



Miami Gardens Circulator

Feasibility Study

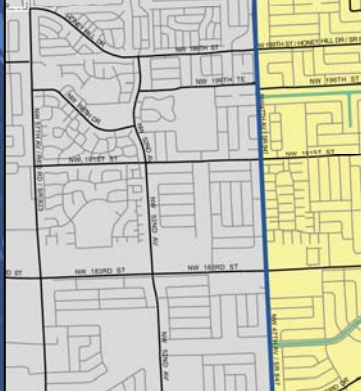
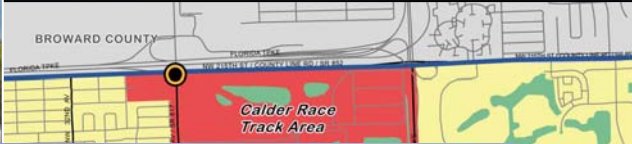
Transit Circulator Goals & Objectives

Survey Results



- **Connect to Existing Transit**
- **Free of Charge**
- **Offer Multiple Routes**
- **Provide Service all days of the week**
- **Operate during typical business hours (6am – 6pm)**

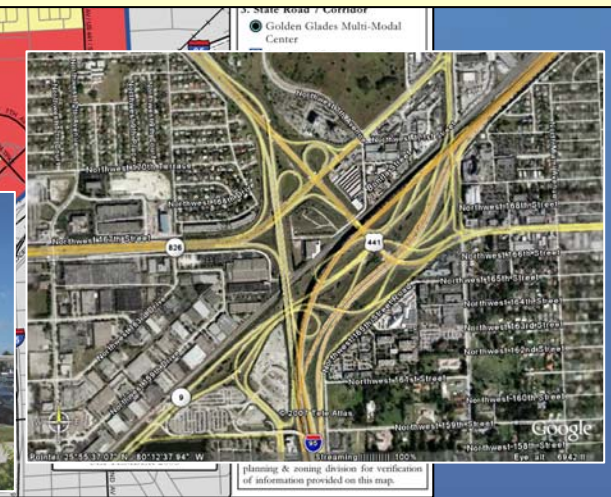
Existing Transit Service & Transit Generators



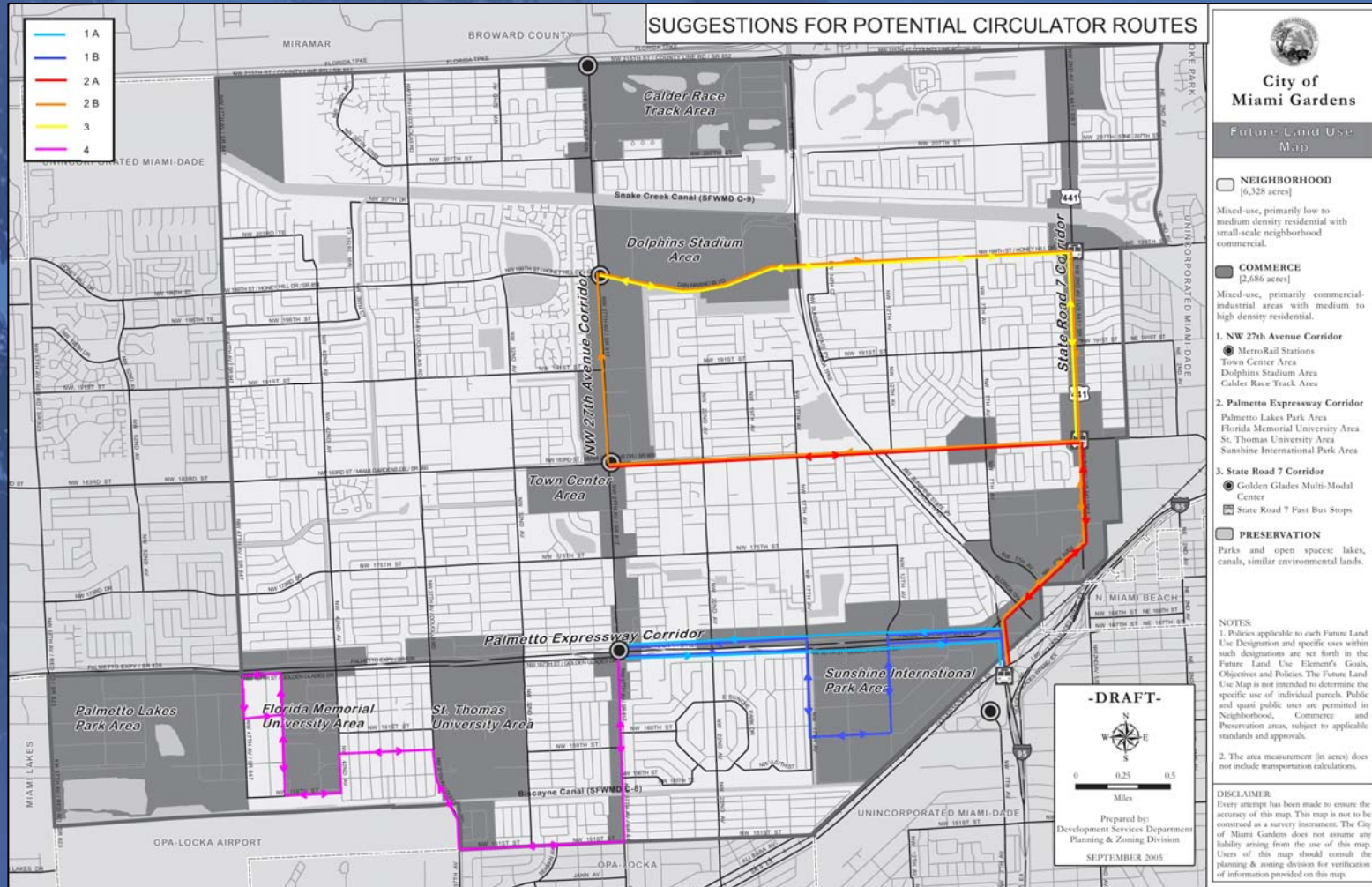
MDT Bus Stops with Highest Activity

Bus Stop Location	Ons	Offs	ON / OFF
NW 7 AV/NW 183 ST	687	748	1435
NW 27 AV/NW 183 ST	730	556	1286
NW 2 AV/NW 183 ST	684	595	1279
NW 183 ST/NW 27 AV	413	629	1042
NW 183 ST/NW 2 AV	570	244	814
NW 2 AV/NW 177 ST	319	388	707
NW 183 ST/NW 37 AV	369	316	685
NW 183 ST/NW 25 CT	310	226	536
NW 207 ST/NW 27 AV	184	324	508
NW 27 AV/NW 160 ST	200	201	401
NW 199 ST/NW 2 AV	168	228	396
NW 175 ST/NW 27 AV	194	194	388
NW 27 AV/NW 175 ST	170	192	362
NW 183 ST/NW 7 AV	232	99	331
NW 183 ST/NW 22 AV	137	165	302

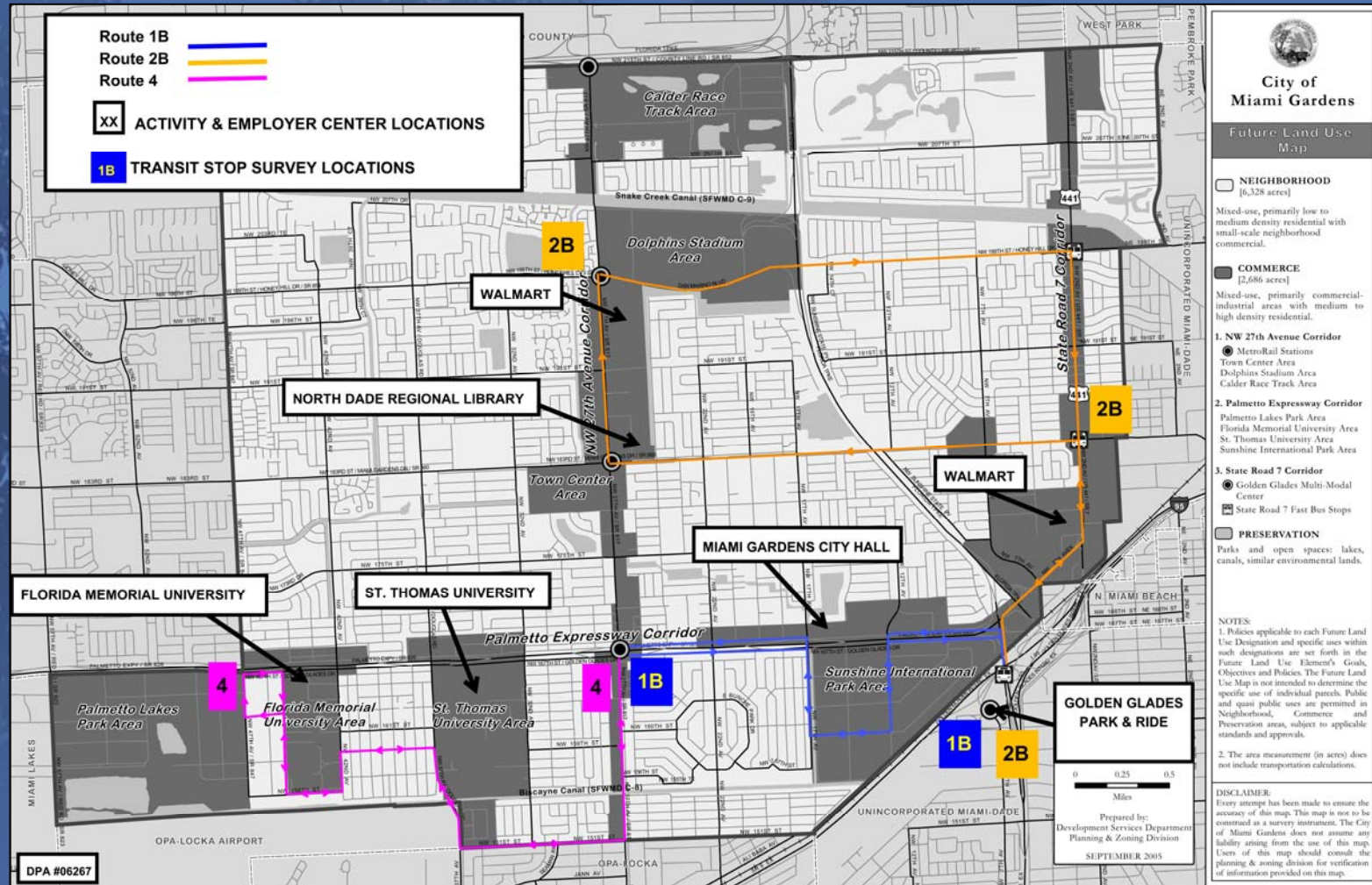
Source: Miami Dade Transit



Suggested Potential Circulator Routes



Potential Routes for Further Study



Activity Center Survey Results



- Majority live > 5 miles from work
- 30% - 80% would use the circulator for work
- 10% - 85% would use the circulator during the day

Potential Riders Opinion Survey Results

(MDT Bus Stops with Highest Activity)

- **Walking to/from: Bus Stop**
- **Purpose for using transit: Work**
- **Use of circulator for today's activities: Yes**
- **Number of blocks willing to Walk to a Stop: 1-2**

Circulator Route Selection Data Analysis

Travel Time Runs

(Average Time to Travel Entire Route Start to Finish)

Suggested Route	Length	Average Travel Time (minutes)		
		AM	Mid-Day	PM
1B	7.8	22	21	25
2B	10.5	26	24	29
4	8.4	22	22	24

Circulator Route Selection Data Analysis

Potential Ridership Estimates (Based on Population & Employment Data)

Route	Potential Daily Riders	Average Daily Potential Riders	Low Estimate Daily Riders ¹	High Estimate Daily Riders ²	Low Estimate Yearly Riders	High Estimate Yearly Riders
1B	5,725 – 7,187	6,456	65	129	16,786	33,571
2B	7,602 – 11,103	9,352	94	187	24,316	48,632
4	6,801 – 8,904	7,852	79	157	20,416	40,833

¹1% of Potential Riders

²2% of Potential Riders

Source: Miami Dade Transportation Model

Preferred Route: 2B

- Public Survey Results - Estimated Ridership - Feedback from City -



Preliminary Stop Locations



Peak Commute Period

- **AM / PM Peak Commute Periods**
(especially @ Golden Glades)
- **Late AM / Mid-day / Early PM**
Non-commuter / Service Rider
(appointments, lunch, shopping)

Vehicle Type

- Low Emission Diesel
- Small Vehicles
(22 ft. – 30 ft.)
- Low Floor
(ADA Compliance)



Fare Structure

- Higher ridership
- Less administrative expenses (collection & accounting)

Free Service

- Decreased operational delays
- Desired headways easier to maintain
- Fewer vehicles required

Costs

Circulator Cost Summary

Capital Cost:

\$1M – \$1.5M

Operating Cost:

\$250K – \$350K

Potential Funding Sources

- **Federal**
- **State**
- **Other**
 - **Public & Private Funding Partners**
 - **Self Generated Revenue**
 - **Vehicle Registration Fees**
 - **Entertainment Surcharge**

Implementation of Circulator Service

Completed in Three Phases:

- **Specific Costs & Funding**
- **Final Design & Construction of Needed Roadway Improvements**
- **Actual Operations of System**

Recommendations

- **Connection to Golden Glades during peak periods**
 - Truncated service during off-peak
- **Route initially “one-way loop”**
- **Free service**
- **Low emission diesel vehicles**



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