

## 2.0 Miami-Dade Transit System Overview

Miami-Dade Transit operates the 15<sup>th</sup> largest transit system in the United States and is the largest transit system in the State of Florida. MDT is one of the largest departments in Miami-Dade County government. MDT operates four (4) transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). Metrobus service includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) (Arterial Busway). Together Metrobus, Metrorail and Metromover comprise an integrated multi-modal transit system for Miami-Dade County and record more than 340,000 average weekday boardings on the MDT system while STS's average daily boardings is approximately 5,400. Table 2-1 presents MDT service characteristics by transit mode.

**Table 2-1: MDT Service Characteristics by Transit Mode, 2012**

System Characteristics	Metrobus		Metrorail	Metromover	STS
	MDT Operated Routes	Contracted Routes			
Operating Hours	24 hours <sup>1</sup>	5:15am - 1:10am	5:00am - 12:48am	5:00am - 12:00am	24 hours
Number of Routes	93	2	2	3	Demand Response
No. of Stations/Stops*	8,828	32 <sup>2</sup>	23	20	N/A
Peak Headways*	7½ - 80 minutes	n/a	5 -10 minutes**	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways*	12 - 60 minutes	n/a	15 minutes	1½ - 3 minutes	
Weekend Headways*	12 - 60 minutes	n/a	30 minutes	1½ - 3 minutes	
Routes Miles	2,582 (Round Trip Miles)	202.8 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements	692	7	76	21	333
Total Fleet Size (Section 15 Report)	823	9	136	45	380 <sup>3</sup>
Annual Revenue Miles*	28,746,788	149,363	6,819,311	1,075,378	13,585,622
Annual Boardings* (unlinked passenger trip)	77,828,274	358,793	18,706,102	9,102,431	1,672,361
Park-Ride Spaces	2,922	n/a	10,060	0	N/A
Annual Operating Expenses*	\$304,497,579	\$2,133,407	\$76,284,971	\$23,618,673	\$51,834,558
Annual Operating Revenues*	\$84,407,206	\$481,041	\$21,194,397	\$0	\$4,278,474
Annual Revenues (Other)*	\$4,066,920 <sup>4</sup>	\$0	\$0	\$0	N/A
Base Fare	\$2.00	\$2.35	\$2.00	Free	\$3.00

\*Source: National Transit Database, Miami-Dade Transit, Final Submission Close Out – July 8, 2013.

\*\*5-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station.

<sup>1</sup> Seven (7) Metrobus routes (L, S, 3, 11, 27, 38/Busway MAX, 77) operate 24 hours per day. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:30 am.

<sup>2</sup> In addition to the 32 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

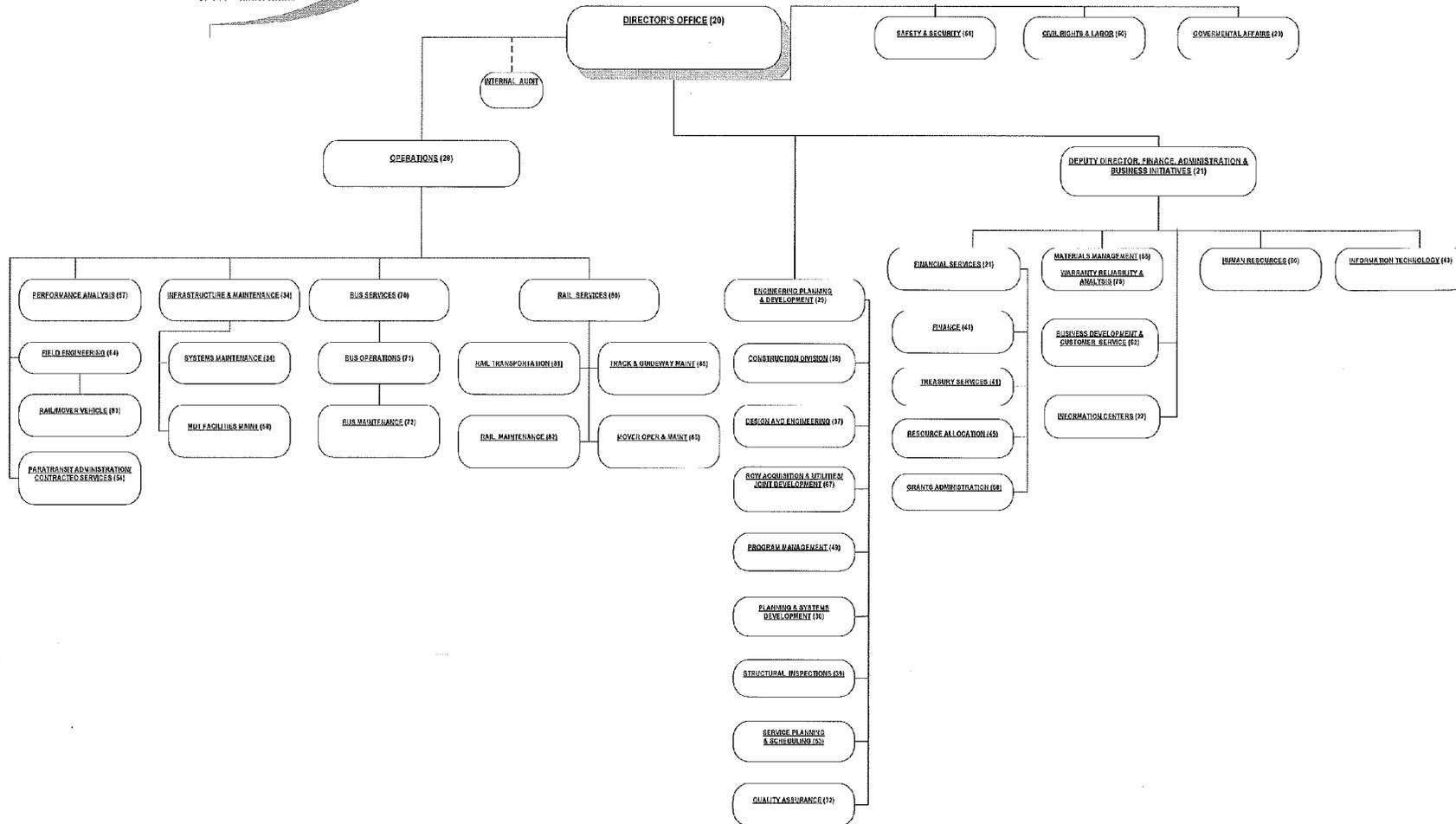
<sup>3</sup> STS Fleet includes 179 sedans, 8 mini, 66 standard vans and 127 lift equipped vans.

<sup>4</sup> Includes all modes.

Figure 2-1: MDT Table of Organization



Miami-Dade Transit  
Department Table of Organization  
Department Totals  
FY12/11  
3,235 FTE  
312 PFT  
37 PPT  
Operations  
Revenue Collection



\*December 2012

## 2.1 Metrobus

Metrobus is a fixed route bus service that MDT operates seven days a week, twenty-four hours per day. A total of ninety-three (93) routes comprise MDT's regular bus service structure as served by a total fleet of 823 buses and two (2) contracted routes with seven (7) buses. As described below Metrobus includes local, feeder, circulator, limited-stop, express, and BRT (Arterial Busway) services. Figure 2-2 illustrates the MDT Metrobus system route map as of December 2012 and Figure 2-3 presents the current MDT service area coverage map. Figure 2-4 illustrates park-and-ride locations.



### 2.1.1 Local Service

Local bus service throughout Miami-Dade County is operated to collect and distribute high-turnover ridership along developed arterials radiating to and from dense activity centers. This type of service is characterized by frequent stops, short passenger trips, and slow average bus speeds over the course of an entire route.

### 2.1.2 Feeder Route Service

Feeder route service connects to local service routes, while many feeders also serve high density travel corridors with internal travel markets. This type of service provides travel opportunities linking the feeder routes to Metrorail, Metromover, and municipal circulators.

### 2.1.3 Circulator Service

Circulator or shuttle bus service is operated for short route connections between activity centers, or as a feeder to another service. For MDT, these routes include the Tri-Rail commuter rail shuttles in Miami-Dade County, and short localized area-specific routes.

### 2.1.4 Limited-Stop Service

Limited-stop service serves a limited number of specific bus stops along a route. With fewer stops, limited routes have significantly increased operating speeds when compared to local service. The MAX routes serve stops at major transfer points or approximately every one-half mile (in the CBD) to one mile (in suburban areas) along a route. The 7<sup>th</sup> Avenue MAX is a limited-stop type of bus service that is provided during the morning and evening rush hours.

### 2.1.5 Express Service

Express service is type of bus service similar to limited-stop service that has fewer stops and operates at a higher speed than local service. Express routes serve outlying areas (serving designated park-and-ride lots or shopping centers), some with direct service to the CBD. They usually operate along a freeway or major arterial road to increase the operating speed. The 95 Dade-Broward Express that operates within the I-95 express lanes is an existing express service that is operated by MDT.

### 2.1.6 Bus Rapid Transit (Arterial Busway)

The South Miami-Dade Busway is a 19.8 mile exclusive, dedicated two-lane corridor for MDT bus service along U.S. 1 from SW 344<sup>th</sup> Street in South Miami-Dade to the Metrorail Station at Dadeland South. The Busway has bus stop stations along the corridor, with preferential signal phasing provided for the buses at each intersection. Most of the routes that operate on the Busway are considered limited-stop service, or have portions that offer limited service, due to the exclusive use of the Busway coupled with fewer stops.



## 2.2 Metrorail

Miami Dade Transit Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates primarily on an elevated guideway with connection points to the South Florida Regional Transportation Authority Tri-Rail and the MDT Metromover systems. MDT maintains a total fleet of 136 Metrorail vehicles. Daily passenger service starts at 5:00 a.m. from the terminal stations and ends with the last train arriving at the terminal station at 12:48 a.m.



Two lines of service with four (4) car trains are provided; the legacy Green Line from Palmetto to Dadeland South stations and the new Orange Line from the Miami International Airport to Dadeland South stations. The Orange Line provides direct service between the MIC and Dadeland South Station every 10

minutes in the peak. The Green Line operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and Dadeland Station. Both Lines provide premium transit service with a 5-minute combined headway during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday service operates with headways of 30 minutes. Figure 2-4 illustrates park-and-ride locations and Figure 2-5 illustrates the MDT Metrorail system map as of December 2012.

## 2.3 Metromover

The MDT automated people mover (APM) or Metromover includes an elevated system that services 20 stations which include three loops: the downtown Miami central business district (Inner/Downtown Loop), the Adrienne Arsht Center to the north (Outer/Omni Loop); and the Brickell area to the south (Outer/Brickell Loop). MDT maintains a fleet of 45 Metromover vehicles. Metromover operates free of charge and stops at 20 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.



Metromover's Downtown/Inner, Omni and Brickell/Outer loops operate from 5:00 a.m. to 12:00 a.m. During the AM/PM peak period, service frequency is every 90 seconds in the central business district and every three minutes during weekends and holidays. In the Omni and Brickell Loops service frequency is five minutes during peak periods and six minutes during

weekends and holidays. Figure 2-6 illustrates the MDT Metromover system map as of December 2012.

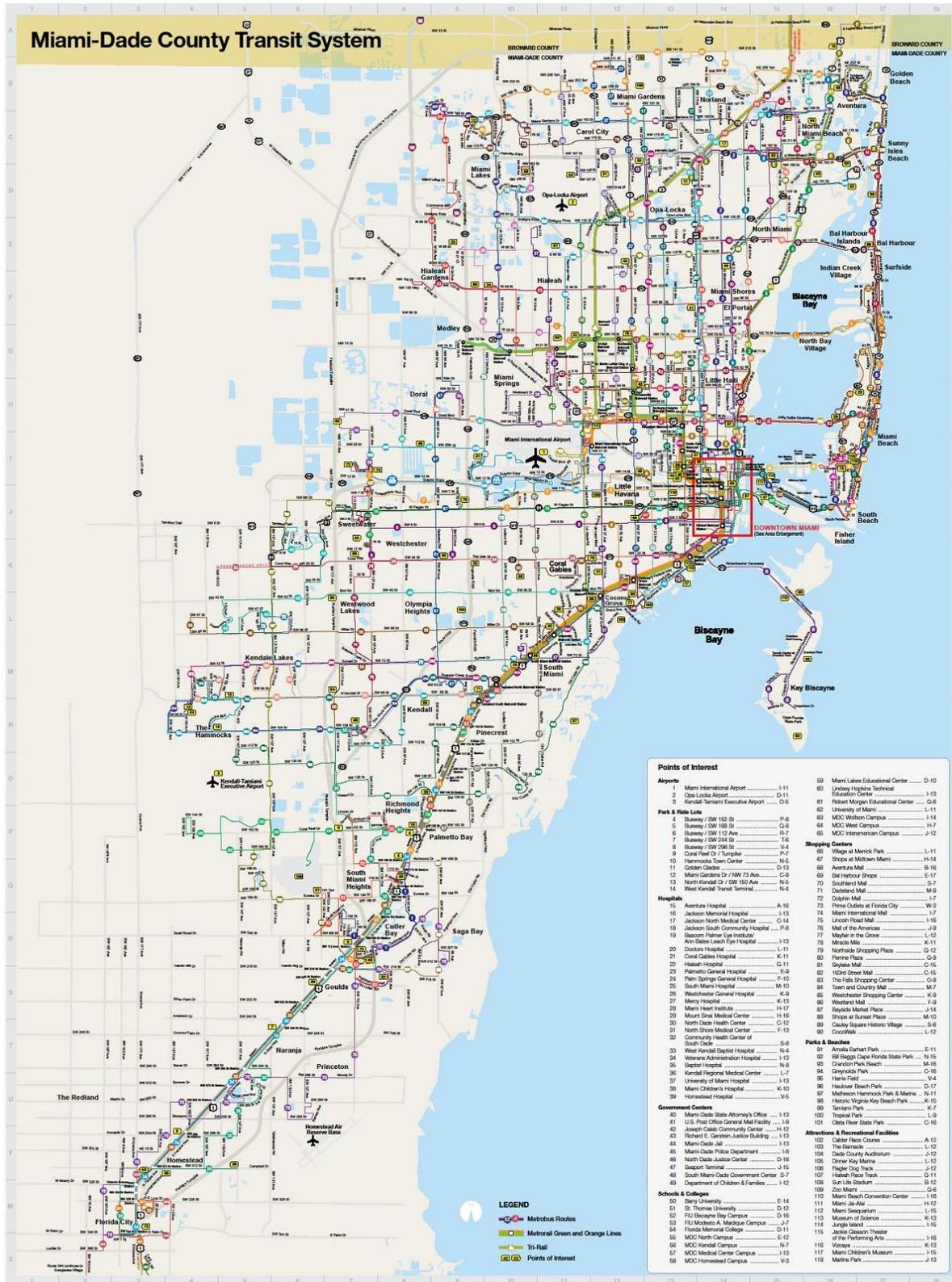
## 2.4 Special Transportation Services

MDT also operates a demand-response service known as Special Transportation Service (STS). STS is a shared-ride, door-to-door transportation service for qualified individuals with disabilities who are unable to utilize the accessible fixed-route transit system. Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day.



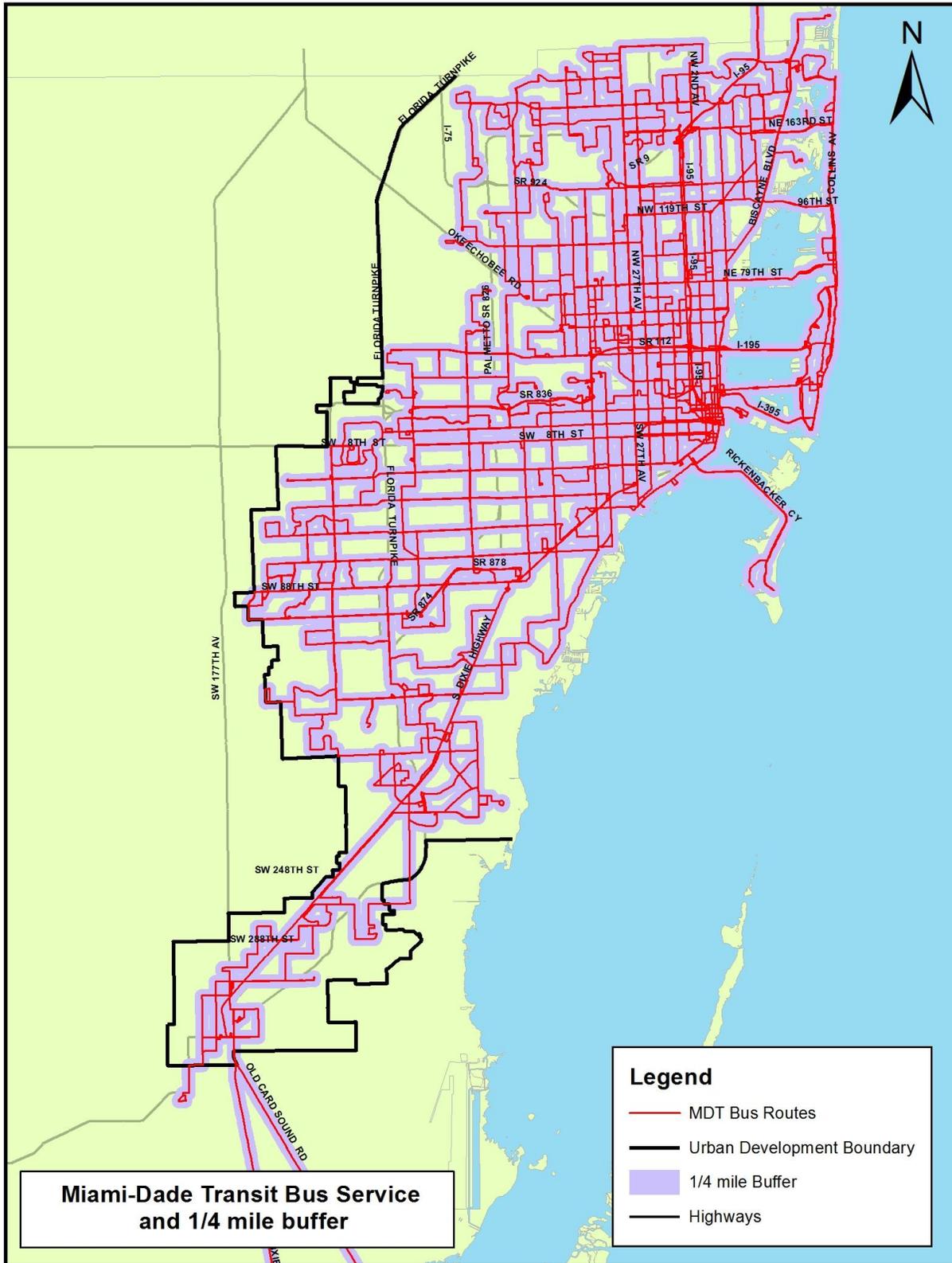
Presently, there are 380 vehicles (sedans, standard vans, minivans, and wheelchair lift-equipped vans) available for ambulatory transportation. Currently, these vehicles are privately contracted. There are 31,812 eligible clients enrolled in the STS program including both ambulatory and non-ambulatory clients, as of December 2012.

Figure 2-2: MDT Metrobus Route Map 2012



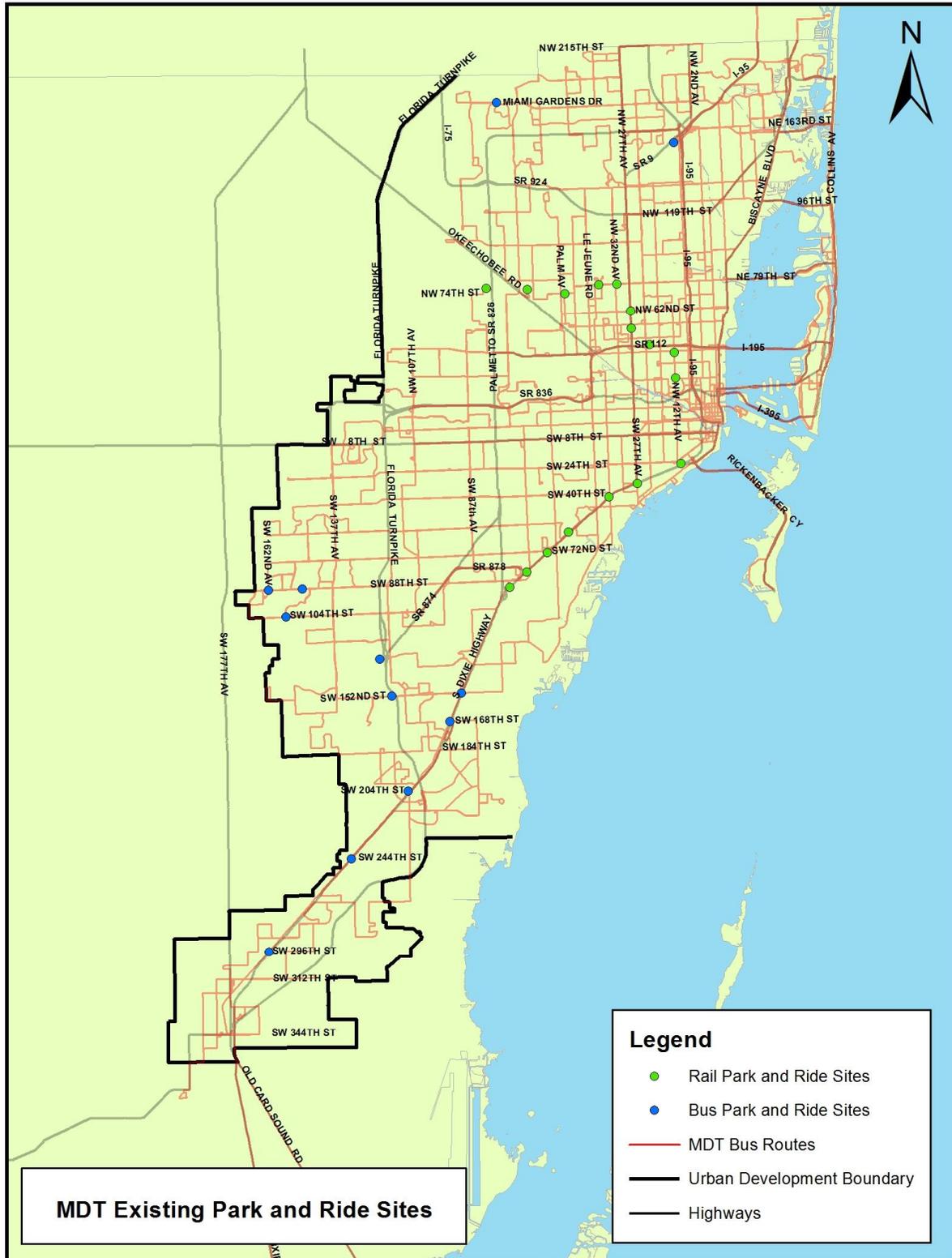
Source: Miami-Dade Transit, December 2012

**Figure 2-3: MDT Bus Service and 1/4 Mile Buffer Map 2012**



Source: Miami-Dade Transit, December 2012

Figure 2-4: MDT Existing Park-and-Ride Sites 2012



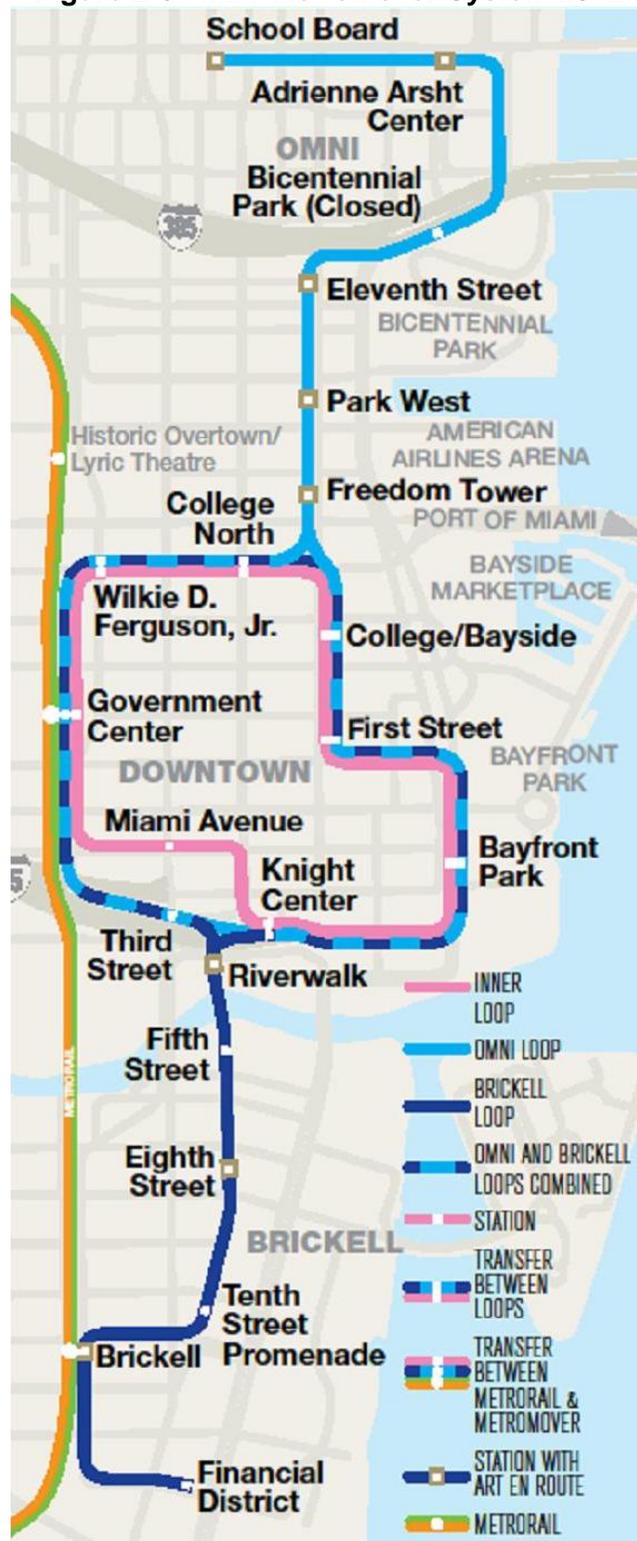
Source: Miami-Dade Transit, December 2012

Figure 2-5: MDT Metrorail System 2012



Source: Miami-Dade Transit, December 2012

Figure 2-6: MDT Metromover System 2012



Source: Miami-Dade Transit, December 2012

## 2.5 Miami-Dade Transit Passenger Fare Structure

Since June 2009, MDT transitioned to a new passenger fare collection system for Metrorail and Metrobus known as the EASY Card. The EASY Card is an automated fare collection system and the first of its kind in the State of Florida. Cash fare payments are still accepted on Metrobus; however Metrobus passengers are encouraged to purchase the MDT EASY card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless MDT EASY Card. These cards are purchased at a fee of \$2.00 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure.

**Table 2-2: MDT Fare Structure Summary, December 2012**

	Regular Fare	Discount Fare <sup>1</sup>
Metrobus	\$2	\$1
Express Bus	\$2.35	\$1.15
Shuttle Bus <sup>2</sup>	25¢	10¢
Metrorail	\$2	\$1
Metrorail daily parking fee	\$4	Not Applicable
Metrorail monthly parking permit	\$10 <sup>3</sup>	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3	Not applicable
Bus-to-Bus Transfer	Free <sup>4</sup>	Free <sup>4</sup>
Bus-to-Express Bus Transfer	50¢+35¢ upgrade=85¢ <sup>4</sup>	25¢+15¢ upgrade=40¢ <sup>4</sup>
Bus-to-Rail Transfer	50¢ <sup>4</sup>	25¢ <sup>4</sup>
Rail-to-Bus Transfer	50¢ <sup>4</sup>	25¢ <sup>4</sup>
Shuttle Bus-to-Bus or Rail Transfer	25¢+\$1.75 upgrade=\$2 <sup>4</sup>	15¢+85¢ upgrade=\$1 <sup>4</sup>
Shuttle Bus-to-Express Bus Transfer	25¢+\$2.10 upgrade=\$2.35 <sup>4</sup>	15¢+\$1 upgrade=\$1.15 <sup>4</sup>
1-Month Pass	\$100	\$50
1-Month Pass - Group Discount 4-99 passes	\$90	Not applicable
1-Month Pass - Group Discount 100 or more passes	\$85	Not applicable
7-Day Pass	\$26	\$13
1-Day Pass	\$5	\$2.50
College/Adult Education Center Monthly Pass	\$50	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	\$2	Not applicable
EASY Ticket (cost of media)	Free	Not applicable

Source: Miami-Dade Transit, December 2012

<sup>1</sup> Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

<sup>2</sup> Nine shuttles: 123/South Beach Local, 132/Doral-Tri-Rail Shuttle, 133/Airport-Tri-Rail Shuttle, 211/Overtown Circulator, 212/Sweetwater Circulator, 248/Brickell Key Shuttle, 249/Coconut Grove Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for routes 132 (Doral-Tri-Rail Shuttle) and 133 (Airport-Tri-Rail Shuttle).

<sup>3</sup> Only available with the purchase of a monthly pass.

<sup>4</sup> Transfer fees are for passengers using an EASY Card or EASY Ticket only. Passengers paying with cash must pay the full fare each time they board a bus.

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