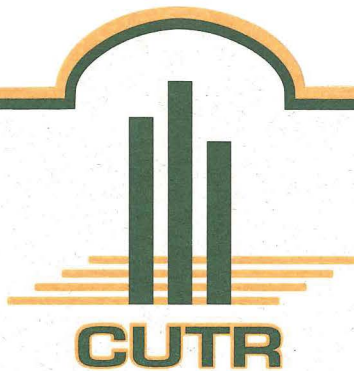


**METRO-DADE TRANSIT AGENCY
MDTA Metromover Extensions Transfer Analysis**

**FINAL
Technical Memorandum Number 1
Current Operating Characteristics of Metrobus Service
into/within the Central Business District**



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**Prepared for
Metro-Dade Transit Agency**

**Prepared by
Center for Urban Transportation Research
College of Engineering
University of South Florida
Tampa, Florida**



MARCH 1994

TECHNICAL MEMORANDUM NUMBER 1
Current Operating Characteristics of Metrobus Service
into/within the Central Business District

PROJECT OBJECTIVE

The Omni and Brickell extensions of the Metromover are scheduled to open in late May 1994. The original plans for the Metromover extensions recommended that all Central Business District (CBD) oriented bus routes that operate in proximity to the Omni and Brickell Metromover stations be truncated at those locations. As a result, bus transfer facilities have been constructed at both of these stations. According to the original plans, the Metromover would become the major collector/distributor for Metrobus routes serving the CBD, as it currently functions for the Metrorail service. The potential benefits of this service would be:

- Consistency in travel time for passengers no longer caught in downtown traffic;
- Reduction of bus routes from the Omni and Brickell Corridors into Downtown Miami;
- Corresponding reduction in bus miles and hours operated in CBD. These miles might be reinvested in the truncated routes to improve the frequencies outside the CBD.

Unlike Metrorail to Metromover transfers, the current MDTA fare policy does not address a bus to mover or mover to bus transfer. This creates an inconsistency in that bus passengers transferring to the mover would pay a \$0.25 transfer whereas rail passengers transfer to the mover for free at the Government Center Station.

The purpose of this project will be to (1) present the current operating characteristics of Metrobus service to and within the Miami CBD, (2) analyze the impacts on existing bus riders for both travel time and cost introduced by the transfers from bus to mover upon the opening of the new extensions, and (3) recommend an equitable fare transfer policy.

Technical Memorandum Number 1 summarizes the operating characteristics of current Metrobus service into and within the Miami CBD. Included in this Technical Memorandum are an inventory of existing bus stops, bus routings, route level ridership by time of day, existing fare policies, transfer analysis, and the results of a recently completed survey of Metrobus riders within the Omni and Brickell corridors into the CBD.

CURRENT CBD METROBUS SERVICE

There are currently 21 Metrobus routes serving the Miami CBD. For the purposes of this study, the CBD is defined as the area within 1/4 mile of the existing Metromover and the Omni and Brickell extensions. Ten of the 21 routes (3, 9, 10, 16, 93X, C, K, M, S, T) fall within the Omni extension corridor, four routes (8, 24, 48, B) are within the Brickell extension corridor, and five routes (2, 7, 11, 21, and 77) enter the CBD from the west. The 48 serves both the Omni and Brickell areas via a loop up along Biscayne Boulevard. The 95X has multiple branches and enters the CBD from each of the three CBD entry corridors. The 6 serves both the Omni and Brickell corridors.

Currently all Brickell corridor routes enter the CBD along Miami Avenue due to the reconstruction of the Brickell Avenue bridge. Routes 6, 8, and B directly serve the Brickell Metrorail and Metromover station area. Routes 6 and 8 enter the CBD along Miami Avenue, while route B travelled along Brickell Avenue previous to the bridge construction. Route 24 travels along SW 13th Street within one block of the Brickell Metromover station, and then (previous to the bridge construction) entered the CBD along Brickell Avenue. The remaining Brickell corridor routes (48, 95X) formerly travelled along and entered the CBD from Brickell Avenue, and have been rerouted east along SE 7th Street to Miami Avenue and then into the CBD.

The Omni routes enter the CBD from either Biscayne Boulevard (3, 16, 48, 95, C, M, S), or NE 2nd Avenue (9, 10, K, T). The Biscayne Boulevard routes stop at locations within one block of the Omni Metromover Station. Routes 9 and 10 stop two blocks from the Metromover on NE 2nd Avenue and NE 14th Street. Routes K and T also have stops adjacent to the Omni Metromover Station.

Table 1 presents the current weekday bus route service levels, including hours of operation, and bus trips by time period for the routes serving the Omni and Brickell corridors. As presented in this table, the span of service in the CBD begins as early as 4:39am on route 8, and runs as late as 2:14am on route S. Frequency of bus service by route within the CBD range from a high of 40 inbound and 40 outbound trips in the midday on route S, to a low of only 1 trip in the AM peak period on route 6.

As requested by MDTA for the purposes of this report, only routes 3, 9, 10, 16, C, K, M, S, T, and 93X serving the Omni corridor, and routes 8, 24, 48, and B serving the Brickell corridor will be analyzed in greater detail. This report focuses on service operated in the AM peak period (6:00am - 9:59am), Midday period (10:00am - 2:59pm), and PM peak period (3:00pm - 6:59pm).

EXISTING CBD BUS STOP LOCATIONS

As shown in Figure 1, there are approximately 100 bus stop locations in the Miami CBD and Omni and Brickell downtown corridor areas. In the core of the CBD, bus routes 3, 9, 10, 16, C, K, M, S, T, and 93X (Biscayne Max) use the downtown bus terminal at SW 1st Street and SW 1st Avenue across from the Federal Building as their major destination/transfer point. The major transfer location in the CBD for Route 8 is at Miami Avenue and SW 1st Street in proximity to the downtown terminal. Routes 24, 48, and B have their major destination/transfer point at SW 1st Street and SW 1st Avenue adjacent to the downtown terminal.

CBD METROBUS RIDERSHIP BY ROUTE

Table 2 presents the results of an MDTA screenline count of ridership into the CBD from both the Omni and Brickell areas performed in the Spring of 1993. The screenlines for the Omni corridor routes were set up just south of the Omni along North Miami Avenue, NE 1st Avenue, NE 2nd Avenue, and Biscayne Boulevard. The Brickell corridor screenlines were set up at the Brickell Metromover station and along Brickell Avenue.

As shown in Table 2, screenline weekday ridership for the Omni and Brickell corridor routes during the three time periods (AM, Midday, and PM) totalled 25,003. Ridership by time

TABLE 1
WEEKDAY BUS ROUTE SERVICE LEVELS
 Omni and Brickell Corridor Routes

	ROUTE	SPAN OF SERVICE	Weekday Bus Trips		
			AM (6-10am)	MIDDAY (10am-3pm)	PM (3-7pm)
O M N I C O R R I D O R	3 inbound outbound	4:45am - 1:17am	12 12	15 15	12 12
	6 inbound outbound	8:37am - 5:35pm	1 1	5 5	3 2
	9 inbound outbound	4:41am - 11:58pm	14 14	7 7	14 14
	10 inbound outbound	5:09am - 12:27am	6 7	9 8	6 6
	16 inbound outbound	5:08am - 11:15pm	12 12	15 15	12 12
	C inbound outbound	4:52am - 12:51am	12 12	15 15	12 12
	K inbound outbound	5:08am - 11:25pm	12 12	15 15	13 12
	M inbound outbound	5:39am - 11:24pm	8 8	10 10	8 8
	S (1) inbound outbound	4:51am - 2:14am	30 30	40 40	32 32
	T inbound outbound	4:52am - 10:08pm	11 11	10 10	12 12
	93 inbound outbound	6:00am - 7:08pm	11 15	1 4	16 13
B R I C K E L L C O R R I D O R	8 inbound outbound	4:39am - 12:48am	28 28	20 20	31 31
	24 inbound outbound	4:40am - 12:40am	16 16	20 20	14 14
	48 inbound outbound	5:06am - 8:31pm	4 4	5 5	3 3
	B inbound outbound	5:50am - 8:43pm	9 10	7 9	10 9

Source: MDTA 11-7-93 Rotary

1. Seasonal variation in service. Service is reduced between April and November.

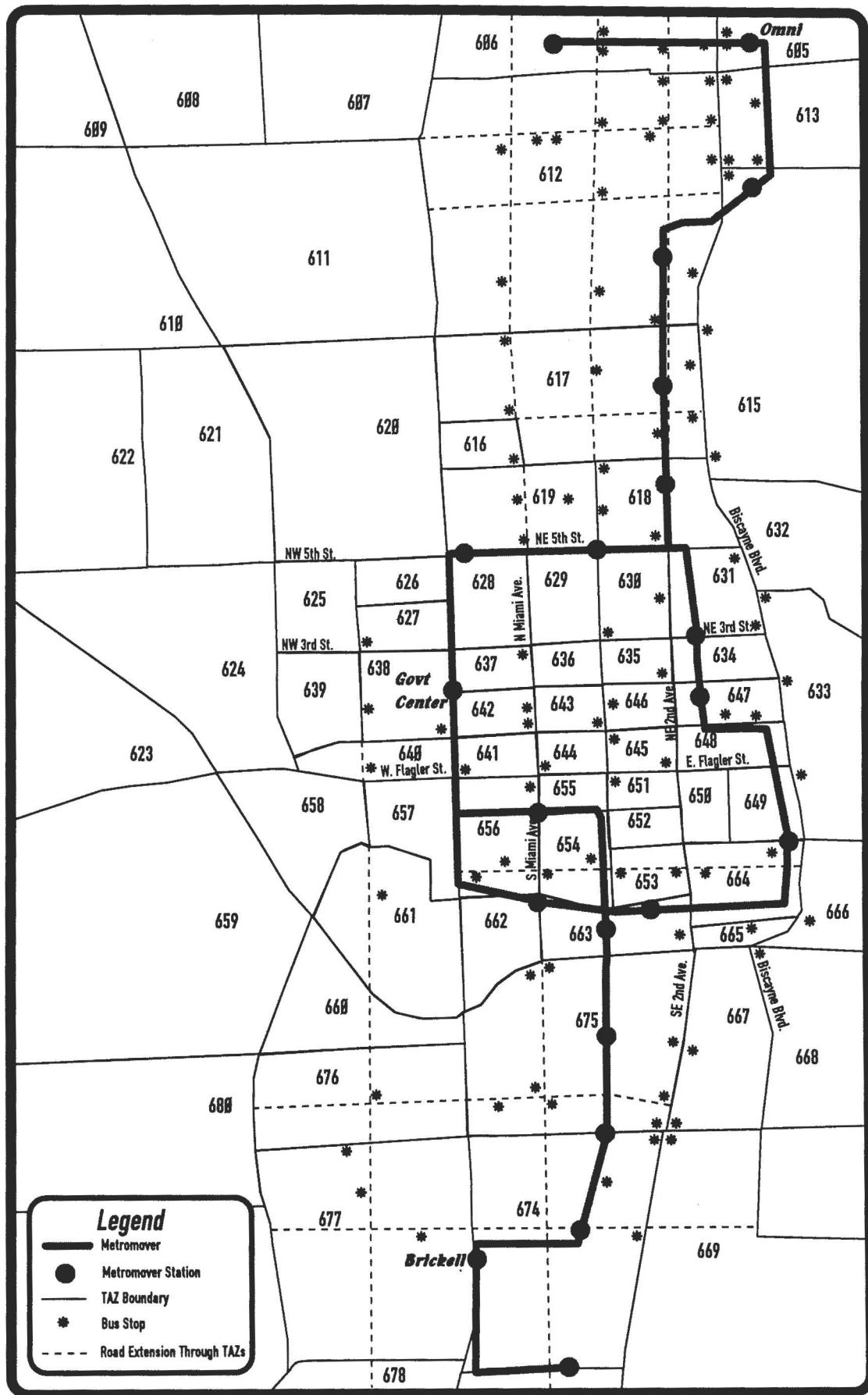
TABLE 2
SCREENLINE PASSENGER COUNTS
Omni and Brickell Corridor Routes

Weekday Passengers by Time Period

	ROUTE	AM (6-10am)			MIDDAY (10am - 3pm)			PM (3-7pm)			TOTAL PASSENGERS (6am - 7pm)	
		Pass/ Trip	Pass/ Hour	Total Passengers	Pass/ Trip	Pass/ Hour	Total Passengers	Pass/ Trip	Pass/ Hour	Total Passengers		
O M N I C O R R I D O R	3 inbound	33	108	432	31	109	545	22	61	244	1221	
	outbound	26	76	304	39	120	600	40	127	508	1412	
	9 inbound	20	86	344	8	13	65	9	29	116	525	
	outbound	12	46	184	18	33	165	26	76	304	653	
	10 inbound	17	57	228	11	24	120	11	17	68	416	
	outbound	11	19	76	15	27	135	24	46	184	395	
	16 inbound	34	106	424	28	90	450	11	31	124	998	
	outbound	14	44	176	27	105	525	32	64	256	957	
	C inbound	25	77	308	22	82	410	18	54	216	934	
	outbound	10	34	136	17	53	265	18	51	204	605	
	K inbound	30	98	392	22	73	365	16	51	204	961	
	outbound	11	29	116	18	55	275	16	49	196	587	
	M inbound	22	55	220	18	48	240	18	35	140	600	
	outbound	7	16	64	9	20	100	12	20	80	244	
	S inbound	28	199	796	27	287	1435	22	206	824	3055	
outbound	10	78	312	21	215	1075	33	271	1084	2471		
T inbound	33	107	428	22	50	250	16	45	180	858		
outbound	21	52	208	15	38	190	22	69	276	674		
93 inbound	28	122	488			0	12	63	252	740		
outbound	13	65	260			0	22	84	336	596		
	Subtotal Omni		1474	5896		1442	7210		1449	5796	18902	
B R I C K E L C O R R I D O R	8 inbound	15	108	432	29	122	610	10	74	296	1338	
	outbound	15	111	444	42	168	840	14	109	436	1720	
	24 inbound	16	66	264	17	75	375	16	45	180	819	
	outbound	20	68	272	21	103	515	23	67	268	1055	
	48 inbound	4	5	20	10	18	90	7	8	32	142	
	outbound	16	21	84	9	10	50	13	13	52	186	
	B inbound	8	26	104	12	24	120	29	41	164	388	
	outbound	21	71	284	8	17	85	9	21	84	453	
		Subtotal Brickell		476	1904		537	2685		378	1512	6101
		TOTAL		1950	7800		1979	9895		1827	7308	25003

Source: MDTA Transit Planning and Monitoring, Spring 1993 Survey

FIGURE 1
CBD BUS STOP LOCATIONS/TAZs



period ranged from a high of 1,435 on the inbound Midday S trips, to a low of 20 riders on the inbound AM route 48 trips. Note that route 93X did not carry any passengers in the midday, as this is a peak period express bus route.

The Omni corridor bus routes carried a total of 18,902 passengers (10,308 inbound, 8,594 outbound). The Brickell corridor routes carried a total of 6,101 passengers (2,687 inbound, 3,414 outbound).

BUS TRAVEL TIMES WITHIN THE CBD

Table 3 shows the bus travel times along each path (many routes may travel on one path) by time period within the Omni and Brickell corridors into downtown. This information was derived from actual running times contained in Section 15 survey logs.

There are 3 inbound and 3 outbound bus travel paths within the CBD for the Omni corridor routes. The Brickell corridor routes travel into and out of the CBD on four different paths. Note that a significant portion of each of the paths is shared with other paths, particularly within the core area of the CBD leading up to the CBD terminal and adjacent stops.

Bus travel times from the Omni Metromover Station area range from a low of 7 minutes for PM outbound service on routes 9 and 10, to a high of 13 minutes in the Midday period for outbound routes K and T.

Bus travel times from the Brickell Metromover Station area range from a low of 5 minutes for outbound route 8 in all three time periods, to a high of 16 minutes also for route 8 but in the inbound direction of the AM and PM peak periods.

Travel times presented in the table vary not only because of differing traffic conditions by time period and direction of travel, but also in that the time point for many routes is at the end of a partial loop in the CBD for the inbound trip, but then follows a more direct expeditious path in the outbound direction.

TABLE 3
WEEKDAY BUS ROUTE TRAVEL TIMES
Omni and Brickell Corridor Routes

	PATH FROM OMNI/BRICKELL STATION AREA	ROUTE NUMBER(S)	BUS TRAVEL TIME (minutes)		
			AM (6–10am)	MIDDAY (10–3pm)	PM (3–7pm)
O M N I C O R R I D O R	Inbound from Omni Station area to Biscayne Boulevard to Flagler Street to CBD Terminal.	3, 16, 93X C, M, S	10	12	12
	Inbound from Omni Station area (NE 2nd Avenue and NE 14th Street) to NE 1st Street to SW/NW 1st Avenue (CBD Terminal).	9, 10	8	11	10
	Inbound from Omni Station area to NE 2nd Avenue to Flagler Street to SW/NW 1st Avenue (CBD Terminal)	K, T	9	12	11
	Outbound from CBD Terminal to SW/SE 1st Street to Biscayne Boulevard to Omni Station area.	3, 16, 93X C, M, S	10	10	10
	Outbound from CBD Terminal to SW/SE 1st Street to NE 1st Avenue to NE 14th Street.	9, 10	8	12	7
	Outbound from CBD Terminal to SW/SE 1st Street to NE 1st Avenue to NE 14th Street to Omni Station area.	K, T	9	13	8
B R I C K E L C O R R I D O R	Inbound from Brickell Station to SW 8th Street to S. Miami Avenue to SE 4th Street to NE 1st Avenue to NE 6th Street to Miami Avenue to Flagler Street.	8	16	15	16
	Inbound from Brickell Station area (SW 13th Street and SW 2nd Avenue) along SW 13th Street to Brickell Avenue to SE 4th Street to SE 3rd Avenue to SE 2nd Street to SW 1st Avenue to SW/SE 1st Street.	24	12	14	12
	Inbound from SE 13th Street and Brickell Avenue along Brickell Avenue to SE 4th Street to SE 3rd Avenue to SE 2nd Street to SW 1st Avenue to SW/SE 1st Street.	48	10	10	10
	Inbound from Brickell Station area along SW 1st Avenue to SW 13th Street to Brickell Avenue to SE 4th Street to SE 3rd Avenue to SE 2nd Street to SW 1st Avenue to SW/SE 1st Street.	B	13	11	9
	Outbound from Miami Avenue and Flagler along Miami Avenue to SW 1st Avenue to Brickell Station.	8	5	5	5
C O R R I D O R	Outbound from SW/SE 1st Street and SW 1st Avenue along SW/SE 1st Street to SE 2nd Avenue to Brickell Avenue to SW 13th Street to SW 2nd Avenue.	24	7	10	11
	Outbound from SW/SE 1st Street and SW 1st Avenue along SW/SE 1st Street to SE 2nd Avenue to Brickell Avenue to SW 13th Street.	48	7	7	8
	Outbound from SW/SE 1st Street and SW 1st Avenue along SW/SE 1st Street to SE 2nd Avenue to Brickell Avenue to SW 13th Street to SW 2nd Avenue to SW 11th Street to SW 1st Avenue and into the Brickell Station.	B	11	11	9

Source: Section 15 ridechecks, 1993–1994; 11–7–93 Rotary Schedules;

Note that routes 24, 48, and B travel times and paths are prior to temporary rerouting for Brickell Bridge reconstruction.

EXISTING METROMOVER/METROBUS TRANSFER POLICIES

The Metromover full fare of \$0.25 went into effect in June 1986 along with the opening of the system, though as an opening promotion the fare was free for approximately six months. At that time the discount fare for the elderly, disabled and students was \$0.10, though only in the off-peak periods. Not until October of 1987 was the discounted fare extended to all time periods.

Rail to Mover transfers only occur at the Government Center Station and are free provided that the patron remains within the fare control area. Mover to rail transfers are \$1.00 (discounted to \$0.50 for elderly, disabled and students) and must also occur within the controlled area. A token is also an acceptable form of payment.

There is not a current policy for transferring from bus to mover, or mover to bus. In the absence of a formal policy, passengers wishing to transfer from the mover to a bus must pay the full bus fare of \$1.25. As envisioned in the 1988 Final Environmental Impact Statement (FEIS) for the Metromover, bus routes would be truncated at the two stations, forcing all passengers to transfer to the mover. Bus passengers would then pay a full \$0.25 to transfer to the mover, whereas Metrorail passengers transfer free to the Metromover at the Government Center Station. This was not a major concern previously because there were not significant numbers of passengers transferring from bus to mover, and the transfer would take place in two different physical environments (walking from the CBD Terminal to the Government Center Station, as opposed to a transfer location such as the Omni Metromover Station). These issues will be addressed in greater detail in Technical Memorandum Number 2 of this study.

FINAL ENVIRONMENTAL IMPACT STATEMENT ASSUMPTIONS

In February 1988, the USDOT and UMTA (now the Federal Transit Administration) issued a Final Environmental Impact Statement (FEIS) for the Miami Metromover system construction of the Omni and Brickell legs. The following subsections present the assumptions made in the FEIS document for both route truncation and fare policies.

Route Truncation

According to Figure 2.14, on page 2-29 of the FEIS document, all of the routes currently entering the CBD from the north or south would be truncated at the Omni or Brickell Stations. Only routes 2, 7, 11, 77, and 95X would continue into the CBD.

Fares

As referenced on page 4-23, Table 4.9 of the FEIS document, bus (both local and express) to mover transfers were assumed to be free. The FEIS is silent on the issue of cost of mover to bus transfers.

DOWNTOWN MIAMI METROBUS USER SURVEY

On Wednesday and Thursday December 15 and 16, 1993 CUTR and MDTA staff conducted a survey of Omni and Brickell corridor bus riders. Surveys were distributed during the AM (6:00am - 9:59am), Midday (10:00am - 2:59pm), and PM (3:00pm - 6:59pm) time periods. Different survey forms were used for trips into and out of the downtown. On January 20, 26, and 27, a small number of additional surveys were distributed to cover bus routes and time periods not completed in the original survey.

The surveys were randomly distributed on all routes in all time periods and in both directions of travel. Surveyors boarded a bus at random at the Omni or Brickell location and distributed the questionnaire to all passengers. In most cases, the surveyor remained on the bus for its outbound trip and continued distributing surveys to all passengers until reaching the Omni or Brickell locations. Then the surveyor boarded the next inbound bus and continued the process.

Survey responses were weighted according to the screenline ridership counts by route, direction and time of day (see Table 2). The weighted survey frequencies for the three time periods total 25,003 trips.

The following section presents the results of the survey. The individual route information and original survey forms are contained in Appendices A and B.

Fare Type

As can be seen from Figure 2, 42 percent of the Omni and Brickell corridor bus riders paid their fare by cash, with 27 percent using a Metropass. Twenty-five percent of the passengers paid a discounted fare. According to the onboard survey performed for the entire Metrobus system in 1993, 65 percent of the bus passengers paid by cash, and only 14 percent used a monthly Metropass. This represents that CBD oriented bus passengers are twice as likely to use a Metropass in comparison to system-wide Metrobus passengers.

Mode of Access/Egress

Altogether, 53 percent of downtown Metrobus riders transferred to or from another bus, Metrorail, or Metromover, while 44 percent walked to or from the bus. Among the individual categories shown in Figure 2, the most common responses were transfer to or from another bus (34 percent) and a short walk (34 percent).

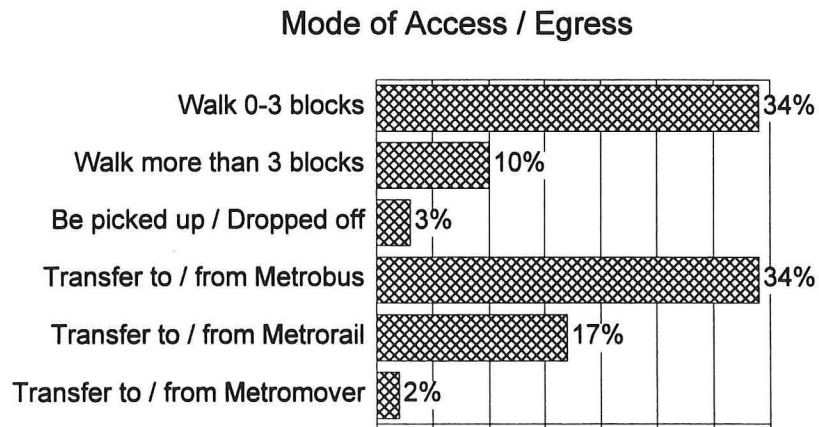
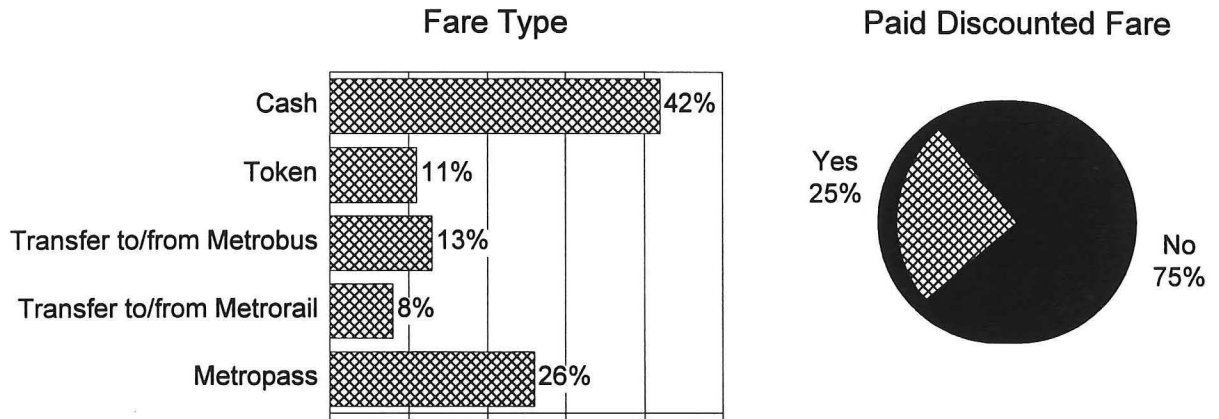
Use of Metromover Extension

Passengers were asked whether they would transfer to/from the new Metromover extensions to complete their trip, if the Metromover saves travel time, and if the transfer is free. As shown in Figure 2, 77 percent stated they would use the Metromover if it saved time, while 67 percent would use the mover if the transfer was free. It should be noted that survey respondents generally overstate their intentions to change their behavior when answering "stated preference" questions.

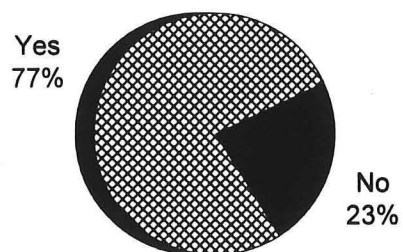
Origin/Destination by TAZ

Table 4 summarizes the results of question 7 of the survey. This question asked passengers to specify their final destination or origin of their trip in downtown Miami. Approximately 15 percent of the survey respondents answered this question. These results were then coded by Traffic Analysis Zone (TAZ - see previous Figure 1).

FIGURE 2
Downtown Miami Metrobus User Survey



**Will use Metromover extension
 If it saves time**



**Will use Metromover extension
 If the transfer is free**

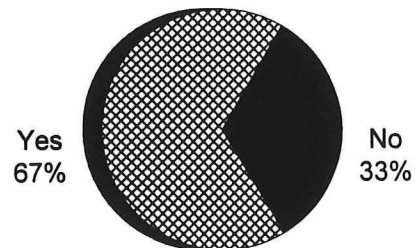


TABLE 4
System Origin / Destination by TAZ's

TAZ	Frequency	Percent	TAZ	Frequency	Percent
610	3	0.1	644	377	10.3
612	11	0.3	645	144	3.9
616	25	0.7	646	39	1.1
617	56	1.5	647	54	1.5
618	83	2.3	648	107	2.9
625	5	0.1	649	40	1.1
626	23	0.6	650	7	0.2
627	13	0.4	651	125	3.4
628	22	0.6	652	53	1.4
629	36	1	653	60	1.6
630	58	1.6	654	22	0.6
631	34	0.9	655	176	4.8
632	12	0.3	656	37	1
633	19	0.5	657	220	6
634	56	1.5	658	13	0.4
635	48	1.3	660	11	0.3
636	79	2.1	661	137	3.8
637	125	3.4	664	42	1.1
638	186	5.1	665	18	0.5
639	32	0.9	667	6	0.2
640	548	14.9	668	8	0.2
641	297	8.1	675	3	0.1
642	117	3.2	676	20	0.5
643	55	1.5	688	7	0.2

Of those responding, 14.9 percent stated their origin/destination was in zone 640, with 10.3 percent in zone 644. As shown in Figure 2, zone 640 is bounded by West Flagler Street, NW 1st Avenue, NW 1st Street, and NW 2nd Avenue. Zone 640 is the location of the Metro-Dade Cultural Center which contains the main County library. Other high frequency destinations/origins are between or adjacent to a corridor bounded by East Flagler Street and SE 1st Street.

DOWNTOWN MIAMI METROBUS TRANSFER ANALYSIS

On January 19, 1994 MDTA collected transfers from operators of CBD oriented bus routes. Between 30 and 40 thousand transfers were collected. Of these, 14,956 transfers were between CBD oriented bus routes (therefore assumed to occur in the CBD), as well as between CBD bus routes and Metrorail, with the remaining transfers occurring elsewhere along the route.

In that the actual Metrorail to bus transfer slip is printed with only the origin Metrorail station, it was not possible to count the transfers from rail and assume they came from the Government Center Station in the CBD. As an example, route 48 serves the Government Center Station as well as Douglas Road, University and South Miami Metrorail stations. To correct for this situation, the transfer data were supplemented by the 1993 Metrorail onboard survey data related to mode of egress to Metrobus. This information allowed for the assignment of Metrorail to Metrobus transfers by rail station. Transfers from routes 2, 7, 8, 24, 48, 77, and B were rectified in this manner. The Metrorail transfer information presented in Tables 5 and 6 presents only those Metrorail to Metrobus transfers by passengers transferring from the Government Center Station.

Information on transfers to routes 2, 6, and 7 was not received, though other routes contained transfers from these routes. From this information, from transfers were transposed to create an equal to number of transfers as shown in Table 5. The same process was used for completing the Metrorail to bus transfers.

As can be seen in Table 5, 14,956 transfers occurred between the CBD oriented routes, as well as between these routes and Metrorail. There were 12,638 bus to bus transfers. The greatest number of transfers occur from Metrorail (2,318), with the second largest coming

from route S (1,788). The largest single transfer occurs between Metrorail and route 8 (446). The largest bus to bus transfer is from route 3 to route S (326).

There are 1,419 transfers occurring from an Omni bus route to a Brickell route. This represents 11.2 percent of the total CBD bus to bus transfers reported. The highest volume of transfer through the CBD from Omni routes to Brickell routes occurs from routes S to 8 (143), 3 to 8 (127), and S to 24 (114).

There are 2,331 transfers occurring from a Brickell route to an Omni route. This represents 18.4 percent of the total CBD bus to bus transfers. The highest volume of transfers from Brickell routes to Omni routes occurs from routes 8 to S (152), and 24 to S (104).

The highest volume of transfers to a westbound route from an Omni route occurred between routes S and routes 2 and 7 (64 and 78 transfers respectively). There are 1,925 transfers from Omni routes to a westbound route, representing 15.2 percent of the total bus to bus transfers in the CBD.

The highest volume of transfers to a westbound route from a Brickell route occurred from route 8 to 2 (59), and from route 24 to 2 (56). As presented in Table 5, 263 transfers occurred from a Brickell route to a westbound route, representing only 2.1 percent of the total reported CBD bus to bus transfers.

Transfers between routes of similar corridors, and even between the same route occurred frequently. This suggests that there may be a significant amount of backriding within the system.

Table 6 presents the transfer matrix by percentage of transfers occurring from each route. As an example, 17.0 percent of the transfers to route 2 come from route 8, with 16.1% transferring from route 24. As can be seen from this table, the highest percentage of transfers to bus occurs from Metrorail. Routes 11 and S consistently account for a high proportion of transfers to other routes in the CBD.

SUMMARY

Based on the level of bus route truncation at the Omni and Brickell Metromover stations, significant numbers of existing bus riders will be affected both positively and negatively. Technical Memorandum Number 2 will analyze the information presented here, and will detail the impacts on existing Metrobus riders in terms of fare, convenience of transfers, and travel time.

TABLE 5
TRANSFERS TO METROBUS IN CBD

FROM

ROUTE #	Bisc Max																					Metrorail	Total	
	2	3	6	7	8	9	10	11	16	21	24	48	77	93	95X	B	C	K	M	S	T			
2	NA	18	NA	NA	59	19	13	4	22	0	56	8	2	14	3	14	13	13	2	64	14	9	347	2
3	18	115	0	17	51	72	29	103	51	21	23	9	25	71	6	8	25	20	5	131	11	183	988	3
6	NA	0	0	NA	5	2	3	0	7	0	4	0	0	0	0	0	2	6	2	4	3	1	39	6
7	NA	17	NA	NA	22	21	11	2	32	0	39	4	1	26	4	26	19	24	7	78	18	11	362	7
8	59	127	5	22	142	51	13	180	51	0	76	4	46	59	10	107	69	59	23	143	83	332	1661	8
9	19	57	2	21	28	47	17	76	32	11	27	0	17	0	2	14	8	6	2	28	7	234	655	9
10	13	47	3	11	21	26	17	69	24	11	26	0	17	2	1	11	9	11	0	10	6	142	477	10
11	4	7	0	2	7	3	0	26	6	0	10	0	2	3	0	0	6	2	1	7	7	18	111	11
16	22	72	7	32	43	49	6	89	50	7	42	5	22	14	0	10	15	23	11	34	14	179	746	16
21	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21
24	56	64	4	39	81	31	15	216	30	9	82	7	45	20	6	26	76	44	31	114	33	27	1056	24
48	8	14	0	4	11	8	4	31	4	2	5	7	24	3	0	4	16	10	3	32	5	12	207	48
77	2	0	0	1	3	1	1	0	0	0	1	0	8	0	0	0	1	0	2	1	0	3	24	77
93X	14	90	0	26	44	0	0	100	2	1	8	0	16	0	0	6	7	4	4	59	6	164	551	93X
95X	3	16	0	4	9	14	0	5	4	0	3	0	18	3	3	2	0	2	2	3	0	76	167	95X
B	14	42	0	26	87	31	9	105	17	9	21	0	27	14	3	1	17	16	8	43	11	11	512	B
C	13	41	2	19	30	22	3	83	26	11	37	4	32	4	2	15	79	24	16	76	19	149	707	C
K	13	47	6	24	61	19	6	126	23	5	29	4	21	8	1	5	27	27	15	125	19	135	746	K
M	2	7	2	7	14	0	2	37	7	1	16	4	7	1	0	2	15	10	4	29	10	69	246	M
S	64	326	4	78	152	73	17	321	66	18	104	8	70	77	8	42	98	111	47	316	62	446	2510	S
T	14	14	3	18	49	5	20	97	20	7	15	1	11	5	0	5	26	27	9	43	18	117	524	T
Metrorail	9	183	1	11	332	234	142	18	179	0	27	12	3	164	76	11	149	135	69	446	117	NA	2318	Metrorail
TOTAL	347	1304	39	362	1251	728	330	1688	653	113	651	71	414	488	125	309	677	574	263	1788	463	2318	14956	

Source: January 19, 1994 Survey
Note: Routes 2, 6, 7 and Metrorail transfer (TO) data was not available. Transfer (FROM) data was transposed to represent the (TO) data.

TABLE 6
TRANSFERS TO METROBUS IN CBD
% of Total Metrobus Transfers in CBD by Route

FROM

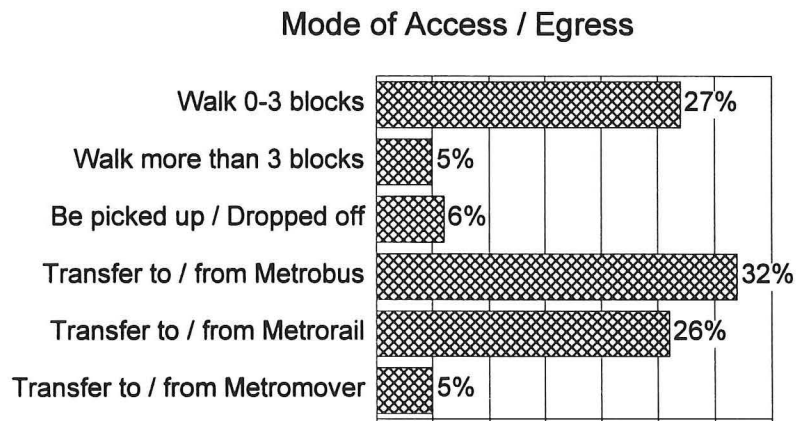
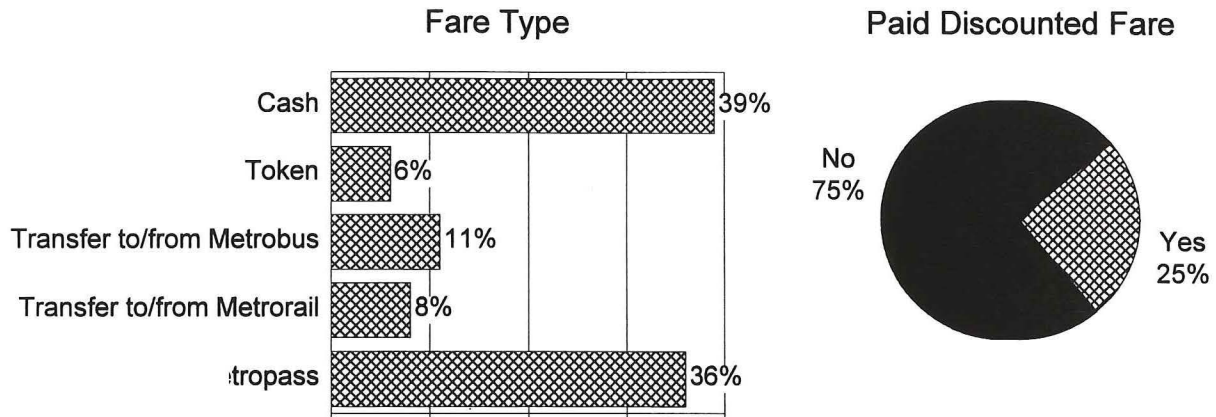
ROUTE #	Bisc Max																						Total	
	2	3	6	7	8	9	10	11	16	21	24	48	77	93	95X	B	C	K	M	S	T	Metrorail		
2	NA	5.2%	NA	NA	17.0%	5.5%	3.7%	1.2%	6.3%	0.0%	16.1%	2.3%	0.6%	4.0%	0.9%	4.0%	3.7%	3.7%	0.6%	18.4%	4.0%	2.6%	100.0%	2
3	1.8%	11.6%	0.0%	1.7%	5.2%	7.3%	2.9%	10.4%	5.2%	2.1%	2.3%	0.3%	2.5%	7.2%	0.6%	0.8%	2.5%	2.0%	0.5%	13.3%	1.1%	18.5%	100.0%	3
6	NA	0.0%	0.0%	NA	12.8%	5.1%	7.7%	0.0%	17.9%	0.0%	10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	15.4%	5.1%	10.3%	7.7%	2.6%	100.0%	6
7	NA	4.7%	NA	NA	6.1%	5.8%	3.0%	0.6%	8.8%	0.0%	10.8%	1.1%	0.3%	7.2%	1.1%	7.2%	5.2%	6.6%	1.9%	21.5%	5.0%	3.0%	100.0%	7
8	3.6%	7.6%	0.3%	1.3%	8.5%	3.1%	0.8%	10.8%	3.1%	0.0%	4.6%	0.2%	2.8%	3.6%	0.6%	6.4%	4.2%	3.6%	1.4%	8.6%	5.0%	20.0%	100.0%	8
9	2.9%	8.7%	0.3%	3.2%	4.3%	7.2%	2.6%	11.6%	4.9%	1.7%	4.1%	0.0%	2.6%	0.0%	0.3%	2.1%	1.2%	0.9%	0.3%	4.3%	1.1%	35.7%	100.0%	9
10	2.7%	9.9%	0.6%	2.3%	4.4%	5.5%	3.6%	14.5%	5.0%	2.3%	5.5%	0.0%	3.6%	0.4%	0.2%	2.3%	1.9%	2.3%	0.0%	2.1%	1.3%	29.8%	100.0%	10
11	3.6%	6.3%	0.0%	1.8%	6.3%	2.7%	0.0%	23.4%	5.4%	0.0%	9.0%	0.0%	1.8%	2.7%	0.0%	0.0%	5.4%	1.8%	0.9%	6.3%	6.3%	16.2%	100.0%	11
16	2.9%	9.7%	0.9%	4.3%	5.8%	6.6%	0.8%	11.9%	6.7%	0.9%	5.6%	0.7%	2.9%	1.9%	0.0%	1.3%	2.0%	3.1%	1.5%	4.6%	1.9%	24.0%	100.0%	16
21	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	21
24	5.3%	6.1%	0.4%	3.7%	7.7%	2.9%	1.4%	20.5%	2.8%	0.9%	7.8%	0.7%	4.3%	1.9%	0.6%	2.5%	7.2%	4.2%	2.9%	10.8%	3.1%	2.6%	100.0%	24
48	3.9%	6.8%	0.0%	1.9%	5.3%	3.9%	1.9%	15.0%	1.9%	1.0%	2.4%	3.4%	11.6%	1.4%	0.0%	1.9%	7.7%	4.8%	1.4%	15.5%	2.4%	5.8%	100.0%	48
77	8.3%	0.0%	0.0%	4.2%	12.5%	4.2%	4.2%	0.0%	0.0%	0.0%	4.2%	0.0%	33.3%	0.0%	0.0%	0.0%	4.2%	0.0%	8.3%	4.2%	0.0%	12.5%	100.0%	77
93X	2.5%	16.3%	0.0%	4.7%	8.0%	0.0%	0.0%	18.1%	0.4%	0.2%	1.5%	0.0%	2.9%	0.0%	0.0%	1.1%	1.3%	0.7%	0.7%	10.7%	1.1%	29.8%	100.0%	93X
95X	1.8%	9.6%	0.0%	2.4%	5.4%	8.4%	0.0%	3.0%	2.4%	0.0%	1.8%	0.0%	10.8%	1.8%	1.8%	1.2%	0.0%	1.2%	1.2%	1.8%	0.0%	45.5%	100.0%	95X
B	2.7%	6.2%	0.0%	5.1%	17.0%	6.1%	1.8%	20.5%	3.3%	1.8%	4.1%	0.0%	5.3%	2.7%	0.6%	0.2%	3.3%	3.1%	1.6%	8.4%	2.1%	2.1%	100.0%	B
C	1.8%	5.8%	0.3%	2.7%	4.2%	3.1%	0.4%	11.7%	3.7%	1.6%	5.2%	0.6%	4.5%	0.6%	0.3%	2.1%	11.2%	3.4%	2.3%	10.7%	2.7%	21.1%	100.0%	C
K	1.7%	6.3%	0.8%	3.2%	8.2%	2.5%	0.8%	16.9%	3.1%	0.7%	3.9%	0.5%	2.8%	1.1%	0.1%	0.7%	3.6%	3.6%	2.0%	16.8%	2.5%	18.1%	100.0%	K
M	0.8%	2.8%	0.8%	2.8%	5.7%	0.0%	0.8%	15.0%	2.8%	0.4%	6.5%	1.6%	2.8%	0.4%	0.0%	0.8%	6.1%	4.1%	1.6%	11.8%	4.1%	28.0%	100.0%	M
S	2.5%	13.0%	0.2%	3.1%	6.1%	2.9%	0.7%	12.8%	2.6%	0.7%	4.1%	0.3%	2.8%	3.1%	0.3%	1.7%	3.9%	4.4%	1.9%	12.7%	2.5%	17.8%	100.0%	S
T	2.7%	2.7%	0.6%	3.4%	9.4%	1.0%	3.8%	18.5%	3.8%	1.3%	2.9%	0.2%	2.1%	1.0%	0.0%	1.0%	5.0%	5.2%	1.7%	8.2%	3.4%	22.3%	100.0%	T
Metrorail	0.4%	7.9%	0.0%	0.5%	14.3%	10.1%	6.1%	0.8%	7.7%	0.0%	1.2%	0.5%	0.1%	7.1%	3.3%	0.5%	6.4%	5.8%	3.0%	19.2%	5.0%	NA	100.0%	Metrorail
	2	3	6	7	8	9	10	11	16	21	24	48	77	93	95X	B	C	K	M	S	T	Metrorail		

Source: January 19, 1994 Survey
Note: Routes 2, 6, 7 and Metrorail transfer (TO) data was not available. Transfer (FROM) data was transposed to represent the (TO) data.

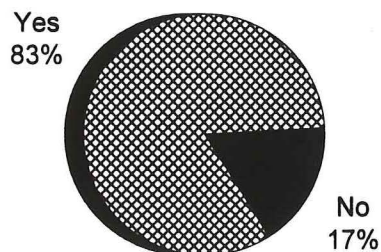
APPENDIX A

Downtown Miami Metrobus Survey Results By Route

Figure A-1
Downtown Miami Metrobus User Survey
Route 3



**Will use Metromover extension
 If it saves time**



**Will use Metromover extension
 If the transfer is free**

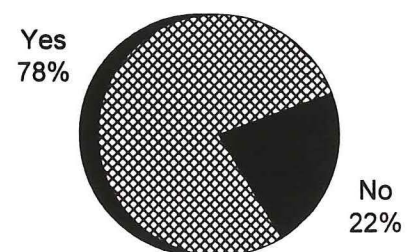
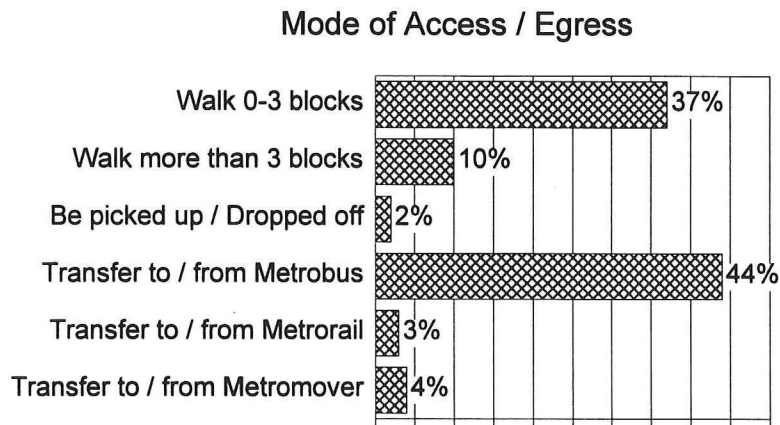
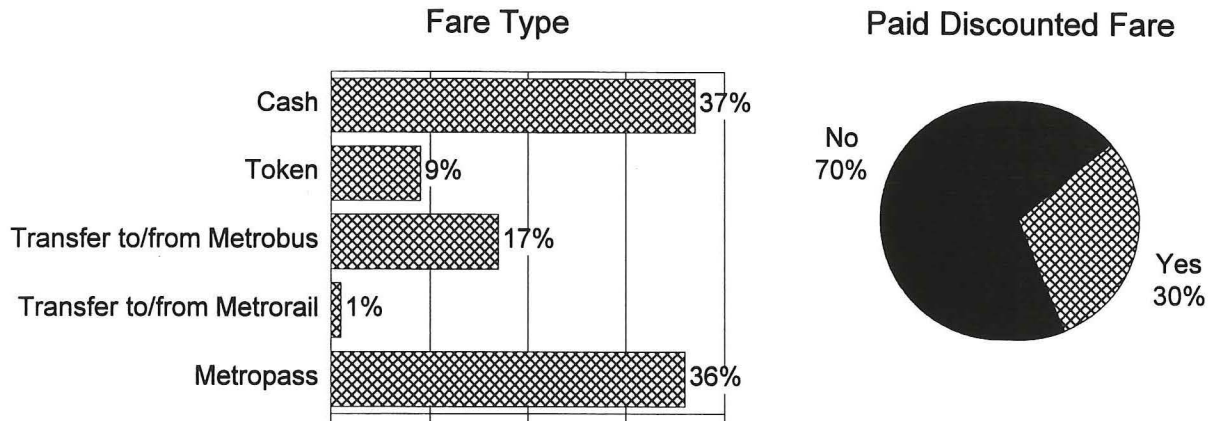


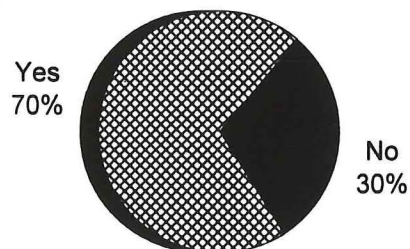
Table A-1
Route 3 Origin / Destination by TAZ's

TAZ	Frequency	Percent
612	11	6.9
616	11	7.0
617	11	7.0
627	13	8.3
633	13	8.3
640	24	15.3
642	13	8.3
644	13	8.3
652	13	8.3
657	11	6.9
660	11	7.0
676	13	8.3

Figure A-2
Downtown Miami Metrobus User Survey
Route 8



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

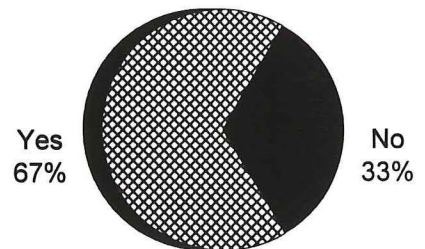
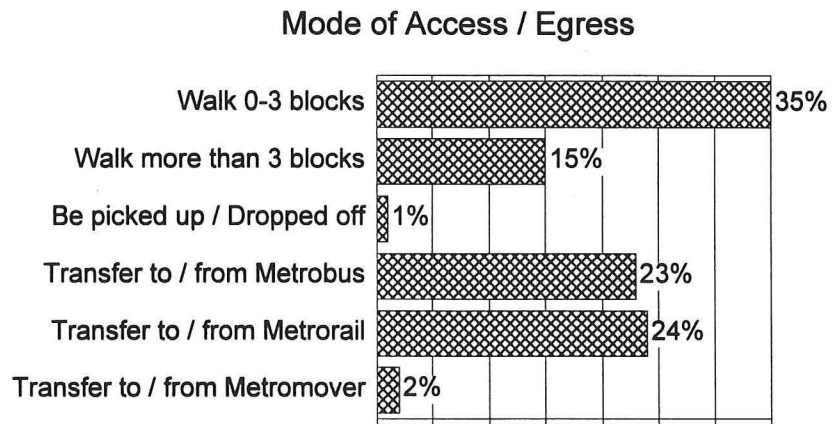


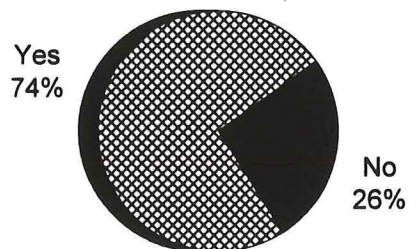
Table A-2
Route 8 Origin / Destination by TAZ's

TAZ	Frequency	Percent
618	17	2.9
628	11	1.7
630	35	5.8
631	17	2.9
634	17	2.9
636	46	7.5
637	18	2.9
638	35	2.9
640	53	8.7
641	18	2.9
642	35	5.8
644	105	17.4
645	35	5.8
646	17	2.9
647	35	5.8
651	35	5.8
655	39	6.4
656	18	2.9
657	37	6.1

Figure A-3
Downtown Miami Metrobus User Survey
Route 9



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

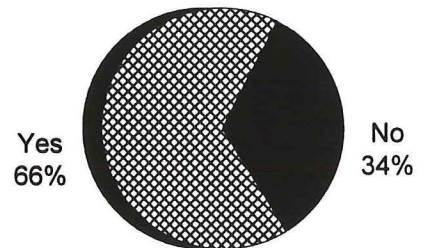
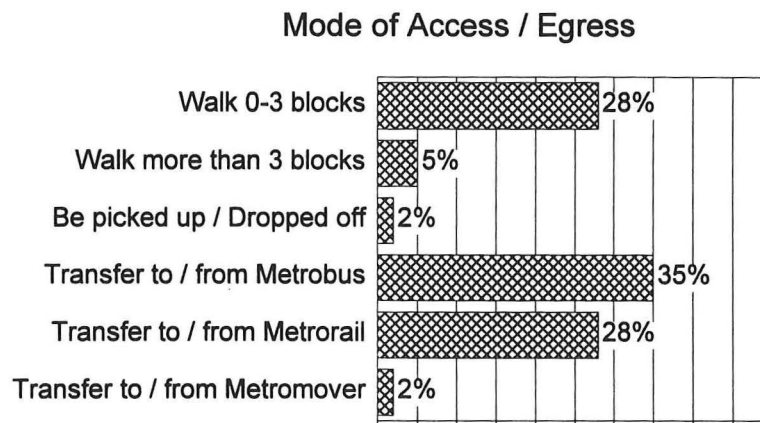
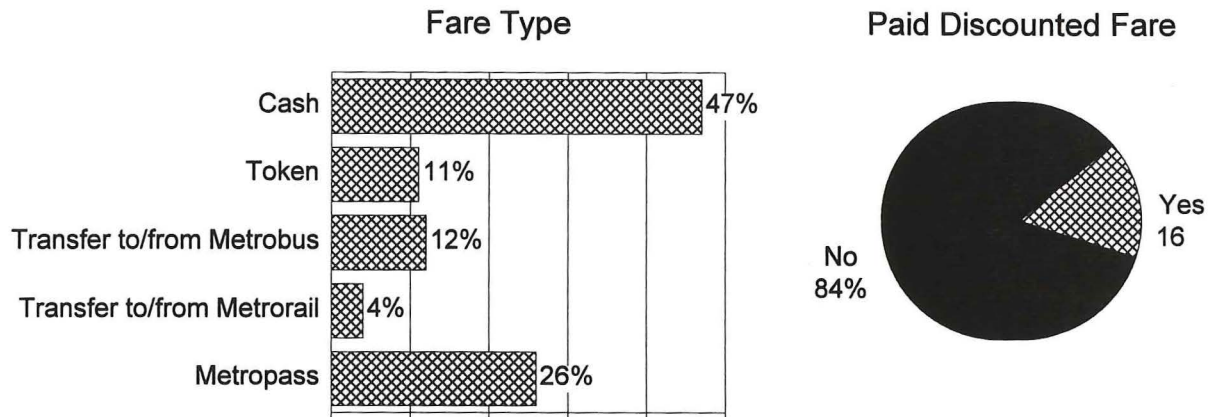


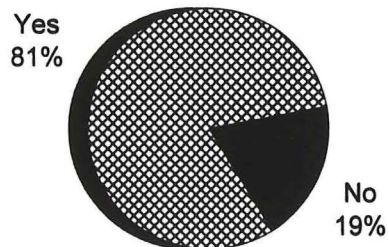
Table A-3
Route 9 Origin / Destination by TAZ's

TAZ	Frequency	Percent
629	5	4.7
638	9	9.4
640	5	4.7
641	5	4.7
644	18	18.0
647	19	19.5
655	38	38.9

Figure A-4
Downtown Miami Metrobus User Survey
Route 10



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

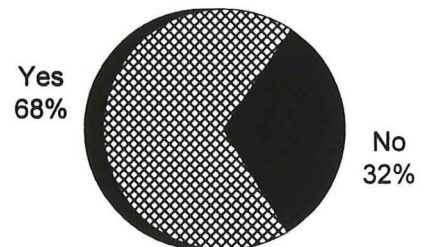
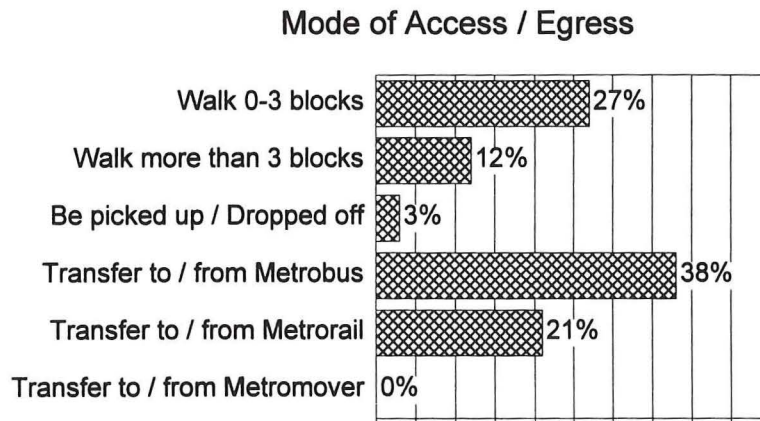
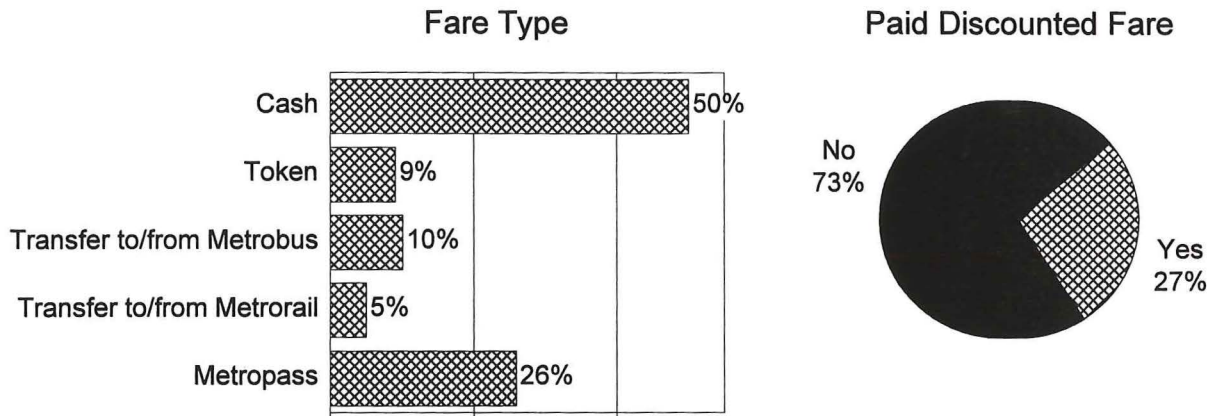


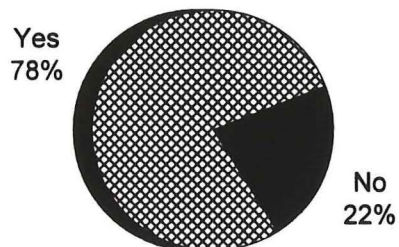
Table A-4
Route 10 Origin / Destination by TAZ's

TAZ	Frequency	Percent
629	8	14.0
630	8	14.0
639	8	14.0
640	11	18.7
643	13	22.2
647	1	1.0
651	8	14.0
655	1	2.0

Figure A-5
Downtown Miami Metrobus User Survey
Route 16



**Will use Metromover extension
If it saves time**



**Will use Metromover extension
If the transfer is free**

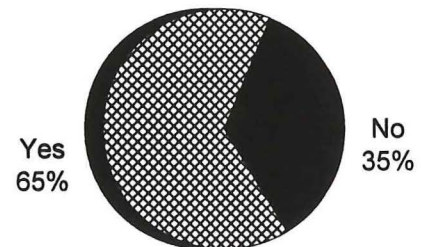
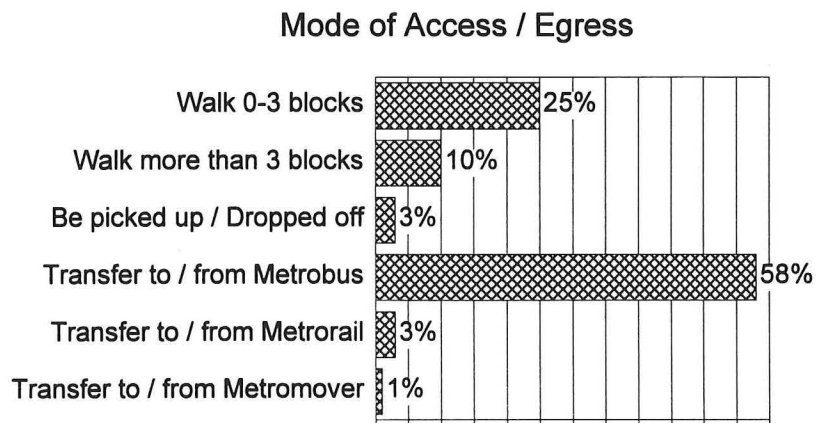
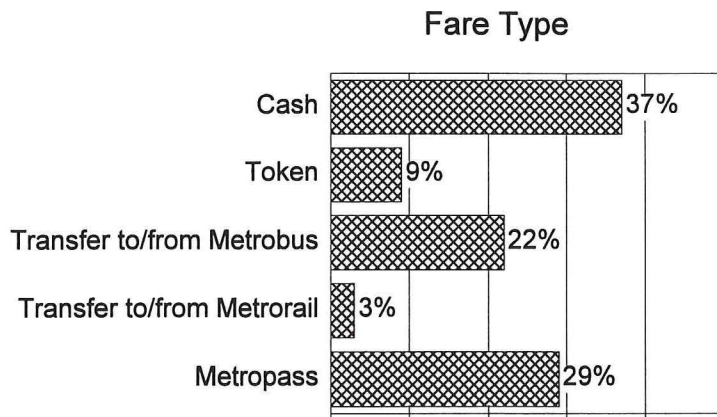


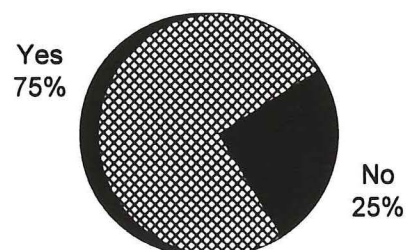
Table A-5
Route 16 Origin / Destination by TAZ's

TAZ	Frequency	Percent
633	6	3.1
636	13	6.7
637	23	11.9
639	8	4.0
640	36	18.6
641	19	9.9
644	11	5.9
645	8	4.0
648	13	6.7
649	8	4.0
651	8	4.0
652	8	4.0
658	5	2.8
664	8	4.0
665	6	3.1
667	6	3.1
668	8	4.0

Figure A-6
Downtown Miami Metrobus User Survey
Route 24



**Will use Metromover extension
 If it saves time**



**Will use Metromover extension
 If the transfer is free**

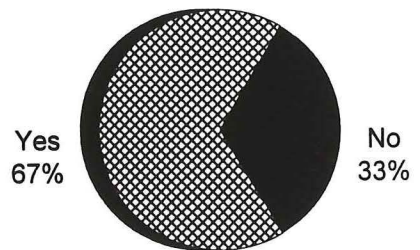
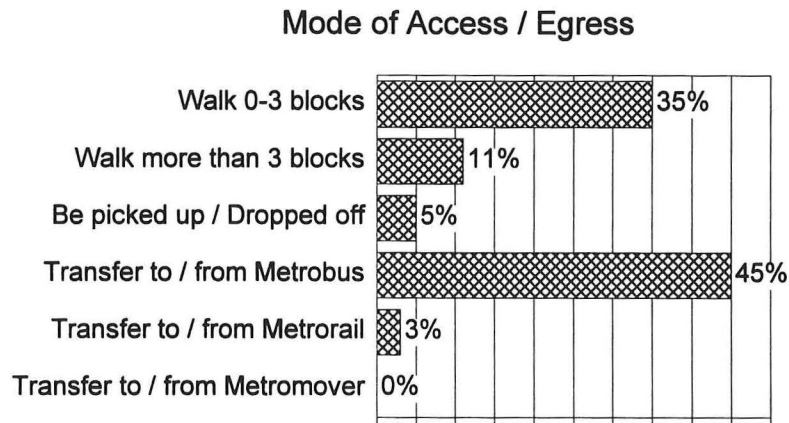
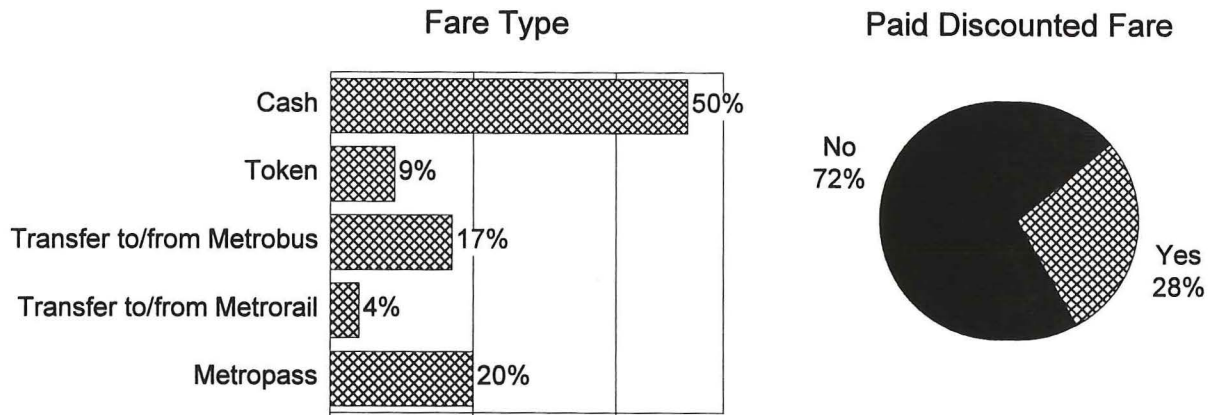


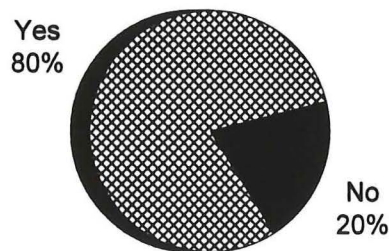
Table A-6
Route 24 Origin / Destination by TAZ's

TAZ	Frequency	Percent
617	6	3.0
618	5	2.2
634	13	6.0
635	5	2.2
637	13	6.0
638	13	6.0
640	33	15.2
641	5	2.2
644	7	3.1
650	5	2.2
655	64	29.6
656	6	3.0
657	26	12.0
675	3	1.3
676	7	3.1
688	7	3.1

Figure A-7
Downtown Miami Metrobus User Survey
Route 48



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

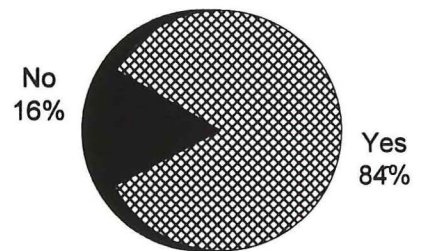
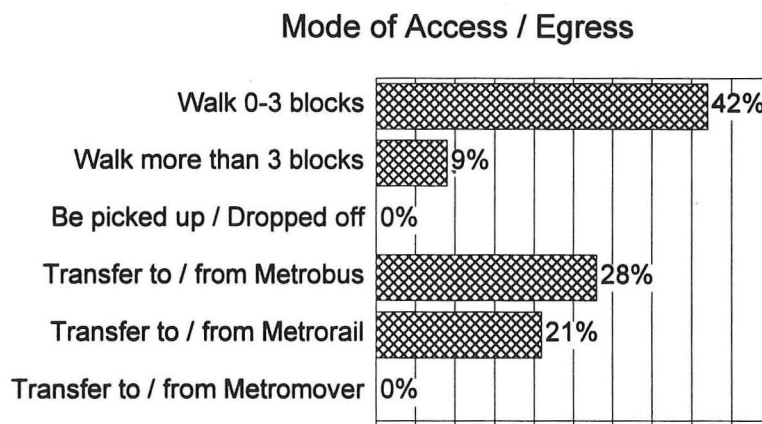
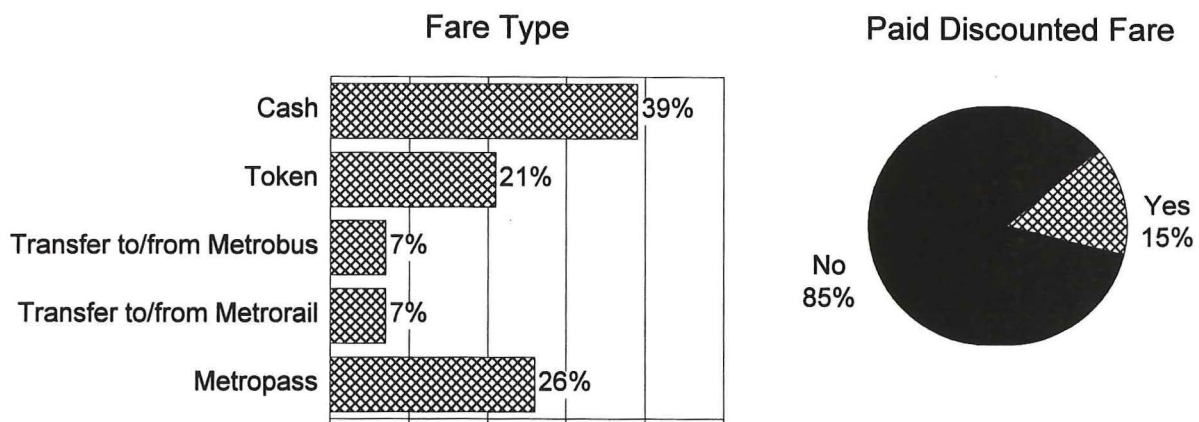


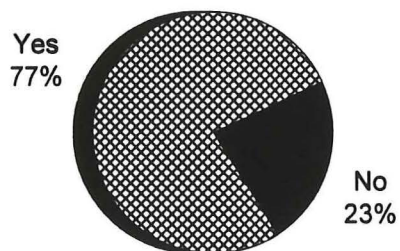
Table A-7
Route 48 Origin / Destination by TAZ's

TAZ	Frequency	Percent
610	3	6.6
618	3	6.6
628	1	1.8
630	6	14.1
631	7	14.2
649	3	6.6
652	2	3.6
653	6	13.7
655	4	8.4
656	2	3.6
657	10	20.8

Figure A-8
Downtown Miami Metrobus User Survey
Route 93



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

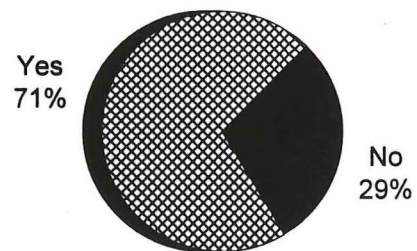
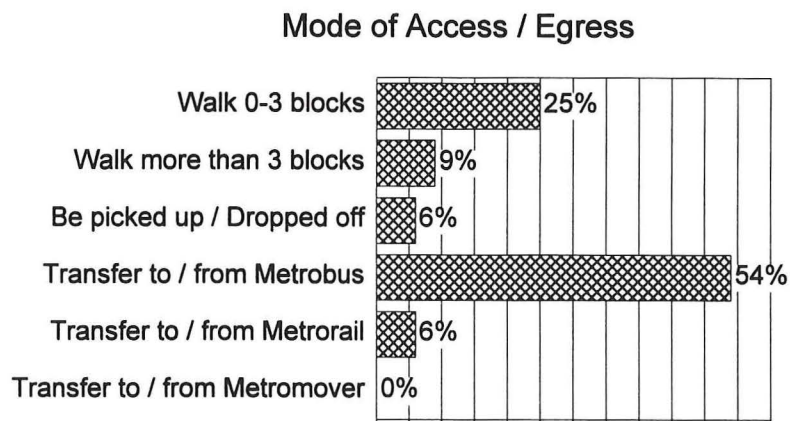
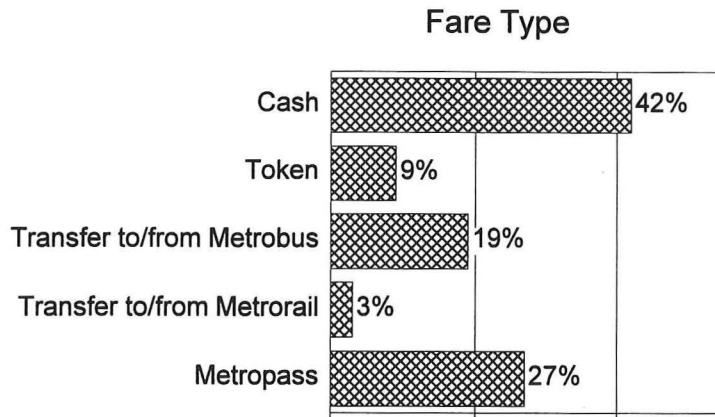


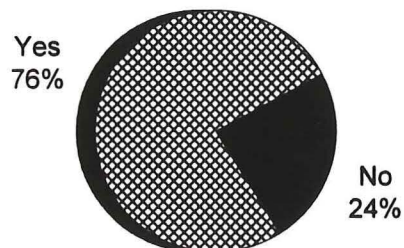
Table A-8
Route 93 Origin / Destination by TAZ's

TAZ	Frequency	Percent
616	14	4.7
640	24	8.4
643	43	14.7
644	31	10.5
648	80	27.6
649	12	4.2
653	12	4.2
657	12	4.2
664	37	12.9
665	12	4.2

Figure A-9
Downtown Miami Metrobus User Survey
Route B



**Will use Metromover extension
 If it saves time**



**Will use Metromover extension
 If the transfer is free**

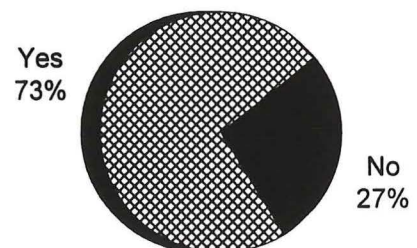
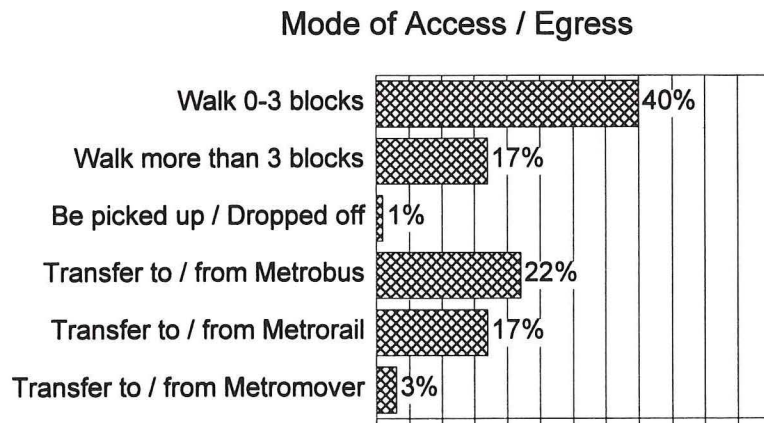
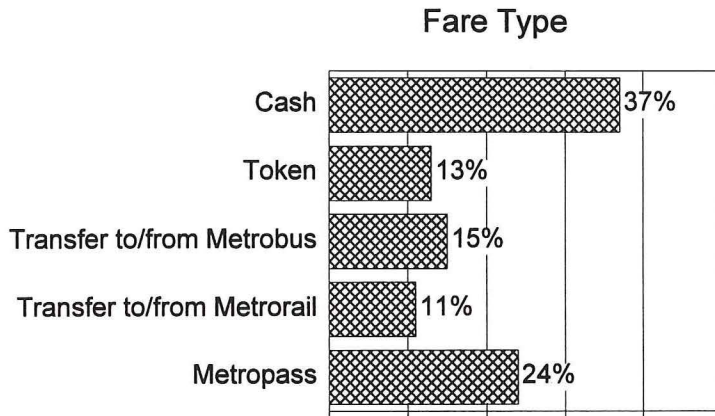


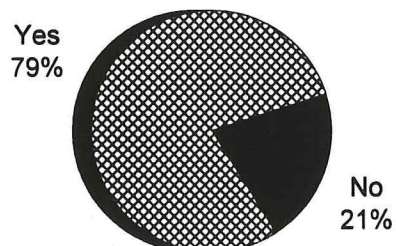
Table A-9
Route B Origin / Destination by TAZ's

TAZ	Frequency	Percent
618	3	1.5
629	3	1.5
631	10	6.3
634	9	5.4
635	3	1.5
636	7	4.0
640	6	3.7
641	4	2.3
642	16	9.7
644	11	6.4
645	8	4.8
646	8	4.6
649	3	1.7
652	19	11.3
654	11	6.4
655	27	16.5
657	9	5.5
664	11	6.7

Figure A-10
Downtown Miami Metrobus User Survey
Route C



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

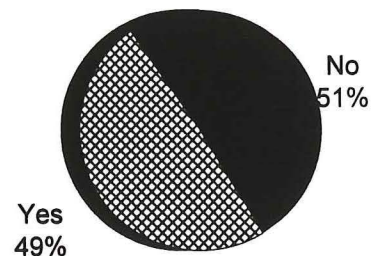
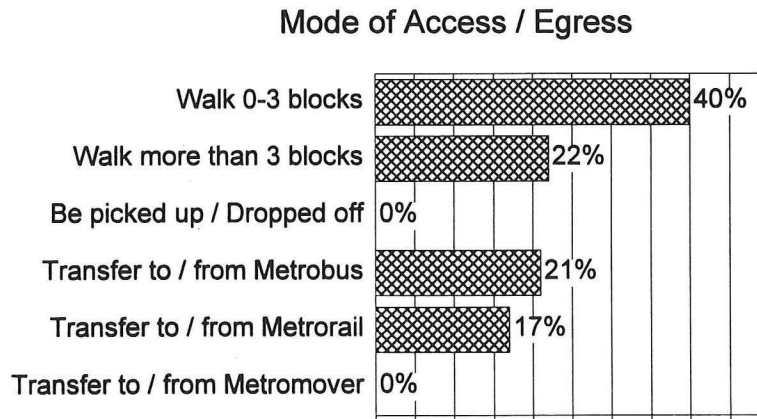
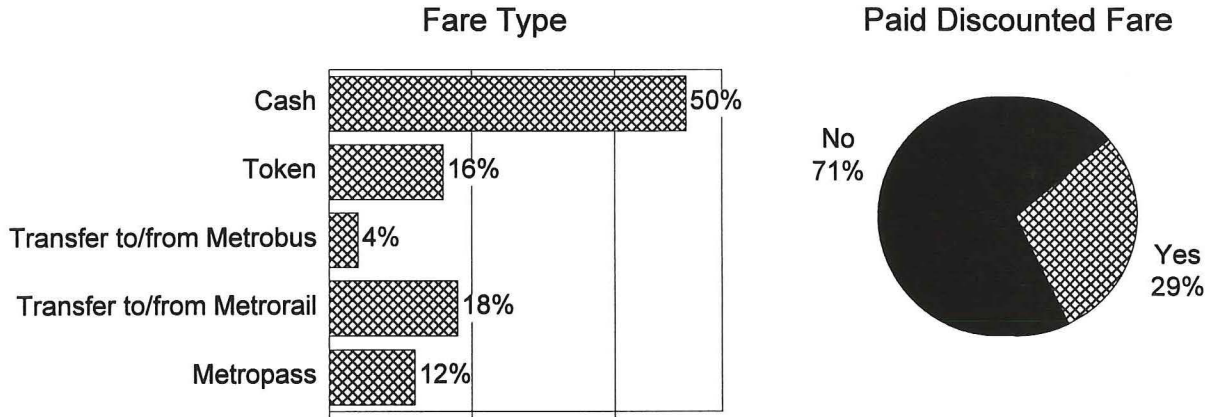


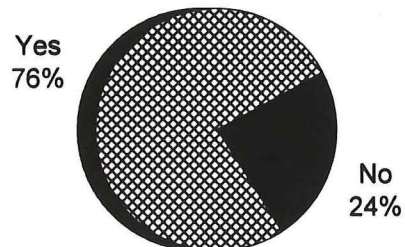
Table A-10
Route C Origin / Destination by TAZ's

TAZ	Frequency	Percent
636	14	3.8
637	28	8.0
640	83	23.5
641	103	28.8
642	14	3.8
644	28	8.0
645	42	11.8
646	14	3.8
657	23	6.3
658	8	2.2

Figure A-11
Downtown Miami Metrobus User Survey
Route K



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

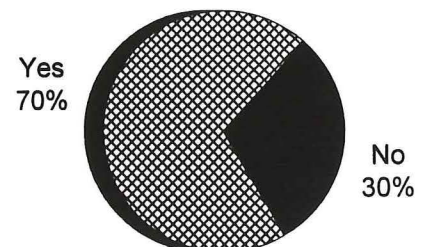
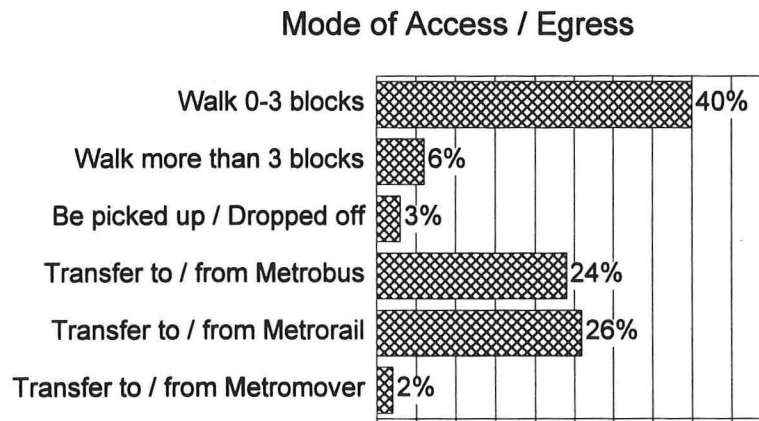
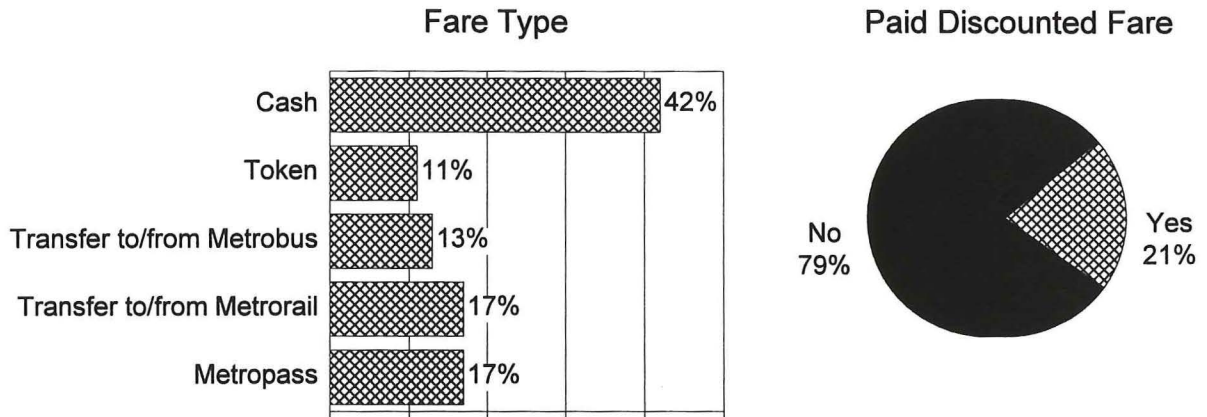


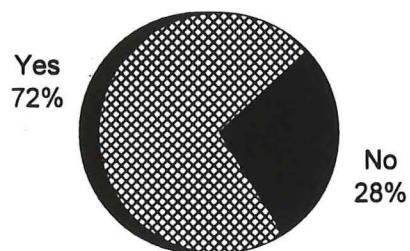
Table A-11
Route K Origin / Destination by TAZ's

TAZ	Frequency	Percent
618	44	11.9
634	8	2.1
635	41	11.1
637	44	11.9
638	8	2.1
639	16	4.2
640	48	13.2
653	11	2.9
657	16	4.2
661	132	36.2

Figure A-12
Downtown Miami Metrobus User Survey
Route M



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

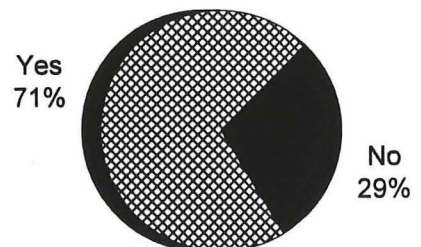
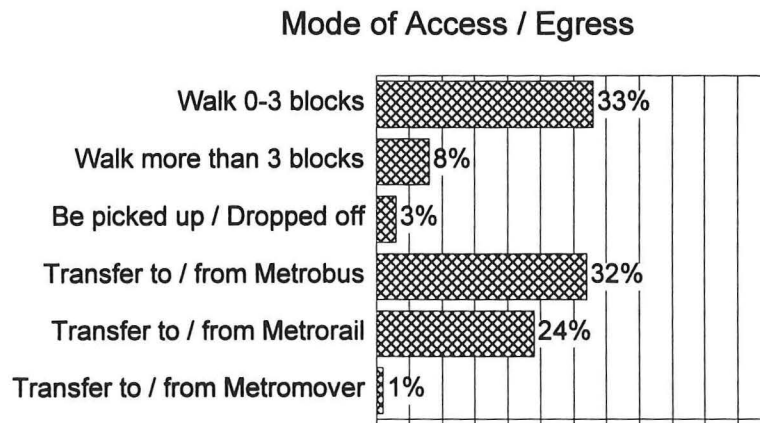
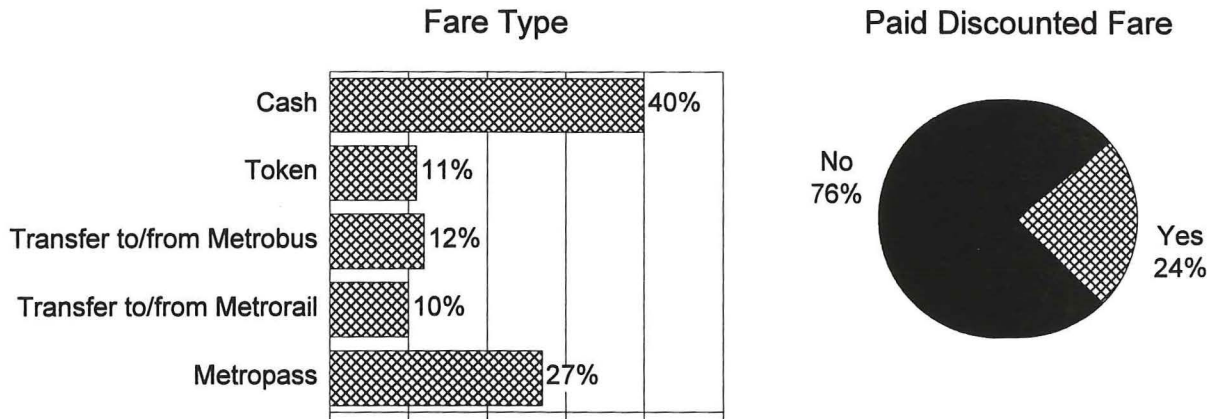


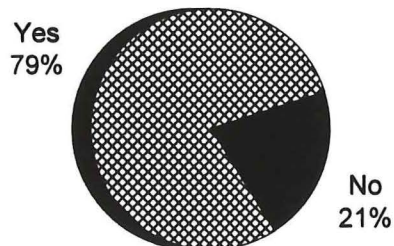
Table A-12
Route M Origin / Destination by TAZ's

TAZ	Frequency	Percent
625	5	2.9
626	15	8.3
628	11	6.1
629	15	8.3
638	2	1.2
640	60	33.3
641	11	6.1
643	11	6.1
644	4	2.3
645	7	4.1
648	7	3.7
649	2	1.2
650	2	1.2
656	11	6.1
661	5	2.9
664	11	6.1

Figure A-13
Downtown Miami Metrobus User Survey
Route S



Will use Metromover extension
If it saves time



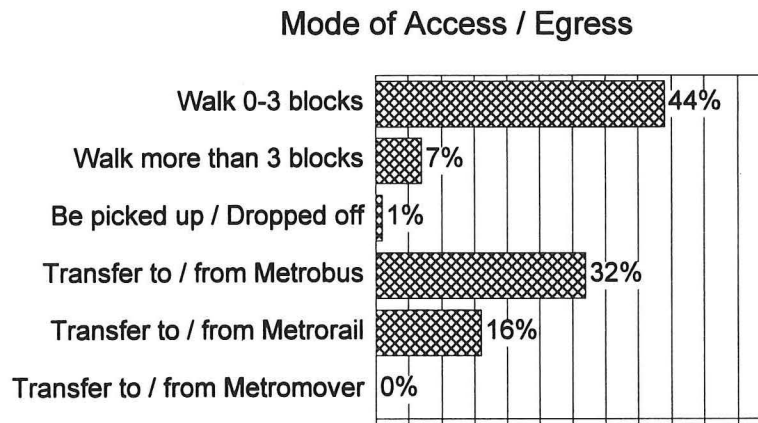
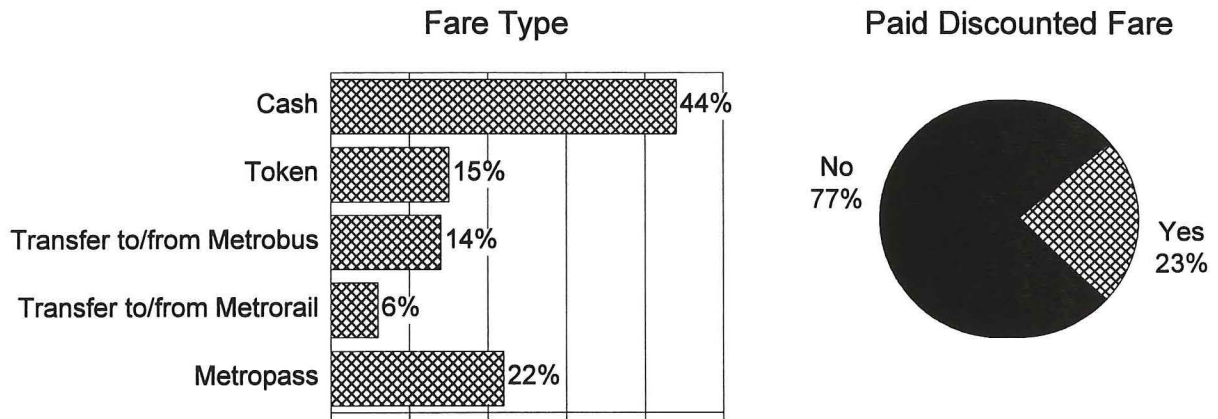
Will use Metromover extension
If the transfer is free



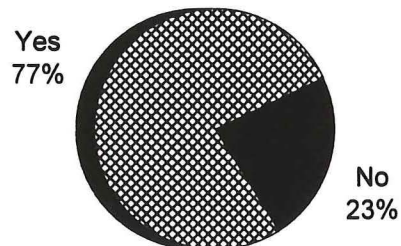
Table A-13
Route S Origin / Destination by TAZ's

TAZ	Frequency	Percent
617	31	5.9
640	100	19.3
641	108	20.9
642	31	5.9
644	63	12.2
648	63	12.2
651	62	11.9
653	31	5.9
657	31	5.9

Figure A-14
Downtown Miami Metrobus User Survey
Route T



Will use Metromover extension
If it saves time



Will use Metromover extension
If the transfer is free

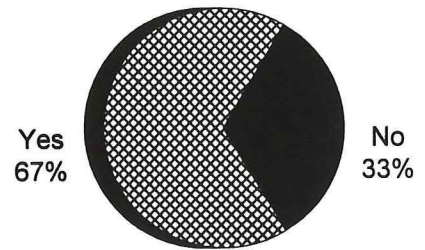


Table A-14
Route T Origin / Destination by TAZ's

TAZ	Frequency	Percent
617	8	2.4
618	12	3.7
626	8	2.4
629	5	1.6
630	8	2.4
632	12	3.7
634	9	2.7
638	16	5.1
640	45	14.1
641	25	7.7
642	9	2.7
644	37	11.4
645	43	13.5
648	12	3.7
649	12	3.7
651	12	3.7
652	12	3.7
654	12	3.7
655	5	1.6
657	21	6.6

APPENDIX B
Downtown Miami Metrobus Survey

(Inbound)

METRO-DADE TRANSIT AGENCY
Downtown Miami Metrobus User Survey

Dear Metrobus Rider: The Metro-Dade Transit Agency would like information about your use of the Metrobus system to help us improve your service. Please help us by completing the survey and returning it to the surveyor on the bus. **Thank You!**

1. What is the number/letter of the route you are currently riding? _____
2. What fare payment method did you use when you boarded this bus?
☐ Cash ☐ Transfer from MetroBus ☐ Metropass
☐ Token ☐ Transfer from Metrorail
3. Did you pay a discounted (half price) fare on this trip? Yes ☐ No ☐
4. When you get off this bus how will you get to your final destination?
☐ Walk 0 - 3 blocks ☐ Transfer to Metrobus
☐ Walk more than 3 blocks ☐ Transfer to Metrorail
☐ Be picked up ☐ Transfer to Metromover
5. If you are transferring to another Metrobus in downtown Miami, what is the route number you are transferring to? _____
6. When the Metromover Omni and Brickell extensions open in May 1994, will you transfer to the Metromover to complete your trip:
If it saves time? ☐ Yes ☐ No
If the transfer is free? ☐ Yes ☐ No
7. If a location in downtown Miami is your final destination of this trip after you get off the bus, please mark an X on the specific block of this final destination on the Map on the other side of this survey or write in the nearest street intersection in the space below.

METRO-DADE TRANSIT AGENCY
Encuesta al Usuario del Metrobus de Downtown Miami

Querido Usuario del Metrobus: La Agencia de Tránsito de Metro-Dade requiere información acerca del uso que usted hace del sistema le Metrobus para mejorar el servicio del mismo. Ayúdenos a completar esta encuesta y devuélvala a la persona respectiva en el bus. **Gracias !**

1. ¿Cuál es el(los) número(s) ó la(s) letra(s) de la ruta que usted esta usando actualmente? _____
2. ¿Qué tipo de pasaje adquirió al abordar este bus?
☐ Efectivo ☐ Transferencia desde MetroBus ☐ Metropass
☐ Token ☐ Transferencia desde Metrorail
3. ¿Pagó usted un pasaje de descuento (mitad de precio) en este viaje? Sí ☐ No ☐
4. ¿Cómo llegará a su destino final al bajarse de este bus?
☐ Caminará 0 - 3 cuadras ☐ Hará Transferencia con Metrobus
☐ Caminará más de 3 cuadras ☐ Hará Transferencia con Metrorail
☐ Le vendrán a recoger ☐ Hará Transferencia con Metromover
5. Si usted va a hacer conexión con otro Metrobus en downtown Miami, indique el número de la ruta al cual se transferirá? _____
6. Al abrirse las extensiones del Metromover localizadas en Omni y Brickell, en Mayo del '94, indique porque usted utilizaría el Metromover para completar su viaje:
Si le ahorra tiempo ☐ Sí ☐ No
Si la transferencia es gratis ☐ Sí ☐ No
7. Si el destino final de este viaje, luego de bajarse del bus, se encuentra en downtown Miami, marque con una X la cuadra (block) correspondiente a dicho destino en el Mapa ubicado al reverso de esta encuesta ó escriba debajo de este párrafo el nombre de las calles de la intersección más cercana.

(Map on reverse side/Mapa al dorso)

This is a detailed street map of Miami, Florida, showing a grid of streets from NW 10th St to SE 7th St. The map includes major thoroughfares like Biscayne Blvd, NW 4th St, and SW 4th St. It also shows the Miami River and the Biscayne Bay area. The map is oriented with North at the top.

The map shows a grid of streets with the following labels:

- North-South Streets (from West to East):** NW 10th St, NW 9th St, NW 8th St, NW 7th St, NW 6th St, NW 5th St, NW 4th St, NW 3rd St, NW 2nd St, NW 1st St, N Miami Ave, NE 1st St, NE 2nd St, NE 3rd St, NE 4th St, NE 5th St, NE 6th St, NE 7th St, NE 8th St, NE 9th St, NE 10th St.
- East-West Streets (from North to South):** NW 10th St, NW 9th St, NW 8th St, NW 7th St, NW 6th St, NW 5th St, NW 4th St, NW 3rd St, NW 2nd St, NW 1st St, N Miami Ave, NE 1st St, NE 2nd St, NE 3rd St, NE 4th St, NE 5th St, NE 6th St, NE 7th St, NE 8th St, NE 9th St, NE 10th St.
- Other Streets:** SW 1st St, SW 2nd St, SW 3rd St, SW 4th St, SW 5th St, SW 6th St, SW 7th St, SW 8th St, SW 9th St, SW 10th St, SE 1st St, SE 2nd St, SE 3rd St, SE 4th St, SE 5th St, SE 6th St, SE 7th St.
- Waterways:** Miami River, Biscayne Bay, Biscayne Blvd, Biscayne Rd, Biscayne Ddw.
- Other Labels:** 954 HW, 954 HW, 954 HW, 954 HW, 954 HW, 954 HW, 954 HW, 954 HW, 954 HW, 954 HW.

(Outbound)

METRO-DADE TRANSIT AGENCY
Downtown Miami Metrobus User Survey

Dear Metrobus Rider: The Metro-Dade Transit Agency would like information about your use of the Metrobus system to help us improve your service. Please help us by completing the survey and returning it to the surveyor on the bus. **Thank You!**

1. What is the number/letter of the route you are currently riding? _____
2. What fare payment method did you use when you boarded **this** bus?
☐ Cash ☐ Transfer from MetroBus ☐ Metropass
☐ Token ☐ Transfer from Metrorail
3. Did you pay a discounted (half price) fare on **this** trip? Yes ☐ No ☐
4. How did you get to the bus stop for **this** trip?
☐ Walked 0 - 3 blocks ☐ Transferred from Metrobus
☐ Walked more than 3 blocks ☐ Transferred from Metrorail
☐ Dropped off ☐ Transferred from Metromover
5. If you transferred **from** another Metrobus in downtown Miami, what is the route number you transferred **from**? _____
6. When the Metromover Omni and Brickell extensions open in May 1994, will you use the Metromover for the downtown portion of your trip:
If it saves time? ☐ Yes ☐ No
If the transfer is free? ☐ Yes ☐ No
7. If a location in downtown Miami was your origin before **this** trip, please mark an X on the specific origin block on the Map on the other side of this survey or write in the nearest street intersection in the space provided below.

METRO-DADE TRANSIT AGENCY
Encuesta al Usuario del Metrobus de Downtown Miami

Querido Usuario del Metrobus: La Agencia de Tránsito de Metro-Dade requiere información acerca del uso que usted hace del sistema de Metrobus para mejorar el servicio del mismo. Ayúdenos a completar esta encuesta y devuélvala a la persona respectiva en el bus.
Gracias !

1. ¿Cuál es el(los) número(s) o la(s) letra(s) de la ruta que usted esta usando actualmente? _____
2. ¿Qué tipo de pasaje adquirió al abordar **este** bus?
☐ Efectivo ☐ Transferencia desde MetroBus ☐ Metropass
☐ Token ☐ Transferencia desde Metrorail
3. ¿Pagó usted un pasaje de descuento (mitad de precio) en **este** viaje?
Sí ☐ No ☐
4. Para **este** viaje, ¿cómo llegó a esta parada de bus?
☐ Caminé 0 - 3 cuadras ☐ Hizo Transferencia con Metrobus
☐ Caminé más de 3 cuadras ☐ Hizo Transferencia con Metrorail
☐ Le trajeron ☐ Hizo Transferencia con Metromover
5. Si usted hizo conexión con **otro** Metrobus en downtown Miami, indique el número de la ruta del bus **del cual** venía. _____
6. Al abrirse las extensiones del Metromover localizadas en Omni y Brickell, en Mayo del '94, indique porque utilizaría usted el Metromover en downtown para completar su viaje:
Si le ahorra tiempo ☐ Sí ☐ No
Si la transferencia es gratis ☐ Sí ☐ No
7. Si el origen de **este** viaje se encuentra en downtown Miami, marque con una X la cuadra (**block**) correspondiente a dicho origen en el Mapa ubicado al dorso de esta encuesta ó escriba debajo de este párrafo el nombre de las calles de la intersección más cercana.

(Map on reverse side/Mapa al dorso)

Downtown Miami Metrobus User Survey
(Origin Map\Mapa de Origen)

