

Town of Medley Transit Circulator Services Implementation Study

Prepared For:

Town of Medley



and

Miami-Dade County MPO



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1. INTRODUCTION

BCC Engineering, Inc. in association with Westhorp and Associates, Inc. has been retained by the Town of Medley (Town) to provide a transit circulator services implementation study within the Town limits. The transit circulator system under study will target parts of the community that are not being properly served by the Miami-Dade County transit system. The implementation of the Transit circulator system will potentially improve the mobility of the community residents, employees, and visitors.

1.1. Purpose of Study

The purpose of this study is to provide the Town and the Miami-Dade County Metropolitan Planning Organization (MPO) with a comprehensive Circulator Services Implementation Study. The study will document the following objectives:

- Evaluate existing public transportation system(s) deficiencies
- Determine existing and potential future public transportation needs
- Recommend transit circulator system(s) and implementation strategies
- Provide a preliminary cost estimate and potential funding sources

1.2. Project Area Description

The Town of Medley is located in the heart of the highly urbanized, industrial area of north-central Miami-Dade County, Florida (County) (See **Figure 1-1** for the Project Location Map). It is bordered directly by the Town of Hialeah Gardens on the northwest, the City of Hialeah on the northeast, the City of Miami Springs on the southeast, the City of Doral on the south and unincorporated County on the west.

The Town occupies a triangular shaped area of approximately 3,845 acres of land. Its northern boundary is delineated by NW South River Drive. The Town recently annexed approximately 500 acres of land consisting of the triangular shaped area on the northwest portion of the Town and approximately 280 acres for the section just north of NW 74th Avenue (the latter includes the lake bordered by the future NW 87th Avenue on the west). Pursuant to the Town's Comprehensive Plan (1994-2000) the existing land use in the Town is primarily industrial. According to the 2000 Census, 1,098 individuals call the Town their home. Approximately 40,000 commuters travel to work in the Town daily. This work force serves a large industrial community whose goods and services are transported to businesses in and out of the County. The Town has experienced a substantial increase in commercial and industrial developments. This increased development will result in the creation of new jobs which will directly translate to an increase in industrial and commuter traffic.

NW South River Drive is one of the most important and highly utilized transportation corridors in the Town. This corridor runs adjacent and parallel to Okeechobee Road/US-27. Okeechobee Road provides direct access into the Town via a number of bridge crossings over the Miami Canal. The following bridges provide that access:

- NW 138th Street
- NW 107th Avenue
- NW 121st Way
- NW 116th Way
- NW 105th Way
- NW 87th Avenue (under design)
- NW 79th Avenue
- NW 72nd Avenue (planned by the County)
- NW 67th Avenue/W. 12th Avenue

The Palmetto Expressway/SR-826 intersects the Town on the eastern section of the town. The Florida Department of Transportation (FDOT) District Six has systematically been making improvements to this corridor for the past several years. When completed, the Palmetto Expressway expansion project will consist of three through lanes, adequate acceleration/deceleration lanes and a High Occupancy Vehicle Lane dedicated for car pools and ride share programs in either direction. Several interchanges have, and will be reconstructed, under this expansion program to improve the operation of the roadway crossing beneath the expressway and to plan for the future growth.

In May 2003, a new metrorail station in the Town was opened to the public. This station provides a transportation alternative for those commuters who live in northern and southern portions of the County and work in the Town. A new county bridge from Okeechobee Road across the Miami River at NW 79th Avenue was constructed to provide access to the new metrorail station (Palmetto) exactly located at 7701 NW 79th Avenue.

2. EXISTING CONDITIONS

This chapter presents information on existing conditions and characteristics of the Town they relate to the transit circulator services implementation study.

2.1. *Existing and Future Land Use*

Based on the Town's Comprehensive Plan 1994-2000, the predominant land use within the Town is Industrial with some small residential spots and commercial establishments.

Industrial land use includes fabricating facilities, wholesaling, warehousing, machine repair, and supply yards. The existing land use in the Town consists of up to 75 percent industrial.

Residential land uses in the Town are located primarily in the portion of the Town east of the Palmetto Expressway/SR-826. The predominant existing residential unit type is the mobile home. The primary residential neighborhood in the Town is the Medley Mobile Home Park located at NW South River Drive and NW 72nd Avenue. Another area of mobile homes is located at NW South River Drive and NW 69th Avenue. The third area with mobile homes is the Lakeside Retirement Community located at NW 107th Avenue and NW 105th Street. A fourth area with residential units, that includes mobile homes and permanent structures, exists on the strip of land between NW South River Drive and the Miami River Canal. The residential land use in the Town is approximately 1 percent of the total area.

Existing commercial uses consist of convenience stores. There are four commercial complexes within the town limits: the first is located at the intersection of NW South River Drive and NW 74th Street; the second is a two-story structure on NW South River Drive and NW 72nd Avenue; the third is a shopping center along the canal at NW South River Drive and NW 74th Avenue; and finally the fourth is at NW 117th Way and NW South River Drive.

There is one park within the Town. Tobie Wilson Park is located at 7901 NW South River Drive. Existing public buildings and facilities include the town hall building, the police and fire station, and a post office to serve the residents.

Future Land Use

A review of the future land use for the Town indicates minimal change from the current land use.

2.2. Existing Transit Services

Existing transit services in the Town were obtained from the Miami-Dade Transit Agency (MDTA). There are a total of eight (8) transit routes that operate in the Town. The routes through the Town are route 33, 73, 87, 175, 242, 245, 282, and 500. **Figure 2-2** illustrates the study area existing transit routes. The routes in the vicinity of the study area include the following:

Route 33

This is an east-west route running between NW 106 Street/South River Drive and NE 79th Street/NE 10th Avenue. This route connects Lehigh Industrial Park, City of Hialeah Gardens City Hall, City of Hialeah, Westland Mall, North Shore Hospital, and City of Miami Shores. During weekdays the route operates from 5:30 A.M. to 11:00 P.M., with varying headways between 15 to 30 minutes during peak-hours and one hour during off-peak hours. During weekends, the route operates from 6:25 A.M. to 6:25 P.M. with 30 minutes headway.

Route 73

Route 73 connects the Palmetto Metrorail Station (PMS) with Dadeland South Metrorail Station to the south. To the north it services the City of Miami Lakes. During weekdays the route operates from 5:30 A.M. to 8:50 P.M. with a varying headway between 15 to 30 minutes. During weekends the route operates from 6:00 A.M. to 7:30 P.M. with a varying headway between 20 to 30 minutes.

Route 87

Connects the PMS with Medley Division MDT, Miami-Dade Police Department (MDPD), Mall of the Americas (MA), Dadeland Mall (DM), and Dadeland North Metrorail Station (DNMS) during weekdays. Headways for this route are generally 20 to 40 minutes. On the weekends Route 87 connects NW 53 Street and 87 with MA, and DNMS. Headway for this weekend route is generally 30 minutes.

Route 175-NW Dade Express

This is a north-south regional route connecting Miami-Dade and Broward. The route runs from PMS to Pembroke Lakes Mall.

Route 242-Doral Connection

Connects PMS with MDPD, Medley Division MDT, International Corporate Center (ICC), Miami International Mall (MIM), Florida Department of Transportation (FDOT), Florida Department of Law Enforcement (FDLE), Florida Highway Patrol (FHP), and Dolphin Mall. Headways for this route are generally 24 to 30 minutes during peak hours and 60 minutes during regular hours. This route does not have service available on Saturdays and Sundays.

Route 245, Okeechobee Connection

Connects PMRS with Wal-Mart, Hialeah Gardens City Hall, and Hialeah Gardens Boulevard. This route has selected trips to the School Bus Depot. Headways for this

route are generally 30 to 60 minutes. The selected trips have headway of 20 to 40 minutes. This route does not have service available on Saturdays and Sundays.

Route 282-Hialeah Gardens Connection

Connects PMS with Medley Division MDT, Wal-Mart, Hialeah Gardens City Hall, Miami Lakes and Palm Springs North during weekdays. Headways for this route are generally 30 minutes during peak hours and 60 minutes during regular hours. On the weekends Route 282 does not connect the PMS with the Medley Division MDT. The headways for this route are 30 to 60 minutes.

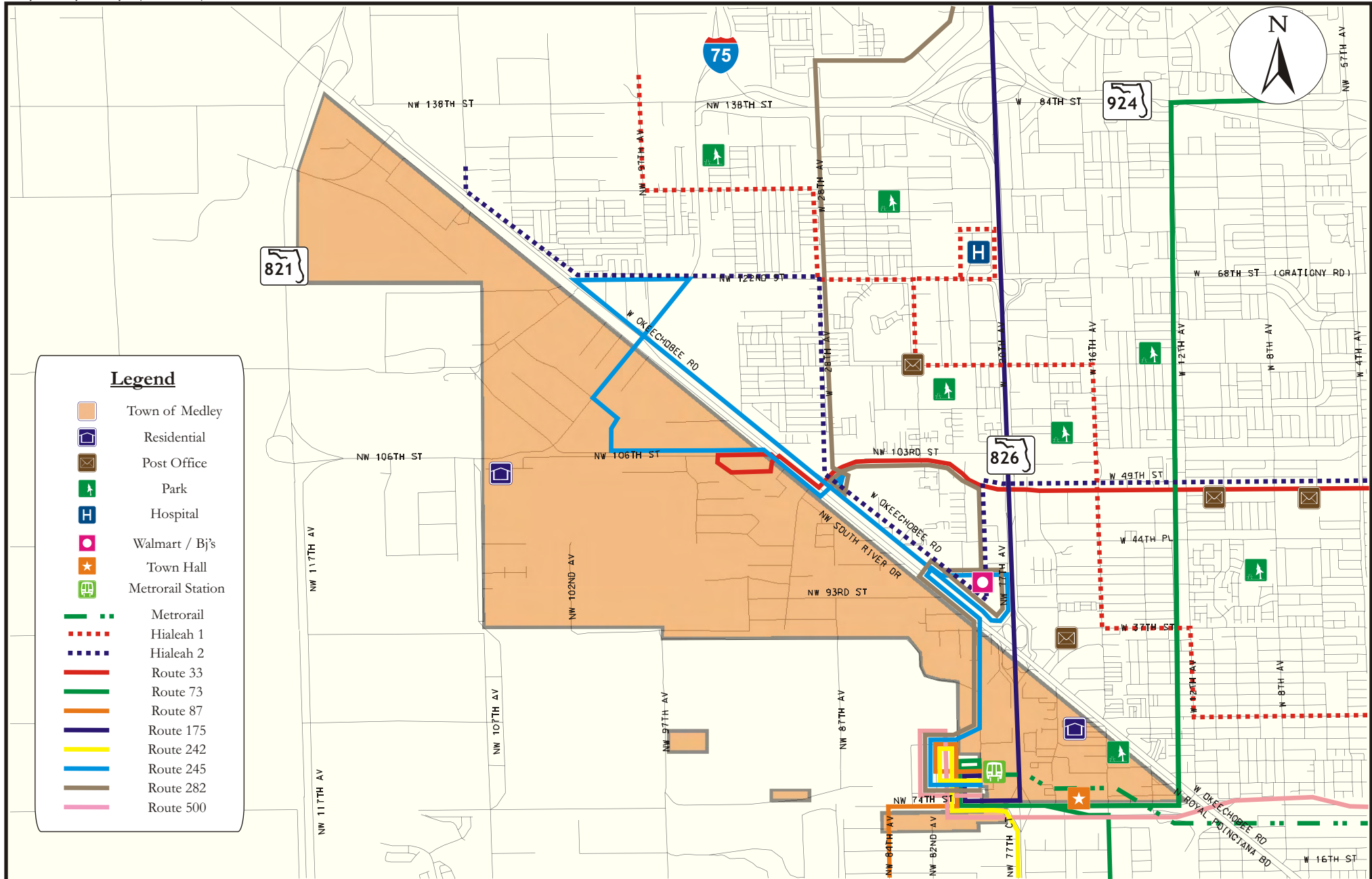
Route 500-Midnight Owl

This route operates during the early morning hours. Service is provided from 12:30 A.M. to 5:30 A.M. with stops at or near all metrorail stations on US-1, Bird Road, SW 27th Avenue, Coral Way, SW/NW 2nd Avenue, Downtown Miami, NW 14th Street, NW 12th Avenue, NW 36th Street, NW 22nd Avenue, NW 27th Avenue, NW 79th Street/E. 25th Street, NW 74th Street/E./W. 21st Street.

The neighboring City of Hialeah has two bus transit circulators. One route is the Flamingo and the other is the Marlin. Hours of operation for the Flamingo and Marlin routes are from 6:00 A.M. to 9:00 P.M. during weekdays and from 9:00 A.M. to 5:00 P.M. during weekends and holidays. The routes connect medical facilities, commercial centers, and governmental offices among other destination centers.

2.2.1. Existing Transit Level of Service

The Town receives urban area transit through Miami-Dade Transit (MDT), in the form of regular fixed-route service that connects to the PMS with other centers of activities and services outside Medley. The MDT routes that traverse through the Town do not service its residential area. Therefore, the residents of the Town of Medley lack a convenient public transit service that they can be used for local commutes to businesses, commercial establishments, and regional transportation facilities such as the PMS.



Legend

- Town of Medley
- Residential
- Post Office
- Park
- Hospital
- Walmart / Bj's
- Town Hall
- Metrorail Station
- Metrorail
- Hialeah 1
- Hialeah 2
- Route 33
- Route 73
- Route 87
- Route 175
- Route 242
- Route 245
- Route 282
- Route 500



Town of Medley Circulator Study

Existing Metrobus Routes

Figure 2-2

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2.3. *Traffic Generators*

Traffic generators are defined as developments, facilities, activity centers, or institutions of a region, community, or neighborhood that generate or attract trips to the area. The traffic generators within the Town and its surrounding areas are:

- PMS: It is the northern terminal station of the rapid transit line. The station is located in the Town near the intersection of NW 77th Street and NW 79th Avenue. The station provides a mobility alternative and convenience to west County commuters traveling into downtown. The station will represent a transfer center for the area.
- Tobie Wilson Park: This park is located at 7901 NW South River Drive in the south-eastern area of the Town. The park serves as a recreational and party center for the residents of the Town.
- Town Hall: The Town Hall is located at NW 73rd Avenue and NW 74th Street. The Town Hall serves as the center for Town business, meetings and offices.
- BJ's and Wal-Mart: The two shopping establishments are located in the neighboring City of Hialeah Gardens. They represent a major shopping trip attractor for the residents of the Town.

None of the current MDT routes serve the residential area of the Town. The proposed transit circulator service should link these traffic generators as well as regional generators that will be linked by the circulator via Miami Dade Metrorail (Downtown Government Center, Civic Center [Jackson Memorial Hospital]).

2.4. *Studies and Other Projects within the Surrounding Area*

Studies and other project within the surrounding study area are listed as follows:

NW South River Drive Corridor Study; NW 107th Avenue to the Palmetto Expressway SR-826 (December 2003).

The purpose of this study was to provide the Town and the MPO with documented information on the existing conditions along NW South River Drive and the need for improvements. The corridor study included four main segments; from NW 107th Avenue to NW 116th Way, from NW 116th Way to NW 87th Avenue, from NW 87th Avenue to NW 90th Street, and from NW 90th Street to the Palmetto Expressway (SR-826). The traffic analysis performed revealed that the majority of the corridor and major intersections would fail by 2008, should no improvement be undertaken. Due to the right-of-way constraints along NW South River Drive, traffic recommendations in the corridor study included a phasing plan for the implementation of the improvements as follows.

Phase I (2003): Synchronization of the signals along NW South River Drive with the signals along Okeechobee Road.

- Phase II (2008): 3-Lane NW South River Dr. from NW 105th Way to SR 826; Initial Intersection Improvements.
- Phase III (2018): 3-Lane NW South River Dr. from NW 107th Avenue. to NW 105th Way. 4-Lane NW South River Drive. from NW 105th Way to SR 826.
- Phase IV (2028): 4-Lane NW South River Drive. from NW 107th Avenue. to NW 105th Way. Additional Intersection Improvements at NW 79th Ave.

An important step in the development of these alternatives consists of an analysis of the possible alignments for the different typical sections (Intersection study, additional Right-of-Way, drainage impacts, environmental impacts, etc). A master plan involving a corridor evaluation should be undertaken. The master plan should also consider the planned developments in the Pennsuco area (recently annexed portion of the Town) and in the proposed new annexations areas. The roadway network in these areas should be investigated to determine the impact that future developments will have on NW South River Drive. It was recommended that the Master Plan Study of NW South River Drive be expanded northwesterly from NW 107th Avenue to the new town limits.

The Traffic Circulator Element, Town of Medley, Florida Comprehensive Plan 1994-2000 (December 1988)

The purpose of this circulator element was to assess the capability of the Town's roadway system, discuss the future vehicular and non-vehicular traffic circulation, and determine future needs. The circulator element of the report revealed that to correct existing deficiencies and to attain an unobstructed and pleasant traveling experience within the Town the following will be necessary: Availability of a safe, efficient vehicular and non-vehicular traffic circulator system for all residents, workers, and visitors to the town, correction of existing roadway deficiencies, controlled connection and access points of driveways and roads to roadway. In addition, the traffic circulator level of service standard at peak hours for collector and arterial roads will be at Level of Service D. Other actions included: identification of right-of-way needs and preparation of an acquisition schedule within one year, preparation of an "Official Traffic Map" identifying future right-of-way to be acquired, determination of roadway construction needs, parking plan development and implementation, preparation and implementation of a pedestrian and bicycle circulator plan, sidewalks and bicycle paths in existing developed areas, adoption of design criteria and implementation for landscaping and signs along roadways, coordination of the traffic circulator system with the land uses shown on the future land use map, and the coordination with plans and programs of the South Florida Regional Planning Council and the FDOT.

Extension of NW 87th Avenue from NW 58th Street to Okeechobee Road

A project development and environmental study conducted by FDOT District 6 along NW 87th Avenue concluded that a four lane typical section roadway between NW 58th Street and Okeechobee Road is required to accommodate future traffic demand. The project will be undertaken in two phases: Phase One will consist of a new four lane section of NW 87th Avenue from NW 58th Street to Okeechobee Road. Phase One is currently under design with a planned opening year of 2015. Phase Two will widen NW 87th Avenue from four lanes to six lanes from NW 58th Street to Okeechobee Road. Phase Two is categorized as priority III for funding by the MPO Year 2030 Long Range Transportation Plan.

Extension of NW 74th Street from NW 84th Avenue to the HEFT

A Project Development and Environment Study conducted by FDOT District 6 along NW 74th, from HEFT/SR-821 to the Palmetto Expressway/SR-826, resulted in the need for a six lane roadway. This project coincides with a new interchange with the HEFT at NW 74th Street. The interchange will begin construction in September of 2006 along with construction of the “missing link” of NW 74th Street from NW 84th Avenue to NW 107th Avenue to begin shortly thereafter. Remaining segments to be widened are unfunded and categorized as priority II for funding by the MPO Year 2030 Long Range Transportation Plan.

NW 90th Street

The Miami-Dade County Year 2030 Transportation Plan identifies NW 90th Street for a roadway project. This project will add a new two lane road from NW 107th Avenue to NW 87th Avenue. The Plan notes that this project will be implemented by developers in the area.

NW 97th Avenue

The Miami-Dade County Year 2030 Transportation Plan identifies NW 97th Avenue for a roadway project. This project will add a new four lane road from NW 74th Street to NW 90th Street. This project is noted to be undertaken by developers in the area.

Many of these projects will relieve much of the congestion facing the Town which utilizes South River Drive as its principal thoroughfare. The implementation of project such as NW 87th Avenue, NW 74th Street and NW 97th Avenue will connect the roadway grid and give commuters and commercial vehicles alternate routes in and out of the Town.

2.5. *Demographic Characteristics*

Several general demographic characteristics and socioeconomic characteristics are noteworthy regarding the population of the Town. These traits influence transit planning and service delivery issues, as well as affecting those issues in the future. The demographic characteristics were compared to those of the County.

As of the census of 2000, the Town's population density is 290.7 per square mile. There are 363 households and 267 families. There are 387 housing units at an average density of 102.4 per mile square. **Figure 2-3** illustrates the study area density map

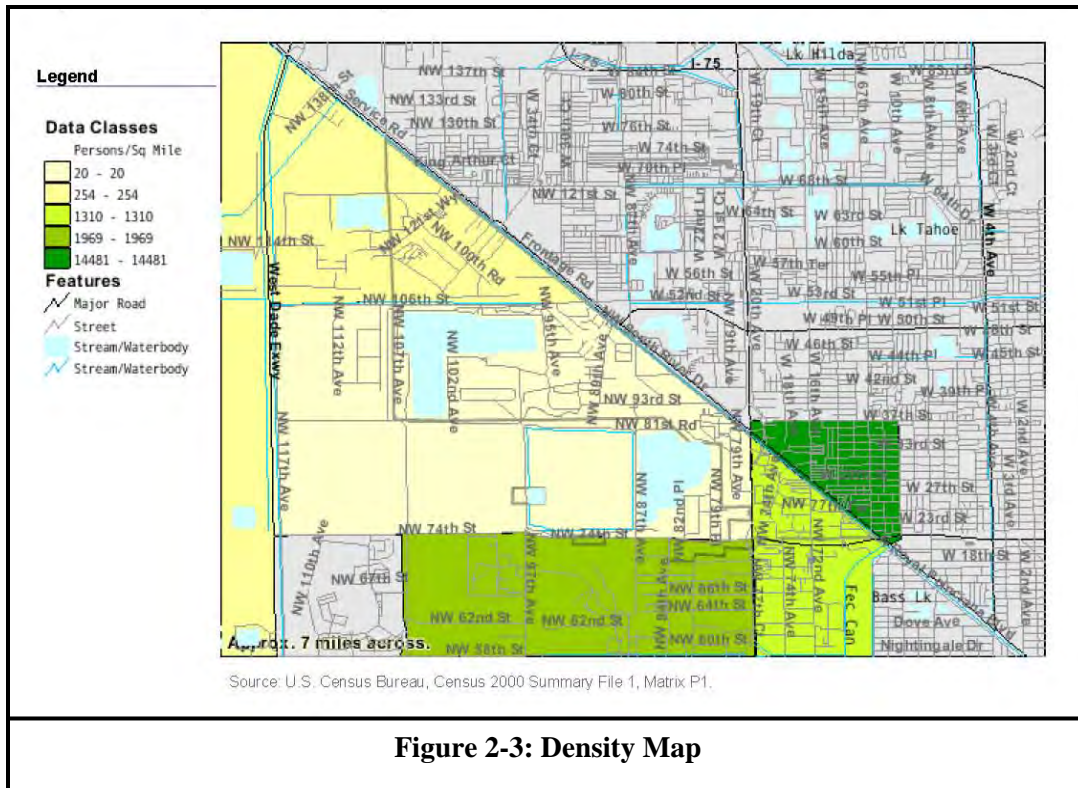


Figure 2-3: Density Map

Table 2-1 depicts the racial composition of the population of the Town. For comparison, similar population characteristics for the County are depicted in this and the succeeding tables.

Table 2-1: Population by Race

Race	Medley		Miami-Dade County	
	Number	Percent	Number	Percent
White	924	84.2	1,570,558	69.7
Black or African American	80	7.3	457,214	20.3
American Indian and Alaska Native	2	0.2	4,365	0.2
Asian	21	1.9	31,753	1.4
Native Hawaiian and Other Pacific Islander	0	0.0	799	0.0
Other ^a	71	6.5	188,673	8.4
Total	1098	100.0	2,253,362	100.0
Hispanic or Latino (of any race)	797	72.6	1,291,737	57.3

a) Other includes other races, as well as two or more races

Source: U.S. Census Bureau

Table 2-1 illustrates that the population of the Town Medley is very homogeneous. Eighty four percent of the population is white and only 7 percent is Black or African

American. Almost 72 percent of the population considers being Hispanic or Latino, which is higher than the County as a whole.

Table 2-2 depicts various ethnic characteristics of the Town. Relative to the County, the Town has more foreign born and less native-born residents. Latin America is the predominant region of birth for the foreign-born residents. Like the County, the Town has many bilingual residents with Spanish as the predominant language.

Table 2-2: Ethnic Characteristics

Ethnic	Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Total Population	1,136	100.0	2,253,362	100.0
Native	431	37.9	1,105,597	49.1
Born in United States	419	36.9	1,036,463	46.0
State of Residence	234	20.6	666,190	29.6
Different State	185	16.3	370,273	16.4
Born outside United States	12	1.1	69,134	3.1
Foreign born	705	62.1	1,147,765	50.9
Entered 1990 to March 2000	325	28.6	416,059	18.5
Naturalized citizen	230	20.2	535,080	23.7
Not a citizen	475	41.8	612,685	27.2
Region of Birth of Foreign Born				
Total (excluding born at sea)	705	100.0	1,147,756	100.0
Europe	10	1.4	44,067	3.8
Asia	0	0.0	28,638	2.5
Africa	0	0.0	4,851	0.4
Oceania	0	0.0	373	0.0
Latin America	692	98.2	1,064,436	92.7
Northern America	3	0.4	5,391	0.5
Language Spoken at Home				
Population 5 years and over	1,077	100.0	2,108,512	100.0
English only	174	16.2	676,347	32.1
Language other than English	903	83.8	1,432,165	67.9
Speak English less than "very well"	611	56.7	731,814	34.7
Spanish	868	80.6	1,248,616	59.2
Speak English less than "very well"	583	54.1	658,721	31.2
Other indo-European languages	35	3.2	155,369	7.4
Speak English less than "very well"	28	2.6	62,059	2.9
Asian and Pacific Island languages	0	0.0	16,395	0.8
Speak English less than "very well"	0	0.0	7,789	0.4

Source: U.S. Census Bureau

The population of the Town appears older than the population of the County. **Table 2-3** indicates that in 2000 the median age of the Town was 39.7 years, compared to 35.6 years in the County. The proportion of older residents is greater in the Town than in the County where 15.6 percent and 13.3 percent, respectively, of persons are 65 years and older.

Table 2-3: Population by Age

Age	Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Under 5 years	73	6.6	145,752	6.5
5 to 9 years	84	7.7	157,871	7.0
10 to 14 years	71	6.5	160,754	7.1
15 to 19 years	48	4.4	154,989	6.9
20 to 24 years	38	3.5	144,721	6.4
25 to 34 years	159	14.5	337,433	15.0
35 to 44 years	161	14.7	361,966	16.1
45 to 54 years	169	15.4	282,766	12.5
55 to 59 years	76	6.9	109,141	4.8
60 to 64 years	48	4.4	97,417	4.3
65 to 74 years	104	9.5	162,257	7.2
75 to 84 years	56	5.1	99,827	4.4
85 years and over	11	1.0	38,468	1.7
Total	1,098	100.0	2,253,362	100.0
Median age (years)	39.7		35.6	

Source: U.S. Census Bureau

The Town's income characteristics and poverty rates reflect comparative poverty when compared with the County as a whole. The median household income in the year 2000 was \$23,167 in the Town, which is 36 percent lower than the County (refer to **Table 2-4**). Overall, the County's median household income for the same time period was \$35,966.

Table 2-4: Household Income

Household Income	Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Households	370	100.0	777,378	100.0
less than \$10,000	49	13.2	107,901	13.9
\$10,000 to \$14,999	54	14.6	58,409	7.5
\$15,000 to \$24,999	93	25.1	111,649	14.4
\$25,000 to \$34,999	56	15.1	100,833	13.0
\$35,000 to \$49,999	49	13.2	121,780	15.7
\$50,000 to \$74,999	48	13.0	129,533	16.7
\$75,000 to \$99,999	13	3.5	63,132	8.1
\$100,000 to \$149,999	2	0.5	48,253	6.2
\$150,000 to \$199,999	2	0.5	15,222	2.0
\$200,000 or more	4	1.1	20,666	2.7
Median Household income (dollars)	23,167		35,966	

Source: U.S. Census Bureau

Table 2-5 depicts housing tenure in the Town and the County. A substantially higher home ownership rate in the Town than the County is observed.

Table 2-5: Housing Tenure

Occupied Housing Units	Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Total housing units	363	100	776,774	100
Owner-occupied housing units	252	69.4	449,325	57.8
Renter-occupied housing units	111	30.6	327,449	42.2

Source: U.S. Census Bureau

Table 2-6 Illustrates the poverty indices of the Town and the County. According to the table, 14.3 of the families in the Town are living below poverty level versus 14.5 percent in the County. It is noted that the percentage of individuals in the Town living below poverty level, is higher when compared to the County.

Table 2-6: Poverty Status

POVERTY STATUS IN 1999 (below poverty level)	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Families living below poverty level	40	14.3	80,108	14.5
Individuals living below poverty level	223	20	396,995	18

Source: U.S. Census Bureau

Labor force characteristics in the Town and the County are presented in **Table 2-7**. The labor force in the Town is lower, as well as unemployment is lower than that for the County.

Table 2-7: Employment Status

EMPLOYMENT (Population 16 years and over)	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Total	879	100	1,758,374	100
Civilian labor force	390	44.4	1,009,456	57.4
Employed	358	40.7	921,208	52.4
Unemployed	32	3.6	88,248	5
Armed Forces	0	0	1,509	0.1
Not in labor force	489	55.6	747,409	42.5

Source: U.S. Census Bureau

Table 2-8 and

Table 2-9 indicate employment by occupation and industry of employed persons in the Town and the County. These tables reflect that the work force of the Town is predominantly involved in service, construction, extraction, maintenance, production and material-moving occupations which relates to the main industries being construction, manufacturing, transportation and warehousing.

Table 2-8: Employment by Occupation

OCCUPATION (population 16 years and over)	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Management, professional, and related occupations	41	11.5	277,979	30.2
Service occupations	122	34.1	155,842	16.9
Sales and office occupations	51	14.2	285,279	31
Farming, fishing, and forestry occupations	2	0.6	5,427	0.6
Construction, extraction, and maintenance occupations	78	21.8	87,382	9.5
Production, transportation, and material moving occupations	64	17.9	109,299	11

Source: U.S. Census Bureau

Table 2-9: Employment by Industry

INDUSTRY (population 16 years and over)	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	2	0.6	6,635	0.7
Construction	64	17.9	63,135	6.9
Manufacturing	45	12.6	65,041	7.1
Wholesale trade	21	5.9	55,398	6
Retail trade	13	3.6	113,333	12.3
Transportation and warehousing, and utilities	38	10.6	69,072	7.5
Information	6	1.7	28,890	3.1
Finance, insurance, real estate, and rental and leasing	4	1.1	73,893	8
Professional, scientific, management, administrative, and waste management services	34	9.5	106,641	11.6
Educational, health and social services	55	15.4	165,357	18
Arts, entertainment, recreation, accommodation and food services	22	6.1	84,129	9.1
Other services (except public administration)	17	4.7	51,737	5.6
Public administration	37	10.3	37,947	4.1

Source: U.S. Census Bureau

Table 2-10 identifies the travel means for the work commute. A low percent of the Town's workers use public transportation. Only 2 percent of workers use public transportation in the Town versus 5.2 percent in the County. In the Town, 7.1 percent of workers walk to work which is considerably higher than the 2.2 percent for the County. The means of preference for the work commute in the Town is the private vehicle (alone or carpooling) consisting of 89 percent.

Table 2-10: Work Commute

Commuting to Work (workers 16 years and over)	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	353	100	899,323	100
Car, truck, or van -- drove alone	270	76.5	663,902	73.8
Car, truck, or van -- carpooled	44	12.5	131,302	14.6
Public transportation (including taxicab)	7	2	47,087	5.2
Walked	25	7.1	19,367	2.2
Other means	7	2	13,516	1.5
Worked at home	0	0	24,149	2.7
Mean travel time to work (minutes)	22.7		30.1	

Source: U.S. Census Bureau

Vehicles available by housing unit in the Town of Medley and Miami-Dade County are presented in **Table 2-11**. In spite of the preference of private vehicles for work commute, there are 62 housing units without a vehicle out of the total of 383 units in the Town of Medley. The percentage of housing units in Medley without a vehicle is 16.2, which is slightly higher than 14.3 for the County.

Table 2-11: Vehicles Available by Housing Unit

Vehicles Available	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Occupied Housing Units Total:	383	100	776,774	100
No vehicle available	62	16.2	111,323	14.3
1 vehicle	162	42.3	301,500	38.8
2 vehicle	130	33.9	263,256	33.9
3 or more vehicles	29	7.6	100,695	13

Source: U.S. Census Bureau

Table 2-12 summarizes the disability status of the population of the Town and the County. As shown in the table, in the Town 19.2 percent of disabled people, between the ages of 21 and 64, are employed while 0 percent of disabled people in that same age range are unemployed. The percentage of disabled people 21 years and older in the Town is 22.1 percent, which is higher than 20.8 percent for the County.

Table 2-12: Disability Status

Disability Status (Population 5 years and over)	Town of Medley		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	1,077	100.0%	2,077,706	100.0%
Population 5 to 20 years	243	22.6%	500,532	24.1%
With a disability	0	0.0%	41,535	2.0%
No disability	243	22.6%	458,997	22.1%
Population 21 to 64 years	634	58.9%	1,286,009	61.9%
With a disability	153	14.2%	300,048	14.4%
Employed	29.4	19.2%	53.7	0.0%
Not Employed	123.6	80.8%	299994.3	100.0%
No disability	481	44.7%	985,961	47.5%
Employed	57.8	12.0%	67.9	0.01%
Not Employed	423.2	88.0%	985893.1	100.0%
Population 65 years and over	200	18.6%	291,165	14.0%
With a disability	85	7.9%	132,409	6.4%
No disability	115	10.7%	158,756	7.6%

Source: U.S. Census Bureau

3. EVALUATION OF SURVEY DATA

Business and residential areas within the Town were surveyed to determine the percentage of people that are likely to use the circulator service and the areas that they would prefer to be serviced. The survey responses will help identify the needs of the potential user.

3.1. *Businesses Survey*

There are a total of 1,731 businesses within the Town which employ a total of 18,097 persons. The survey was conducted for companies with more than 20 employees. The companies with more than 20 employees make a total of 190 companies. A total of 11,381 employees are employed by these 190 companies, which represents 63 percent of the total number of employees in the Town (18,097). Out of the 190 companies contacted to answer the survey, 21 percent answered (40 companies). The total number of employees in these 40 companies is 2,891. **Table 3-1** summarizes the survey results.

Table 3-1: Businesses Survey with More Than 20 Employees

Company Name	No. of employees	No. of employees that will use the system to work	Pct. that will use the system to work	No. of employees that will use the system during the day	Pct that will use the system during the day	Total No. of Employees that will Use the System at any Time of the Day
Waste Management		0	0%	0	0%	0
Americas Industrial Realty	5	0	0%	1	15%	1
Preferred Freezer	112	22	20%	0	0%	22
Sysco	600	180	30%	6	1%	186
United States Cold Storage	28	3	10%	0	0%	3
Central Florida Equipment	20	0	1%	0	0%	0
Allied Universal Corporation	56	6	10%	0	0%	6
Gamma Seafood Corp.	26	0	1%	0	0%	0
Anixter Inc.	17	0	2%	0	1%	1
AAR Landing Gear	205	164	80%	133	65%	297
Benada Aluminum of Florida Inc.	50	10	20%	0	0%	10
Construction Research Lab Inc.	25	3	10%	5	20%	8
FedEx Ground Package System Inc.	185	19	10%	0	0%	19
Hometown Bagel, Inc.	85	0	0%	9	10%	9
Delta Doors/Vidco Industries	30	15	50%	9	30%	24
Globecast	240	48	20%	0	0%	48
Marks Brothers Inc.	100	2	2%	0	0%	2
La Victoria Autoparts, Inc.	20	1	5%	0	0%	1
Herrero & Sons Corp.	35	0	0%	0	0%	0
Gar-P Industries, Inc	75	0	0%	0	0%	0

Table 3-1: Businesses Survey with More Than 20 Employees (Cont.)

Company Name	No. of employees	No. of employees that will use the system to work	Pct. that will use the system to work	No. of employees that will use the system during the day	Pct that will use the system during the day	Total No. of Employees that will Use the System at any Time of the Day
Common Wealth Custom Brokers	20	0	0%	0	0%	0
Friedman Bros. Decorative Arts, Inc.	59	0	0%	0	0%	0
Regal Kitchens, Inc	150	0	0%	0	0%	0
DKG & Associates, Ltd.	30	0	0%	0	0%	0
Broadband International	42	0	0%	0	0%	0
All Tools & Fasteners, Inc.	23	0	0%	1	3%	1
Cargill Food Distribution	59	0	0%	0	0%	0
Arctic Industries, Inc.	60	0	0%	0	0%	0
Budget Construction Co.	25	0	0%	0	0%	0
US Ssmple Corp.	80	0	0%	0	0%	0
American Composites, LLC	51	1	2%	1	2%	2
Mark Two Engineering Inc	40	0	0%	0	0%	0
Shipco Transport Inc.	21	2	10%	2	10%	4
Toula Manufacturing Ltd Inc.	50	25	50%	0	0%	25
Trusscorp International Inc.	30	18	60%	18	60%	36
Dyke Industries, Inc	45	5	10%	0	0%	5
APAC- Southeast Inc.	25	0	0%	0	0%	0
Sargent Aerospace Inc.	42	11	25%	21	50%	32
All Florida Paper Inc	45	14	30%	9	20%	23
Remior Industries Inc.	40	12	30%	6	15%	18
Majestic Mirror & Frame Inc.	40	0	0%	0	0%	0
TOTAL	2891	559	19%	220	8%	780

Based on the survey, the findings are the following:

- Out of the total of 2,891 employees surveyed:
 - 19 percent (559 employees) will use the trolley/bus to get to their work
 - 8 percent (220 employees) will use the trolley/bus during the day to reach other destinations
 - 27 percent (780 employees) will use the trolley/bus during the day either to get to their work or to reach other destinations

3.2. *Residents Survey*

The survey was conducted on 26 people. This survey will help plan the proposed stops and schedules for the proposed circulator service. The results are presented in **Table 3-2**.

Based on the 26 people surveyed, the findings are the followings:

- The majority of the respondents, 78 percent (20 people), are willing to walk short distances to a trolley/bus
- The majority of the respondents, 92 percent (24 people), would use the trolley/bus for their daily activities
- 100 percent (26 people) of the respondents indicated that they would rather use the new/proposed service to connect to the metrorail or bus service instead of driving
- Based on the residents' responses they have a need of circulator service within the Town and its surroundings
- Residents' response indicates their preference for using a circulator service over driving

Table 3-2: Residents Survey Results

Based on a Total of 26 People Surveyed			
1. How many blocks are you willing to walk to a trolley/bus stop?	Blocks	No. Persons	%
	Minimum	10	38
	2-3	10	38
	3-4	4	15
	4-5	2	8
	<i>Total =</i>	26	100
2. What was the purpose of your last walking trip to the Town?	Trip	No. Persons	%
	Errands	11	38
	Jobsite	7	24
	Shopping	5	17
	Pharmacy	1	3
	Lunch	2	7
	Recreation	3	10
	<i>Total =</i>	29	100
3. Would you use the trolley/bus to your daily activities?		No. Persons	%
	YES	24	92
	NO	2	8
	<i>Total =</i>	26	100
4. How much time are you willing to spend waiting for the trolley/bus?	Time (min)	No. Persons	%
	1-4	1	4
	5-9	5	19
	10-14	12	46
	15-19	6	23
	20-24	1	4
	25-30	1	4
	<i>Total =</i>	26	100
5. Would you rather drive or use the trolley/bus to make connections to the metrorail, or bus service?	Method	No. Persons	%
	Trolley/Bus	26	100
	Drive	0	0
	<i>Total =</i>	26	100
6. To what other place/location, within or outside the Town, would you be willing to take the trolley/bus?	Place/Location	No. Persons	%
	Town Hall	11	11
	Metrorail	17	17
	Palmetto Hospital	14	14
	Medley Lakeside Retirement Park	12	12
	Tobie Wilson Park	10	10
	Westland Mall	17	17
	Publix/Shopping	18	18
	Bank	2	2
	Hialeah	1	1
	<i>Total =</i>	102	100

4. CIRCULATOR SERVICE FEASIBILITY

Based on the Town's existing area conditions and survey data evaluation, this section will determine the feasibility of the circulator service.

4.1. *Indicator of Transit Dependency*

A number of socioeconomic characteristics are indicators of necessity of a local transit circulator in the study area. These socioeconomic indicators include household income level, percentage of elderly residents, percentage of disabled residents and automobile unavailability.

4.1.1. Household Income Level

Low-income households often do not have mobility choices other than public transportation. As shown in **Table 2-4**, the Town of Medley median household income is \$23,167 and slightly more than half (53 percent) of Medley's household incomes are below \$25,000. According to circulator services guidelines, transit circulator services should be given preference to areas with median household incomes below \$30,000. The Town of Medley low household income classifies the area as a high prospective for transit demand.

4.1.2. Percentage of Elderly Residents

Population age distribution is a useful sign for determining circulator service demand. Elderly persons are more likely to be dependent on the transit system for their mobility. As indicated in Section 2.5, elderly residents (representing residents over 65 years of age) make up for 15.6 percent of the Town which is considered high. This elderly group represents potential circulator system users because they are likely to be dependent on transit to access essential locations such as medical facilities, provision stores and governmental services.

4.1.3. Percentage of Disabled Residents

The percentage of disabled people 21 years and over in the Town is 22.1 percent (238 residents). Only 4.6 percent (about 30 residents) of these disabled residents between the ages of 21 and 64 are currently employed. For the disabled the private automobile may not be an option for physical and/or financial reasons; therefore, they may be potential users of the proposed transit circulator service. They may use the service for local mobility as well as for regional since the proposed service would provide connection to the PMS.

4.1.4. Automobile Unavailability

The Town has 62 housing units without a vehicle out of the total of 383 units. Those housing units lacking automobile ownership have a high tendency to use the proposed transit circulator service.

4.2. *Existing Transit Services Deficiencies*

MDT has eight routes that operate across the Town of Medley. None of these routes provide service to the residential area of the Town of Medley that is located in the southeast triangular area of the Town's limits. Consequently, there is no connection provided for the residents to the PMS or any other destination. The MDT route that traverses closest to the residential areas is Route 73, where a segment of this route alignment passes through NW 74th Street. A resident from the Medley Trailer Park must walk an undesirable distance of approximately seven blocks to get to the route.

4.3. *Community Support*

Based on the conducted survey of the residents, there is local support for transit circulator service in the Town of Medley. Residents surveyed indicated that they are willing to use the service once implemented for their daily activities.

4.4. *Circulator Feasibility Scorecard*

The circulator feasibility scorecard was established by the Miami-Dade County MPO in the Local Municipal Transit Circulator Policy Study developed by Kimley-Horn and Associates. In general, a score above 60 points demonstrates that a community is a good candidate for circulator service, a score between 40 and 60 indicates that a circulator service may or may not be feasible, and a score below 40 points demonstrates that a community is a poor candidate for circulator service. The County may also utilize the scoring to prioritize its resources to communities seeking assistance for local circulator services.

1. Indicators of transit dependency or the propensity to use circulator services (50 points maximum for A through D)
 - (a) **Population density less than 3,000 persons per square mile. (0 points)**
 - Population density between 3,000 and 7,500 persons per square mile. (5 points)
 - Population density between 7,500 and 10,000 persons per square mile. (10 points)
 - Population density greater than 10,000 persons per square mile. (15 points)
 - (b) **Less than 20 percent of residents aged 65 and older. (0 points)**
 - Greater than 20 percent of residents aged 65 and older. (5 points)
 - Greater than 25 percent of residents aged 65 and older. (10 points)
 - Greater than 30 percent of residents aged 65 and older. (15 points)
 - Greater than 35 percent of residents aged 65 and older. (20 points)
 - (c) Median household income greater than \$30,000. (0 points)
 - Median household income between \$20,000 and \$30,000. (5 points)**
 - Median household income less than \$20,000. (10 points)
 - (d) **Greater than 10 percent of households with zero automobiles. (5 points)**
2. Recognizable gaps (defined as outside a ¼-mile walking distance from a transit stop) in the community where MDT does not provide transit service. (**Yes = 15 points**, No = 0 points)
3. Presence of specific activity centers in the community that are not serviced by MDT. (**Yes = 10 points**, No = 0 points)

4. Often obtain requests for circulator service from residents, employers, employees, etc. (**Yes = 10 points**, No = 0 points)
5. Commitment of the municipality to partially or completely fund a feasibility study. (**Yes = 10 points**, No = 0 points)
6. Identification of a detailed local funding source for the transit circulator service. (**Yes = 5 points**, No = 0 points)

The feasibility score for the Town is 55. This score indicates that the service may or may not be feasible. Factors that negatively affect the potential for successful service negatively is the low density per square mile with the Town. A minimum population density of 3,000 residents per square mile is recommended for feasible transit service. However, there are many factors that do distinguish the Town from other municipalities and are not factored into the scorecard. One of these factors is the percentage of disabled residents, which is 22.1.

Based on the factors outlined, it is recommended that a shopping-based/“lifeline” type circulator route be implemented within the Tow. This type of route would serve the residents primarily and provide basic transportation services for purposes like shopping and medical trips that could be serviced through the connection to the PMS, which has a station at the Health District (Jackson Memorial Hospital. There are a few of these types of circulators in operation in the County which include North Bay Village and Bay Harbor Islands circulator routes.

Based on the survey results there were several businesses that responded favorably to a circulator as a commuter service. However, until other roadway projects such as those mentioned in Section 2.4 are implemented, a circulator route servicing the western industrial area of the Town is not feasible due to a lack of road network connectivity. The only road able to service this area is South River Drive which is highly congested and consistent throughout most of the day; therefore, making a reliable circulator with dependable schedule not viable at this juncture. In addition, MDT routes 245 and 282 already service parts of this area connecting them areas to the Palmetto Metrorail via Okeechobee Road.

5. TRANSIT CIRCULATOR RECOMMENDATIONS

On Thursday, February 23, 2006, the Consultant met with Town Attorney, Melvin Wolfe, Esq., to review background considerations and to discuss plausible transit circulator route alignments. Level of service—in terms of headway and days and hours of operation—and potential vehicle types were also discussed. The following transit service characteristics were considered:

- A fixed-route system connecting key traffic generators with as much of the Town's residential population as possible is preferred.
- The service would have an alternate route twice daily, at 1:00 P.M. pick-up and at 4:00 P.M. for return trip, to the Medley Lakeside Retirement Park.
- The system would operate primarily on Weekdays from 6:00 A.M. until 6:00 P.M.. No weekend or holiday service.
- Headways would be hourly.
- The vehicles to be utilized would be small and maneuverable as passenger loads, at least initially, are at least initially expected to be limited.

5.1. *Route Alignment*

Figure 5.1 depicts the recommended route for the Town, the selection of which reflects applicable key background findings. This proposed route structure has been developed to: (1) link key generators in the Town; (2) give residents the opportunity for better mobility both within and outside the Town; and, (3) maximize efficiencies associated with linkages to MDT, PMS, and other municipal transit services. During detailed service planning for the route, linkups and transfers with these other systems could be identified to maximize the utility of the systems.

5.2. *Vehicle Type*

A 20 foot commercial cut away bus, such as an El Dorado, Aerolite or a Goshen Coach Pacer capable of seating 8 to 12 passengers with two alternate wheelchair positions.

5.3. *Headways*

An initial headway goal of 60 minutes has been established for the circulator route. The route will be coordinated with MDT and metrorail times to allow users maximum efficiency when making connections. An average travel speed of 10 MPH has been assumed for the circulator. Given that a roundtrip is 6.5 miles, a 60 minute headway is feasible. Consideration also needs to be given to the FEC rail crossing which the route crosses once. The average train crossing, closure is 7 to 8 minutes during operating hours and should not affect the 60 minute headway goal.

5.4. *Hours of Operation*

Hours of operation would initially be limited to weekdays from 6:00 A.M. to 6:00 P.M. in order to capture commuters. No weekend or holiday service would be provided.

5.5. *Service Promotion*

- Provide brochures with circulator route map and schedule
- Provide circulator route map and schedule on Town's website
- Senior residents club meetings
- Town events
- Advertisement by direct mailing

6. IMPLEMENTATION STRATEGY PLAN

6.1. *System Requirements*

6.1.1. **Vehicle fleet**

For initial cost estimates, a circulator service operating on 60-minute headways, 12 hours per day on weekdays, is considered. As the service evolves, more frequent headways (i.e., 30 minutes) would be desirable. Depending on how the Town elects to have the service operated (either “in-house” or through interlocal agreement), it is likely that vehicle fleet accommodations must include a spare vehicle, but at this time a spare vehicle is not recommended until an initial evaluation period has elapsed.

6.1.2. **Personnel**

Table 6-1 describes the personnel requirements for a circulator system that operates five days a week, Monday through Friday. Weekday service would begin in time for the prime workday commute and the typical return trip.

Table 6-1: Town of Medley Circulator Personnel Requirements

Personnel Category	Hours per Week	FTE
Bus Drivers	60	1.5
Administrative Assistant	20	.5
Fleet Mechanic	8	.20

Based upon the number of hours of operation and the size of the fleet in service on any given day, approximately 60 person-hours would be required for this level of service, which equates to one and a half full-time equivalents.

In addition to personnel to operate fleet vehicles, the proposed circulator system would require administrative support in the amount of a part-time person, a fleet mechanic and executive support. Capital funds may be required to purchase the vehicles or the Town could lease vehicles.

6.2. *Preliminary Cost Estimate*

6.2.1. **Option A – Operated by Town of Medley**

Option A represents a scenario where the service is operated by the Town. Cost information was based on 2006 dollars, with Town wage rate information provided to the consultant by the Town. As for the other services, it is assumed that the service would provide 60 minute headways, 12 hours per day, on weekdays. The costs for the initial physical implementation of the system (signs, system maps, meetings to coordinate, with implementation with MDT) should not exceed \$10,000. Initially, the service would not develop shelters. Contracts for companies to provide bus benches would be allowed to place benches on routes. The biggest cost outside of the drivers

will be for a person to manage the system. Maintenance under this option would be provided through the Town's fleet maintenance department.

Table 4.2 Town of Medley Circulator "In-house" Annual Operating Costs

Personnel	Rate*	Units per Year	Annual Cost
Bus Drivers (Hot Meal Program)	\$11.75 (\$16.45)	3120	\$51,400
Administrative Assistant	\$12.00 (\$16.80)	1020	\$17,200
Fleet Mechanic	\$13.11 (\$18.35)	420	\$7,700
Subtotal Personnel			\$76,300
Equipment			
Bus Leases***			\$12,000
Fuel	\$2.75	22,750 miles	\$6,300
First Year Admin Expense****			\$10,000
Total			\$105,000

* Assumes 40 percent Fringe

** Assumes 22,750 miles per year at 10 miles/gallon, operating 250 days/year.

*** Lease on 12 passenger bus w/ 2 wheelchair positions (\$56,000 or \$1,000/month for 60 month lease) one bus first year, then additional bus second year

**** Marketing Expenses

6.2.2. Option B – Private Operator

If the Town puts the circulator service out to bid, it is anticipated that the cost would be comparable to the cost of other municipalities utilizing a private operator such as the City of Hialeah and the City of Coral Gables. This cost is based on operations and equipment provided by a private contract which was competitively bid. An hourly cost of \$35 has been assumed. Operations, administration and implementation expenses would be approximately \$10,000 for a total first year cost of \$120,000.

6.2.3. Option C – Operated by Miami-Dade Transit

MDT has previously quoted other municipalities for a similar type of circulator to cost approximately \$250,000 for the service to be operated by the agency. This is an estimate cost and would cover start-up and maintenance for running two buses. As with the other options, the City would need to have some marketing, administrative, and implementation funds identified (which would cost \$10,000) for a total first-year cost of \$260,000.

6.2.4. Option D – Joint Service with Miami Springs and Virginia Gardens

The Town would be willing to discuss with the Cities of Miami Springs and Virginia Gardens the possibility of providing a shared circulator route with these neighboring cities. The Town would initially be willing to commit their transit Peoples Transportation Tax (PTP) share for the last three years for start-up and funds obtained thereafter. The Town would be willing to have reduced service, with the route operating only a few days a week and/or a limited number of times a day.

6.3. *Funding Sources*

The primary funding source for this would be the Town's general fund supplemented by PTP funds. The Town can annually anticipate receiving approximately \$37,400 (projected in 2007 dollars). Of this, a minimum of 20 percent (or \$7,500) must be spent on transit service (or capital improvements that directly support mass transit like the building of bus shelters), while the remainder can go for a variety of transportation enhancement projects. The financial requirements for a Town circulator will fall short of the PTP funds received on an annual basis. There are other funding sources available, including fares. The Town has the option to charge fares. If a minimum of four riders per hour were to use the service, approximately \$12,500 would be raised (assuming 3,064 hours and a fare of \$1.00).

State programs that may be used to help finance municipal transit circulator systems include the State of Florida Transit Block Grant and Service Development programs. These funds could be utilized for initial startup, but are not renewed annually and the Town would then need to operate the service on its own. Federal funds are highly competitive and it would be very unlikely this project could compete for federal funding.

6.4. *Next Phase*

The Town of Medley is limited by the amount of capital funds available to fund a circulator exclusively for the Town. The Town would prefer to proceed with a joint use circulator with neighboring municipalities that would operate on a limited, but scheduled basis. In discussions between the Town and the City of Miami Springs, this option does appear to be feasible, but further coordination is still required. The Town and the City of Miami Springs would need to enter into a Joint Participation Agreement for the circulator to be approved by the two City Councils.

7. CONCLUSION

From an economic or use point of view, it does not appear feasible for the Town to operate its own circulator bus and route. However, the Town is still interested in exploring a joint participation with neighboring municipalities which will help make a circulator route more viable.

Appendix A

Existing Transit Routes Map

Route 33

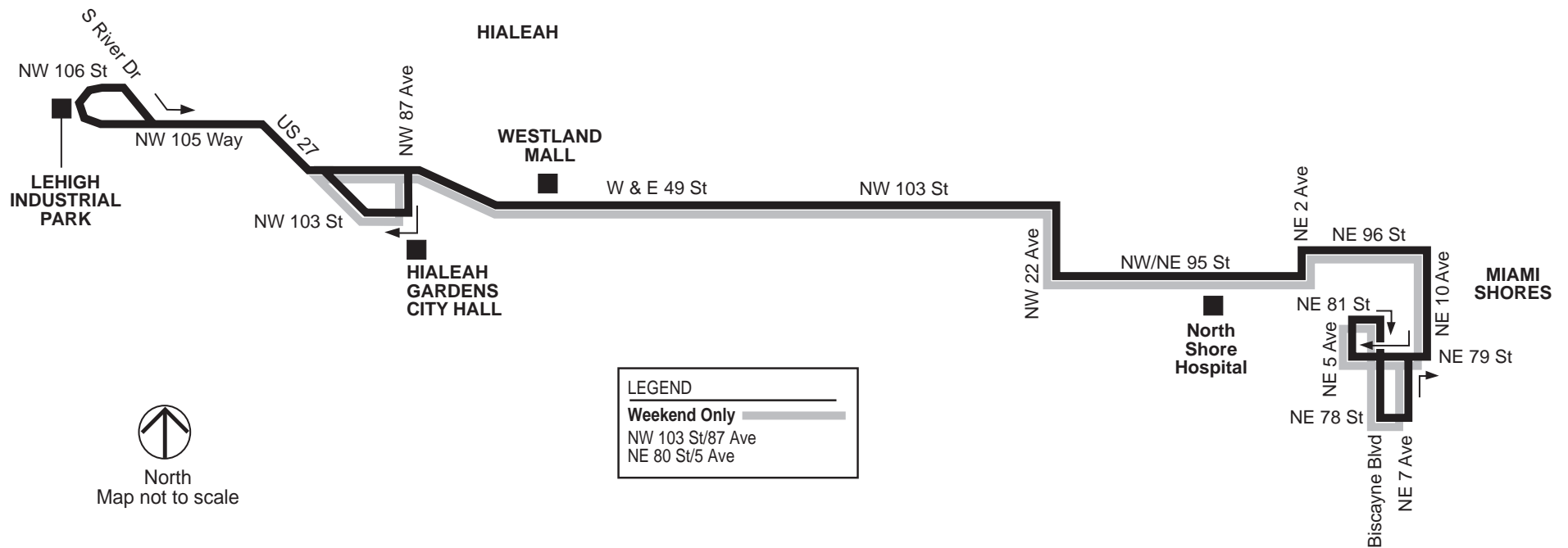


WHEELCHAIR
ACCESSIBLE



BIKE
ACCESSIBLE

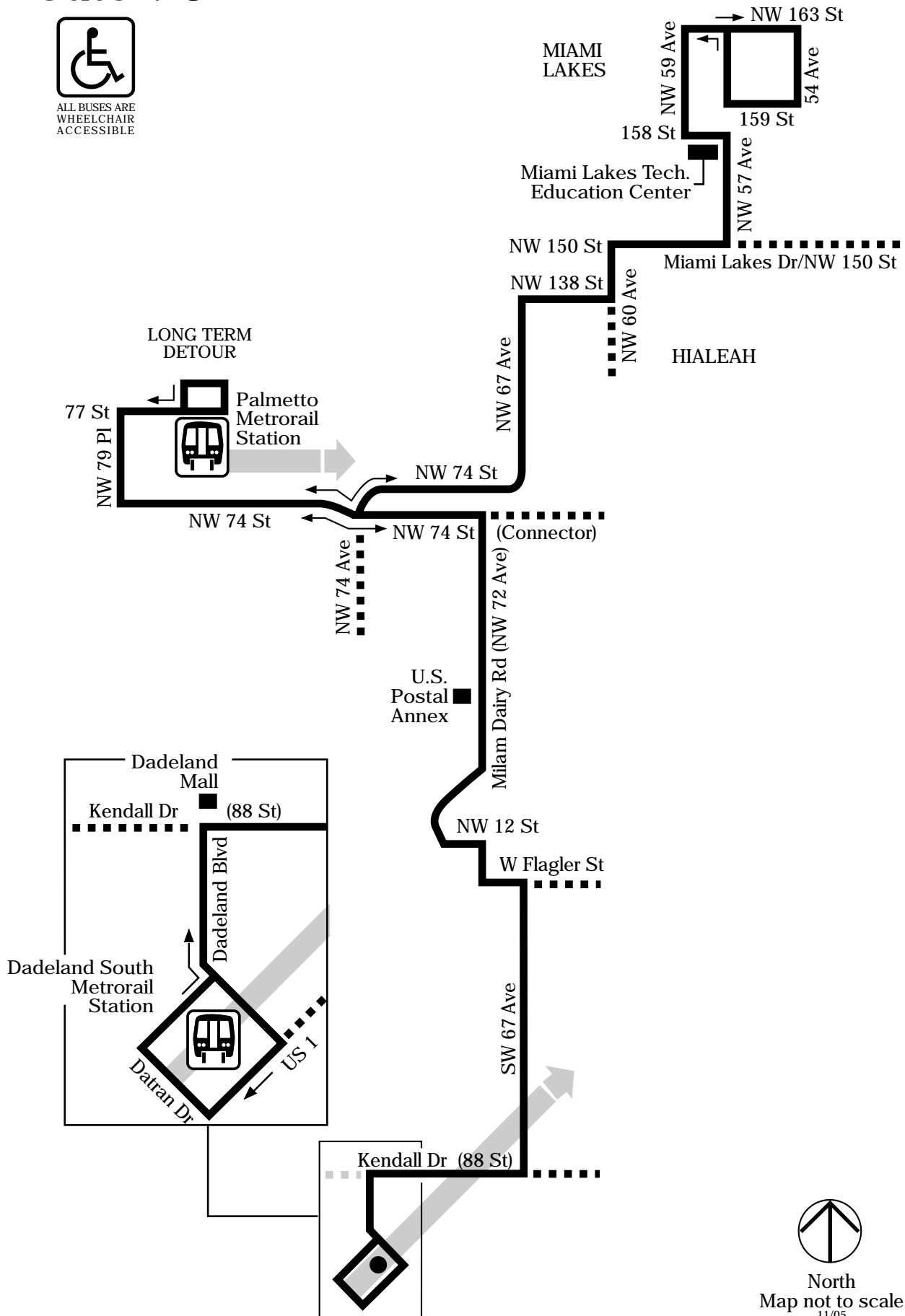
MEDLEY



Route 73



ALL BUSES ARE
WHEELCHAIR
ACCESSIBLE



North
Map not to scale
11/05

Route 87



ALL BUSES ARE
WHEELCHAIR
ACCESSIBLE



BIKE & RIDE



Palmetto
Metrorail
Station

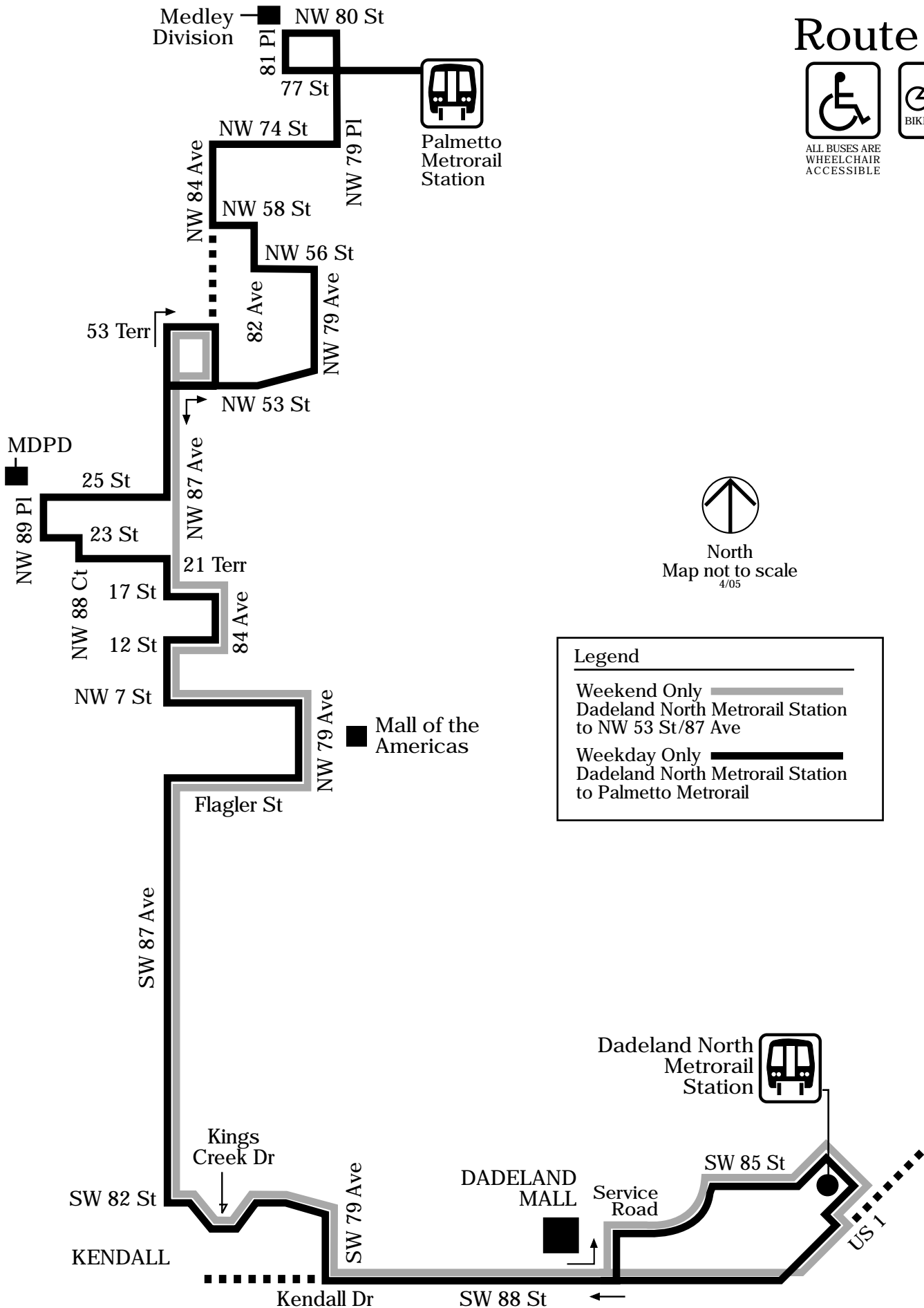


North
Map not to scale
4/05

Legend

Weekend Only
Dadeland North Metrorail Station
to NW 53 St/87 Ave

Weekday Only
Dadeland North Metrorail Station
to Palmetto Metrorail



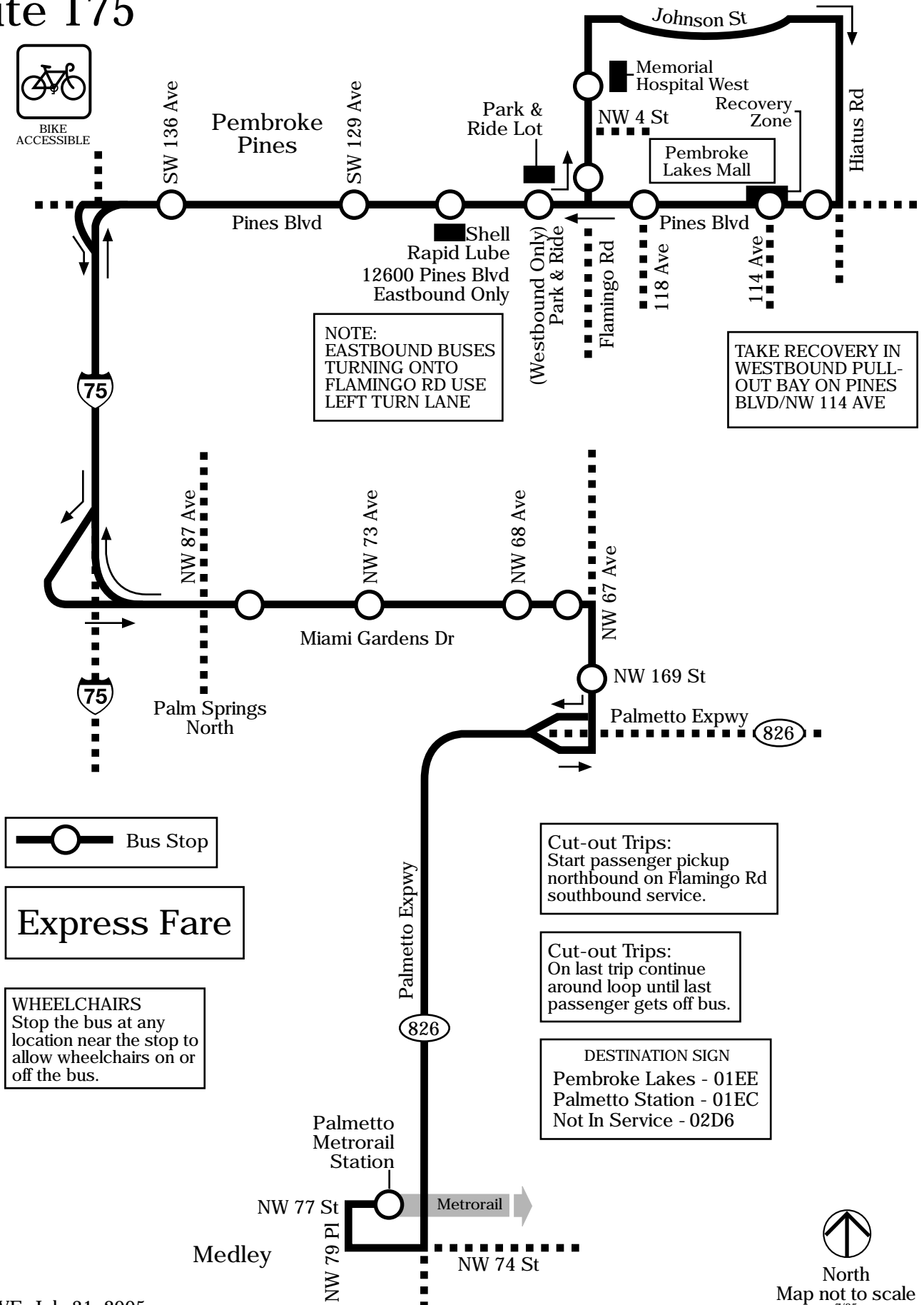
NW Dade Express Route 175

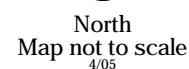


WHEELCHAIR
ACCESSIBLE



BIKE
ACCESSIBLE





Route 245

Okeechobee Connection



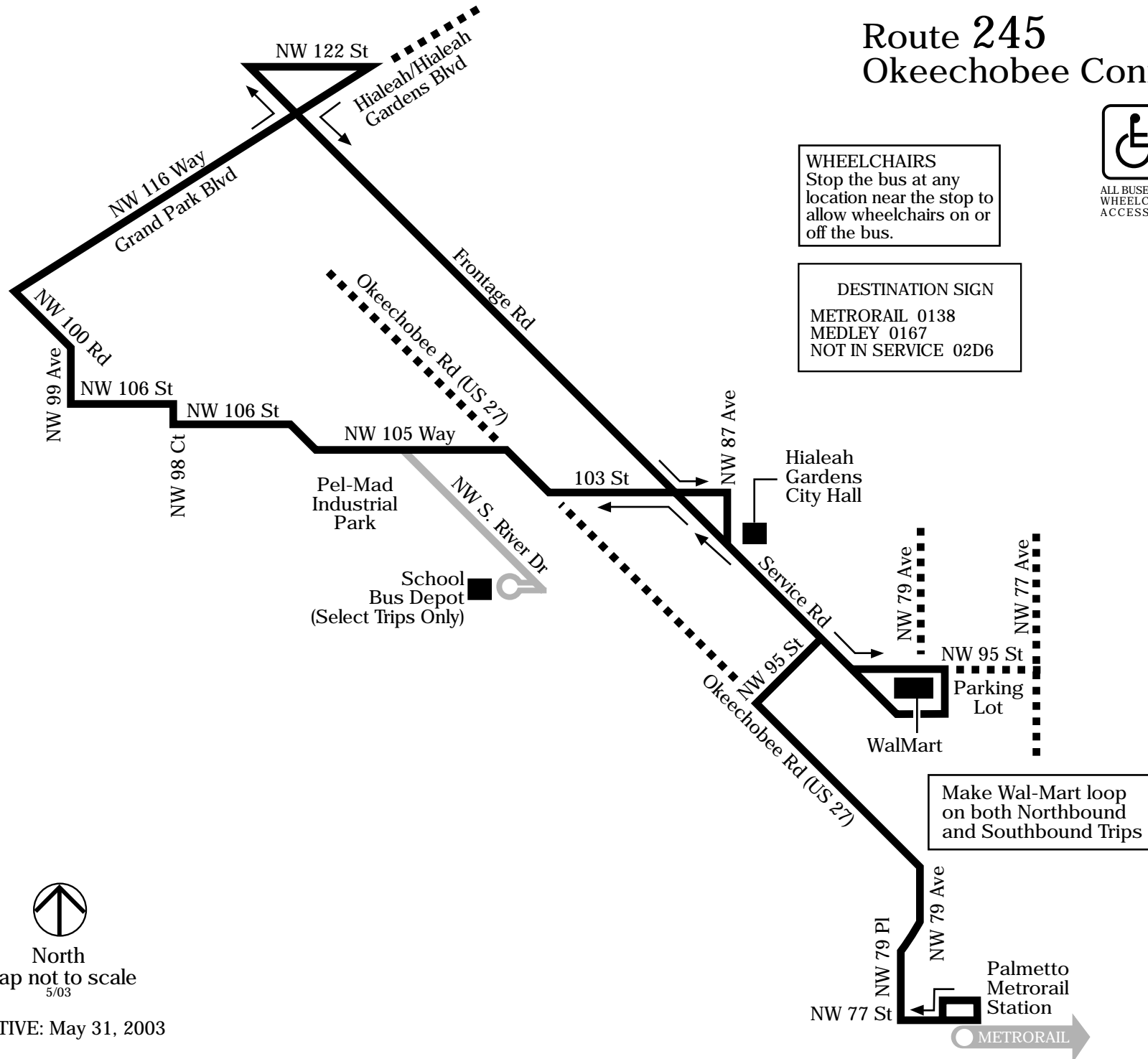
ALL BUSES ARE
WHEELCHAIR
ACCESSIBLE

BIKE
ACCESSIBLE

WHEELCHAIRS
Stop the bus at any location near the stop to allow wheelchairs on or off the bus.

DESTINATION SIGN

METRORAIL 0138
MEDLEY 0167
NOT IN SERVICE 02D6



North
Map not to scale
5/03

EFFECTIVE: May 31, 2003

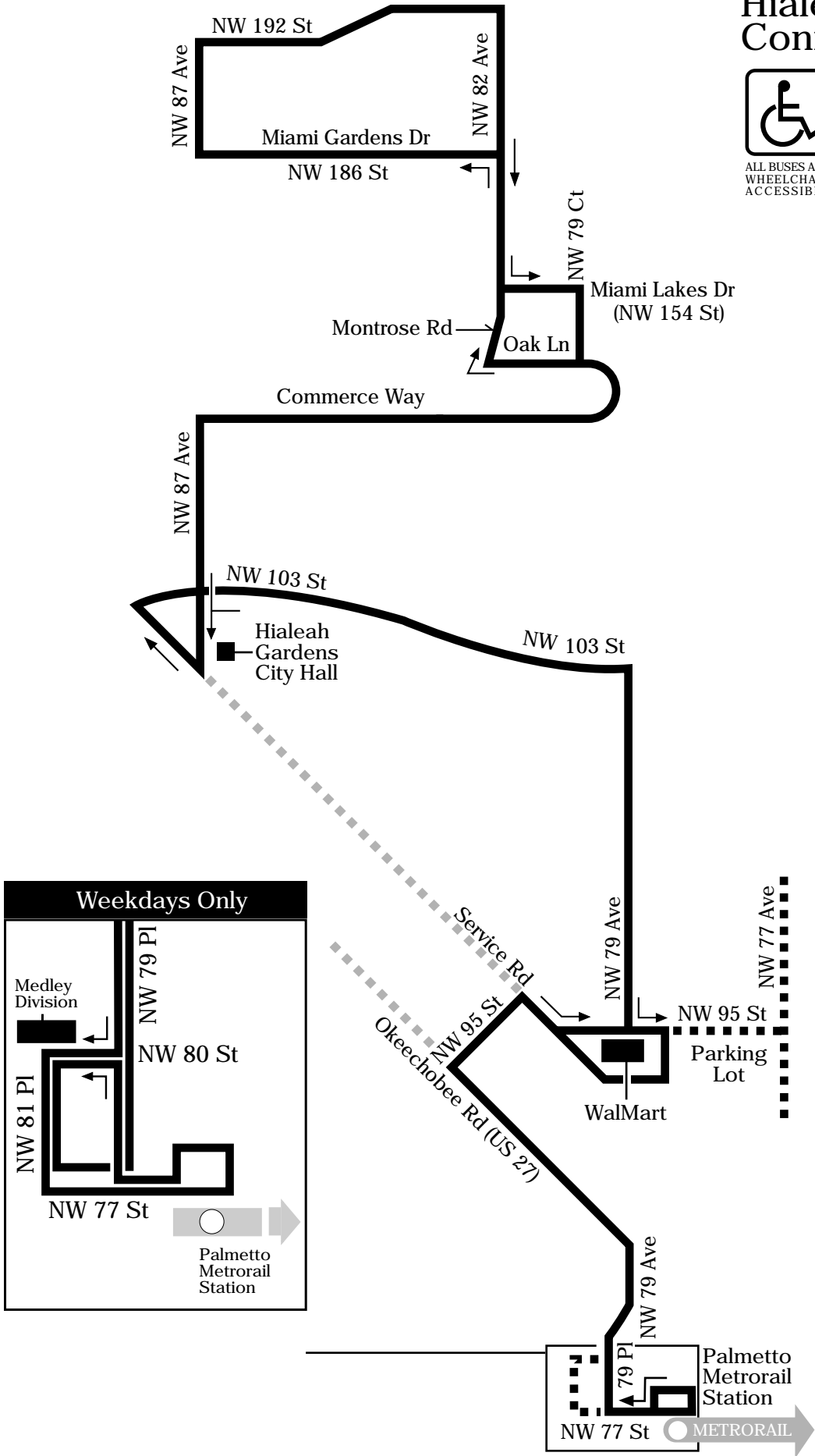
Route 282 Hialeah Gardens Connection



ALL BUSES ARE
WHEELCHAIR
ACCESSIBLE



BIKE & RIDE



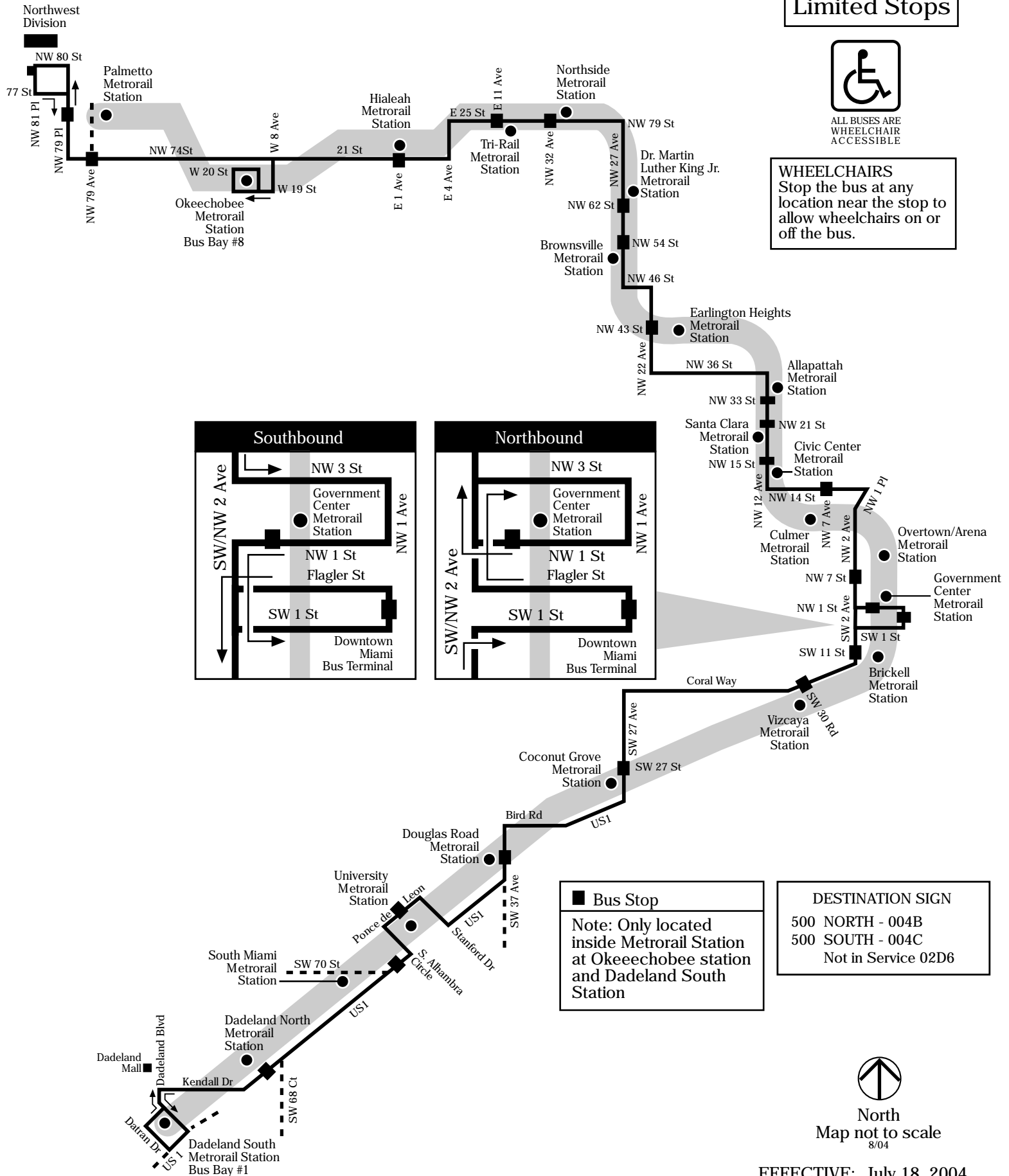
Midnight Owl Route 500

Limited Stops



ALL BUSES ARE
WHEELCHAIR
ACCESSIBLE

WHEELCHAIRS
Stop the bus at any
location near the stop to
allow wheelchairs on or
off the bus.



Appendix B

Proposed Circulator Route Timings



Tuesday May 9, 2006
Morning

	BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
			1	2	3	4	5	6			
1 CICLE	A-B	7:00:00AM	23"						23"	7:03:33AM	3' 33"
	B-C	7:03:33AM	11"	26"					37"	7:05:25AM	2' 52"
	C-D	7:05:25AM	53"	29"	36"				1' 58"	7:09:34AM	4' 09"
	D-E	7:09:34AM							0	7:09:56AM	22"
	E-F	7:09:56AM	1' 27"	42"	48"	23"		49"	4' 09"	7:16:41AM	6' 45"
	F-G	7:16:41AM							0	7:17:01AM	20"
	G-H	7:17:01AM							0	7:17:34AM	33"
	H-I	7:17:34AM							0	7:18:12AM	38"
	I-A	7:18:12AM		46"					46"	7:20:38AM	2' 26"
TOTAL											20' 38"

		BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
				1	2	3	4	5	6			
2 CICLE	A-B	7:21:00AM	35"			27"		21"	1' 23"	7:24:17AM	3' 17"	
	B-C	7:24:17AM	17"						17"	7:26:29AM	2' 12"	
	C-D	7:26:29AM	1' 14"	57"		48"			2' 59"	7:31:44AM	5' 15"	
	D-E	7:31:44AM							0	7:32:05AM	21"	
	E-F	7:32:05AM	2' 24"	2' 53"	1' 47"	31"	45"		7' 30"	7:43:21AM	11' 16"	
	F-G	7:43:21AM							0	7:43:42AM	21"	
	G-H	7:43:42AM							0	7:44:13AM	31"	
	H-I	7:44:13AM							0	7:44:49AM	36"	
	I-A	7:44:49AM	42"	1' 33"					2' 15"	7:49:43AM	4' 51"	
TOTAL											28' 43"	

Tuesday May 9, 2006
Afternoon

	BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
			1	2	3	4	5	6			
1 CICLE	A-B	3:00:00PM	41"				37"		1' 18"	3:04:25PM	4' 25"
	B-C	3:04:25PM		1'					1'	3:07:31PM	3' 06"
	C-D	3:07:31PM	3' 12"	1' 33"	12"				4' 57"	3:13:42PM	6' 11"
	D-E	3:13:42PM							0	3:14:06PM	24"
	E-F	3:14:06PM	3' 20"	42"	55"	1' 27"		1' 31"	6' 18"	3:22:35PM	8' 29"
	F-G	3:22:35PM							0	3:23:58PM	23"
	G-H	3:23:58PM							0	3:24:36PM	38"
	H-I	3:24:36PM							0	3:25:18PM	42"
	I-A	3:25:18PM	1'	1' 48"					2' 48"	3:29:31PM	4' 13"
TOTAL											29' 31"

	BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
			1	2	3	4	5	6			
2 CICLE	A-B	3:30:00PM		47"	46"		37"	15"	2' 25"	3:34:28PM	4' 28"
	B-C	3:34:28PM	22"	40"					1' 02"	3:38:31PM	4' 03"
	C-D	3:38:31PM	4' 28"		13"				4' 41"	3:45:18PM	6' 13"
	D-E	3:45:18PM							0	3:45:42PM	24"
	E-F	3:45:42PM	4' 24"	35"	27"	1' 39"			7' 05"	3:56:13PM	10' 29"
	F-G	3:56:13PM							0	3:56:37PM	24"
	G-H	3:56:37PM							0	3:57:17PM	40"
	H-I	3:57:17PM							0	3:57:58PM	41"
	I-A	3:57:58PM	37"	2' 25"					3' 02"	4:02:32PM	4' 34"
TOTAL											32' 32"

	BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
			1	2	3	4	5	6			
3 CICLE	A-B	4:03:00PM	45"	26"				17"	1' 28"	4:06:27PM	3' 27"
	B-C	4:06:27PM		1' 13"					1' 13"	4:10:25 PM	3' 59"
	C-D	4:10:25PM	4' 11"	1' 36"					5' 47"	4:18:32PM	8' 07"
	D-E	4:18:32PM							0	4:19:02PM	30"
	E-F	4:19:02:PM	5' 02"	1' 37"	43"		47"		8' 09"	4:31:22PM	12' 20"
	F-G	4:31:22PM							0	4:31:55PM	32"
	G-H	4:31:55PM							0	4:32:31PM	36"
	H-I	4:32:31PM							0	4:33:19PM	47"
	I-A	4:33:19PM	40"	2' 13"					2' 53"	4:37:35PM	4' 16"
TOTAL											34' 35"

Morning

TOTAL

TOTAL

Afternoon

BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
		1	2	3	4	5	6			
A-B	3:00:00PM	35"	29"			26"	20"	1' 50"	3:05:13PM	5' 13"
B-C	3:05:13PM	17"						17"	3:08:34PM	3' 21"
C-D	3:08:34PM	25"	1' 53"		41"			2' 19"	3:12:45PM	4' 11"
D-E	3:12:45PM							0	3:13:08PM	23"
E-F	3:13:08PM	2' 18"	11"	1' 14"		48"	1' 02"	5' 35"	3:20:43PM	7' 35"
F-G	3:20:43PM							0	3:21:15PM	32"
G-H	3:21:15PM							0	3:21:52PM	37"
H-I	3:21:52PM							0	3:22:27PM	35"
I-A	3:22:27PM	55"	1' 34"					2 29"	3:26:28PM	4' 01"
TOTAL										26' 28"

BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
		1	2	3	4	5	6			
A-B	3:27:00PM	28"	32"				25"	1' 25"	3:30:33PM	3' 33"
B-C	3:30:33PM	11"	6' 32"					6' 43"	3:39:48PM	9' 15"
C-D	3:39:48PM	1' 20"	46"	57"				3' 03"	3:44:38PM	4' 50"
D-E	3:44:38PM							0	3:45:18PM	30"
E-F	3:45:18PM	1' 36"	2' 19"	41"	23		48"	5' 07"	3:58:21PM	13' 03"
F-G	3:58:21PM							0	3:59:06PM	45"
G-H	3:59:06PM							0	3:59:37PM	31"
H-I	3:59:37PM							0	4:00:15PM	38"
I-A	4:00:15PM	14"	2' 20"					2' 34"	4:05:40PM	5' 25"
TOTAL										38' 40"

BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
		1	2	3	4	5	6			
A-B	4:06:00PM	37"	48"			17"		1' 42"	4:10:38PM	4' 38"
B-C	4:10:38PM	7"	8' 31"					8' 37"	4:23:54PM	13' 16"
C-D	4:23:54PM	1' 53"	31"					2' 24"	4:29:23PM	8' 31"
D-E	4:29:23PM							0	4:30:02PM	39"
E-F	4:30:02PM	1' 12"	1' 42"	1'	38"	1' 47"	49"	7' 08"	4:41:37PM	11' 35"
F-G	4:41:37PM							0	4:42:27PM	50"
G-H	4:42:27PM							0	4:43:05PM	42"
H-I	4:43:05PM							0	4:43:48PM	43"
I-A	4:43:48PM	47"	3' 34"					4' 21"	4:50:26PM	6' 38"
TOTAL										44' 26"

Thursday May 11, 2006
Morning

		BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
				1	2	3	4	5	6			
1 CICLE	A-B	7:00:00AM	30"	19"			12"		1' 01"	7:03:36AM	3' 36"	
	B-C	7:03:36AM	9"						9"	7:05:41AM	2' 05"	
	C-D	7:05:41AM	1' 19"	50"		8"			2' 17"	7:09:39AM	4' 58"	
	D-E	7:09:39AM							0	7:10:15AM	24"	
	E-F	7:10:15AM	1' 18"	40"	1' 06"		28"	24"	3' 46"	7:16:17AM	6' 02"	
	F-G	7:16:17AM							0	7:16:40AM	23"	
	G-H	7:16:40AM							0	7:17:06AM	26"	
	H-I	7:17:06AM							0	7:17:14AM	20"	
	I-A	7:17:14AM		1' 13"					1' 13"	7:20:26AM	2' 38"	
TOTAL											20' 26"	

	BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
			1	2	3	4	5	6			
2 CICLE	A-B	7:22:00AM		38"	35"				1' 13"	7:25:08AM	3' 08"
	B-C	7:25:08AM		33"					33"	7:27:21AM	2' 10"
	C-D	7:27:21AM	56"	1' 11"	23"				2' 30"	7:32:29AM	5' 04"
	D-E	7:32:29AM							0	7:32:52AM	19"
	E-F	7:32:52AM	2'	1' 44"		40"		14"	4'	7:42:58AM	11' 05"
	F-G	7:42:58AM							0	7:43:35AM	32"
	G-H	7:43:35AM							0	7:44:12AM	25"
	H-I	7:44:12AM							0	7:44:38AM	23"
	I-A	7:44:38AM	39"	2' 09"					2' 48"	7:50:31AM	5' 07"
TOTAL											28' 31

Afternoon

BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
		1	2	3	4	5	6			
A-B	3:00:00PM	38"				33"		1' 1"	3:04:23PM	4' 23"
B-C	3:04:23PM		55"					55"	3:07:28PM	3' 05"
C-D	3:07:28PM	3' 07"	1' 29"	9"				4' 45"	3:13:38PM	6' 10"
D-E	3:13:38PM							0	3:14:03PM	27"
E-F	3:14:03PM	3' 16"	39"	53"	1' 23"		1' 28"	6' 11"	3:22:30PM	8' 25"
F-G	3:22:30PM							0	3:23:52PM	22"
G-H	3:23:52PM							0	3:24:25PM	33"
H-I	3:24:25PM							0	3:25:05PM	40"
I-A	3:25:05PM	56"	1' 43"					2' 39"	3:29:26PM	4' 09"
TOTAL										29' 26"

BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
		1	2	3	4	5	6			
A-B	3:30:00PM		47"	46"		37"	15"	2' 25"	3:34:28PM	4' 28"
B-C	3:34:28PM	22"	40"					1' 02"	3:38:31PM	4' 03"
C-D	3:38:31PM	4' 28"		13"				4' 41"	3:45:18PM	6' 13"
D-E	3:45:18PM							0	3:45:42PM	24"
E-F	3:45:42PM	4' 24"	35"	27"	1' 39"			7' 05"	3:56:13PM	10' 29"
F-G	3:56:13PM							0	3:56:37PM	24"
G-H	3:56:37PM							0	3:57:17PM	40"
H-I	3:57:17PM							0	3:57:58PM	41"
I-A	3:57:58PM	37"	2' 25"					3' 02"	4:02:32PM	4' 34"
TOTAL										32' 32"

BUS STOPS	INITIAL TIME	LIGHTS						TOTAL LIGHT TIME	FINAL TIME	TOTAL TRAVEL TIME
		1	2	3	4	5	6			
A-B	4:03:00PM	35"	22"				14"	1' 11"	4:06:23PM	3' 23"
B-C	4:06:23PM		1' 08"					1' 08"	4:10:21 PM	3' 54"
C-D	4:10:21PM	4' 07"	1' 33"					5' 40"	4:18:28PM	8' 03"
D-E	4:18:28PM							0	4:19:03PM	33"
E-F	4:19:03:PM	5' 01"	1' 32"	39"		42"		7' 54 "	4:31:18PM	12' 15"
F-G	4:31:18PM							0	4:31:53PM	30"
G-H	4:31:53PM							0	4:32:27PM	32"
H-I	4:32:27PM							0	4:33:14PM	42"
I-A	4:33:14PM	38"	2' 07"					2' 45"	4:37:29PM	4' 09"
TOTAL										34' 29"