak	COLLINS AV/96 ST — COLLINS AV/HAULOVER CLU	0.0	2	2.0	0.0	0%	0.0	0%	0	0	1	24

Percent Proxy TP for Route database   0%

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	5	T.NB1 Seg 1 WkDy AM Peak	CBD TERMINAL/SW 1 AV OP — OMNI BUS TERMINAL/NE 15	27.8	1	29.2	27.2	68%	24.6	62%	16	164	17	172
2	5	T.NB1 Seg 2 WkDy AM Peak	OMNI BUS TERMINAL/NE 15 — NE 36 ST/BISCAYNE BD	7.4	2	9.2	33.4	84%	30.0	75%	4	67	5	84
3	5	T.NB1 Seg 3 WkDy AM Peak	NE 36 ST/BISCAYNE BD — 41 ST/COLLINS AV	1.0	8	9.2	28.2	71%	22.3	56%	0	5	2	42
4	6	T.NB1 Seg 4 WkDy AM Peak	41 ST/COLLINS AV — COLLINS AV/69 ST	3.0	16	18.8	22.6	57%	7.2	18%	1	15	6	94
5	5	T.NB1 Seg 5 WkDy AM Peak	COLLINS AV/69 ST — COLLINS AV/96 ST	3.8	11	15.2	0.0	0%	0.0	0%	2	29	8	117
6	5	T.NB1 Seg 6 WkDy AM Peak	COLLINS AV/96 ST — COLLINS AV/HAULOVER CLU	0.0	8	7.6	0.0	0%	0.0	0%	0	0	4	74

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	6	T.NB1 Seg 1 WkDy PM Peak	CBD TERMINAL/SW 1 AV OP — OMNI BUS TERMINAL/NE 15	19.0	1	19.7	18.3	46%	13.7	34%	11	102	12	106
2	7	T.NB1 Seg 2 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 — NE 36 ST/BISCAYNE BD	3.1	2	5.1	20.9	52%	18.8	47%	2	20	3	32
3	6	T.NB1 Seg 3 WkDy PM Peak	NE 36 ST/BISCAYNE BD — 41 ST/COLLINS AV	5.3	3	8.0	20.2	50%	16.7	42%	1	29	2	43
4	6	T.NB1 Seg 4 WkDy PM Peak	41 ST/COLLINS AV — COLLINS AV/69 ST	4.7	14	18.3	20.0	50%	16.2	41%	2	20	6	78
5	6	T.NB1 Seg 5 WkDy PM Peak	COLLINS AV/69 ST — COLLINS AV/96 ST	3.7	18	21.2	9.8	25%	2.4	6%	2	22	11	125
6	5	T.NB1 Seg 6 WkDy PM Peak	COLLINS AV/96 ST — COLLINS AV/HAULOVER CLU	0.0	2	1.6	0.2	1%	0.1	0%	0	0	1	21

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	2	T NB1 Seg 1 WkDy Ngt	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	10.0	1	11.0	9.0	23%	6.3	16%	6	57	6	63
2	2	T NB1 Seg 2 WkDy Ngt	OMNI BUS TERMINAL/NE 15 - NE 36 ST/BISCAYNE BD	4.5	1	5.0	13.0	33%	11.2	28%	3	36	3	40
3	2	T NB1 Seg 3 WkDy Ngt	NE 36 ST/BISCAYNE BD - 41 ST/COLLINS AV	2.0	2	3.5	13.5	34%	13.1	33%	0	15	1	26
4	3	T NB1 Seg 4 WkDy Ngt	41 ST/COLLINS AV - COLLINS AV/69 ST	1.7	5	6.3	11.7	29%	11.1	28%	1	11	2	41
5	2	T NB1 Seg 5 WkDy Ngt	COLLINS AV/69 ST - COLLINS AV/96 ST	3.0	10	12.5	8.0	20%	4.3	11%	2	21	6	88
6	2	T NB1 Seg 6 WkDy Ngt	COLLINS AV/96 ST - COLLINS AV/HAULOVER CLU	0.0	2	2.0	1.0	3%	0.3	1%	0	0	1	27

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	18	T NB1 Seg 1 Sat Day	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	12.7	1	13.4	12.0	30%	5.0	12%	7	75	8	79
2	18	T NB1 Seg 2 Sat Day	OMNI BUS TERMINAL/NE 15 - NE 36 ST/BISCAYNE BD	3.7	1	4.2	15.2	38%	13.4	34%	2	36	2	41
3	18	T NB1 Seg 3 Sat Day	NE 36 ST/BISCAYNE BD - 41 ST/COLLINS AV	1.8	6	7.6	15.8	40%	13.1	33%	0	11	2	45
4	18	T NB1 Seg 4 Sat Day	41 ST/COLLINS AV - COLLINS AV/69 ST	1.1	9	10.4	9.9	25%	6.2	16%	0	6	3	56
5	0	T NB1 Seg 5 Sat Day	COLLINS AV/69 ST - COLLINS AV/96 ST	-	-	-	-	-	-	-	-	-	-	-
6	0	T NB1 Seg 6 Sat Day	COLLINS AV/96 ST - COLLINS AV/HAULOVER CLU	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / ml.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / ml.)	Segment Activity (On&Off / hr.)
1	5	T NB1 Seg 1 Sat Night	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	11.2	2	13.0	10.4	26%	7.2	18%	7	57	8	66
2	5	T NB1 Seg 2 Sat Night	OMNI BUS TERMINAL/NE 15 - NE 36 ST/BISCAYNE BD	4.6	1	5.2	13.4	34%	10.9	27%	3	44	3	50
3	5	T NB1 Seg 3 Sat Night	NE 36 ST/BISCAYNE BD - 41 ST/COLLINS AV	0.6	5	5.4	13.4	34%	11.7	29%	0	4	1	33
4	5	T NB1 Seg 4 Sat Night	41 ST/COLLINS AV - COLLINS AV/69 ST	2.2	7	9.2	11.2	28%	9.6	24%	1	15	3	60
5	0	T NB1 Seg 5 Sat Night	COLLINS AV/69 ST - COLLINS AV/96 ST	-	-	-	-	-	-	-	-	-	-	-
6	0	T NB1 Seg 6 Sat Night	COLLINS AV/96 ST - COLLINS AV/HAULOVER CLU	-	-	-	-	-	-	-	-	-	-	-

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	Sun	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	17	T NB1 Seg 1 Sun Day	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	7.5	1	8.4	7.3	18%	3.9	10%	4	50	5	55
2	17	T NB1 Seg 2 Sun Day	OMNI BUS TERMINAL/NE 15 : NE 36 ST/BISCAYNE BD	2.6	0	3.0	8.8	22%	7.4	18%	2	23	2	26
3	17	T NB1 Seg 3 Sun Day	NE 36 ST/BISCAYNE BD	41 ST/COLLINS AV	0.7	3	3.8	8.8	22%	7.4	18%	0	5	1	26
4	17	T NB1 Seg 4 Sun Day	41 ST/COLLINS AV	COLLINS AV/69 ST	1.7	6	7.8	6.9	17%	3.8	10%	1	10	3	49
5	0	T NB1 Seg 5 Sun Day	COLLINS AV/69 ST	COLLINS AV/96 ST	-	-	-	-	-	-	-	-	-	-	-
6	0	T NB1 Seg 6 Sun Day	COLLINS AV/96 ST	COLLINS AV/HAULOVER CLU	-	-	-	-	-	-	-	-	-	-	-

Route	Pattern	Day	Time of Day	OP Hdwy
T	NB All	Sun	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	5	T NB1 Seg 1 Sun Night	CBD TERMINAL/SW 1 AV OP OMNI BUS TERMINAL/NE 15	8.2	0	8.6	8.0	20%	4.4	11%	5	55	5	57
2	5	T NB1 Seg 2 Sun Night	OMNI BUS TERMINAL/NE 15 : NE 36 ST/BISCAYNE BD	1.4	2	3.8	7.6	19%	7.1	18%	1	12	2	34
3	5	T NB1 Seg 3 Sun Night	NE 36 ST/BISCAYNE BD	41 ST/COLLINS AV	2.2	3	4.8	8.2	21%	7.3	18%	1	15	1	32
4	5	T NB1 Seg 4 Sun Night	41 ST/COLLINS AV	COLLINS AV/69 ST	1.0	4	5.0	7.0	18%	5.7	14%	0	6	2	28
5	0	T NB1 Seg 5 Sun Night	COLLINS AV/69 ST	COLLINS AV/96 ST	-	-	-	-	-	-	-	-	-	-	-
6	0	T NB1 Seg 6 Sun Night	COLLINS AV/96 ST	COLLINS AV/HAULOVER CLU	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	23	T SB1 Seg 1 WkDy Off-Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAR	3.0	0	3.1	2.9	7%	1.4	3%	4	37	4	38
2	23	T SB1 Seg 2 WkDy Off-Peak	COLLINS AV/# 9700 (BAL HAR ABBOTT AV/69 ST	11.9	3	14.8	12.6	32%	7.1	18%	4	74	5	91
3	22	T SB1 Seg 3 WkDy Off-Peak	ABBOTT AV/69 ST 41 ST/PINE TREE DR	6.7	2	8.8	17.5	44%	15.1	38%	2	33	3	44
4	22	T SB1 Seg 4 WkDy Off-Peak	41 ST/PINE TREE DR BISCAYNE BD/NE 36 ST	4.1	7	11.1	19.0	47%	16.5	41%	1	23	3	64
5	22	T SB1 Seg 5 WkDy Off-Peak	BISCAYNE BD/NE 36 ST OMNI BUS TERMINAL/NE 15 S	0.7	3	4.0	12.5	31%	11.8	29%	0	7	2	41
6	22	T SB1 Seg 6 WkDy Off-Peak	OMNI BUS TERMINAL/NE 15 S CBD TERMINAL/SW 1 AV OP	0.5	12	12.7	10.8	27%	6.8	17%	0	3	8	67

Percent Proxy TP for Route database 0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	6	T SB1 Seg 1 WkDy AM Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAR	3.2	0	3.2	3.2	8%	1.5	4%	5	33	5	33
2	6	T SB1 Seg 2 WkDy AM Peak	COLLINS AV/# 9700 (BAL HAR ABBOTT AV/69 ST	39.0	6	44.8	35.8	90%	16.0	40%	13	160	15	184
3	6	T SB1 Seg 3 WkDy AM Peak	ABBOTT AV/69 ST 41 ST/PINE TREE DR	6.2	5	11.6	38.8	97%	36.8	92%	2	30	4	57
4	6	T SB1 Seg 4 WkDy AM Peak	41 ST/PINE TREE DR BISCAYNE BD/NE 36 ST	3.0	8	11.2	34.4	86%	31.3	78%	1	17	3	65
5	6	T SB1 Seg 5 WkDy AM Peak	BISCAYNE BD/NE 36 ST OMNI BUS TERMINAL/NE 15 S	0.4	5	5.2	27.6	69%	26.5	66%	0	4	3	52
6	4	T SB1 Seg 6 WkDy AM Peak	OMNI BUS TERMINAL/NE 15 S CBD TERMINAL/SW 1 AV OP	0.5	26	26.8	25.3	63%	13.8	34%	0	3	17	146

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/mi.)	Segment Activity (On&Off/hr.)
1	6	T SB1 Seg 1 WkDy PM Peak	COLLINS AV/HAULOVER CLU COLLINS AV/# 9700 (BAL HAR	8.7	0	8.7	8.7	22%	4.2	11%	12	104	12	104
2	6	T SB1 Seg 2 WkDy PM Peak	COLLINS AV/# 9700 (BAL HAR ABBOTT AV/69 ST	12.8	6	18.5	18.2	45%	13.3	33%	4	89	6	99
3	6	T SB1 Seg 3 WkDy PM Peak	ABBOTT AV/69 ST 41 ST/PINE TREE DR	23.0	1	24.3	37.2	93%	24.2	61%	8	79	8	83
4	6	T SB1 Seg 4 WkDy PM Peak	41 ST/PINE TREE DR BISCAYNE BD/NE 36 ST	5.2	13	18.0	40.0	100%	36.7	92%	1	27	4	94
5	6	T SB1 Seg 5 WkDy PM Peak	BISCAYNE BD/NE 36 ST OMNI BUS TERMINAL/NE 15 S	1.0	9	10.0	27.2	68%	24.3	61%	1	11	6	113
6	6	T SB1 Seg 6 WkDy PM Peak	OMNI BUS TERMINAL/NE 15 S CBD TERMINAL/SW 1 AV OP	2.0	21	23.2	20.7	52%	12.0	30%	1	10	14	117

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	3	T SB1 Seg 1 WkDy Night	COLLINS AV/HAULOVER CLU	COLLINS AV/# 9700 (BAL HAF	2.3	0	2.3	2.3	6%	0.7	2%	3	32	3	32
2	3	T SB1 Seg 2 WkDy Night	COLLINS AV/# 9700 (BAL HAF	ABBOTT AV/69 ST	7.0	4	11.0	8.0	20%	5.5	14%	2	39	4	62
3	5	T SB1 Seg 3 WkDy Night	ABBOTT AV/69 ST	41 ST/PINE TREE DR	2.8	2	5.2	6.8	17%	4.7	12%	1	19	2	35
4	5	T SB1 Seg 4 WkDy Night	41 ST/PINE TREE DR	BISCAYNE BD/NE 36 ST	2.8	3	5.4	6.8	17%	5.2	13%	1	19	1	36
5	6	T SB1 Seg 5 WkDy Night	BISCAYNE BD/NE 36 ST	OMNI BUS TERMINAL/NE 15 S	1.0	2	3.4	4.0	10%	3.7	9%	1	9	2	32
6	6	T SB1 Seg 6 WkDy Night	OMNI BUS TERMINAL/NE 15 S	CBD TERMINAL/SW 1 AV OP	0.2	4	4.5	4.0	10%	3.0	8%	0	1	2	30

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	Sat	Day	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	20	T SB1 Seg 1 Sat Day	HARDING AV/72 ST	41 ST/PINE TREE DR	10.9	1	11.4	14.4	36%	10.9	27%	4	52	4	55
2	19	T SB1 Seg 2 Sat Day	41 ST/PINE TREE DR	BISCAYNE BD/NE 36 ST	2.8	5	7.8	15.9	40%	14.4	36%	1	20	2	54
3	19	T SB1 Seg 3 Sat Day	BISCAYNE BD/NE 36 ST	OMNI BUS TERMINAL/NE 15 S	1.1	3	3.9	11.8	29%	11.0	28%	1	11	2	41
4	19	T SB1 Seg 4 Sat Day	OMNI BUS TERMINAL/NE 15 ST	CBD TERMINAL/SW 1 AV OP	0.5	10	10.8	10.0	25%	6.1	15%	0	3	7	59

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	Sat	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	5	T SB1 Seg 1 Sat Night	HARDING AV/72 ST	41 ST/PINE TREE DR	3.4	0.0	3	5.6	0.1	450%	0.1	110%	17	1	17
2	6	T SB1 Seg 2 Sat Night	41 ST/PINE TREE DR	BISCAYNE BD/NE 36 ST	2.8	3.5	6	9.8	0.2	790%	0.2	66%	20	1	44
3	6	T SB1 Seg 3 Sat Night	BISCAYNE BD/NE 36 ST	OMNI BUS TERMINAL/NE 15 S	0.7	1.8	3	5.8	0.1	567%	0.1	39%	7	1	25
4	6	T SB1 Seg 4 Sat Night	OMNI BUS TERMINAL/NE 15 ST/BISC.	CBD TERMINAL/SW 1 AV OP	0.0	4.7	5	5.7	0.1	369%	0.1	0%	0	3	31

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	Sun	Day	15

Sample Trips: 2

Segment	Sample Trips	Segment Label	Segment Beginning and End Points (13)	(14)	Average Segment Boardings (b4)	Average Segment Debarkings (b)	Segment Passenger Activity (b3)	Segment Maximum Load (b8)	Seg. Max Load % Seated Capy. (70,40,25) (59)	Segment Average Load (over # stops) (b2)	Seg. Avg. Load % Seated Capy. (70,40,25) (b3)	Segment Productivity (Boarding/mi.) (b)	Segment Productivity (Boarding/hr.) (b)	Segment Activity (On&Off/mi.) (b)	Segment Activity (On&Off/hr.) (b)
1	15	T SB1 Seg 1 Sun Day	HARDING AV/72 ST	41 ST/PINE TREE DR	8.5	1	9.4	10.7	27%	8.2	21%	3	48	3	54
2	15	T SB1 Seg 2 Sun Day	41 ST/PINE TREE DR	BISCAYNE BD/NE 36 ST	3.7	5	9.0	12.3	31%	10.5	26%	1	27	2	66
3	15	T SB1 Seg 3 Sun Day	BISCAYNE BD/NE 36 ST	OMNI BUS TERMINAL/NE 15	1.1	3	3.7	8.8	22%	8.0	20%	1	11	2	40
4	15	T SB1 Seg 4 Sun Day	OMNI BUS TERMINAL/NE 15	CBD TERMINAL/SW 1 AV OP	0.3	9	8.9	6.7	17%	4.1	10%	0	2	6	54

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route T

Route	Pattern	Day	Time of Day	OP Hdwy
T	SB All	Sun	Night	15

Sample Trips: 2

Segment	Sample Trips	Segment Label	Segment Beginning and End Points (13)	(14)	Average Segment Boardings (b4)	Average Segment Debarkings (b)	Segment Passenger Activity (b3)	Segment Maximum Load (b8)	Seg. Max Load % Seated Capy. (70,40,25) (59)	Segment Average Load (over # stops) (b2)	Seg. Avg. Load % Seated Capy. (70,40,25) (b3)	Segment Productivity (Boarding/mi.) (b)	Segment Productivity (Boarding/hr.) (b)	Segment Activity (On&Off/mi.) (b)	Segment Activity (On&Off/hr.) (b)
1	5	T SB1 Seg 1 Sun Night	HARDING AV/72 ST	41 ST/PINE TREE DR	6.2	2	8.2	7.2	18%	5.3	13%	2	29	3	38
2	5	T SB1 Seg 2 Sun Night	41 ST/PINE TREE DR	BISCAYNE BD/NE 36 ST	0.6	2	2.8	6.4	16%	5.9	15%	0	5	1	23
3	5	T SB1 Seg 3 Sun Night	BISCAYNE BD/NE 36 ST	OMNI BUS TERMINAL/NE 15	0.8	2	2.4	4.2	11%	3.9	10%	0	10	1	29
4	5	T SB1 Seg 4 Sun Night	OMNI BUS TERMINAL/NE 15	CBD TERMINAL/SW 1 AV OP	0.0	4	3.8	3.8	10%	2.6	7%	0	0	2	25

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route V

Route	Pattern	Day	Time of Day	OP Hdwy
V	EB2	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
			14	84	c	53	58	59	82	83	c	c	c	c
1	9	V EB2 Seg 1 WkDy Off-Peak	GOLDEN GLADES/TERMINAl NW 168 ST/NW 1 AV	7.8	1	8.8	7.3	18%	6.0	15%	4	54	4	61
2	9	V EB2 Seg 2 WkDy Off-Peak	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	3.2	6	8.8	7.3	18%	4.4	11%	1	17	3	47
3	9	V EB2 Seg 3 WkDy Off-Peak	NE 164 ST/NE 15 AV NE 185 ST/NE 19 AV	0.8	2	3.0	1.8	4%	1.4	4%	0	7	2	27
4	9	V EB2 Seg 4 WkDy Off-Peak	NE 185 ST/NE 19 AV BISCAYNE BD/NE 186 ST	0.4	0	0.9	1.1	3%	1.1	3%	0	5	1	10
5	9	V EB2 Seg 5 WkDy Off-Peak	BISCAYNE BD/NE 186 ST NE 163 ST/BISCAYNE BD	0.8	1	1.7	1.1	3%	0.8	2%	0	6	1	13
6	8	V EB2 Seg 6 WkDy Off-Peak	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES B	0.8	1	1.4	1.1	3%	0.9	2%	0	3	0	5
7	8	V EB2 Seg 7 WkDy Off-Peak	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	1.5	0	1.8	1.4	3%	0.9	2%	2	23	2	27
8	8	V EB2 Seg 8 WkDy Off-Peak	N BAY RD/174 ST COLLINS AV/192 ST	1.4	1	2.3	1.9	5%	1.4	3%	0	18	1	29
9	8	V EB2 Seg 9 WkDy Off-Peak	COLLINS AV/192 ST OLD FEDERAL HY/SE 3 ST	0.3	4	3.8	1.8	4%	1.2	3%	0	1	1	16

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route V

Route	Pattern	Day	Time of Day	OP Hdwy
V	EB2	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
			14	84	c	53	58	59	82	83	c	c	c	c
1	1	V EB2 Seg 1 WkDy AM Peak	GOLDEN GLADES/TERMINAl NW 168 ST/NW 1 AV	4.0	3	7.0	4.0	10%	3.6	9%	2	30	3	52
2	1	V EB2 Seg 2 WkDy AM Peak	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	6.0	7	13.0	7.0	18%	3.9	10%	2	40	4	87
3	0	V EB2 Seg 3 WkDy AM Peak	NE 164 ST/NE 15 AV NE 185 ST/NE 19 AV	-	-	-	-	-	-	-	-	-	-	-
4	0	V EB2 Seg 4 WkDy AM Peak	NE 185 ST/NE 19 AV BISCAYNE BD/NE 186 ST	-	-	-	-	-	-	-	-	-	-	-
5	0	V EB2 Seg 5 WkDy AM Peak	BISCAYNE BD/NE 186 ST NE 163 ST/BISCAYNE BD	-	-	-	-	-	-	-	-	-	-	-
6	0	V EB2 Seg 6 WkDy AM Peak	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES B	-	-	-	-	-	-	-	-	-	-	-
7	0	V EB2 Seg 7 WkDy AM Peak	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	-	-	-	-	-	-	-	-	-	-	-
8	0	V EB2 Seg 8 WkDy AM Peak	N BAY RD/174 ST COLLINS AV/192 ST	-	-	-	-	-	-	-	-	-	-	-
9	0	V EB2 Seg 9 WkDy AM Peak	COLLINS AV/192 ST OLD FEDERAL HY/SE 3 ST	-										

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route V

Route	Pattern	Day	Time of Day	OP Hdwy
V	EB2	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
			14	84	c	53	58	59	82	83	c	c	c	c
1	2	V EB2 Seg 1 WkDy PM Peak	GOLDEN GLADES/TERMINAl NW 168 ST/NW 1 AV	17.5	1	18.0	17.0	43%	13.7	34%	8	100	8	103
2	2	V EB2 Seg 2 WkDy PM Peak	NW 168 ST/NW 1 AV NE 164 ST/NE 15 AV	8.5	13	21.5	14.0	35%	9.4	24%	3	46	7	117
3	3	V EB2 Seg 3 WkDy PM Peak	NE 164 ST/NE 15 AV NE 185 ST/NE 19 AV	1.3	5	6.7	5.3	13%	2.1	5%	1	10	4	50
4	3	V EB2 Seg 4 WkDy PM Peak	NE 185 ST/NE 19 AV BISCAYNE BD/NE 186 ST	0.0	2	1.7	0.0	0%	0.0	0%	0	0	2	33
5	3	V EB2 Seg 5 WkDy PM Peak	BISCAYNE BD/NE 186 ST NE 163 ST/BISCAYNE BD	2.0	3	4.7	0.3	1%	0.1	0%	1	15	2	35
6	4	V EB2 Seg 6 WkDy PM Peak	NE 163 ST/BISCAYNE BD COLLINS AV/SUNNY ISLES B	2.0	3	4.5	0.3	1%	0.1	0%	0	7	1	15
7	4	V EB2 Seg 7 WkDy PM Peak	COLLINS AV/SUNNY ISLES B N BAY RD/174 ST	1.8	2	4.0	0.3	1%	0.1	0%	2	25	4	56
8	4	V EB2 Seg 8 WkDy PM Peak	N BAY RD/174 ST COLLINS AV/192 ST	1.8	3	4.8	0.0	0%	0.0	0%	1	18	2	50
9	4	V EB2 Seg 9 WkDy PM Peak	COLLINS AV/192 ST OLD FEDERAL HY/SE 3 ST	0.3	3	3.3	0.0	0%	0.0	0%	0	1	1	18

Route V EB: 14   , in pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA), Ride Check Data Analysis Sheet - Route V

Route	Pattern	Day	Time of Day	OP Hdwy
V	WB2	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	7	V WB2 Seg 1 WkDy Off-Peak	OLD FEDERAL HY/SE 3 ST	COLLINS AV/GALAHAD-DADE	1.4	1	2.0	1.3	3%	0.9	2%	1	6	1	8
2	8	V WB2 Seg 2 WkDy Off-Peak	COLLINS AV/GALAHAD-DADE	N BAY RD/174 ST	2.0	1	2.5	2.9	7%	1.8	4%	1	19	1	24
3	8	V WB2 Seg 3 WkDy Off-Peak	N BAY RD/174 ST	NE 163 ST/COLLINS AV	1.1	0	1.5	3.5	9%	3.0	7%	1	16	2	22
4	8	V WB2 Seg 4 WkDy Off-Peak	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	2.9	3	6.0	4.6	12%	3.6	9%	1	12	2	24
5	8	V WB2 Seg 5 WkDy Off-Peak	NE 163 ST/BISCAYNE BD	NE 186 ST/W DIXIE HY	0.5	2	2.0	2.3	6%	1.9	5%	0	3	1	11
6	8	V WB2 Seg 6 WkDy Off-Peak	NE 186 ST/W DIXIE HY	NE 185 ST/NE 20 AV	0.3	0	0.3	1.8	4%	1.7	4%	0	6	0	6
7	8	V WB2 Seg 7 WkDy Off-Peak	NE 185 ST/NE 20 AV	NE 164 ST/NE 15 AV	2.5	1	3.9	3.6	9%	2.7	7%	1	18	2	28
8	8	V WB2 Seg 8 WkDy Off-Peak	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	11.0	5	16.0	11.6	29%	9.2	23%	4	61	6	89
9	8	V WB2 Seg 9 WkDy Off-Peak	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	0.8	10	10.4	7.9	20%	5.4	14%	0	5	5	71

Percent Proxy TP for Route database   0%

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA), Ride Check Data Analysis Sheet - Route V

Route	Pattern	Day	Time of Day	OP Hdwy
V	WB2	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	2	V WB2 Seg 1 WkDy AM Peak	OLD FEDERAL HY/SE 3 ST	COLLINS AV/GALAHAD-DADE	3.5	1	4.5	3.0	8%	1.4	3%	2	18	2	23
2	2	V WB2 Seg 2 WkDy AM Peak	COLLINS AV/GALAHAD-DADE	N BAY RD/174 ST	0.0	0	0.0	3.0	8%	3.0	8%	0	0	0	0
3	1	V WB2 Seg 3 WkDy AM Peak	N BAY RD/174 ST	NE 163 ST/COLLINS AV	1.0	2	3.0	3.0	8%	2.5	6%	1	7	3	22
4	1	V WB2 Seg 4 WkDy AM Peak	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	0.0	1	1.0	2.0	5%	1.9	5%	0	0	0	5
5	1	V WB2 Seg 5 WkDy AM Peak	NE 163 ST/BISCAYNE BD	NE 186 ST/W DIXIE HY	-	-	-	-	-	-	-	-	-	-	-
6	0	V WB2 Seg 6 WkDy AM Peak	NE 186 ST/W DIXIE HY	NE 185 ST/NE 20 AV	-	-	-	-	-	-	-	-	-	-	-
7	0	V WB2 Seg 7 WkDy AM Peak	NE 185 ST/NE 20 AV	NE 164 ST/NE 15 AV	-	-	-	-	-	-	-	-	-	-	-
8	0	V WB2 Seg 8 WkDy AM Peak	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	-	-	-	-	-	-	-	-	-	-	-
9	0	V WB2 Seg 9 WkDy AM Peak	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	-	-	-	-	-	-	-	-	-	-	-

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA), Ride Check Data Analysis Sheet - Route V

Route	Pattern	Day	Time of Day	OP Hdwy
V	WB2	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/ml.)	Segment Productivity (Boarding/hr.)	Segment Activity (On&Off/ml.)	Segment Activity (On&Off/hr.)
1	2	V WB2 Seg 1 WkDy PM Peak	OLD FEDERAL HY/SE 3 ST	COLLINS AV/GALAHAD-DADE	7.5	2	9.5	7.0	18%	4.3	11%	3	24	4	30
2	2	V WB2 Seg 2 WkDy PM Peak	COLLINS AV/GALAHAD-DADE	N BAY RD/174 ST	4.0	3	6.5	7.5	19%	5.6	14%	1	44	2	71
3	2	V WB2 Seg 3 WkDy PM Peak	N BAY RD/174 ST	NE 163 ST/COLLINS AV	3.5	5	8.0	7.0	18%	5.6	14%	4	47	9	107
4	2	V WB2 Seg 4 WkDy PM Peak	NE 163 ST/COLLINS AV	NE 163 ST/BISCAYNE BD	2.0	2	4.0	7.0	18%	5.9	15%	1	9	1	18
5	3	V WB2 Seg 5 WkDy PM Peak	NE 163 ST/BISCAYNE BD	NE 186 ST/W DIXIE HY	0.7	1	2.0	6.0	15%	5.1	13%	0	3	1	9
6	3	V WB2 Seg 6 WkDy PM Peak	NE 186 ST/W DIXIE HY	NE 185 ST/NE 20 AV	0.7	0	0.7	5.7	14%	5.4	14%	1	20	1	20
7	3	V WB2 Seg 7 WkDy PM Peak	NE 185 ST/NE 20 AV	NE 164 ST/NE 15 AV	3.0	6	9.0	8.0	20%	6.8	17%	2	20	5	60
8	3	V WB2 Seg 8 WkDy PM Peak	NE 164 ST/NE 15 AV	NW 168 ST/NW 1 AV	12.0	5	16.7	12.0	30%	9.0	22%	5	51	7	71
9	3	V WB2 Seg 9 WkDy PM Peak	NW 168 ST/NW 1 AV	GOLDEN GLADES/TERMINAL	1.3	11	12.7	10.7	27%	7.8	20%	1	8	6	76

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route W

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	WkDy	Off-Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	17	W SB1 Seg 1 WkDy Off-Peak	WEST AV/20 ST — WEST AV/15 TE	6	1	7	5	20%	3	12%	5	48	6	60
2	18	W SB1 Seg 2 WkDy Off-Peak	WEST AV/15 TE — ALTON RD/2 ST	4	3	7	4	14%	2	8%	3	29	5	55
3	18	W SB1 Seg 3 WkDy Off-Peak	ALTON RD/2 ST — 5 ST/WASHINGTON AV	2	2	3	3	10%	2	8%	2	16	4	37
4	18	W SB1 Seg 4 WkDy Off-Peak	5 ST/WASHINGTON AV — WASHINGTON AV/LINCOLN	8	7	14	5	20%	4	13%	7	48	13	88
5	19	W SB1 Seg 5 WkDy Off-Peak	WASHINGTON AV/LINCOLN — WEST AV/20 ST	4	10	14	5	17%	3	11%	4	34	12	108

Percent Proxy TP for Route database 0%

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	WkDy	AM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	3	W SB1 Seg 1 WkDy AM Peak	WEST AV/20 ST — WEST AV/15 TE	2	0	2	2	9%	2	9%	2	26	2	26
2	2	W SB1 Seg 2 WkDy AM Peak	WEST AV/15 TE — ALTON RD/2 ST	2	2	3	2	8%	2	3%	1	9	2	28
3	2	W SB1 Seg 3 WkDy AM Peak	ALTON RD/2 ST — 5 ST/WASHINGTON AV	2	1	2	3	12%	2	8%	2	23	3	32
4	3	W SB1 Seg 4 WkDy AM Peak	5 ST/WASHINGTON AV — WASHINGTON AV/LINCOLN	9	6	15	9	35%	6	25%	8	52	14	89
5	2	W SB1 Seg 5 WkDy AM Peak	WASHINGTON AV/LINCOLN — WEST AV/20 ST	2	5	7	5	18%	4	15%	1	15	5	65

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	WkDy	PM Peak	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	3	W SB1 Seg 1 WkDy PM Peak	WEST AV/20 ST — WEST AV/15 TE	10	2	12	7	27%	5	19%	8	116	10	144
2	3	W SB1 Seg 2 WkDy PM Peak	WEST AV/15 TE — ALTON RD/2 ST	2	6	8	2	7%	1	2%	1	19	6	76
3	3	W SB1 Seg 3 WkDy PM Peak	ALTON RD/2 ST — 5 ST/WASHINGTON AV	0	2	2	0	0%	0	0%	0	5	2	30
4	3	W SB1 Seg 4 WkDy PM Peak	5 ST/WASHINGTON AV — WASHINGTON AV/LINCOLN	8	5	12	3	12%	1	3%	7	48	11	77
5	3	W SB1 Seg 5 WkDy PM Peak	WASHINGTON AV/LINCOLN — WEST AV/20 ST	3	10	13	1	3%	0	1%	3	26	11	111

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	WkDy	Night	15

Segment	Sample Trips	Segment Label	Segment Beginning and End Points	Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding/mi)	Segment Productivity (Boarding/hr)	Segment Activity (On&Off/mi)	Segment Activity (On&Off/hr)
1	1	W SB1 Seg 1 WkDy Night	WEST AV/20 ST — WEST AV/15 TE	2	1	3	2	8%	1	3%	2	20	3	30
2	1	W SB1 Seg 2 WkDy Night	WEST AV/15 TE — ALTON RD/2 ST	0	1	1	0	0%	0	0%	0	0	1	10
3	1	W SB1 Seg 3 WkDy Night	ALTON RD/2 ST — 5 ST/WASHINGTON AV	0	0	0	0	0%	0	0%	0	0	0	0
4	1	W SB1 Seg 4 WkDy Night	5 ST/WASHINGTON AV — WASHINGTON AV/LINCOLN	7	5	12	7	28%	5	21%	6	42	11	72
5	1	W SB1 Seg 5 WkDy Night	WASHINGTON AV/LINCOLN — WEST AV/20 ST	0	5	5	2	8%	1	3%	0	0	4	37

2 in pattern

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route W

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	Sat	Day	15

Sample Trips: 2

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	22	W SB1 Seg 1 Sat Day	WEST AV/20 ST	WEST AV/15 TE	5	0	5	4	13%	4	12%	4	40	4	43
2	22	W SB1 Seg 2 Sat Day	WEST AV/15 TE	ALTON RD/2 ST	3	3	6	5	14%	3	8%	2	23	4	43
3	22	W SB1 Seg 3 Sat Day	ALTON RD/2 ST	5 ST/WASHINGTON AV	1	2	3	3	9%	3	7%	1	11	3	27
4	22	W SB1 Seg 4 Sat Day	5 ST/WASHINGTON AV	WASHINGTON AV/LINCOLN	6	5	11	6	17%	4	10%	5	32	10	64
5	22	W SB1 Seg 5 Sat Day	WASHINGTON AV/LINCOLN	WEST AV/20 ST	2	6	8	3	8%	2	5%	1	14	6	60

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route W

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	Sat	Night	15

Sample Trips: 2

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	3	W SB1 Seg 1 Sat Night	WEST AV/20 ST	WEST AV/15 TE	6	1	6	2	7%	2	8%	5	54	5	60
2	3	W SB1 Seg 2 Sat Night	WEST AV/15 TE	ALTON RD/2 ST	1	4	5	2	7%	1	4%	0	6	3	44
3	4	W SB1 Seg 3 Sat Night	ALTON RD/2 ST	5 ST/WASHINGTON AV	1	2	3	2	8%	2	6%	1	9	3	22
4	4	W SB1 Seg 4 Sat Night	5 ST/WASHINGTON AV	WASHINGTON AV/LINCOLN	6	7	13	4	15%	2	9%	5	41	12	90
5	4	W SB1 Seg 5 Sat Night	WASHINGTON AV/LINCOLN	WEST AV/20 ST	2	4	6	2	8%	1	4%	2	14	5	38

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route W

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	Sun	Day	15

Sample Trips: 2

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	14	W SB1 Seg 1 Sun Day	WEST AV/20 ST	WEST AV/15 TE	4	1	4	3	13%	3	11%	3	39	4	45
2	14	W SB1 Seg 2 Sun Day	WEST AV/15 TE	ALTON RD/2 ST	2	2	4	3	11%	2	7%	1	14	3	36
3	13	W SB1 Seg 3 Sun Day	ALTON RD/2 ST	5 ST/WASHINGTON AV	1	0	2	2	9%	2	6%	2	12	2	18
4	13	W SB1 Seg 4 Sun Day	5 ST/WASHINGTON AV	WASHINGTON AV/LINCOLN	3	4	7	4	17%	3	11%	3	21	7	47
5	13	W SB1 Seg 5 Sun Day	WASHINGTON AV/LINCOLN	WEST AV/20 ST	1	3	4	2	9%	2	6%	1	9	5	35

Miami Dade Transit Comprehensive Bus Operations Analysis (CBOA)
Ride Check Data Analysis Sheet - Route W

Route	Pattern	Day	Time of Day	OP Hdwy
W	SB1	Sun	Night	15

Sample Trips: 2

Segment	Sample Trips	Segment Label	Segment Beginning and End Points		Average Segment Boardings	Average Segment Debarkings	Segment Passenger Activity	Segment Maximum Load	Seg. Max. Load % Seated Capy. (70,40,25)	Segment Average Load (over # stops)	Seg. Avg. Load % Seated Capy. (70,40,25)	Segment Productivity (Boarding / mi.)	Segment Productivity (Boarding / hr.)	Segment Activity (On&Off / mi.)	Segment Activity (On&Off / hr.)
1	3	W SB1 Seg 1 Sun Night	WEST AV/20 ST	WEST AV/15 TE	2	1	2	1	4%	1	5%	1	15	2	21
2	3	W SB1 Seg 2 Sun Night	WEST AV/15 TE	ALTON RD/2 ST	0	1	2	1	4%	0	2%	0	4	1	18
3	4	W SB1 Seg 3 Sun Night	ALTON RD/2 ST	5 ST/WASHINGTON AV	2	1	2	2	6%	0	1%	2	13	2	18
4	4	W SB1 Seg 4 Sun Night	5 ST/WASHINGTON AV	WASHINGTON AV/LINCOLN	2	2	5	3	12%	2	8%	1	11	5	47
5	4	W SB1 Seg 5 Sun Night	WASHINGTON AV/LINCOLN	WEST AV/20 ST	1	4	2	1	3%	0	2%	1	8	2	36