

HIALEAH

TRANSIT SYSTEM STUDY

FINAL REPORT



FEBRUARY, 2011



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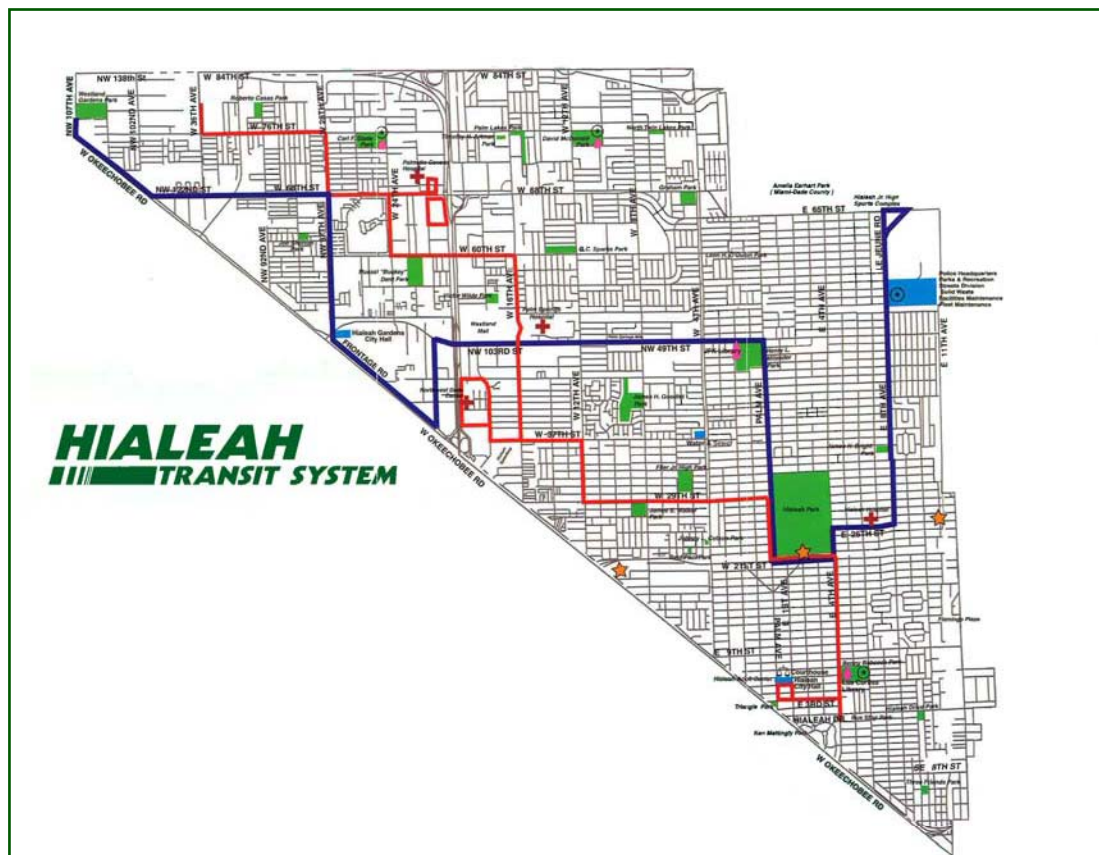
INTRODUCTION

Hialeah is a city of over 225,000 people with a wide variety of businesses, factories, residences, schools, parks and other facilities. Based on discussions with residents, local officials, and current transit riders, there is a general feeling that additional transportation options are needed. Miami-Dade Transit routes provide somewhat adequate spatial coverage, except in the developing areas west of the Palmetto Expressway. Most of these routes run on one-hour headways. Key populations in need of public transportation include seniors, youths, and people needing access to jobs in the community or to the regional transit system to reach destinations outside of the City.

The City of Hialeah has been operating two circulator routes since 2002 – the Flamingo and the Marlin. These routes can be seen in Figure 1. This service was put into place with the objective of increasing public transit opportunities, alleviating traffic congestion, and ensuring that all residents had safe, reliable and friendly mobility options.

The purpose of this effort is to examine the current use of the City's circulator routes, in order to provide recommendations which maximize the efficient and effective use of the vehicles resulting in an enhanced benefit to the community. In doing so a measurement of ridership on the routes was undertaken. The subsequent recommendations were made relative to how to maintain optimum efficiency either by resource reallocation or route modification.

Figure 1
Existing Routes





Task 1 – Review of Existing Service

This initial task will achieve the following:

- Establish the number of riders per hour for each route and where passengers are boarding and alighting the routes;
- Determine what the service is doing to meet community needs based on focus group meetings;
- Assess the schedule reliability of the routes;
- Assess routing by analyzing potential generators of ridership, roadway level of service, presence of MDT routes.

Incorporated in 1925 with a population of approximately 1,500 persons, the City of Hialeah's population grew to 145,254 persons by 1980. The City's population increased another 29.4 percent to 188,004 persons by 1990. By 2000 there were 226,419 people in the city, making it the States fourth largest. Hialeah's population growth rates exceeded those of Miami-Dade County during the same periods. Since 2000 the population has held fairly steady.

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

As shown in Figure 2, only 27.9 percent of Hialeah residents are native born in the United States. Foreign-born residents comprise 72 percent of the population and, of these 99 percent identify Latin America as their birth region. All of these racial and ethnic characteristics exceed similar characteristics of Miami-Dade County.

Figure 2
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
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
Other Indo-European languages	1,112	0.5	155,369	7.4
Asian and Pacific Island languages	330	0.2	16,395	0.8

Source: U.S. Census Bureau

The population of the City of Hialeah is somewhat older than that of Miami-Dade County. Figure 3, indicates that in 2000 the age of the average Hialeahan 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 elder population more closely resembles that of the State of Florida, which is considered a retirement haven at 17.6 %.

Figure 3
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 disparity with Miami-Dade County. As per Figure 4, the median household income in the year 2000 was \$29,492 in the City of Hialeah; while the Miami-Dade County median household income for the same time was \$35,966 or approximately 21 percent higher.



Figure 4
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

Figure 5
Poverty Status

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

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 Figure 5, families living below the poverty level in Hialeah amounted to 16 percent versus 14.5 percent in Miami-Dade County. Figures 6 and 7 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 very diverse community.

Figure 6
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

Figure 7
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.

Hialeah has a relatively low rate of homeownership. 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 Figure 8, the City of Hialeah has a homeownership rate of just 50.7 percent.

Figure 8
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

Figure 9, 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.

Figure 9
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
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 indicates otherwise for Hialeah. Figure 10, 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. This could be the result of many factors such as poor marketing for public transit, proximity to job and dependency on a vehicle while on the job. It should also be



noted that the City of Hialeah has less than half of its population in the workforce while the county has close to 65 percent. This is due to both age ranges and working restrictions from foreign born residents.

Figure 10
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 13.5 percent or 9,567 housing units that had no vehicle available in Hialeah, as seen in Figure 11, This percentage was slightly higher in Miami-Dade County (14.3 percent).

Figure 11
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 issue to some individuals. For the disabled, the private vehicle may not be an option. The City of Hialeah has a resident population with a slightly greater incidence of disabilities than does Miami- Dade County, as per Figure 12.



Figure 12
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

The 2000 Census also reveals important information regarding the workday commute. As per Figure 13, 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.

Figure 13
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

When taking an overview of all of the relative Census data, the following conclusions can be made about the City of Hialeah and its demographics:

- Hialeah has a relatively high population of foreign born residents
- Hialeah has a relatively older population when compared to the rest of Miami-Dade County
- The City of Hialeah residents are slightly less affluent than the population of Miami-Dade County as a whole
- Residents of Hialeah are more likely to own a vehicle
- The disabled population is much higher than in most areas
- Employment is service orientated
- Workers tend to live close to home

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 shows a large demand for transit usage. The transit propensity characteristics utilized in this analysis include the most recent Census data depicting concentrations of 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. Thus, transit use in Hialeah should be very high, however it is only at 50 percent of the level that the county as a whole has. Hialeah Transit coupled with Miami-Dade Transit (MDT), Metrorail and Tri-Rail provides citizens many avenues to utilize public transportation. Because Metrorail and Tri-Rail are fixed routes, and Miami-Dade Transit recently updated their routes, Hialeah Transit is the best choice for providing the best connections and transfer possibilities. It should be noted that the most coverage available for the City of Hialeah in terms of transit is in the south east portion of the city near city hall. However, the highest population density and transit propensity are located in the north western portion of the city.



SCHEDULE RELIABILITY

The 2 routes that exist in the Hialeah Transit System, Marlin and Flamingo, operate generally at 30 minute headways. The Flamingo Operates with 5 buses and travels from East 4th Ave near City Hall to West 36th Ave near Roberto Casas Park. A map of the route can be seen in Figure 14. The Marlin route operates with 4 buses and travels from East 8th Ave near the Hialeah Jr. High Sports complex to NW 107th Ave. near Westland Gardens Park. A map of this route can be seen in Figure 15. Both routes pass by major generators including the Hialeah Tri-Rail/MetroRail Station. Full Route schedules can also be seen in Figures 16, 17, 18 and 19. Based upon field observations, the current schedule matches fairly well with when the buses arrive at their scheduled locations.



CORRADINO





CORRADINO





Figure 16
Marlin Weekday Schedule

Route: Marlin Hialeah Transit System EFFECTIVE DATE 10/01/07																			
Run	AB C	E32E B	WESTBOUND					EASTBOUND											Intervals
			Metro	V49Palm	V49V8	V49V17	Valmart	V681V28	NV107	V681V28	NV107	V681V28	V49V17	V49V8	V49Palm	Metro			
1	500	0:07	0:08	0:09	0:06	0:09	0:09	0:09	0:09	0:09	0:09	0:09	0:09	0:06	0:08	6:00	6:09	6:17	5
2	600															6:00	6:07	6:14	30
3	700				6:00	6:05	6:12	6:19	6:28							6:30	6:37	6:44	35
4	800	6:00	6:06	6:13	6:20	6:31	6:40	6:48	6:55							6:56	7:02	7:11	36
5	500	6:30	6:36	6:43	6:50	7:03	7:12	7:20	7:27							7:30	7:39	7:48	30
6	600	7:00	7:07	7:15	7:24	7:39	7:48	7:57	8:06							8:09	8:18	8:27	30
7	700	7:35	7:42	7:50	7:59	8:05	8:14	8:23	8:32	8:41						8:44	8:53	9:02	35
8	800	8:16	8:23	8:31	8:40	8:46	8:55	9:04	9:13	9:22						9:25	9:34	9:43	41
9	500	8:50	8:57	9:05	9:14	9:20	9:29	9:38	9:47	9:56						9:59	10:08	10:17	34
10	600	9:25	9:32	9:40	9:49	9:55	10:04	10:13	10:22	10:31						10:34	10:43	10:52	35
11	700	10:03	10:10	10:18	10:27	10:33	10:42	10:51	11:00	11:09						11:12	11:21	11:30	38
12	800	10:44	10:51	10:59	11:08	11:14	11:23	11:32	11:41	11:50						11:53	12:02	12:11	41
13	500	11:20	11:27	11:35	11:44	11:50	11:59	12:08	12:17	12:26						12:29	12:38	12:47	36
14	600	11:50	11:57	12:05	12:14	12:20	12:29	12:38	12:47	12:56						12:59	13:08	13:17	40
15	700	12:30	12:37	12:45	12:54	13:00	13:09	13:18	13:27	13:36						13:39	13:48	13:57	40
16	800	13:11	13:18	13:26	13:35	13:41	13:50	13:59	14:08	14:17						14:20	14:29	14:38	41
17	500	13:45	13:52	14:00	14:09	14:15	14:24	14:33	14:42	14:51						14:54	15:03	15:12	34
18	600	14:20	14:27	14:35	14:44	14:50	14:59	15:08	15:17	15:26						15:29	15:38	15:47	35
19	700	14:55	15:02	15:10	15:19	15:25	15:34	15:43	15:52	16:01						16:04	16:13	16:22	35
20	800	15:35	15:42	15:50	15:59	16:05	16:14	16:23	16:32	16:41						16:44	16:53	17:02	40
21	500	16:15	16:22	16:30	16:39	16:45	16:54	17:03	17:12	17:21						17:24	17:33	17:42	40
22	600	16:50	16:57	17:05	17:14	17:20	17:29	17:38	17:47	17:56						17:59	18:08	18:17	35
23	700	17:25	17:32	17:40	17:49	17:55	18:04	18:13	18:22	18:31						18:34	18:43	18:52	35
24	800	18:00	18:07	18:15	18:24	18:30	18:39	18:48	18:57	19:06						19:09	19:18	19:27	35
25	500	18:45	18:52	19:00	19:09	19:15	19:24	19:33	19:42	19:51						end			
26	600	19:15	19:22	19:30	19:39	19:45	19:54	20:03	20:12	20:21						end			







Figure 19
Marlin Weekend Schedule

Route: Marlin Hialeah Transit System EFFECTIVE DATE 10/01/07		WESTBOUND												EASTBOUND						Intervals
		Run	ABC	E32/E8	Metro	W49/Palm	V49/N6	W49/N17	Walmart	V69/V28	NM107	V69/V28	Walmart	W49/N17	V49/N6	W49/Palm	Metro	E32/E8	ABC	
1	500										9:00	9:06	9:13	9:22	9:27	9:33	9:42	9:52	10:00	1:00
2	600	9:00	9:07	9:15	9:24	9:30	9:35	9:42	9:49	9:55										10
3	500	10:10	10:17	10:25	10:34	10:40	10:45	10:52	10:59	11:05	11:05	11:11	11:18	11:27	11:32	11:38	11:47	11:57	12:05	1:00
4	600	11:10	11:17	11:25	11:34	11:40	11:45	11:52	11:59	12:05	12:05	12:11	12:18	12:27	12:32	12:38	12:47	12:57	13:05	1:00
5	500	12:20	12:27	12:35	12:44	12:50	12:55	13:02	13:09	13:15	13:15	13:21	13:28	13:37	13:42	13:48	13:57	14:07	14:15	1:00
6	600	13:20	13:27	13:35	13:44	13:50	13:55	14:02	14:09	14:15	14:15	14:21	14:28	14:37	14:42	14:48	14:57	15:07	15:15	1:00
7	500	14:25	14:32	14:40	14:49	14:55	15:00	15:07	15:14	15:20	15:20	15:26	15:33	15:41	15:46	15:52	16:01	16:10	16:18	1:00
8	600	15:25		15:32	15:49	15:55	16:00	16:07	16:14	16:20	end								end	



POTENTIAL GENERATORS

The current routes, Marlin and Flamingo, do a very good job of connecting the major generators within the city. These generators include many of the city and county parks within and around Hialeah, City Halls of both Hialeah and Hialeah Gardens. Tri-Rail and Metrorail stations and many transfer points among the 11 MDT routes that run through the City. Hialeah, Palmetto and Palm Springs Hospitals are all stops. Many shopping and retail centers, the city Library and the Police department are also stops along the current Hialeah Transit System. However, notable generators that are missing are Hialeah Senior High School and Hialeah-Miami Lakes Senior High School. Both of these schools are in the area and could potentially provide large numbers of riders. The City of Doral operates a circulator much smaller than that of Hialeah and manages to gain hundreds of riders a day from Ronald Reagan/Doral Senior High. The enrollment at Reagan/Doral High is much smaller than that of all of the 3 high schools in Hialeah. This means the potential ridership within these schools is large. It should be noted however, that the Doral Trolley currently operates for free. A complete comparison between the two circulators mentioned, as well as all other circulators within the county, can be viewed in Figure 22.

As mentioned above, there are a total of 11 MDT routes that operate within the limits of the city of Hialeah. These routes are as follow:

- Route 29
- Route 33
- Route 37
- Route 42
- Route 54
- Route 62
- Route 73
- Route 112
- Route 132
- Route 135
- Route 254

A map of these routes can be seen in Figure 21. Of these 11 routes, Routes 29 and 54 both travel for 10 miles within the City of Hialeah and Route 37 runs for almost 12 miles within the City. It is because of this link that they also tend to hit more of the major generators than the other routes. The routes with the largest number of riders were route 37 and route 54 which both had nearly 4,000 riders on an average weekday. Route 112 has more than 9,000 riders on an average weekday; however, most of those riders come from the beach area as that route travels from east to west. A more detailed look can be seen in figure 20.



Figure 20
Miami-Dade Transit Routes within the City of Hialeah

City of Hialeah Miami-Dade Transit Routes		
Route	June 2010 Ridership	
	Average Weekday	Total Boardings
29	803	17,672
33	1,603	41,981
37	3,973	108,912
42	1,890	49,901
54	3,544	93,653
62	2,900	75,963
73	2,482	60,069
112 (L)	9,181	255,495
132	62	1,355
254	60	1,311

The Level of Service on most of these roadways is between LOS C and D. Meaning that most of the roadways are at or below Miami-Dade County standards. The problems with LOS that do occur tend to be on 49th street, 60th street, W 8th Ave and W 24th Ave. A full LOS map can be seen in Figure 23.



Figure 21
Miami-Dade Transit Routes

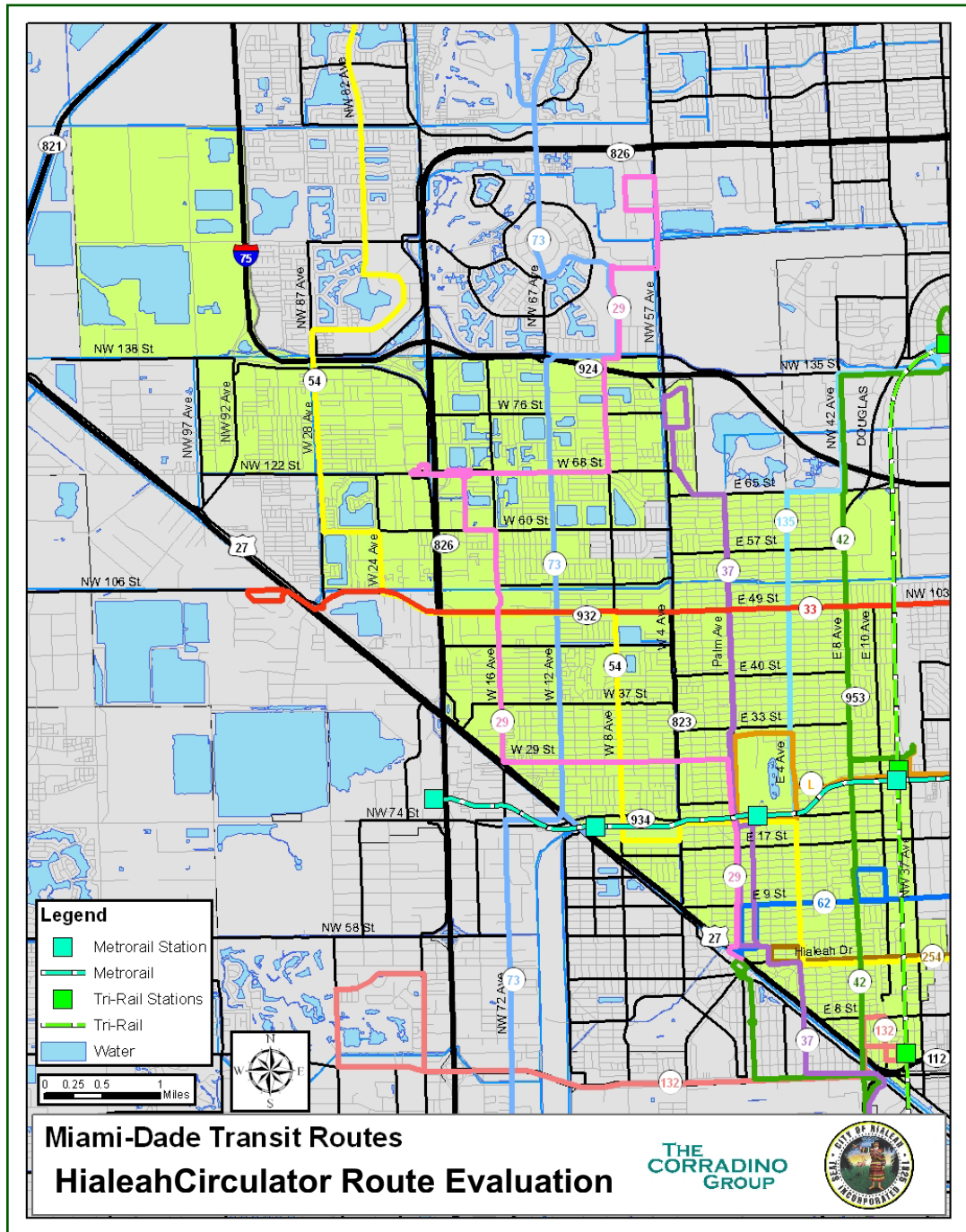




Figure 22
Countywide Circulator Comparison

	Palmetto Bay – 2-Bus	Hialeah Transit System	North Miami – NMT Express	Doral Trolley	Aventura Express	North Miami Beach – NMB LINE	Coastal Cables Trolley
Goals/Objectives	Increase the number of destinations that can be reached via transit services in the Palmetto Bay area, as well as to connect with NMT transit routes and the South Miami-Dade Busway	Mission is to provide a safe, reliable, and quality transportation services with a smile	Increase the number of local destinations that can be reached by public transit	Provide public transportation for residents taking NMT service, carry minimum of 10 passengers per hour on routes	Aventura Express serves over two blocks with a convenient schedule to better serve the Aventura community	To help residents access different areas of City and connect with other transportation serving County	Reduce local traffic, capacity, and parking requirements; connect Downtown Coastal Cables to surrounding areas via the Metrolink
Number of Routes	2	2	4	1	5	1	1
Do Routes Extend Beyond City Boundaries	No	Hialeah Gardens	Biscayne Park, North Miami Beach	No	No	No	No
Is There a Central Terminal/Transfer Point	Routes overlap along SW 168th Street	Hialeah Metrolink Station serves as hub; routes intersect at several locations	3 routes connect at Griffing Adult Center/Park at top of hour	No	Aventura Mall	No	Douglas Road Metrolink Station
Service Span	Route A: Mon. – Fri. 10 AM to 1:10 PM; Route B: Mon. – Fri. 7 AM – 5:30 PM	Mon. – Fri. 6 AM to 7:30 PM; Saturday 9 AM – 3:30 PM; Sunday 11 AM – 2 PM	Mon. – Fri. 7 AM to 8 PM	Mon. – Fri. 7 AM to 7:30 PM; Saturday 7 AM – 7 PM	Mon. – Fri. 7:45 AM to 6:30 PM; Saturday 8:45 AM to 6:30 PM	Mon. – Fri. 8:30 AM to 5:00 PM	Mon. – Thurs. 6:30 AM to 8:00 PM; Friday – 6:30 AM to 10:00 PM
Headways	No service between 6:30 AM to 1:10 PM; Route A: 50 minutes (AM) Route B: 60 minutes (PM)	40 minutes weekdays, 60 minutes weekends	60 minutes	40 minutes, 15-20 minutes for lunch route	60 minutes	60 minutes	10 minutes
Fare	Free	Full – \$1.50 or \$60.00 monthly pass; reduced – \$0.75 or \$30.00 monthly pass; transfer to NMT \$6.50	Free	Free	Free	Free	Free
Ridership	850 riders per month	1,800 – 3,300 riders per weekday; 400 – 500 riders per Saturday; 100 – 200 riders per Sunday	18,000 riders per month	480 boarding's per day	17,000 per month	25 per day; 400 per month	5,000 per day
Vehicle Type	El Dorado 30 passenger buses with handicap accessibility	26 passenger Blue Bird buses leased to own from First Transit	El Dorado 16 passenger buses with wheelchair lifts and bile racks; use 20% biodiesel	Blended City vehicles, vintage Classic American Trolley; 24 seats with room for 10 standing; handicap accessible	Shuttle buses equipped with wheelchair lifts and bicycle racks – 22 person capacity (1 bus has 26 person capacity)	Handicap accessible shuttle bus with 23-seat capacity	Low floor, low-emission trolley vehicles with hybrid electric and some are low-emissions diesel
When Did the System Start Service	2006	January 2003	June 2005	February 2008	January 1999	April 2004	November 2002
Expansion/Changes to System since Inception	Routes have been modified to better serve riders	Routes eliminated and realigned	Seeking to double service – reduce headways to 30 minutes	Added bus to reduce headways; modified route	Expanded from 3 to 4 to 5 routes and added Saturday service	Route has been modified to better serve riders	Unknown
Funding of Service Development (Capital and Operating)	People's Transportation Plan	FDOT Public Transit Service Development Program grant	FDOT Public Transit Service Development Program grant	Locally funded; seeking FDOT Public Transit Service Development Program grant to expand service	City – general fund	People's Transportation Plan	PTD, FDOT Public Transit Service Development Program grant, advertising
Cost of System Development (Capital and Operating)	Contract out at trolley service for \$3.25 per revenue hour (Major purchased buses)	\$2.2 million annually; contract with First Transit approximately \$1.2 million annually with remainder for fuel, maintenance, administration	Contract out at trolley service for \$44.00 per revenue hour	\$36,000 for trolley start-up includes lease of vehicles, signage, administration, marketing, and 1-year of operations and maintenance	Turkey – entire system contracted out	\$130,000	Vehicles approximately \$300,000 each; signs and amenities at stops
Additional Costs (Op. Advertising)	Negligible	Negligible	Negligible – advertise in City Parks magazine	Allocate 10% of costs for marketing	Negligible	Negligible	approximately \$1,000 per; parts and maintenance about 10% of cost of vehicle annually
Source of Funding for Operations/Maintenance	People's Transportation Plan	Fares, People's Transportation Plan	People's Transportation Plan	Plot phase locally funded	General fund, PTD for services added since inception of PTD; about \$0.50 per	PTD and City's general fund	People's Transportation Plan
Who Operates Service	Contract with Unimoves of South Florida	City – administration, maintenance, storage, fuel; First Transit – operations and owns buses	Contract with Unimoves of South Florida for trolley service for \$44.00 per revenue hour	City purchased vehicles, contract operations and maintenance with Unimoves of South Florida	Contract with Unimoves of South Florida; \$44.00 per hour	Unimoves of South Florida	Unimoves of South Florida
Coordination with Other Municipalities/NMT	Designated transfer with NMT; interlocal agreement with Miami-Dade County	Designated transfer with NMT; interlocal agreement with Miami-Dade County; interlocal agreement with Hialeah Gardens	Interlocal agreement with Biscayne Park to provide service for 14 minutes to 14 minutes; interlocal agreement with NMT to establish link to link system with North Miami Beach to link systems	Connections available to NMT routes along NW 11th Avenue; interlocal agreement with NMT to provide access funds for trolley	Connections to NMT at Aventura Mall	Connections to NMT at Aventura Mall	Connects to NMT at Douglas Road Metrolink Station and intersects with Metrolink at Douglas Road Metrolink Station; interlocal agreement with Miami-Dade County
Lessons Learned/Challenges	Challenge include adhering to on-time schedule, satisfying riders, increasing density	Difficult to maintain precise schedule with traffic, congestion and rail crossings; FDOT System Safety and Security Program Plan; accident procedures, hurricane procedures	Elderly residents sometimes intimidated by students on buses; heavy demand when school is dismissed; tracking system on buses is useful feature to keep track of where buses are at (Facebook.com/ptd)	Have processes procedures in place before starting system (e.g. System Safety and Security Program Plan)	Listen to customers/residents; make transfers easy; track face schedule	Challenges include adhering to on-time schedule, upkeep of vehicles; satisfying riders	Unknown



Legend

- TCMA Boundary
- Main Roadways
- City Streets
- LOS A-C
- LOS D
- LOS E
- LOS F

Several alternatives for the transportation circulator were considered. These included:

- CORRADINO



- Hub and spoke
- Fixed-route (linear route)
- Fixed-route (loop route)
- Hours of Operation
- Express Route(s)
- Shelters/Signage
- Generators

An evaluation of the alternatives was conducted. A summary of this analysis for each alternative is as follows:

- Demand Response - Although this type of public transportation is the most convenient to the passenger in terms of access, it is expensive to operate and supervise. The curb-to-curb nature of the service requires an excessive amount of miles and hours to be expended when compared to fixed-route service. Further, skilled dispatch personnel must be employed to control the dynamic scheduling of each vehicle.
- Point/Route Deviation - This service combines the simplicity of regularly scheduled fixed-route service with the convenience of demand response. However, it is almost as expensive to operate as the latter, and still requires skilled dispatch personnel to control the operation at all times.
- Hub and Spoke - This structure, also known as timed transfer, consists of relatively short linear or loop routes operating between a centrally located common transfer point and two or more different geographic areas of the community. This method provides good transit coverage, high schedule reliability due to the short route lengths, and easy passenger access to any part of the community which is served by a route. However, it can be expensive to operate because of the need to provide compatible levels of service on all routes so that they all meet at the transfer point simultaneously. Further, although transfer connections are coordinated, having to transfer between buses to complete a trip is one of the most common responses by the public when asked to state reasons for reluctance to use transit. As well, some passenger trips may require significant out-of-direction travel to reach a destination, due to having to go through the hub.
- Fixed-Route/Loop - This service type provides the maximum level of geographic coverage at the least possible cost. Operating a loop in one direction results in considerable out-of-direction travel for certain trips. Bi-directional operation reduces the amount of out-of-direction travel, but does not eliminate it for all



trips, depending on the size of the loop. If the route alignment ever needs to be changed, such as for extensions into new areas, some segments-of the original route will be left without service because of realignment of the loop to different streets.

- **Fixed-Route/Linear** - This is the most common route structure for transit service. Although it is more expensive to operate than a Loop route, it minimizes out-of-direction travel and can be modified at any time with a minimum of disruption to established travel patterns. Also, schedule recovery (layover) points can be located at the terminus of the route without inconveniencing passengers on the bus who have yet to reach their destination, as with Loop routes.
- **Hours of Operation** – The hours of operation can ultimately alter the number of boardings and alightings. If the service is not available during the peak hours, numbers may be low in terms of ridership. If the service is offered at times when there is very little ridership, the cost to operate may not be practical for the return on riders. Thus, calculating the most optimal hours is very important for the development of the system as a whole. Current operating hours are Monday thru Friday from 6:00am to 7:30pm and Saturday from 9:00am to 3:30pm. Holidays are also from 9:00am to 3:30pm.
- **Express Route** – Miami-Dade County does not have a specific definition of an express route. However, the common themes of an express route are limited stops (roughly 1 per mile) and headways of less than 20 minutes. The general purpose of an express route is to link many of the major generators that often have large numbers of riders going from one specific stop to another.
- **Shelters/Signage** – One of the catalysts of a solid Transit system is proper signage. If users cannot identify the proper location of each stop then it will become difficult for them to use the system. Each place the bus stops should have official signage to mark the location. Shelters also are important to protect riders from the sometimes harsh weather that occurs in South Florida. It has been proven with multiple studies that ridership numbers will decrease in times of inclement weather but it will greatly decrease if no shelter is available.
- **Generators** – Every city has its own set of generators or potential generators of transit usage. Making sure these locations are identified is very important for the success of any transit system. Making sure that the route of the buses within the system stop at the generators is just as important. Large portions of potential riders may not be utilizing the system because for all practical purposes it does not serve their needs. These types of places are generally such things as major



commercial areas, health care, recreation, government facilities, social service locations and dense residential areas.

Based on the characteristics of each type of improvement and the goals of the city, it was determined that the Hialeah Circulator system should be linear fixed- routes, as they currently are, operating on high frequencies out of a common transfer point. The existing route alignments link almost all of the major commercial, government, health care, recreation and social service destinations with nearly all of the medium and high density residential units in the city, and with many single-family residential neighborhoods. The service is envisioned to operate as "streetcar" type service, meaning that boarding and alighting activity should remain fairly constant during a one- way trip. It appears that very few riders travel from one end of a route to the other. This is because the routes have been designed with a combination of origins and destinations throughout. The service operates out of a transit center that allows frequent service. The circulator is the local service for the community. It also provides linkage to the regional service provided by Metrobus and Metrorail. Minor restructuring of these routes are a possibility and may increase ridership. These minor adjustments should not cause any major change in the structure of the route and should also not cause confusion amongst the riders who ride on a daily basis. If confusion does occur then the route may actually lose riders that currently use the transit system.

The hours of operation that currently exist seem to produce the most ridership per dollar spent on the system as a whole. Based upon the response from the on board surveys however, Sunday service was the most common request. There were also requests for extension of the services on weekdays and Saturdays until 9pm. Any extension would likely produce higher ridership in terms of total ridership. They may not however, be as cost effective in terms of ridership per man hour spent to operate the system.

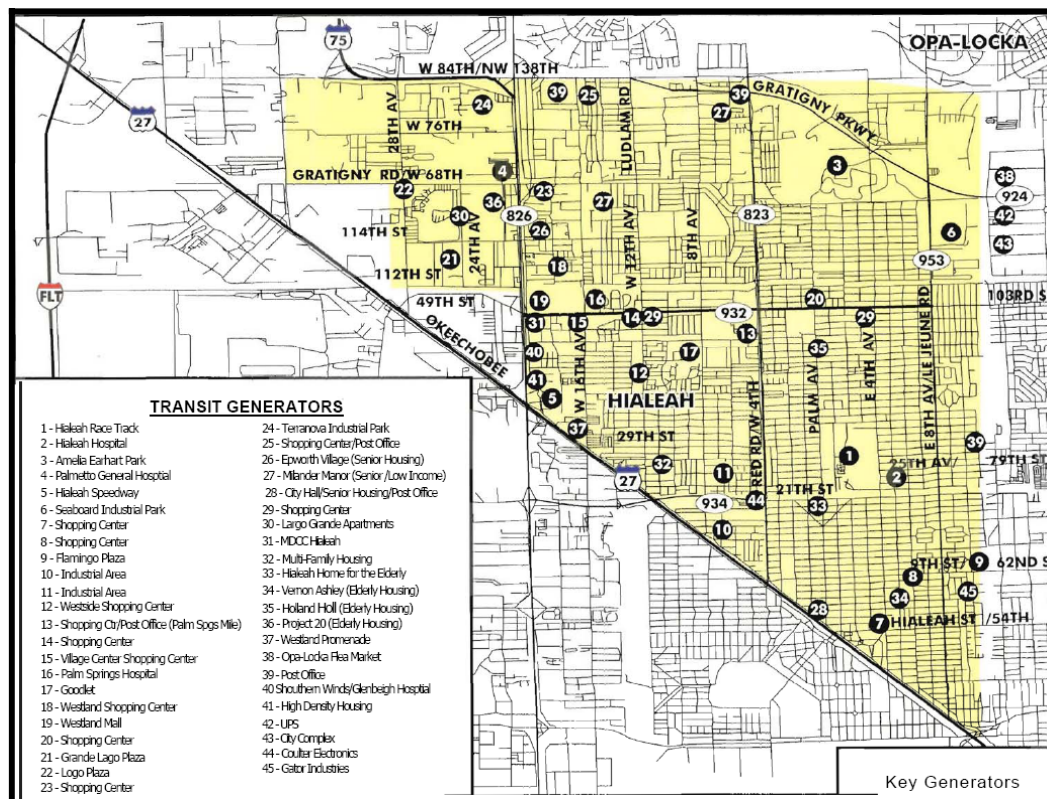
The possibility of an express route within the Hialeah Transit System is appealing for many reasons. There are many limited or controlled access roadway facilities within Hialeah that allow for faster travel. There are also many stops along the existing routes that have much higher boardings and alightings than other stops. These stops for the most part are spread out around the community meaning that riders going to and from these high use stops to have a longer ride time on the bus. By connecting these main stops in an express style route, it may create high ridership on the express route and at the same time still have high numbers on the existing routes so as to meet the Miami-Dade County standards of 5 riders per route per hour or 15,000 per year per route. If these numbers are still met it would validate and justify the express route and its use to the City and the residents of the City.

The current system does not have any shelters of its own. There are some shelters along the routes where they share stop locations with Miami-Dade Transit routes. Hialeah Transit has several stop locations that justify the need for shelters based on boarding and alighting counts that were performed for this study. The lack of shelters does not serve to attract riders. There are



also several locations where buses stop that do not have signage indicating a stop. There are a few locations in Hialeah Gardens where MDT has removed signage and the Hialeah Transit System has not put up signage in its place. Ample signage and shelter issues, once corrected, will likely raise ridership.

The primary generators or trip origins/destinations are currently Wal-Mart, Palmetto Hospital, Metrorail and the Westland Mall area. When compared to other locations around the county, noticeably missing from this list are schools. High schools can generate very large numbers of riders in many other transit systems around Miami-Dade County. The city of Hialeah has 3 major high schools, Hialeah High, Westland-Hialeah and Hialeah-Miami Lakes, none of which have access to the Hialeah Transit System. Another possible generator that could be linked with the Hialeah Transit System is that of the Palmetto Metrorail Station. It is a potential transit hub within the county as it will link MetroRail with MDT, as well as the Doral Trolley.



Miami-Dade County has consistently ranked high on a list of the most congested areas in the nation. In 2002, Miami-Dade residents voted for a half percent sales surtax to fund major transportation improvements. Under the PTP's \$17 billion dollar business plan, Miami-Dade County committed to adding more buses and routes, improving service, expanding rapid transit and creating thousands of transportation and construction-related jobs over the next 25 years. Instrumental in the approval of this tax was that the cities were to receive 20% of the tax revenue for their transportation issues.



The PTP has rules and regulations regarding how the money can be spent. In terms of transit, the money can only be spent on fixed routes such as what is in Hialeah currently. No demand response routes are allowed. Therefore, Hialeah cannot implement a demand based route if they wish to continue using monies from the PTP to fund its transit system.

Costs

The costs of these minor adjustments will be minimal. The route adjustments will be at no cost as the mileage will be almost identical and therefore have no change. If an express route is used it is reasonable to assume that by connecting major generators the express route will pick up riders previously gathered by the Flamingo and Marlin routes. This express route can be operated by taking 1 bus away from each of the two existing routes. This will give the express bus 20 minute headways and leave the existing routes at 45 to 55 minute operating headways depending on time of day. Any extra cost is incurred it would be for fuel due to the higher speeds attained from the express route.





Adding bus shelters and signage will incur costs. The average cost per bus shelter is \$12,000. The average cost for a sign is \$250. These costs can be covered by leasing out the advertisements for the existing shelters within Hialeah. Miami-Dade County previously had a contract with a vendor that expired on September 30, 2010. After this date any shelter within the municipality limits became property of the municipality itself. The advertising for the shelters and benches can be leased out to vendors by the City of Hialeah by utilizing an inter-local agreement with the county. The average rate of these leases around the county based upon the amounts gathered from other cities are as follow: \$60,000 per year for all shelters, \$12,000 for all benches per year. Some cities such as North Miami leased out the advertisement at a rate of \$75 per month per shelter or \$900 a year per shelter. The City of Miami Beach leased their shelters with revenue sharing that eventually equals about \$200 per shelter per month or \$2,400 per shelter per year. To be conservative, Hialeah could expect \$100 per month per shelter or \$1,200 per year. Hialeah currently has approximately 50 bus shelters. The City of Doral leased its bus benches for advertisement at a rate of \$85 per bench per year. Hialeah should expect a very similar rate. The City of Hialeah currently has approximately 350 bus benches. Some municipalities have limited advertisements on benches to certain corridors or in non residential areas only. Conservative numbers would suggest that Hialeah can expect near \$60,000 per year in revenue from the shelters and \$20,000 from the benches. That is a total of \$80,000 per year on average that can be used to purchase new shelters and signage needed in Hialeah. Each additional shelter will also gain revenue for the following year. Any questions regarding the leasing of advertisements can be directed to:

Glenn A. LeBlanc
External Affairs Manager
Director's Office
Miami-Dade Transit (MDT)
786-469-5364



Task 3 – Recommendations and Implementation

It is recommended that the City of Hialeah circulator service should:

- Implement an express service shuttle that travels along Okeechobee Road and the Palmetto Expressway to connect generators such as the Palmetto Hospital, Wal-Mart, Palmetto Metrorail and Hialeah City Hall.
- Reallocate 1 bus from the Marlin and 1 bus from the Flamingo to run the Express route, thus giving it 20 minute headways.
- Adjust both the Marlin and the Flamingo Route slightly. The adjustments will keep the same approximate mileage but will now pass by both Hialeah High School and Hialeah-Miami Lakes High School.
- Keep the current hours of operation the same.
- Provide shelters at the heaviest usage stops along all routes.
- Provide signage at all locations where buses currently stop but no signage exists.
- Negotiate with South Florida Regional Transit Authority to create a transit connector from the Tri-Rail/Metrorail station that connects with the Hialeah Transit System.
- Write a grant to apply for funding from the Federal Transit Administration for the Job Access and Reverse Commute (JARC) program.



EXPRESS ROUTE

The Hialeah Transit System could greatly benefit from an express style route that would connect key origin/destination locations around the City while utilizing limited or controlled access style roadways. The recommended route would begin at Hialeah City Hall. It would then travel south on Palm Ave and make a right to northbound Okeechobee Road US (27). It would follow Okeechobee Road north past the Palmetto to 95th St. It will turn right and make a stop at Wal-Mart. Then back out to Okeechobee Road southbound to NW 79th Place. South on NW 79th Place to the Palmetto Metrorail Station. After making a stop at the 74th street Metrorail Station the bus will get on the Palmetto Expressway from 74th Street heading northbound. The bus can utilize the bus on shoulders concept as seen in the photo below. The bus will travel north to the 68th St exit. The bus will head west on 68th St and make a stop (loop) at the Palmetto Hospital. The route will then get back on the Palmetto Expressway southbound to 103rd Street. The bus will travel east bound on 103rd street to W 16th Ave. After making a stop in front of the Westland Mall the route will be making a right hand turn and traveling south on 16th Ave to W 37th Street. After making the left on W 37th Street the bus will make a stop in front of Target. The route will continue along W 37th street until it ends on W 18th Ave. The bus will make a left on W 18th Ave followed by a left on Okeechobee Road where it will head south to Hialeah drive. The bus will head east on Hialeah Drive to E 1st Ave where it will make a left turn and proceed north to City Hall. At this point the route will start over. This route will operate with 2 buses heading in the same direction. It will take each bus 40 minutes to complete the loop and thus cause 20 minute headways.





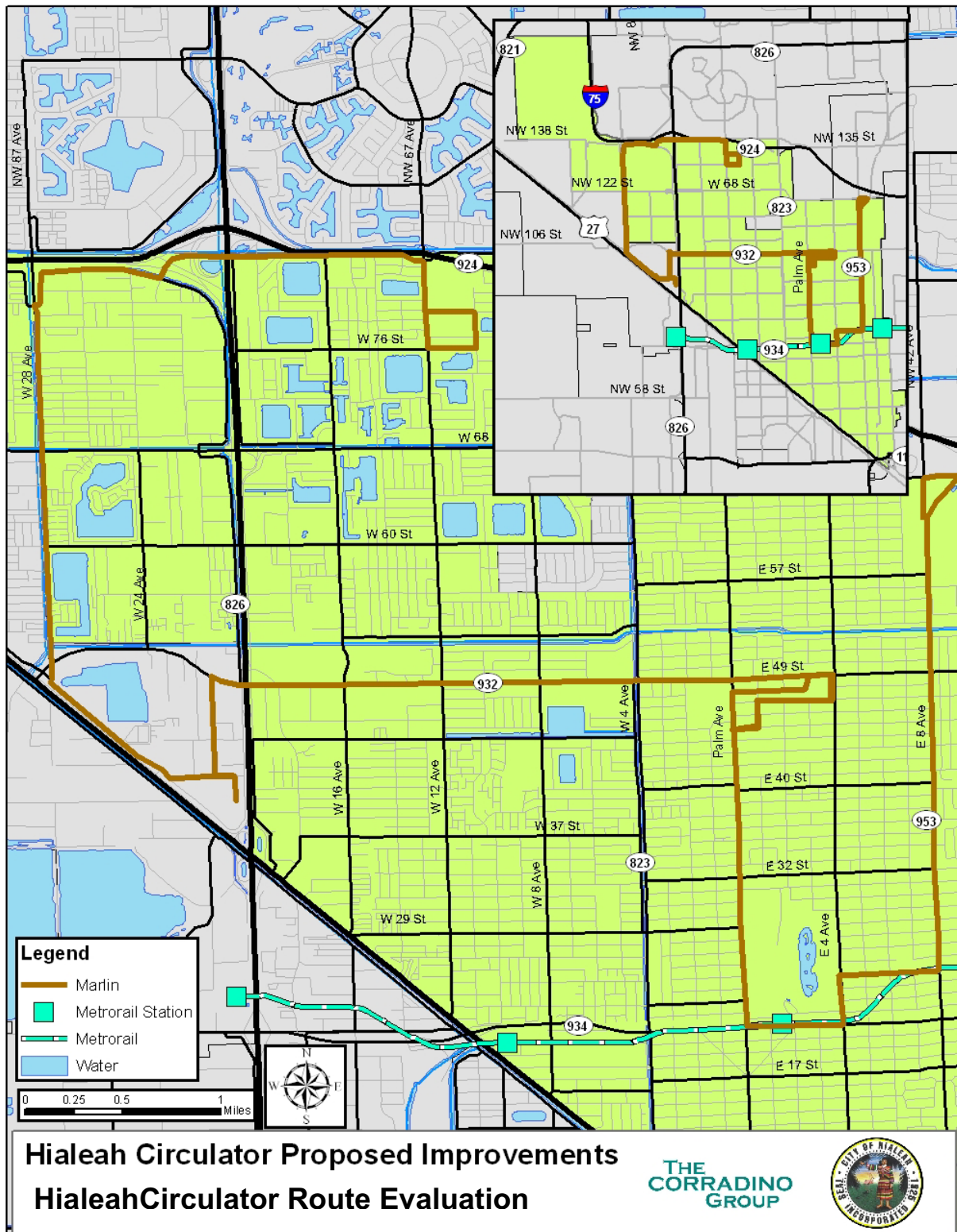


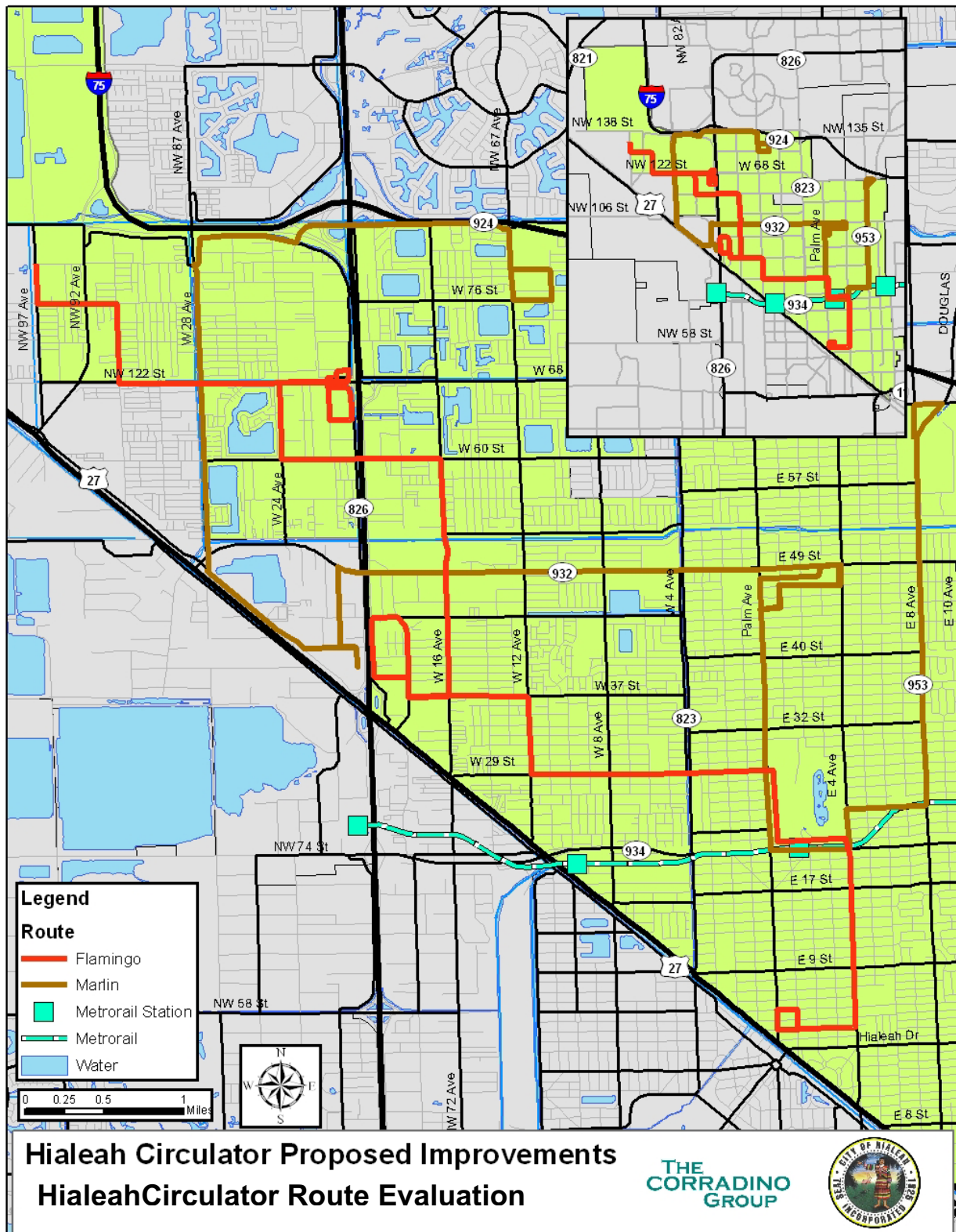
REALIGNMENT OF MARLIN AND FLAMINGO ROUTES

The Hialeah Transit System currently operates 2 very functional routes, the Flamingo and the Marlin. It is recommended however, that to truly maximize their potential the routes be realigned to pick up a few more generators within the City. The primary adjustments are to the Marlin Route. These adjustments will allow the route to make stops at both Hialeah High School and Hialeah-Miami Lakes High School. High Schools have been shown to be major generators around the county on both municipal transit routes as well as on MDT routes. In order to reach these schools the Marlin route will make a small detour from the existing route on Palm Ave at 48th Street and 47th Street. Depending on the direction, as they are one way pairs, the bus will head east by an extra 4 blocks in order to have a stop location at Hialeah Senior High. The stops will be at existing MDT stop locations. The second detour from the existing route for the Marlin is slightly farther than the first. The Marlin will continue north on 28th Ave beyond 122nd street all the way to 84th street where it will head east to 5th Ave and make a stop at Hialeah-Miami Lakes Senior High. This detour will allow the Marlin to make stops at potential generators such as the high school, the north Hialeah Industrial District and the Palm Spring Lakes Shopping Plaza. By making these 2 alignment changes, the Marlin will no longer serve the area near Westland Gardens Park. These detours contain both extensions as well as dropping services. When combined they basically even out in terms of mileage and should be cost neutral. Cost savings can be achieved by cutting service on the northern portion of LeJeune Road near the transit yard. This area has very little ridership. Therefore it is recommended to cut out this area.

The Flamingo route will follow W 68th Street westbound as usual but it will not travel north on W 28th Ave. It will continue westbound on W 68th Street and make a northbound right turn on NW 92nd Avenue and continue north to W 76th Street, turn west then finish the route as it currently exists. If the City so chooses, the route could extend further west on W 76th street to Westland Gardens Park in order to continue the service to that area as it is suggested to be abandoned by the Marlin route. Doing so however, may incur extra cost to the total operation of the Flamingo route. The ridership in this area is very minimal.









HOURS OF OPERATION

The Hialeah Transit System currently operates on the following time schedule:

Monday - Friday / <i>Lunes - Viernes</i>	6:00 a.m. - 7:30 p.m.
Saturday/ <i>Sábado</i>	9:00 a.m. - 3:30 p.m.
Sunday / <i>Domingo</i>	No Service
Holidays / <i>Días Feriados</i>	9:00 a.m. - 3:30 p.m.

The Hialeah Transit System currently operates with the following fare rates:

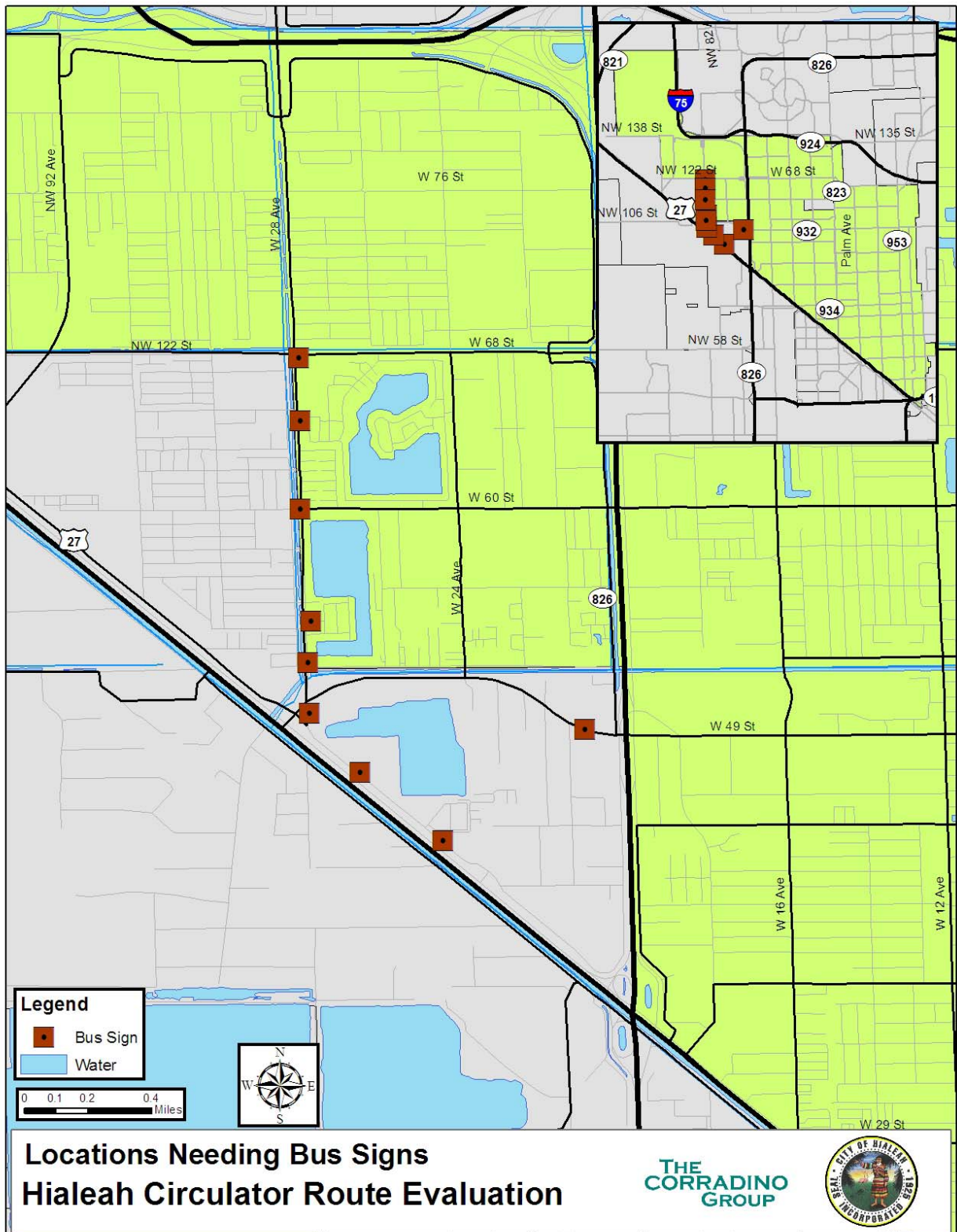
Full Fare	\$ 1.50
Reduced Fare	75¢
Monthly Full Pass	\$ 60.00
Monthly Reduced Pass	\$ 30.00
Golden Passport Pass	FREE

It is the recommended to keep both the service times and fares as they are. Though the riders surveyed seemed to want service extended to Sundays as well as have service extended to 9pm on weekdays and Saturdays, it is not believed that a significant positive impacts even somewhat offsetting additional costs would be achieved. The ridership in the publicly suggested times we likely be far below existing ridership and may even drop below the County recommended standards of 5 riders per hour. The current fare rates are also very adequate based upon industry standards. The costs of Hialeahs services compares favorably with those of other systems in the county as well as around the country.

SIGNAGE AND BUS SHELTERS

The Hialeah Transit System has several locations that justify the need for a bus shelters. These locations are documented on the map that follows. It is recommended that the City use revenue from advertising on existing bus benches and shelters to acquire the needed shelters. This same revenue should also be enough to cover the few signs that are needed to mark locations where the bus is currently stopping but there is no signage.



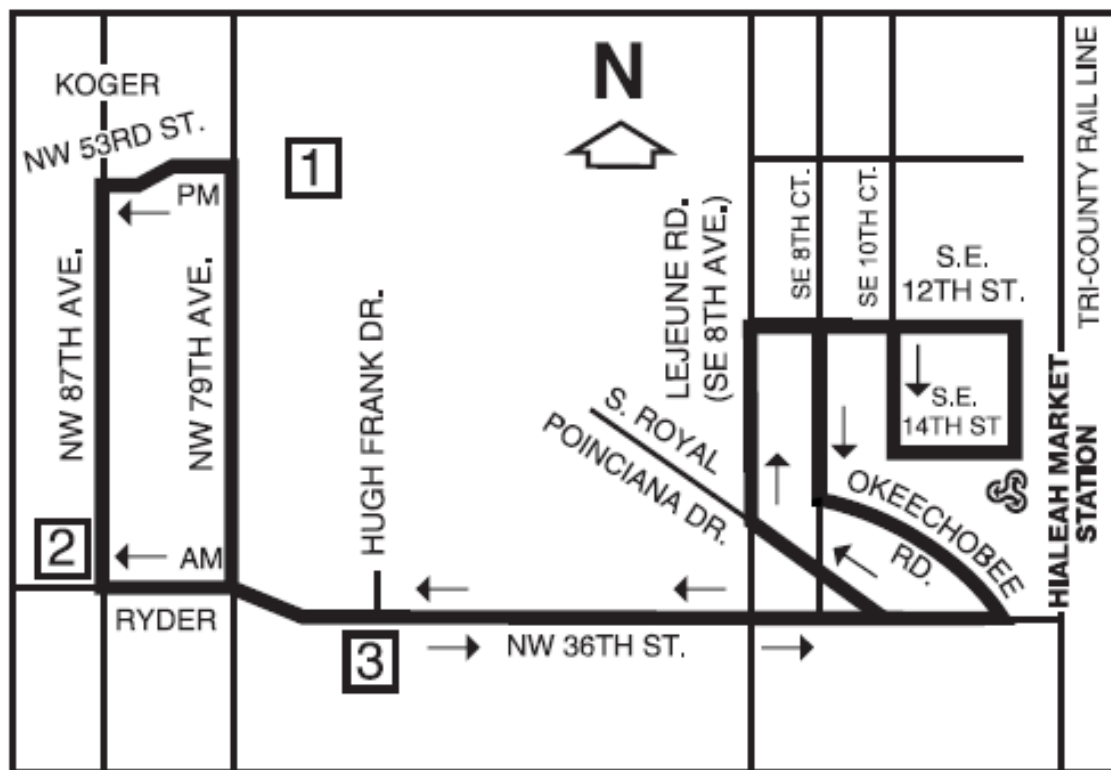




SFRTA – TRI-RAIL SHUTTLES

The South Florida Regional Transit Authority currently operates shuttles based at numerous Tri-Rail stations from Miami to West Palm Beach. The Hialeah Market station currently has one such shuttle. However, this shuttle primarily serves the communities south and west of Hialeah such as Doral. The map of this shuttle can be seen below. By having an additional shuttle at the Tri-Rail/MetroRail station serving parts of Hialeah, the citizens of Hialeah will be better served, and it will take some pressure off of the existing Hialeah Transit System and allow further modifications of their routes to better coexist with the recommended shuttle.

HIALEAH MARKET STATION NW 36TH STREET/KOGER SHUTTLE BUS





JOB ACCESS AND REVERSE COMMUTE PROGRAM (JARC)

The Job Access and Reverse Commute (JARC) program has had a dramatic impact on the lives of thousands of welfare recipients and low-income families, helping individuals successfully transition from welfare to work and reach needed employment support services such as childcare and job training activities. JARC was established as part of TEA-21 to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. With many new entry-level jobs located in suburban areas, low-income and/or welfare recipients have found it difficult to access these jobs from their inner city, urban and rural neighborhoods on a daily basis. Further, many entry-level jobs require working late at night or on weekends when conventional transit services in many communities are either reduced or non-existent. Finally, many employment-related trips are complex for low-income persons, often involving multiple destinations, including reaching childcare facilities and other services as part of the work trip.

Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21) required that JARC project selection be made through a national competition based on statutorily specified criteria. FTA conducted competitions and selected projects for funding appropriated in FY 1999-2002. However, beginning in FY 2000, Congress also began designating specific projects and recipients to receive JARC funding in the conference reports accompanying the annual appropriations acts, and directed FTA to honor those designations with statutory language specifying that “notwithstanding any other provision of law, projects and activities designated [in the conference reports] shall be eligible for funding.” Each year, more projects were Congressionally designated until finally all JARC project funding was allocated to Congressionally designated projects and recipients. Although SAFETEA-LU repealed Section 3037 of TEA-21 and substituted the new provisions of 49 U.S.C. 5316, those projects designated by Congress under Section 3037 and not yet obligated remain available to the project for obligation under the terms and conditions of Section 3037.

With the passage of SAFETEA-LU, JARC funding is allocated by formula to States for areas with populations below 200,000 persons, and to designated recipients for areas with populations of 200,000 persons and above. The formula is based on the number of eligible low-income and welfare recipients in urbanized and rural areas. SAFETEA-LU authorized a total of \$727 million for JARC grants from Fiscal Years 2006 through 2009.

The formula-based program is intended to provide an equitable funding distribution to States and communities as well as stable and reliable funding in order to implement locally developed, coordinated public transit-human services transportation plans. FTA continues to provide maximum flexibility to communities in designing plans and projects to meet the transportation needs of low-income people and welfare recipients.

It is recommended that the City of Hialeah performs further investigation of this program as they meet the criteria to take advantage. A grant should be written and submitted to secure some of this funding. This program could help improve the Hialeah Transit System as a whole.



CONCLUSION

The Hialeah Transit System currently operates at a level that meets the needs of the City, County and State for the funding it currently receives. The system could however operate at an even higher success rate. If the appropriate recommendations are followed, the system will likely expand and better serve the community. The riders are pleased with the current service in general. However, many of their simple complaints can be addressed by making minimal changes to the current system with little or no cost associated as documented in this report.

Based on the results, the Hialeah Transit System should concentrate on:

- Encouraging transportation investments that support Transit usage
- Improving pedestrian and bicycle connections and accessibility.
- Encouraging increased transit service between neighborhoods and Metrorail stations.
- Improving safety for a diverse population including elderly and children.
- Addressing mode conflicts.
- Areas within a half mile of major thoroughfares
- Major commercial/residential hubs

