

Hialeah Transit System Services And Opportunities Study

Submitted to:

City of Hialeah

Submitted by:

THE CORRADINO GROUP

Table of Contents

1. Introduction	1
2. Existing Conditions	2
2.1 Regional Context.....	2
2.2 Future Growth	2
2.3 Demographic Characteristics	7
2.4 Transit Propensity Analysis.....	17
3. Hialeah Transit Service Characteristics	20
3.1 Current Service.....	20
3.2 Current System and Route Performance.....	23
3.3 On-Board Survey Results and Analysis	25
4. Service Enhancements	32
4.1 HTS Linear Route System, Option 1.....	32
4.2 New Services, Option 2	32
4.3 HTS Linear Route System, Option 3.....	32
4.4 Analysis of the Options	35
5. Recommendations	36

Appendix A - Hialeah Transit System Ridership Boarding/Alighting Survey

List of Figures

Figure 2-1	North Miami-Dade County Districts and Municipalities.....	3
Figure 2-2	Miami-Dade County Minor Statistical Areas	5
Figure 2-3	Transit Propensity	18
Figure 3-1	Existing Hialeah Transit System Route Structure.....	22
Figure 3-2	Flamingo South Route Ridership Activity – Typical Weekday..	26
Figure 3-3	Flamingo North Route Ridership Activity – Typical Weekday..	27
Figure 3-4	Sun Route Ridership Activity – Typical Weekday	28
Figure 3-5	Palm Route Ridership Activity – Typical Weekday	29
Figure 3-6	Dolphin Route Ridership Activity – Typical Weekday	30
Figure 4-1	Hialeah Transit System – Option 1	33
Figure 4-2	Hialeah Transit System – Options 2 and 3	34

List of Tables

Table 2-1	Population Miami-Dade County by Municipality	4
Table 2-2	Population Projections by Minor Statistical Area, 1980 to 2020.....	6
Table 2-3	Population by Race.....	8
Table 2-4	Ethnic Characteristics.....	9
Table 2-5	Population by Age	10
Table 2-6	Household Income	11
Table 2-7	Poverty Status.....	11
Table 2-8	Employment by Occupation	12
Table 2-9	Employment by Industry	13
Table 2-10	Housing Tenure	14
Table 2-11	Employment Status	14
Table 2-12	Work Commute	15
Table 2-13	Vehicles Available by Housing Unit	15
Table 2-14	Disability and Employment Status.....	16
Table 2-15	Time Leaving Home to go to Work.....	17
Table 3-1	Hialeah Transit System Information Summary	21
Table 3-2	Average Weekday Ridership	23
Table 3-3	Revenue Hours.....	23
Table 3-4	Passengers Per Hour.....	24
Table 3-5	Sample Performance Goals.....	24
Table 3-6	Top 10 Boarding Locations – All Routes.....	31
Table 3-7	Top 5 Boarding Locations	31
Table 4-1	Evaluation of Options.....	35

1. Introduction

The Miami-Dade Metropolitan Planning Organization (MPO), through its FY 2003 MPO Municipal Grant Program, awarded the City of Hialeah funds to conduct the City's proposed Hialeah Transit System Services and Opportunities Study." This study represents an opportunity to improve and enhance the current transportation resource available to the City through the Hialeah Transit System, which began operation in the fall of 2002.

The objectives of the Hialeah Transit System Services and Opportunities Study are to improve HTS to: provide local alternatives to the automobile and reduce traffic congestion; improve access for seniors and youth to need services; and to stimulate economic development by improving access to jobs. The study will specifically focus on developing new routes and services, ensuring and improving the relationship of HTS with Metro-Dade Transit (MDT) and Tri-Rail, and other public and private transportation services, and evaluating performance of the newly implemented system and recommending any adjustments.

The study involves five tasks:

- Task 1: Existing Conditions
- Task 2: Community Involvement Program
- Task 3: Service Modification and Expansion
- Task 4: Marketing and Implementation
- Task 5: Recommendations and Final Report

This report documents work conducted during the study and the consultant recommendations. The report and findings were reviewed with HTS staff and the MPO project manager and presented to the Hialeah City Council. The Hialeah City Council approved the concepts of changing the routes and adding the Hialeah Gardens service as recommended in the report.

2. Existing Conditions

2.1 Regional Context

The City of Hialeah is located in Southeastern Florida, in the northwestern corner of Miami-Dade County (Figure 2-1). Incorporated in 1925, the city today is part of the Miami-Dade County metropolitan area and has a population of more than 200,000. It is linked to this metropolitan region's economic and transportation systems.

During the post-war period, the City of Hialeah experienced a period of significant population and housing growth. Table 2-1 summarizes the population growth of the City of Hialeah and Miami Dade County for the period 1980-2000.

From its incorporation in 1925 with a population of approximately 1,500 persons to 1980, the City of Hialeah's population grew to 145,254 persons. The City's population increased to 188,004 persons by 1990, which is a 29.4 percent increase from 1980, and to 226,419 by 2000, a 20.4 percent increase. Hialeah's population growth rates exceeded those of Miami-Dade County during the same periods.

2.2 Future Growth

The rapid growth patterns experienced in south Florida since World War II have resulted in bureaucratic measures to control growth. Miami-Dade County has enacted land use policies to limit urban development to specific boundaries for the years 2005 and 2015. These boundaries are depicted in Figure 2-2 on the following page.

The imposition of the urban development boundary is significant to transit planning in the City of Hialeah for at least these two reasons:

- The City is located within the urban development boundary. This means that all future urban growth, due to development or redevelopment activities, will occur within or near designated urban places like the City of Hialeah. As development and redevelopment activities are being directed to within the urban development boundary, the public policies of urban places therein should encourage and support urban form and densities. Transit policy is a means to influence such an outcome.
- The Miami-Dade County Department of Planning and Zoning has developed population projections for minor statistical areas that should be examined for the transit planning purposes. As shown in Figure 2-2, on the following page, the City of Hialeah is located within parts of five of these minor statistical areas, including 2.4, 3.1, 4.2, 4.3 and 4.6.

Table 2-2 presents population projections for the minor statistical areas that compose the City of Hialeah and for the entirety of Miami-Dade County.

Figure 2-1
North Miami-Dade County
Districts and Municipalities

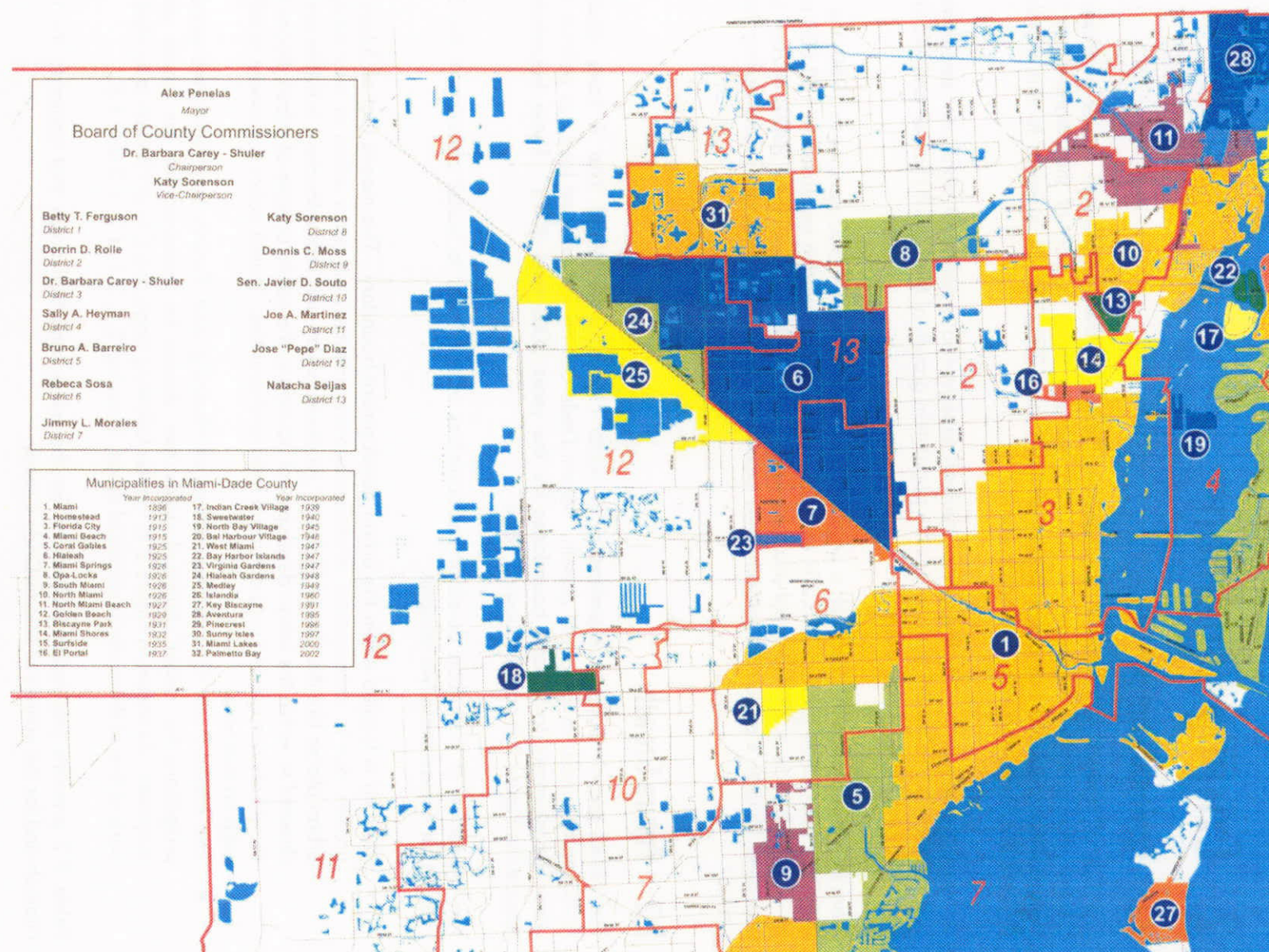


Table 2-1
Population
Miami-Dade County by Municipality
1980, 1990, and 2000

Municipality	1980	1990	2000	Change 1990 to 2000	
				Number	Percent
Aventura*	0	14,914	25,267	10,353	69.4%
Bal Harbour	2,973	3,045	3,305	260	8.5%
Bay Harbor Island	4,869	4,703	5,146	443	9.4%
Biscayne Park	3,088	3,068	3,269	201	6.6%
Coral Gables	43,241	40,091	42,249	2,158	5.4%
El Portal	2,055	2,457	2,505	48	2.0%
Florida City	6,174	5,806	7,843	2,037	35.1%
Golden Beach	612	774	919	145	18.7%
Hialeah	145,254	188,004	226,419	38,415	20.4%
Hialeah Gardens	2,700	7,713	19,297	11,584	150.2%
Homestead	20,668	26,866	31,909	5,043	18.8%
Indian Creek Village	103	44	33	-11	-25.0%
Islandia	12	13	6	-7	-53.8%
Key Biscayne*	0	8,854	10,507	1,653	18.7
Medley	537	663	1,098	435	65.6%
Miami	346,681	358,548	362,470	3,922	1.1%
Miami Beach	96,298	92,639	87,933	-4,706	-5.1%
Miami Lakes	0	9,016	22,676	13,660	151.5%
Miami Shores	9,244	10,084	10,380	296	2.9%
Miami Springs	12,350	13,268	13,712	444	3.3%
North Bay Village	4,920	5,383	6,733	1,350	25.1%
North Miami	42,566	49,998	59,880	9,882	19.8%
North Miami Beach	36,553	35,359	40,786	5,427	15.3%
Opa-Locka	14,460	15,283	14,951	-332	-2.2%
Pinecrest*	0	18,820	19,055	235	1.2%
South Miami	10,895	10,404	10,741	337	3.2%
Sunny Isles Beach*	0	11,772	15,315	3,543	30.1%
Surfside	3,763	4,108	4,909	801	19.5%
Sweetwater	8,251	13,909	14,226	317	2.3%
Virginia Gardens	2,098	2,212	2,348	136	6.1%
West Miami	6,076	5,727	5,863	136	2.4%
Unincorporated Miami-Dade	799,068	973,549	1,181,612	208,063	21.4%
County Total	1,625,509	1,937,094	2,253,362	316,268	16.3%

Source: US Bureau of the Census, Census of Population, 2000, File PL94-171, Miami-Dade County Department of Planning and Zoning

*Note: Five cities incorporated after the 1990 census:

Key Biscayne in June, 1991

Aventura in November 1995

Pinecrest in March, 1996

Sunny Isles Beach in June 1997

Miami Lakes in December 2000

Figure 2-2
Miami-Dade County Minor Statistical Areas

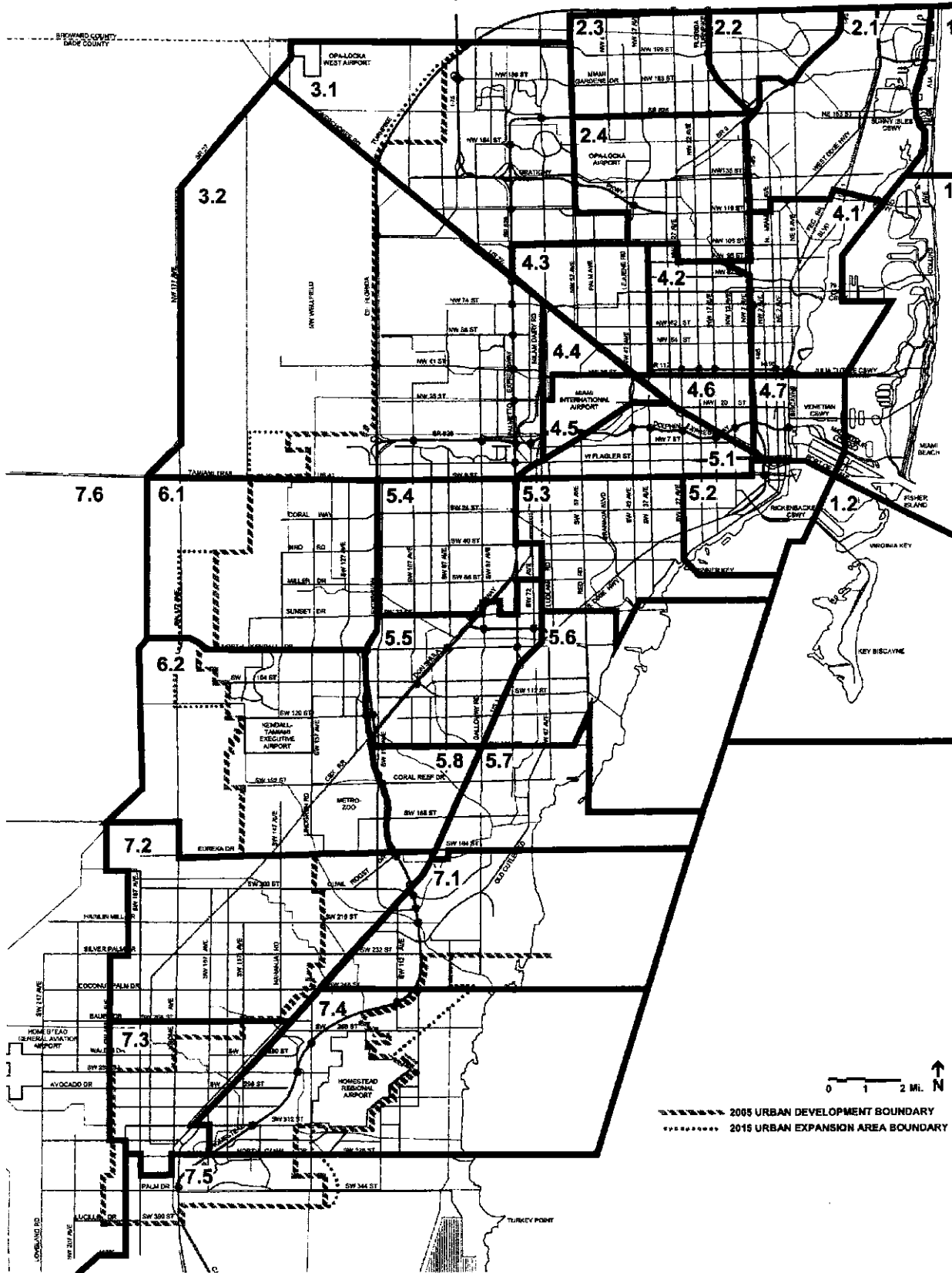


Table 2-2
Population Projections by Minor Statistical Area, 1980 to 2020
Miami-Dade County by Minor Statistical Area

Area	1970	1980	1990	2000	2005	2010	2015	2020	Capacity
1.1	3,331	13,176	12,546	16,278	17,916	19,057	19,193	19,193	19,193
1.2	4,619	6,337	8,854	10,513	10,952	11,297	11,459	11,459	11,459
1.3	102,511	113,274	110,126	108,526	108,877	109,371	109,267	114,637	122,515
2.1	91,894	120,342	129,542	160,589	168,866	176,430	184,068	184,421	184,421
2.2	26,955	31,939	41,795	48,988	52,184	55,217	58,219	59,028	59,028
2.3	45,129	71,265	77,397	82,976	86,028	89,372	92,936	100,101	102,346
2.4	62,444	68,808	75,900	78,931	81,238	83,766	86,531	92,554	94,095
3.1	40,209	75,236	131,084	201,811	227,207	248,996	262,921	262,921	262,921
3.2	10,375	38,231	82,657	122,540	142,653	161,311	177,750	177,750	177,750
4.1	75,249	89,738	91,146	90,008	89,811	89,571	90,700	95,511	104,473
4.2	107,302	91,996	83,779	78,515	79,616	82,183	88,957	98,006	114,082
4.3	74,263	91,095	106,641	115,905	115,975	117,058	122,823	131,219	142,103
4.4	15,803	14,686	15,480	16,060	16,405	16,786	17,221	18,290	18,528
4.5	428	224	105	122	106	122	123	128	133
4.6	34,186	38,134	45,093	47,631	50,005	52,715	55,649	61,349	67,992
4.7	49,872	38,785	36,432	35,945	38,951	41,266	45,091	50,070	51,331
5.1	96,988	109,142	117,989	122,903	125,930	129,154	132,692	140,793	139,481
5.2	46,596	49,532	53,742	55,896	57,637	59,664	62,116	67,937	78,192
5.3	116,149	119,419	118,198	120,126	120,694	121,373	123,042	130,733	146,506
5.4	70,617	89,805	97,439	102,262	104,601	106,932	109,481	111,466	111,466
5.5	30,922	59,704	74,262	80,111	83,786	87,430	91,127	93,746	93,746
5.6	30,524	30,115	30,072	32,431	32,853	34,082	36,413	39,299	40,558
5.7	12,806	21,544	22,727	25,346	26,546	27,885	29,303	31,991	33,804
5.8	21,812	33,297	33,358	35,040	35,761	36,614	37,811	41,241	49,228
6.1	9,675	50,500	110,762	156,640	182,038	206,167	229,023	230,271	230,271
6.2	3,390	21,520	67,648	125,812	148,828	167,471	175,402	175,402	175,402
7.1	22,994	29,843	33,467	41,575	46,350	52,204	58,844	71,740	105,811
7.2	14,719	28,394	36,214	39,327	42,555	46,465	51,091	60,668	87,705
7.3	21,176	28,728	31,173	32,367	33,452	34,765	36,954	43,458	69,841
7.4	21,796	42,048	46,921	48,364	49,577	55,349	68,355	88,789	170,636
7.5	1,621	5,744	10,425	14,635	18,768	24,330	30,570	43,794	77,668
7.6	1,336	3,180	4,283	5,189	5,939	6,881	7,981	10,220	16,958
Total	1,267,691	1,625,781	1,937,257	2,253,362	2,402,105	2,551,284	2,703,113	2,858,185	3,159,573

Source: Miami-Dade County Dept. of Planning and Zoning, Planning Research, 2001.

Note: Using November 2001 adjusted estimate of capacity outside the Urban Development Boundary.

The projections for 2005 and 2015 were filed as a Plan amendment in the October 2001 amendment cycle.

Based on review of the information in Table 2-2, several observations are in order:

- Three of the minor statistical areas comprise very minor parts of the City of Hialeah. These include areas 2.4, 4.2 and 4.6. For the purpose of this analysis, Hialeah's growth potential in these areas will be ignored.
- Minor statistical area 4.3 is essentially comprised of a substantially built out area of the City of Hialeah. No significant increase in population is expected to occur until after the year 2010 when various redevelopment activities and projects are accomplished. By the year 2020, the population of Hialeah could increase by as many as 15,000 due to redevelopment. The planned capacity of this minor statistical area can accommodate a total of about 25,000 persons.
- The minor statistical area 3.1 shows the greatest propensity for additional population growth. However, the City of Hialeah is essentially landlocked to the northwest by the cities of Hialeah Gardens and Miami Lakes. The additional population growth potential in area 3.4 can be as much as 60,000 more people. However, little of this growth will likely affect the Hialeah Transit System unless it can exercise extraterritorial jurisdiction in Hialeah Gardens and Miami Lakes.

For transit planning purposes, it will be assumed that the population of the City of Hialeah will remain stable through 2010 and increase by 15,000 persons in minor statistical area 4.3 by 2020.

2.3 Demographic Characteristics

Several general demographic and socio-economic characteristics are note-worthy regarding the population of the City of Hialeah. Moreover, these traits could influence transit planning and service delivery issues in the future.

Table 2-3 depicts the racial composition of the population of the City of Hialeah. For comparison, similar population characteristics for Miami-Dade County are depicted in this and succeeding tables.

Table 2-3
Population by Race

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
White	199,276	88.0	1,570,558	69.7
Black or African American	5,453	2.4	457,214	20.3
American Indian and Alaska Native	304	0.1	4,365	0.2
Asian	906	0.4	31,753	1.4
Native Hawaiian and Other Pacific Islander	53	0.0	799	0.0
Other	20,427	9.1	188,673	8.4
Total	226,419	100.0	2,253,362	100.0
Hispanic or Latino (of any race)	204,543	90.3	1,291,737	57.3

Source: U.S. Census Bureau

Table 2-3 indicates that the population of the City of Hialeah is very homogeneous. 88 percent of the population is white, only 2.4 percent is Black or African American, although a sizable group is considered "other". 90 percent of the population considers itself to be Hispanic or Latino, which exceeds Miami-Dade County's Hispanic/Latino population of 57.3 percent. This transition to an almost entirely Hispanic community has been the most significant factor in Hialeah's development and has direct implications for transit. HTS prepares all system communication information in English and Spanish. In addition, drivers and dispatchers must be conversant in Spanish.

Other census indicators reinforce the Hispanic/Latino roots of the City of Hialeah population. As shown in Table 2-4, only 27.9 percent of Hialeah residents are native born in the United States. Foreign-born residents comprise 72.1 percent of the population and, of the foreign born, 98.8 percent identify Latin America as their birth region. All of these racial and ethnic characteristics exceed similar characteristics of Miami-Dade County.

Table 2-4
Ethnic Characteristics

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Nativity and Place of Birth				
Total population	226,411	100.0	2,253,362	100.0
Native	63,155	27.9	1,105,597	49.1
Born in United States	57,548	25.4	1,036,463	46.0
State of residence	43,972	19.4	666,190	29.6
Different state	13,576	6.0	370,273	16.4
Born outside United States	5,607	2.5	69,134	3.1
Foreign born	163,256	72.1	1,147,765	50.9
Entered 1990 to March 2000	64,325	28.4	416,059	18.5
Naturalized citizen	70,331	31.1	535,080	23.7
Not a citizen	92,925	41.0	612,685	27.2
Region of Birth of Foreign Born				
Total (excluding born at sea)	163,256	100.0	1,147,756	100.0
Europe	1,136	0.7	44,067	3.8
Asia	681	0.4	28,638	2.5
Africa	28	0.0	4,851	0.4
Oceania	23	0.0	373	0.0
Latin America	161,313	98.8	1,064,436	92.7
Northern America	75	0.0	5,391	0.5
Language Spoken at Home				
Population 5 years and over	213,195	100.0	2,108,512	100.0
English only	15,691	7.4	676,347	32.1
Language other than English	197,504	92.6	1,432,165	67.9
Speak English less than "very well"	126,358	59.3	731,814	34.7
Spanish	195,884	91.9	1,248,616	59.2
Speak English less than "very well"	125,691	59.0	658,721	31.2
Other Indo-European languages	1,112	0.5	155,369	7.4
Speak English less than "very well"	370	0.2	62,059	2.9
Asian and Pacific Island languages	330	0.2	16,395	0.8
Speak English less than "very well"	223	0.1	7,789	0.4

Source: U.S. Census Bureau

The population of the City of Hialeah is somewhat older than that of Miami-Dade County. Table 2-5, indicates that in 2000 the median age of Hialeah is was 37.7 years compared to 35.6 years in Miami-Dade County. The proportion of older residents is also greater in Hialeah than in Miami-Dade County where 16.6 percent and 13.3 percent, respectively, of persons are 65 years and older. Hialeah's older population proportion more closely resembles that of a State, Florida, which is considered a retirement haven (17.6 percent).

Table 2-5
Population by Age

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Under 5 years	13,118	5.8	145,752	6.5
5 to 9 years	14,406	6.4	157,871	7.0
10 to 14 years	15,391	6.8	160,754	7.1
15 to 19 years	14,328	6.3	154,989	6.9
20 to 24 years	13,251	5.9	144,721	6.4
25 to 34 years	32,182	14.2	337,433	15.0
35 to 44 years	34,302	15.1	361,966	16.1
45 to 54 years	27,094	12.0	282,766	12.5
55 to 59 years	12,180	5.4	109,141	4.8
60 to 64 years	12,488	5.5	97,417	4.3
65 to 74 years	21,595	9.5	162,257	7.2
75 to 84 years	11,851	5.2	99,827	4.4
85 years and over	4,233	1.9	38,468	1.7
Total	226,419	100.0	2,253,362	99.9
Median age (years)	37.7		35.6	

Source: U.S. Census Bureau

Hialeah's income characteristics and poverty rates reflect a comparative disparity with Miami-Dade County. As per Table 2-6, the median household income in the year 2000 was \$29,492 in the City of Hialeah. The Miami-Dade County median household income for the same time was \$35,966 or approximately 21 percent higher.

Table 2-6
Household Income

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Households	70,664	100.0	777,378	100.0
Less than \$10,000	10,605	15.0	107,901	13.9
\$10,000 to \$14,999	6,840	9.7	58,409	7.5
\$15,000 to \$24,999	12,730	18.0	111,649	14.4
\$25,000 to \$34,999	10,857	15.4	100,833	13.0
\$35,000 to \$49,999	12,141	17.2	121,780	15.7
\$50,000 to \$74,999	10,635	15.1	129,533	16.7
\$75,000 to \$99,999	3,964	5.6	63,132	8.1
\$100,000 to \$149,999	2,098	3.0	48,253	6.2
\$150,000 to \$199,999	311	0.4	15,222	2.0
\$200,000 or more	483	0.7	20,666	2.7
Median household income (dollars)	29,492		35,966	

Source: U.S. Census Bureau

In spite of this median household income disparity, poverty indices are only slightly higher in Hialeah than in Miami-Dade County in general. As shown in Table 2-7, families living below the poverty level in Hialeah amounted to 16 percent versus 14.5 percent in Miami-Dade County.

Table 2-7
Poverty Status

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Families living Below Poverty Level	9,216	16.0	80,108	14.5
Individuals living Below Poverty Level	41,537	18.6	396,995	18.0

Source: U.S. Census Bureau

Tables 2-8 and 2-9, on the following page, indicate the employment by occupation and employment by industry of employed persons in the City of Hialeah and Miami-Dade County. These tables reinforce the notion that Hialeah is a predominantly blue-collar community.

Table 2-8
Employment by Occupation
(Civilian employed population 16 years and over)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	82,251	100.0	921,208	100.0
Management, professional, and related occupations	13,589	16.5	277,979	30.2
Service occupations	11,681	14.2	155,842	16.9
Sales and office occupations	25,290	30.7	285,279	31.0
Farming, fishing, and forestry occupations	221	0.3	5,427	0.6
Construction, extraction, and maintenance occupations	11,731	14.3	87,382	9.5
Production, transportation, and material moving occupations	19,739	24.0	109,299	11.9

Source: U.S. Census Bureau

Table 2-9
Employment by Industry
(Employed population 16 years and over)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	250	0.3	6,635	0.7
Construction	7,605	9.2	63,135	6.9
Manufacturing	14,282	17.4	65,041	7.1
Wholesale trade	6,210	7.6	55,398	6.0
Retail trade	10,936	13.3	113,333	12.3
Transportation and warehousing, and utilities	7,234	8.8	69,072	7.5
Information	1,703	2.1	28,890	3.1
Finance, insurance, real estate, and rental and leasing	4,730	5.8	73,893	8.0
Professional, scientific, management, administrative, and waste management services	6,585	8.0	106,641	11.6
Educational, health and social services	10,461	12.7	165,357	18.0
Arts, entertainment, recreation, accommodation and food services	5,392	6.6	84,129	9.1
Other services (except public administration)	4,969	6.0	51,737	5.6
Public administration	1,894	2.3	37,947	4.1

Source: U.S. Census Bureau

Nearly 40 percent of working persons are engaged in construction, extraction, maintenance occupations, production, transportation and material moving occupations compared to only 21 percent in Miami-Dade County. This correlates with 42 percent of the working population that is involved in the construction, manufacturing, wholesale, transportation, warehousing and utilities industries. Only 27 percent of Miami-Dade County workers are involved in similar industries.

Communities with lower-income persons often have lower homeownership rates. In the year 2000, the homeownership rate in the State of Florida stood at 70.1 percent, which handily exceeds an often-cited national objective of 65 percent. As shown in Table 2-10, the City of Hialeah has a homeownership rate of just 50.7 percent.

Table 2-10
Housing Tenure
(Occupied housing units)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Owner-occupied housing units	35,846	50.7	449,325	57.8
Renter-occupied housing units	34,858	49.3	327,449	42.2
Total	70,704	100.0	776,774	100.0

Source: U.S. Census Bureau

Table 2-11, indicates that the proportion of residents that are part of the civilian labor force is lower in Hialeah than in Miami-Dade County. This may be attributed to the older population of Hialeah, wherein persons 65 and older are less likely to be actively employed.

Table 2-11
Employment Status
(Persons 16 years and over)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	180,274	100.0	1,758,374	100.0
Civilian labor force	91,510	50.8	1,009,456	57.4
Employed	82,251	45.6	921,208	52.4
Unemployed	9,259	5.1	88,248	5.0
Armed Forces	26	0.0	1,509	0.1
Not in labor force	88,738	49.2	747,409	42.5

Source: U.S. Census Bureau

Typically, a community with higher levels of lower-income population is more reliant on public transit. Census 2000 data indicate otherwise for Hialeah. Table 2-12, identifies the travel means for the work commute. Only 2.9 percent persons use public transit for this purpose. This is less than half of public transit use for the work commute in Miami-Dade County, which stands at 5.2 percent. The means of preference for the work commute in Hialeah is the private vehicle (alone or carpool) at 93 percent.

Table 2-12
Work Commute
(Persons 16 years and over)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	79,947	100.0	899,323	100.0
Car, truck, or van -- drove alone	61,258	76.6	663,902	73.8
Car, truck, or van -- carpooled	13,148	16.4	131,302	14.6
Public transportation (including taxi)	2,301	2.9	47,087	5.2
Walked	1,246	1.6	19,367	2.2
Other means	1,076	1.3	13,516	1.5
Worked at home	918	1.1	24,149	2.7
Mean travel time to work (minutes)	27		30	

Source: U.S. Census Bureau

In spite of the preference of private vehicles for work commute mobility, there are many persons without access to a vehicle. As per Table 2.13, there were 13.5 percent or 9,567 housing units that had no vehicle available in Hialeah. This percentage was slightly higher in Miami-Dade County (14.3 percent).

Table 2-13
Vehicles Available by Housing Unit

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	70,763	100.0	776,774	100.0
No vehicle available	9,567	13.5	111,323	14.3
1 vehicle	26,320	37.2	301,500	38.8
2 vehicles	23,456	33.1	263,256	33.9
3 vehicles	7,971	11.3	73,233	9.4
4 vehicles	2,523	3.6	20,610	2.7
5 or more vehicles	926	1.3	6,852	0.9

Source: U.S. Census Bureau

Access to vehicles is only half of the mobility problems to some individuals. For the disabled the private vehicle may not be an option for physical and cognitive as well as financial reasons. The City of Hialeah has a resident population with a slightly greater incidence of disabilities than does Miami-Dade County, as per Table 2-14.

Table 2-14
Disability and Employment Status
(Population 5 years and over)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	210,808	100.0	2,077,706	100.0
5 to 15 years:	32,897	15.6	349,790	16.8
With a disability	1,335	0.6	17,521	0.8
No disability	31,562	15.0	332,269	16.0
16 to 64 years:	141,917	67.3	1,436,751	69.2
With a disability:	36,024	17.1	324,062	15.6
Employed	16,309	7.7	170,228	8.2
Not employed	19,715	9.4	153,834	7.4
No disability:	105,893	50.2	1,112,689	53.6
Employed	61,689	29.3	709,347	34.1
Not employed	44,204	21.0	403,342	19.4
65 and over:	35,994	17.1	291,165	14.0
With a disability	16,976	8.1	132,409	6.4
No disability	19,018	9.0	158,756	7.6

Source: U.S. Census Bureau

Finally, the 2000 Census reveals important information regarding the workday commute. As per Table 2-15, the workday commute in Hialeah is heaviest between 6:00 to 9:00 AM. The workday commute in Miami-Dade County is heaviest from 7:00 to 9:00 AM. The duration of a workday commute for Hialeah residents averages about 27 minutes. The same commute averages about 30 minutes throughout Miami-Dade County.

Table 2-15
Time Leaving Home to go to Work
(Workers 16 years and over)

	Hialeah		Miami-Dade County	
	Number	Percent	Number	Percent
Total:	79,947	100.0	899,323	100.0
Did not work at home:	79,029	98.9	875,174	97.3
12:00 a.m. to 4:59 a.m.	2,499	3.1	23,078	2.6
5:00 a.m. to 5:29 a.m.	2,212	2.8	20,377	2.3
5:30 a.m. to 5:59 a.m.	2,992	3.7	26,301	2.9
6:00 a.m. to 6:29 a.m.	8,884	11.1	73,828	8.2
6:30 a.m. to 6:59 a.m.	9,856	12.3	85,142	9.5
7:00 a.m. to 7:29 a.m.	13,886	17.4	135,810	15.1
7:30 a.m. to 7:59 a.m.	10,235	12.8	118,740	13.2
8:00 a.m. to 8:29 a.m.	9,648	12.1	121,865	13.6
8:30 a.m. to 8:59 a.m.	3,632	4.5	57,395	6.4
9:00 a.m. to 9:59 a.m.	3,882	4.9	68,497	7.6
10:00 a.m. to 10:59 a.m.	1,739	2.2	27,324	3.0
11:00 a.m. to 11:59 a.m.	657	0.8	10,859	1.2
12:00 p.m. to 3:59 p.m.	4,981	6.2	54,664	6.1
4:00 p.m. to 11:59 p.m.	3,926	4.9	51,294	5.7
Worked at home	918	1.1	24,149	2.7

Source: U.S. Census Bureau

2.4 Transit Propensity Analysis

When considering the establishment or modification of local transit service in any given locality, it is necessary to understand the spatial arrangement of certain demographic characteristics that typically influence transit use. Given resource constraints, transit service should be located where it serves the greatest overall need.

There are several demographic characteristics that influence transit use, the most basic being population density. In addition, important influencing factors include concentrations of elderly persons, persons living below poverty, and housing units without access to private vehicle. For any given locality, these characteristics can be disaggregated to a small geographic area, weighted, and then mapped to depict the areas that are predisposed to transit use.

For the City of Hialeah, such an analysis is depicted in Figure 2-3 on the following page. The transit propensity characteristics utilized in this analysis include 2000 Census data depicting concentrations of

The map displays transit propensity across a geographic area. The legend indicates three levels of propensity: High (red), Medium (blue), and Low (yellow). Major roads shown include State Hwy 924, 932, 934, 953, 948, 823, 826, 72nd Ave, 87th Ave, 62nd Ave, 64th Ave, 68th St, 103rd St, 138th St, 139th St, 145th St, and 155th St. The map also shows various other roads like NW 84th St, NW 28th Ave, NW 103rd St, NW 138th St, NW 139th St, NW 145th St, NW 155th St, NW 87th Ave, NW 62nd Ave, NW 64th Ave, NW 68th St, NW 103rd St, NW 138th St, NW 139th St, NW 145th St, and NW 155th St. The map is oriented with North at the top.

persons over 65, persons living below the poverty level, and housing units without access to a vehicle. These data were disaggregated to the census block group level.

Analysis of Figure 2-3 suggests:

- The *Flamingo*, HTS's most successful route, appears to be well placed with respect to the location of the local population inclined to use transit.
- The other three routes, which are looped fixed routes, circulate through extensive areas with low transit propensity.
- Route modifications should reflect linkages between areas with higher transit propensity and key generators.

Based on the overall information presented in this review of existing conditions, modification of the HTS circular route should be considered.

3. Hialeah Transit Service Characteristics

3.1 Current Service

The Hialeah Transit System (HTS) is fixed-route bus system that operates one linear route and three loop routes—named the *Flamingo*, the *Palm*, the *Sun* and the *Dolphin*—throughout the City of Hialeah. The system initiated operation in January 2003. HTS is currently funded through local funds and state funds through the Florida Department of Transportation's Service Development Program. HTS operations are directed by a transit manager, who is a city employee. Vehicle storage, maintenance, and dispatch are all located in the City Complex on Le Jeune Road. The vehicles are owned and operated by First Transit, formerly Coach USA. These routes are depicted in Figure 3-1. The system operates from 6:00 a.m. to 9:00 p.m. on weekdays at 9:00 a.m. to 5:00 p.m. on weekends and holidays. Fares are \$1.25 cash (the same as Miami-Dade Transit (MDT) and HTS honors all MDT passes.

One route, the *Flamingo*, is 14 miles (round trip) in length and has 3 buses assigned to it, which provide generally a 30 minute headway. The other routes are circular routes approximately 12 miles in length with 2 buses assigned. The buses on the circular route run in one direction only on the routes and provide 30-40 minute headways.

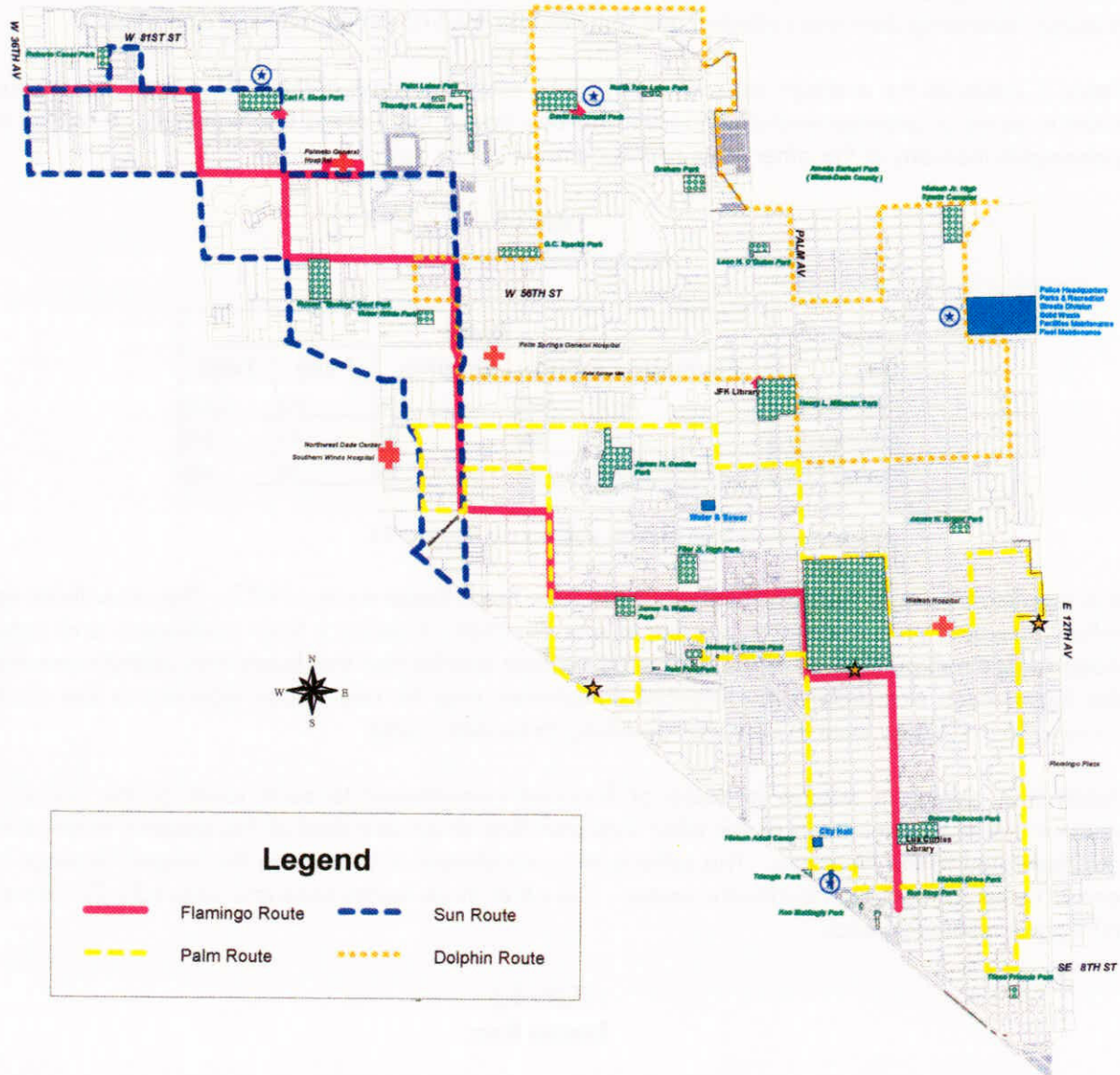
Table 3-1 presents information about the HTS service.

Table 3-1
Hialeah Transit System Information Summary

Item	Description
Operations Start	January 1, 2003
Funding (Current)	Fares, Local, State (Service Development Program)
Funding (Future)	Will include the above plus People's Transportation Tax ¹
Buses	10 30-foot Bluebirds (owned by First Transit)
Routes	
Flamingo (linear)	14-mile round trip, 3 buses, 30-minute headway
Palm (circular)	12-mile round trip, 2 buses, 30-40 minute headway
Sun (circular)	12-mile round trip, 2 buses, 30-40 minute headway
Dolphin (circular)	12-mile round trip, 2 buses, 30-40 minute headway
Administration	Provided by City
Maintenance	Provided by City
Bus Storage	Provided by City
Bus Fueling	Provided by City
Operations (including driver)	Provided by First Transit
Buses (10 30-foot Blue Bird)	Owned by First Transit (City has option to purchase)
Hours of Service	6:00 a.m. to 9:00 p.m. weekdays; 9:00 a.m. on weekends and holidays
Spare	1 Bluebird spare kept on hand. HTS also has two older buses purchased from Miami-Dade County that can be used in an emergency
Safety Plan	HTS has an FDOT-approved safety plan.
Ridership	Approximately 1,500 people per day.
Future Plans	Modify circular routes, possibly extend service to Hialeah-Gardens
Coordinate with MDT	HTS serves Metrorail and has designated transfer points with MDT.
Interlocal Agreement	HTS operates under an interlocal agreement between the City of Hialeah and Miami-Dade County.

¹ The Service Development Funds have a three-year time limit and will be completed in FY 2006.

Figure 3-1
Existing Hialeah Transit
System Route Structure



3.2 Current System and Route Performance

After operating for six months, patterns emerged that depict system and route performance. For this analysis, operating data was collected and analyzed for the first three months of operations.

Table 3-2 depicts the average weekday ridership by route and days of the week. The most productive route in terms of average weekday ridership for any day of the week is the *Flamingo*. It carries more passengers than any of the other three routes combined, any day of the week.

Table 3-2
Average Weekday Ridership

Day	Route				Total
	Flamingo	Sun	Dolphin	Palm	
Weekday	811	186	156	172	1,325
Saturday	384	95	93	73	645
Sunday	280	63	59	58	460

Source: February 2003 ridership statistics provided by HTS.

It is significant to note that the *Flamingo* is the lone fixed, linear route of HTS. The other three routes follow a looped path and buses operate in one direction. Feedback from passengers and potential riders at destinations such as ABC Distributing indicate that the fact that buses only operate one way on the loop (which was dictated by financial limitations), may be one reason ridership is low on these routes. The HTS may want to consider modifying its looped routes.

Table 3-3, depicts a relative measure of financial commitment to each route of the system, i.e., revenue hours. Examination of this table indicates that about one third of the system's revenue hours are dedicated to the *Flamingo*. This reflects the commitment of 3 buses to the longer *Flamingo* route and 2 buses for each of the circular routes. The other three routes consume about 21-22 percent of HTS gross resources, each.

Table 3-3
Revenue Hours

Day	Flamingo	Sun	Dolphin	Palm	Total
Weekday	46.0	30.5	30.4	30.5	137.4
Saturday	24.0	16.4	16.5	16.1	73.0
Sunday	24.0	16.4	16.5	16.1	73.0

Table 3-4 depicts passengers per hour for the total system and each of the specific routes.

Table 3-4
Passengers Per Hour

Day	Weekday	Rev. Hours	Pass./Rev. Hr.	Saturday	Rev. Hours	Pass./Rev. Hr.	Sunday	Rev. Hours	Pass./Rev. Hr.
Flamingo	811	46.0	17.6	384	24.0	16.0	280	24.0	11.7
Sun	186	30.5	6.1	95	16.4	5.8	63	16.4	3.8
Dolphin	156	30.4	5.1	93	16.5	5.6	59	16.5	3.6
Palm	172	30.5	5.6	73	16.1	4.5	58	16.1	3.6
Total	1,325	137.4	9.6	645	73.0	8.8	460	73.0	6.3

Table 3-5 indicates that HTS serves an average of just fewer than 10 passengers per revenue hour during its weekday service and about 9 passengers per revenue hour on Saturdays. This drops to about 6 passengers per hour on Sundays.

There is a significant difference in passengers per revenue hours between the *Flamingo* and the other three routes. The *Flamingo's* passengers per revenue hour is comparatively much more substantial. Weekdays it amounts to 17.6 persons per revenue hour. Saturdays and Sundays are 16.0 and 11.7, respectively. The best comparable passengers per revenue hours come from the *Sun*: weekdays at 6.1, Saturdays at 5.8, and Sundays at 3.8. But these rates are approximately only one third of the *Flamingo* rates.

As part of this study, the system's performance was evaluated against the performance measures defined in the recently completed "Local Municipal Transit Circulator Policy Study."¹ This study identified several sample performance goals that can be used by municipalities establishing circulator systems. These are presented in Table 3-5.

Table 3-5
Sample Performance Goals²

Performance Measure	Sample Goal
Passengers Per Route (Annual)	15,000
Passengers Per Revenue Hour	5.0
Passengers Per Revenue Mile	.3
Cost Per Passenger	\$6.00

All of Hialeah's routes are exceeding these sample performance goals, although the *Sun*, *Dolphin*, and *Palm* loop routes are marginal, carrying from 5 to 6 passengers per hour on average.

In conclusion, the HTS looped fixed routes may not be serving a useful transit function from the standpoint of ridership and financial efficiency. At this time HTS would be well advised to examine modifications to the looped routes to boost ridership and better serve the residents of Hialeah.

¹ Local Municipal Transit Circulation Policy Study, prepared for the Miami-Dade County Metropolitan Planning Organization, June 2002.

² Ibid., Technical Memorandum #4.

3.3 On-Board-Survey Results and Analysis

In June, 2003, the consultant conducted a ridership survey profiling ons and offs by stop for the HTS system. The results of the ridership survey (Appendix A) substantiate the route level performance discussed in the previous section. In summary, the Flamingo route carries the bulk of the system's passengers. The average weekday results were as follows:

- Dolphin: 176 boardings
- Flamingo: 818 boardings
- Palm: 182 boardings
- Sun: 186 boardings

In monitoring the system since the survey was taken, HTS staff indicate this ridership pattern has held steady. Figures 3-2 through 3-6 illustrate how the routes perform at a segment level. Likewise, Table 3-6 specifies the top ten boarding locations for the entire system and Table 3-7 identifies the top five boarding spots for all routes.

Figure 3-2
Flamingo South Route
Ridership Activity – Typical Weekday

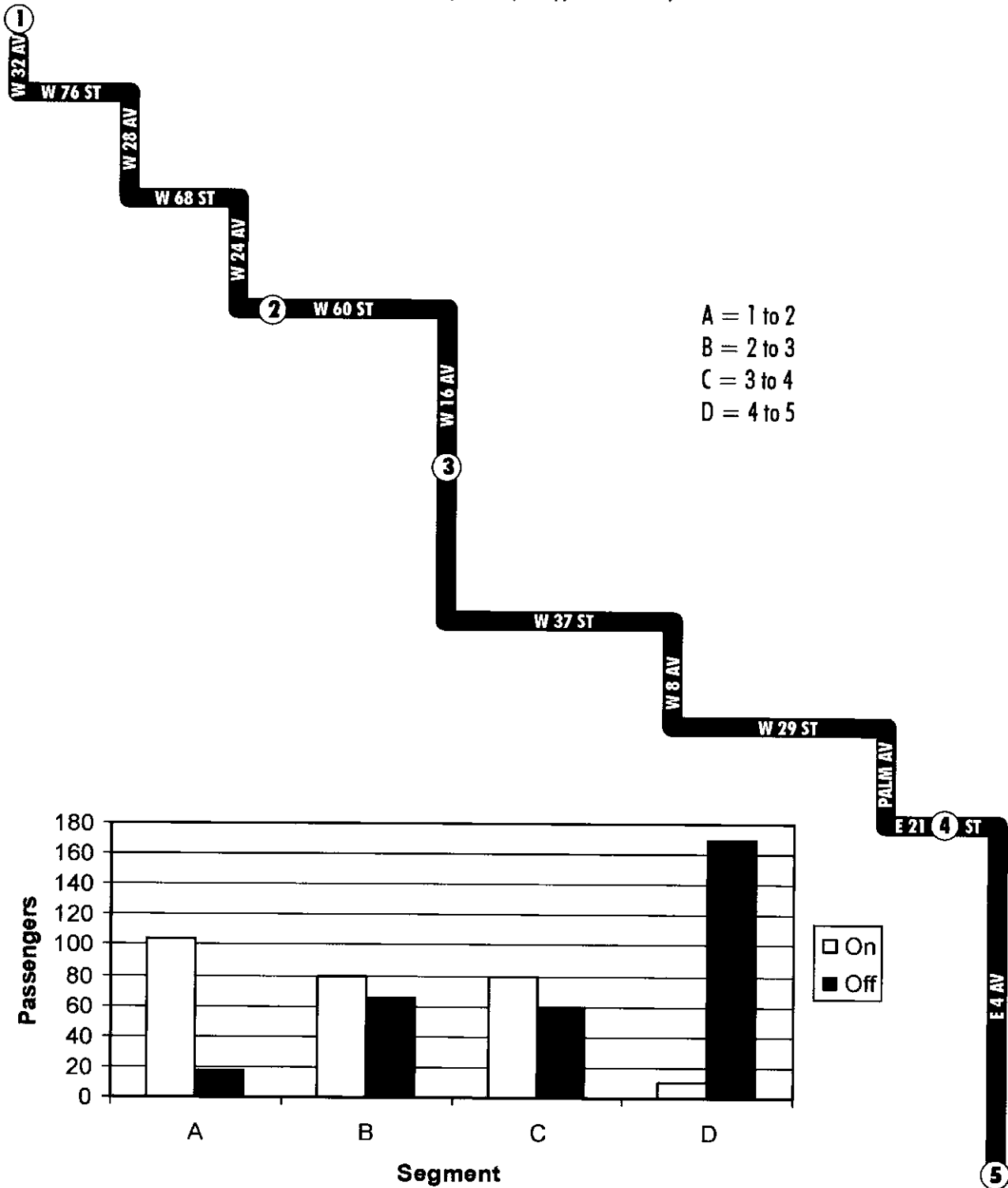


Figure 3-3
Flamingo North Route
Ridership Activity – Typical Weekday

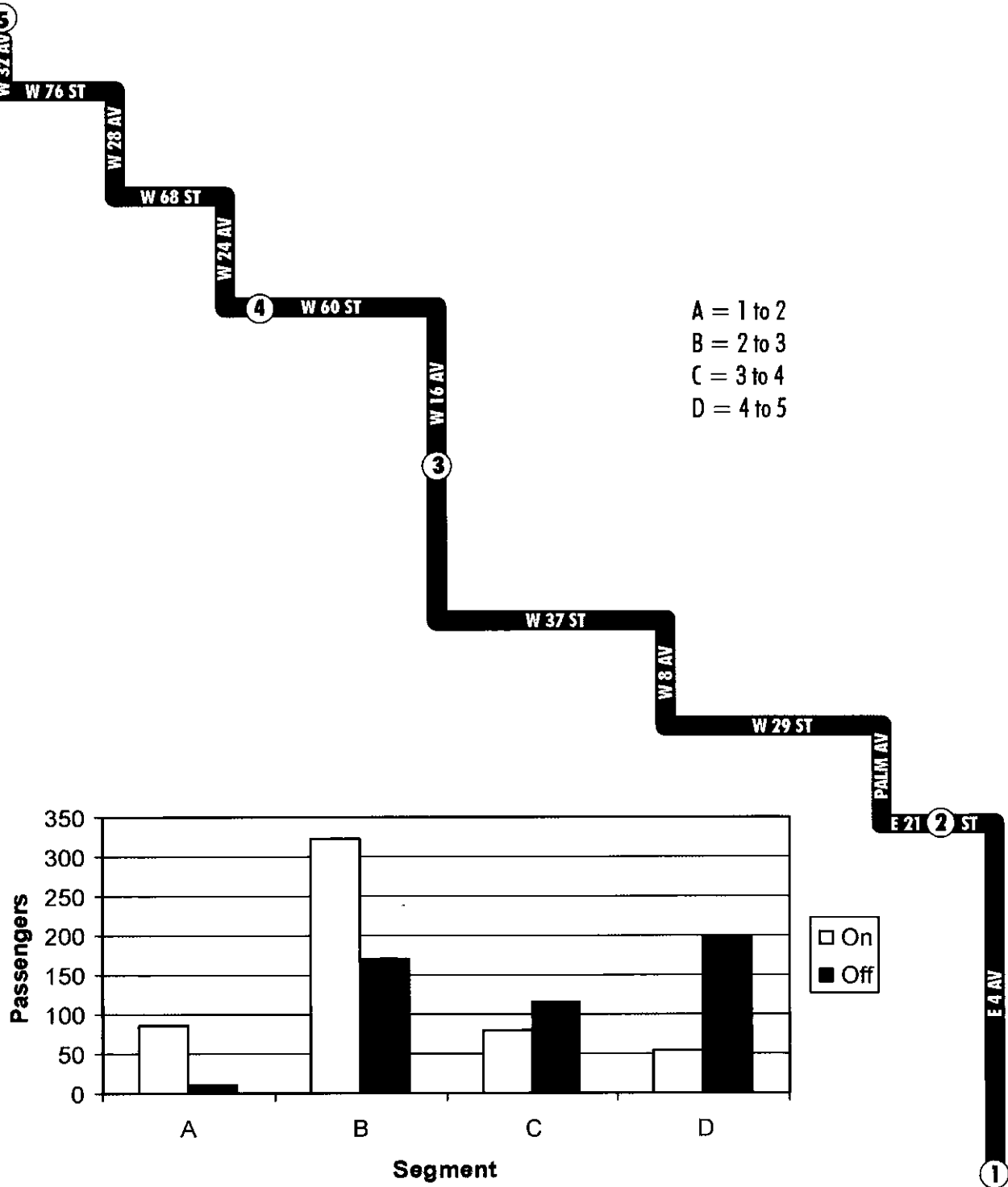


Figure 3-4 Sun Route

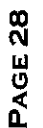
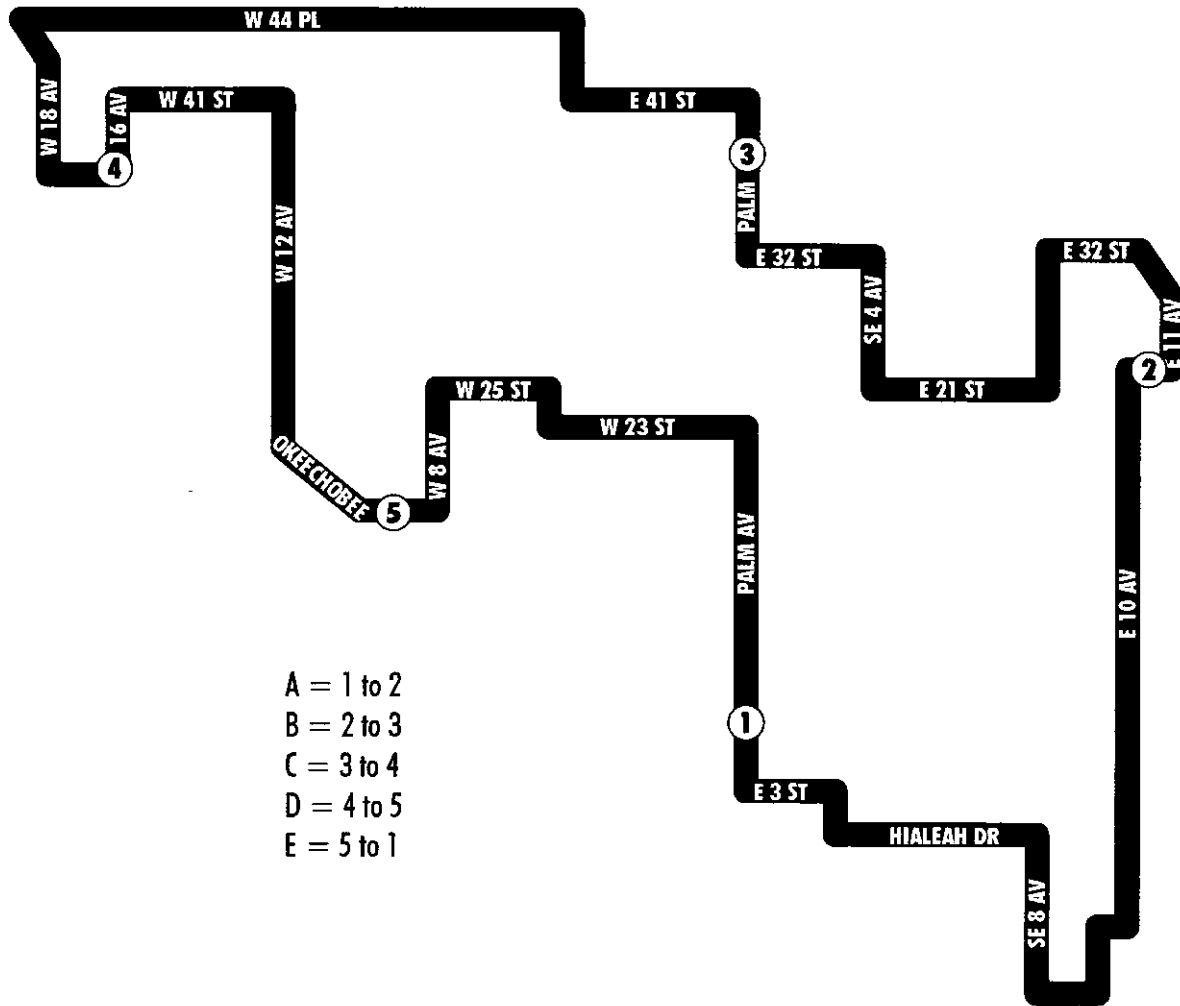


Figure 3-5
Palm Route
Ridership Activity – Typical Weekday



- A = 1 to 2
- B = 2 to 3
- C = 3 to 4
- D = 4 to 5
- E = 5 to 1

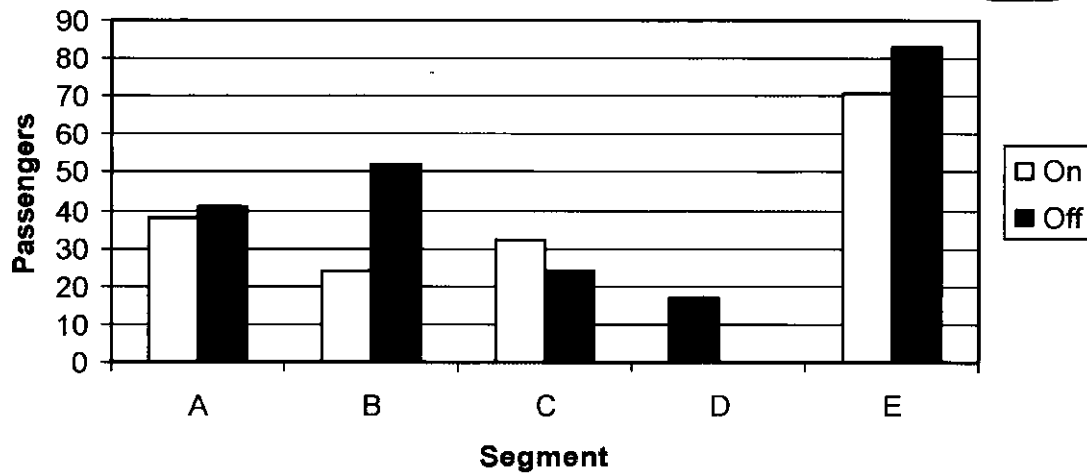


Figure 3-6
Dolphin Route
Ridership Activity – Typical Weekday

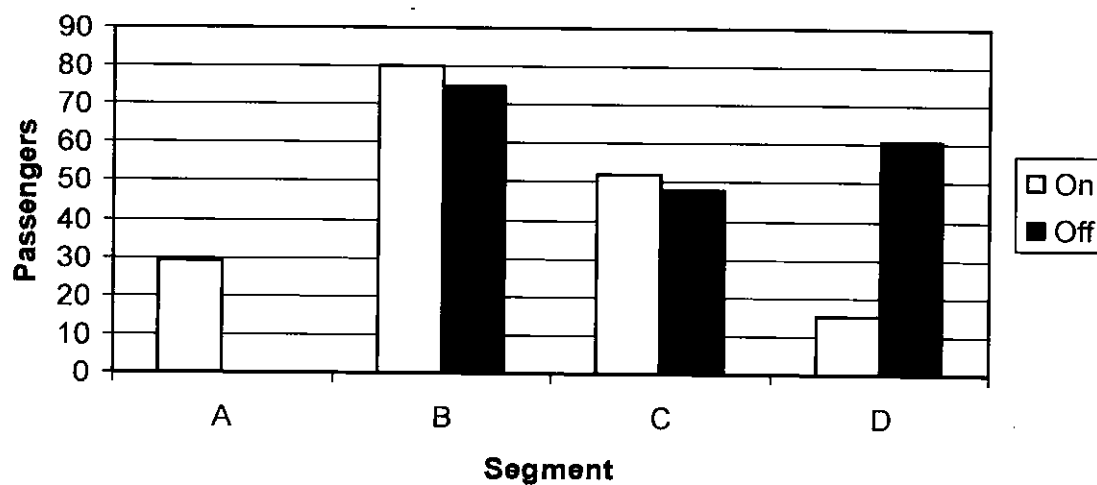
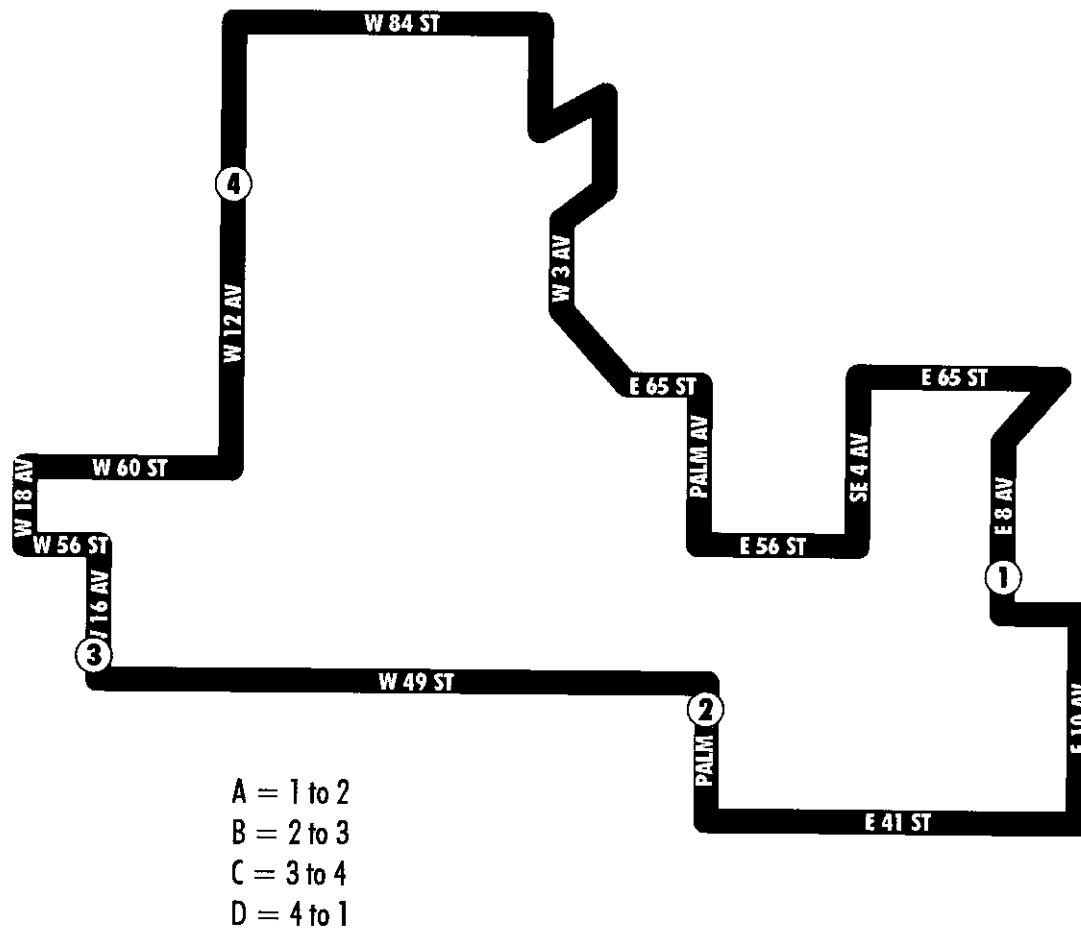


Table 3-6
Top 10 Boarding Locations
All Routes

Stop #	Location	On	Off	Segment	Route
5	E. 21st ST & E. 2nd AVE (Metrorail Station)	199	47	B	Flamingo North
36	E. 1st Ave & E. 21st St (Metrorail Station)	52	20	E	Palm
3	E. 4th Ave & E. 7th ST	45	0	A	Flamingo North
9	W. 16th Ave & W. 54th ST	43	32	B	Flamingo South
6	W. 60th ST & W. 22nd LN (Buckey Dent Park)	42	1	A	Flamingo South
11	W. 16th Ave & W. 44th PL	42	14	C	Flamingo South
15	W. 16th Ave. & W. 54th ST	36	42	C	Flamingo North
14	W. 16th Ave. & W. 50th ST (Westland Mall)	33	38	C	Flamingo North
21	W. 76th ST & W. 29th Way	31	47	D	Flamingo North
13	W. 16th Ave. & W. 44th PL	29	43	B	Flamingo North

Table 3-7
Top 5 Boarding Locations

Dolphin Route

Stop #	Location	On	Off	Segment
8	Palm Ave. & E. 47th ST (Milander Park)	27	15	B
15	W. 16th Ave. & W. 50th ST (Westland Mall)	25	20	C
1	E. 8th Ave. & 56th ST	15	0	A
19	W. 60th St. & W. 13th AVE	15	0	C
12	W. 49th St. & W. 9th AVE (Palm Springs Mile)	12	1	B

Flamingo North Route

Stop #	Location	On	Off	Segment
5	E. 21st ST & E. 2nd AVE (Metrorail Station)	199	47	B
3	E. 4th Ave & E. 7th ST	45	0	A
15	W. 16th Ave. & W. 54th ST	36	42	C
14	W. 16th Ave. & W. 50th ST (Westland Mall)	33	38	C
21	W. 76th ST & W. 29th Way	31	47	D

Flamingo South Route

Stop #	Location	On	Off	Segment
9	W. 16th Ave & W. 54th ST	43	32	B
6	W. 60th ST & W. 22nd LN (Buckey Dent Park)	42	1	A
11	W. 16th Ave & W. 44th PL	42	14	C
5	W. 24th Ave & W. 63rd ST (Lago Grande)	25	0	A
7	W. 60th ST & W. 18th AVE	19	10	B

Palm Route

Stop #	Location	On	Off	Segment
36	E. 1st Ave & E. 21st St (Metrorail Station)	52	20	E
8	E. 10th Ave & E. 9th ST	16	1	A
9	E. 10th Ave & E. 17th ST	15	9	B
26	W. 12th Ave. & W. 39th PL	14	0	D
22	W. 18th Ave & W. 43rd ST	11	3	C

Sun Route

Stop #	Location	On	Off	Segment
6	W. 16th Ave & W. 44th PL	18	13	B
27	W. 32nd Ave. & W. 80th ST (Casa Park)	18	2	E
29	W. 76th St. & W. 29th Way	18	0	E
30	W. 76th St. & W. 27th AVE	17	0	E
1	W. 16th Ave & W. 68th ST	16	5	A

4. Service Enhancements

4.1 HTS Linear Route System, Option 1

As noted in the previous sections, the first six months of operation of the HTS service has indicated that while the *Flamingo* Route is carrying acceptable levels of ridership, the *Palm*, *Sun* and *Dolphin* circular routes are not. As a result, two alternative routing configurations have been developed. Both reflect the fact that while circular routes can sometimes be effective in very dense urban environments such as Miami Beach (i.e., the *Electrowave* is one of the most successful community routes in Miami-Dade County), they may not be as effective in less dense environments. In addition, as noted earlier, public feedback indicated that some potential riders felt the one-way loop on the routes was not attractive.

Figure 4-1 shows the route structure proposed for the revised service. As shown, the *Palm*, *Sun*, and *Dolphin* routes have been reconfigured into linear routes. Buses would operate bi-directionally at headways of 30 to 40 minutes. Two routes, the *Palm* and *Sun*, would connect to the Wal Mart in Hialeah Gardens. This has been mentioned as a major generator in requests for service by residents of Hialeah.

This option would cover more of the areas of the City with high propensity for transit and the linear route alignments should be more effective than the current circular alignments. This option would require 10 buses, plus a spare (4 for the *Flamingo* and 2 for each of the circular routes). The City would have to acquire buses if any service expansion were to occur.

4.2 New Services, Option 2

The City has been approached by other municipalities concerning the provision of circulator service since the passage of the People's Transportation Plan sales tax in the November 2002 elections. Each municipality in Dade County receives a portion of the overall funds generated by the tax, and 20 percent of that money has to be dedicated to public transportation.

Hialeah Gardens, which borders Hialeah to the west, expressed interest in having HTS provide a route into the City. Several options were explored. Information on costs of the route was developed and presented to the City. Costs were determined using a model developed by The Corradino Group which specifically allocated revenue hour and line item costs. The cost of the service to the City of Hialeah Gardens would be about \$41 per hour.

Providing this service as shown in Figure 4-2 would require an additional bus for HTS.

4.3 HTS Linear Route System, Option 3

Following the development of a tentative agreement with the City of Hialeah Gardens to extend HTS service into that community, HTS staff developed an alternative route alignment that would serve the

Figure 4-1
Hialeah Transit System – Option 1

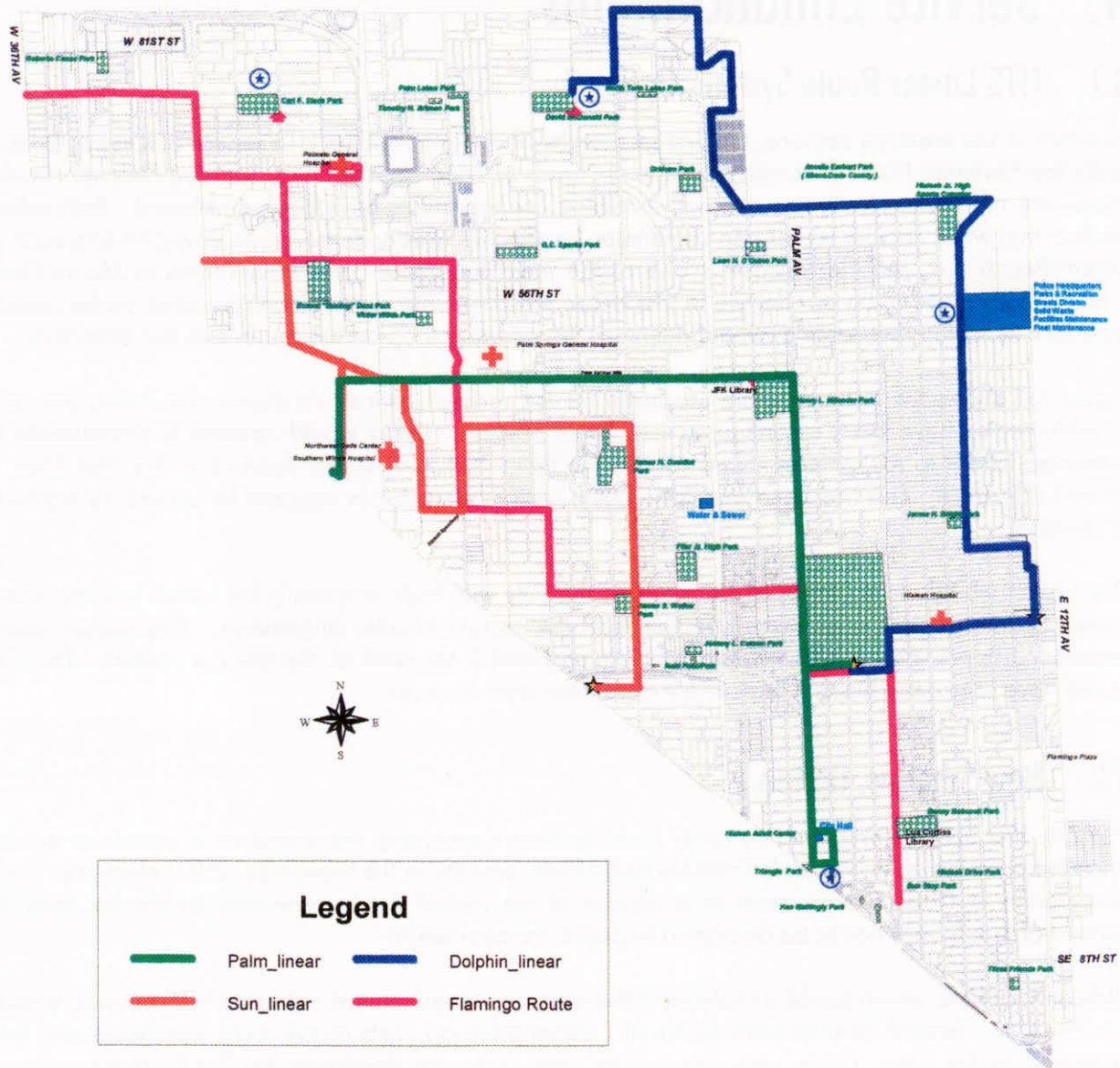
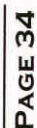


Figure 4-2



greatest area of the City of Hialeah where ridership is currently occurring and allow HTS to provide a high level of service to Hialeah Gardens within the existing allotment of buses (i.e., without adding a bus to the HTS fleet). With this alignment, shown in Figure 4-2, four buses would be assigned to the Flamingo and four buses would be assigned to the Marlin. The increased number of buses on the Flamingo will allow it to be lengthened. The benefit of this alignment over Option 1 is that the HTS is providing a similar level of service within Hialeah and bringing in additional resources to support the service. This is an important consideration because, as noted earlier, the FDOT Service Development Program grant will stop being a funding source in 2006 and the City desires to maintain a continuous and effective level of service.

4.4 Analysis of the Options

The following table presents the consultant's evaluation of the options. This analysis is based on the premise that the existing circular routes are not performing at even 50% of the level of the Flamingo and that maintaining the circular routes in their current form is not an alternative. The goal of HTS is to continually provide a high level of service to its residents, to complement other available transit services, and to provide that service cost effectively. Table 4-1 summarizes the consultant's evaluation of the options within those categories.

Table 4-1
Evaluation of Options

OPTION	EFFICIENCY	COST	AVAILABLE FUNDING	INCREASE RIDERSHIP
1: Reconfigure HTS into Flamingo and 3 linear routes	○ (note: should be more efficient than existing but shorter linear routes may be less attractive than Option 3)	— Would require additional bus	○ Can be funded with existing system	+ Linear routes should increase ridership
2: Add Hialeah Gardens route	○	+ Provided by the City of Hialeah Gardens	+ Funding is available	+ Will add riders to the system
3. Reconfigure HTS into 2 linear routes with extension to Hialeah Gardens	+ Maximize coverage with fewest buses	+ This option will maximize coverage at lowest cost	+ Funding is available	+ Increase in length of Flamingo should increase ridership on that route

— = negative
○ = no significant impact
+ = positive

As can be seen, options 2 and 3 are viewed as being generally positive in their impact on the HTS system in terms of efficiency, use of available resources, cost, and ridership.

5. Recommendations

The consultant recommends the following to the HTS for improvement of its services. These recommendations were reviewed with HTS staff, MPO staff, and presented to the City Council for approval. The City Council approved the proposed routing changes and extension of the service to Hialeah Gardens.

- The routes should be realigned. The existing circular Palm, Sun and Dolphin should be replaced and a new linear Marlin should be created. This new route would link the areas of the city with the highest potential for ridership and connect to major generators such as downtown, City Hall, Metro Rail, and the Wal-Mart in Hialeah Gardens. While the overall level of service in the City would be slightly reduced, the actual ridership and efficiency of the system should increase significantly.
- HTS should provide the requested service to Hialeah Gardens (refer to Figure 4-2). This extension has three advantages. The first is that it will allow residents of Hialeah access to the Wal-Mart in Hialeah Gardens. The second is that residents of Hialeah Gardens who work in Hialeah will have an option to the automobile to get to locations within Hialeah harder to get to on Miami-Dade Transit and thus help alleviate traffic congestion in Hialeah. The third is that by “sharing” the costs of providing the transit service there is greater stability for the future of HTS.
- HTS should conduct a marketing and information campaign to alert the current riders and the residents of both the City of Hialeah and the City of Hialeah Gardens to the pending changes. Representatives should ride all the routes to be discontinued and speak to as many riders as possible about the changes. Signs should be placed in the windows explaining the upcoming changes, the time, etc. HTS should visit major employers and generators to explain the changes, get additional input on future routing options, etc.
- HTS should adopt route performance standards based on those in the MPO report³ but should be enhanced as follows:
 - Minimum passengers per hour – 10 weekday, 5 Saturday and Sunday.
 - Minimum cost per passenger - \$6.00.
 - Target minimum headways 40 minutes, 30 would be desirable in future years.
- HTS should evaluate its routes every six months for the next two years to ensure they are meeting performance standards. Non-performing routes should be considered for modification according to the procedures and standards in the MPO report.

³ Ibid.

- HTS should work to improve its passenger facilities and its highest boarding stops. Information kiosks should be placed at the Metro Rail stations. Shelters should be placed at stops with high boardings and no shelters.
- HTS should continue its coordination with MDT and other transit services to maximize the level of service available to the residents of Hialeah.

Appendix A

Hialeah Transit System Ridership Boarding/Alighting Study

Dolphin (NE) Route

<i>Stop Number</i>	<i>Stop Location</i>	<i>on</i>	<i>off</i>
1	E. 8th Ave. & 56th ST	15	
2	E. 8th Ave. & E. 55th ST (Police Hq/UPS)		
3	E. 10th Ave. & E. 50th ST	5	
4	E. 10th Ave. & E. 45th ST		
5	E. 41st ST & E. 8th CT	9	
6	E. 41st ST & E. 4th AVE		
7	Palm Ave. & E. 41st ST		
8	Palm Ave. & E. 47th ST (Milander Park)	27	15
9	W. 49th St. & W. 2nd AVE (JFK Library)	8	1
10	W. 49th St. & W. 4th AVE (Palm Springs Mile)	6	12
11	W. 49th St. & W. 6th AVE (Palm Springs Mile)	10	6
12	W. 49th St. & W. 9th AVE (Palm Springs Mile)	12	1
13	W. 49th St. & W. 12th AVE (Palm Springs Mile)	6	15
14	W. 49th St. & W. 14th LN (Palm Springs Hospital)	11	25
15	W. 16th Ave. & W. 50th ST (Westland Mall)	25	20
16	W. 16th Ave. & W. 54th ST	1	7
17	W. 18th Ave. & W. 58th ST	2	6
18	W. 60th St. & W. 16th AVE	4	13
19	W. 60th St. & W. 13th AVE	15	
20	W. 12th Ave. & W. 67th ST	5	2
21	W. 12th Ave. & W. 74th ST (MacDonald Park)	2	5
22	W. 12th Ave. & W. 79th ST (Hialeah-Miamilakes HS)		
23	W. 84th ST & W. 8th AVE		5
24	W. 79th PL & W. 2nd CT		
25	W. 2nd Ct & W. 74th Pl		
26	W. 3rd CT & W. 71st ST	9	
27	W. 3rd Ave & W. 66th ST		14
28	Palm Ave. & W. 60th ST		2
29	E. 56th ST & E. 2nd AVE	2	4
30	E. 4th Ave. & E. 60th ST	2	8
31	E. 65th ST & E. 6th AVE		
32	Lejuene/Douglas & NW 117 ST (ABC Dist.)		23
<i>Average Weekday Total</i>		176	184

*Data based on a sample of surveyed trips on June 24, 2003, expanded to average daily ridership

Flamingo (North) Route

<i>Stop Number</i>	<i>Stop Location</i>	<i>on</i>	<i>off</i>
1	SE 4th Ave & Okee	6	
2	SE 4th Ave & Hialeah Dr	16	
3	E. 4th Ave & E. 7th ST	45	
4	E. 4th Ave & E. 15th ST	20	12
5	E. 21st ST & E. 2nd AVE (Metrorail Station)	199	47
6	Palm Ave. & E. 23rd ST	18	4
7	W. 29th ST & W. 2nd AVE	24	7
8	W. 29th ST & W. 6th AVE	9	20
9	W. 8th Ave & W. 30th ST	25	27
10	W. 37th ST & W. 10th AVE	8	7
11	W. 37th ST & W. 14th AVE	6	8
12	W. 16th Ave. & W. 38th PL	4	8
13	W. 16th Ave. & W. 44th PL	29	43
14	W. 16th Ave. & W. 50th ST (Westland Mall)	33	38
15	W. 16th Ave. & W. 54th ST	36	42
16	W. 60th St & W. 18th AVE	11	35
17	W. 60th St & W. 22nd LN (Buckey Dent Park)	21	17
18	W. 24th Ave. & W. 62nd ST	3	75
19	W. 28th Ave & W. 69th Ter		28
20	W. 28th Ave & W. 73rd ST		19
21	W. 76th ST & W. 29th Way	31	47
22	W. 32nd Ave & W. 80th ST (Casas Park)		12
<i>Average Weekday Total</i>		544	496

*Data based on a sample of surveyed trips on June 25, 2003, expanded to average daily ridership

Flamingo (South) Route

Stop Number	Stop Location	on	off
1	W. 32nd Ave. & W. 80th ST (Casas Park)	9	
2	W. 76th ST & W. 29th Way	18	13
3	W. 28th Ave. & W. 71st ST		4
4	W. 68th ST & W. 26th DR (Lago Grande)	10	
5	W. 24th Ave & W. 63rd ST (Lago Grande)	25	
6	W. 60th ST & W. 22nd LN (Buckey Dent Park)	42	1
7	W. 60th ST & W. 18th AVE	19	10
8	W. 16th Ave & W. 60th ST	3	8
9	W. 16th Ave & W. 54th ST	43	32
10	W. 16th Ave & W. 50th ST (Westland Mall)	15	15
11	W. 16th Ave & W. 44th PL	42	14
12	W. 16th Ave & W. 40th ST (Hih Speedway)	3	16
13	W. 37th ST & W. 14th AVE		
14	W. 37th ST & W. 10th AVE (Mago Hill)	3	8
15	W. 8th Ave & W. 30th ST		
16	W. 29th ST & W. 6th AVE	7	6
17	W. 29th ST & W. 2nd AVE	9	13
18	Palm Ave. & W. 24th ST	15	3
19	E. 21st ST & E. 2nd AVE (Metrorail Station)	8	130
20	E. 4th Ave. & E. 15th ST		18
21	E. 4th Ave. & E. 7th ST (Curtiss Library)		14
22	E. 4th Ave. & Hialeah Dr	3	8
23	SE. 4th Ave & SE. 2nd ST		
Average Weekday Total		274	313

*Data based on a sample of surveyed trips on June 25, 2003, expanded to average daily ridership totals

Palm (SE) Route

<i>Stop Number</i>	<i>Stop Location</i>	<i>on</i>	<i>off</i>
1	Palm Ave & W. 5th ST (City Hall)	2	
2	E. 3rd ST & E. 1st AVE		18
3	Hialeah Dr. & E. 4th AVE	10	
4	SE 8th Ave & Hialeah Dr	5	2
5	SE 8th ST & SE. 8th CT	3	18
6	SE 10th Ave & SE. 4th ST		
7	SE 10th Ave & Hialeah Dr.	2	2
8	E. 10th Ave & E. 9th ST	16	1
9	E. 10th Ave & E. 17th ST	15	9
10	E. 11th Ave & E. 26th ST (Metrorail)	3	23
11	E. 32nd ST & E. 10th AVE		10
12	E. 25th ST & E. 7th AVE (Hialeah Hospital)	2	
13	E. 25th ST & E. 5th AVE (CAC & Leon Medical Ctr)	2	7
14	E. 4th Ave & E. 29th ST	2	3
15	E. 32nd ST & E. 2nd AVE		
16	Palm Ave & E. 36th ST		1
17	W. 41st ST & Palm Ave	5	
18	W. 44th PL & W. 4-5th AVE	6	4
19	W. 44th PL & W. 10th AVE		8
20	W. 44th PL & W. 12th AVE	4	
21	W. 44th PL & W. 16th AVE	3	8
22	W. 18th Ave & W. 43rd ST	11	3
23	W. 18th Ave & W. 39th ST	3	
24	W. 16th Ave. & W. 37th ST (Hlh Speedway)		
25	W. 41st ST & W. 14th AVE		
26	W. 12th Ave. & W. 39th PL	14	
27	W. 12th Ave. & W. 34th ST	3	
28	W. 12th Ave. & W. 30th ST		
29	W. 12th Ave. & W. 24th ST		
30	West Access Rd (Metrorail Station)		23
31	W. 8th Ave. & W. 20th ST		
32	W. 8th Ave. & W. 25th ST (Telemundo)		
33	W. 25th St & W. 5th AVE (Cotson Park)		
34	W. 23rd ST & W. 3rd AVE	5	
35	W. 23rd ST & Palm Ave	11	
36	E. 1st Ave & E. 21st St (Metrorail Station)	52	20
37	Palm Ave & W. 19th ST	2	
38	Palm Ave & W. 13th ST	1	25
39	Palm Ave & W. 5th St (City Hall)		15
<i>Average Weekday Total</i>		182	200

*Data based on a sample of surveyed trips on June 27, 2003, expanded to average daily ridership totals.

Sun (NW) Route

<i>Stop Number</i>	<i>Stop Location</i>	<i>on</i>	<i>off</i>
1	W. 16th Ave & W. 68th ST	16	5
2	W. 16th Ave & W. 67th ST	4	
3	W. 16th Ave & W. 60th ST		5
4	W. 16th Ave & W. 54th ST (Epworth Village)	9	
5	W. 16th Ave & W. 50th ST (Westland Mall)	7	11
6	W. 16th Ave & W. 44th PL	18	13
7	W. 16th Ave & W. 40th ST		27
8	W. 16th Ave & W. 35th ST (Hialeah Speedway)		4
9	W. 16th Ave & Okeechobee		7
10	W. 18th Ave & W. 35th ST (Westland Prom)	2	
11	W. 18th Ave & (Hialeah Speedway)		
12	W. 18th Ave & W. 39th ST (Westland Prom)	5	
13	W. 18th Ave & W. 43rd ST	2	
14	W. 18th Ave & W. 47th ST (MDCC)		
15	W. 49th St. & NW 79th AVE	7	9
16	W. 24th Ave. & W. 52nd ST		2
17	W. 24th Ave. & W. 56th ST (Buckey Dent)		10
18	W. 60th St. & W. 24th Pl. (Publix)		
19	W. 60th St. & W. 27th AVE	2	2
20	28th Ave. & W. 65th ST	4	9
21	W. 68th St. & W. 29th WAY	9	2
22	W. 68th St. & W. 32nd AVE		
23	W. 68th St. & W. 36th AVE		5
24	W. 36th Ave. & W. 74th ST	6	5
25	W. 76th St. & W. 32nd AVE	2	10
26	W. 76th St. & W. 34th AVE		12
27	W. 32nd Ave. & W. 80th ST (Casa Park)	18	2
28	W. 80th St. & W. 30th Ct		
29	W. 76th St. & W. 29th Way	18	
30	W. 76th St. & W. 27th AVE	17	
31	W. 76th St. & W. 24th AVE (Slade Park)	10	2
32	W. 24th Ave. & W. 72nd ST (Slade Park)	2	7
33	W. 68th St. & W. 24th AVE	19	5
34	W. 68th St. & W. 20th AVE (Palmetto Hospital)	9	10
35	W. 68th St. & W. 17th CT (Paraiso Shopping Ctr.)		23
<i>Average Weekday Total</i>		186	187

*Data based on a sample of surveyed trips on June 23, 2003, expanded to average daily ridership totals.

