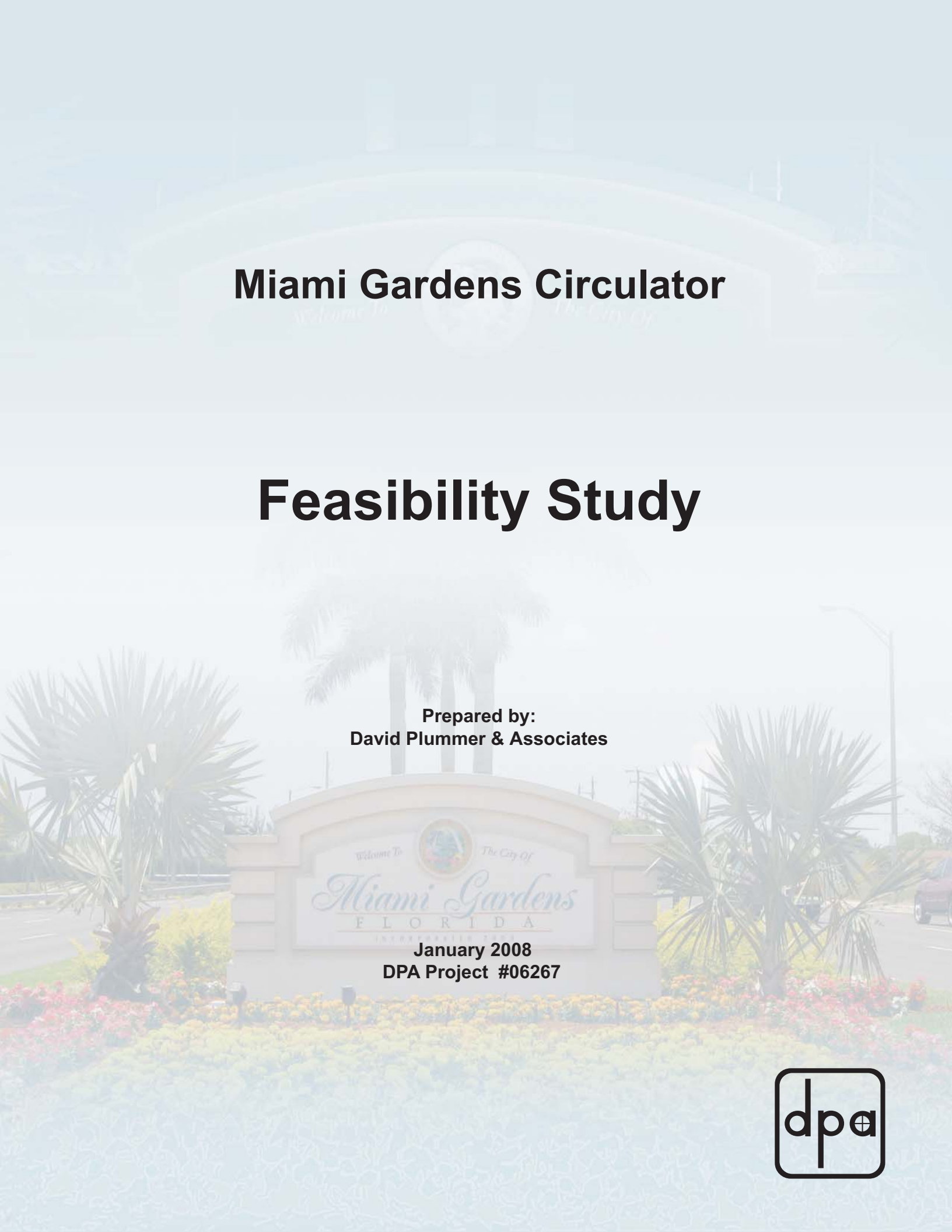
Miami Gardens Circulator

Feasibility Study

Miami Gardens Circulator

Feasibility Study

Prepared by:
David Plummer & Associates



January 2008
DPA Project #06267

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LIST OF APPENDICES

LIST OF EXHIBITS

1.0 INTRODUCTION

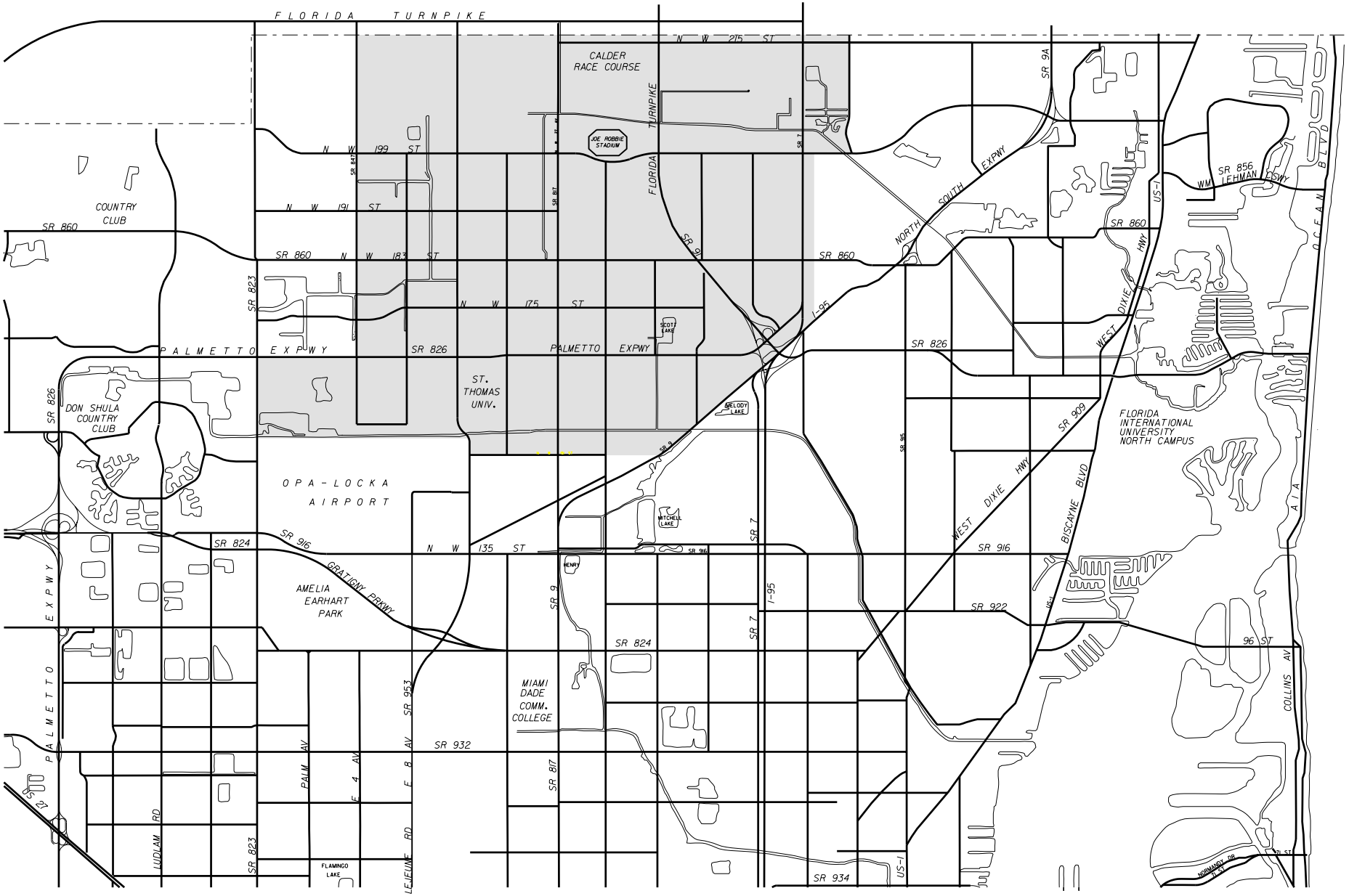
1.1 Project Background

The city of Miami Gardens has requested a feasibility study for a proposed transit circulator. The City, incorporated in 2003, is located in northern Miami-Dade County and is generally bound by NW 151 Street to the south, NE 2 Avenue and North Miami Avenue to the east, NW 47 and 57 Avenues to the west and the Miami Dade County Line to the north (see Exhibit 1, Location Map).

When the city of Miami Gardens was founded in 2003 it immediately put the Keep Miami Gardens Beautiful program into effect which included implementation of streetscapes and landscapes along major streets. The City's leaders identified nodes, corridors and activity areas within the City that were emphasized for mixed uses, especially retail commercial. Transit Oriented Development (TOD) and Highway Corridor Overlay Design Guidelines provided the basis to revitalize the area's major highways. The TOD designation incorporates residential and commercial development patterns that enhance the attractiveness of using transit or other non-motorized transportation to accommodate travel needs which supports exploring various transit options including a circulator within the City.

1.2 Study Objective

The Miami-Dade County Metropolitan Planning Organization (MPO) is undertaking a "Miami Gardens Circulator Feasibility Study" for the city of Miami Gardens. The purpose of the study is to determine the feasibility of implementing a transit circulator for the city of Miami Gardens. In general, the study: identifies or confirms the demand or level of interest in such a service; establishes the service parameters to fulfill the need; estimates the capital and operating costs; and identifies potential funding sources to assess the potential ridership, the expected general costs, and other impacts of implementing a circulator system in and around the city of Miami Gardens. The study also provides recommendations regarding the circulator services.



dpa

PROJECT:

MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY

TITLE:

LOCATION MAP

EXHIBIT

1

1.3 Transit Circulator Goals and Objectives

In order to establish the goals and objectives of the Circulator, the city of Miami Gardens Planning and Zoning Department distributed a survey to agencies, internal and external departments and/or persons they wanted involved in determining what characteristics are best in a circulator for the city of Miami Gardens. A copy of the survey is included in Appendix A. The answer selected by the majority of the respondents for each of the five questions in the survey provides the foundation for setting the goals and objectives of the circulator. Based on the responses received, the circulator shall provide additional connectivity to existing transit service, be free of charge, offer multiple routes, provide service on all days of the week and operate during typical business hours (6 am – 6 pm). The survey results are also provided in Appendix A.

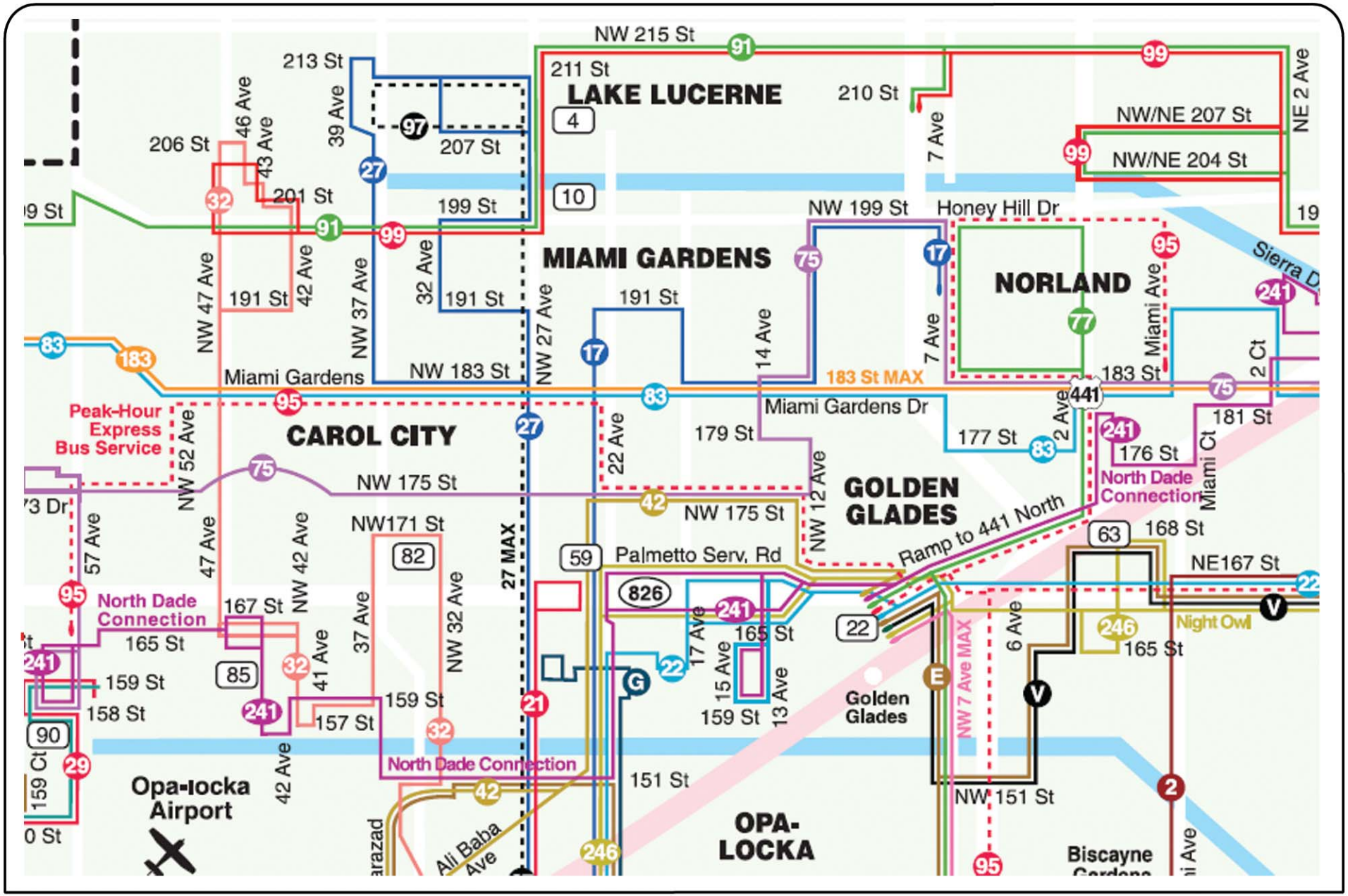
2.0 EXISTING CONDITIONS DATA COLLECTION AND ANALYSIS

The initial study area for the circulator system was established as the city limits. These limits are NW 151 Street to the south, NE 2 Avenue and North Miami Avenue to the east, NW 47 and 57 Avenues to the west and the Miami Dade County Line to the north.

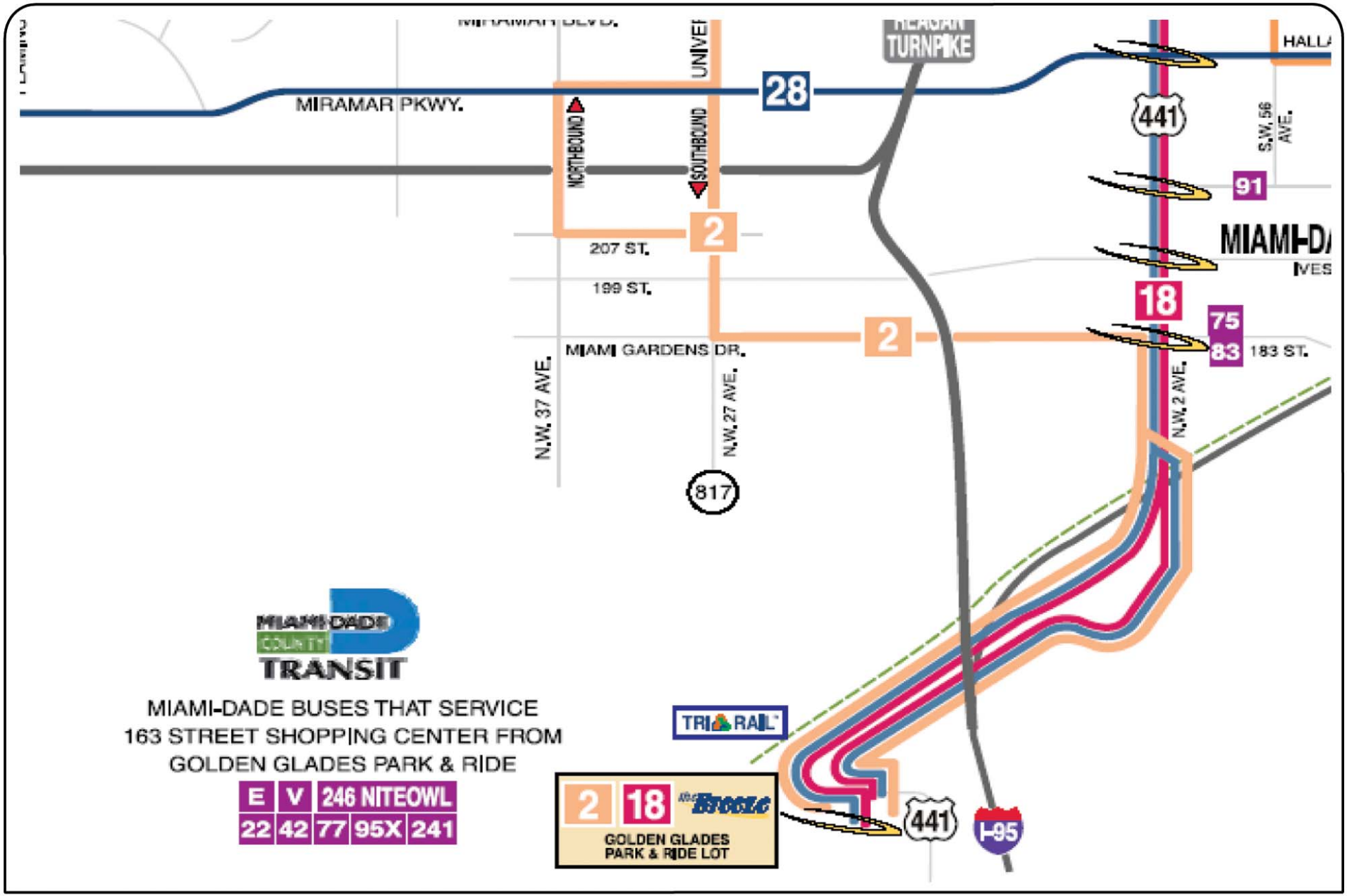
2.1 Existing Transit Service

Major Miami-Dade Transit (MDT) routes serving the city include: the 183 St. Max, the NW 7 Ave Max, 27 Max, and the Night Owl. Broward County Transit (BCT) has at least two bus routes (2 and 18) that cross into Miami Gardens to access the Park and Ride lot located at the Golden Glades Interchange. Information regarding existing transit services within the city of Miami Gardens was obtained from MDT and BCT. The existing routes are shown in Exhibits 2 and 3 respectively.

Miami-Dade Transit (MDT) provided alighting and boarding activity for routes within the city of Miami Gardens by bus stop. The fifteen locations with the highest activity are listed on Exhibit 4. General route information in addition to the boarding and alighting activity is included in Appendix B.



dpa	PROJECT: MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY	TITLE: EXISTING MDT ROUTES	EXHIBIT NO. 2



	PROJECT:	TITLE:	EXHIBIT NO.
dpa	MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY	EXISTING BCT ROUTES	3

Exhibit 4
City of Miami Gardens
MDT Bus Stops with Highest Activity

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

Source: Miami Dade Transit

2.2 Transit Generators

Major transit generators within the city include: Dolphin Stadium, Calder Race Course, Saint Thomas University, Florida Memorial University, Golden Glades Tri-rail Station, Dolphin Stadium Wal-Mart, Golden Glades Wal-Mart and the Sunshine State Industrial Park.

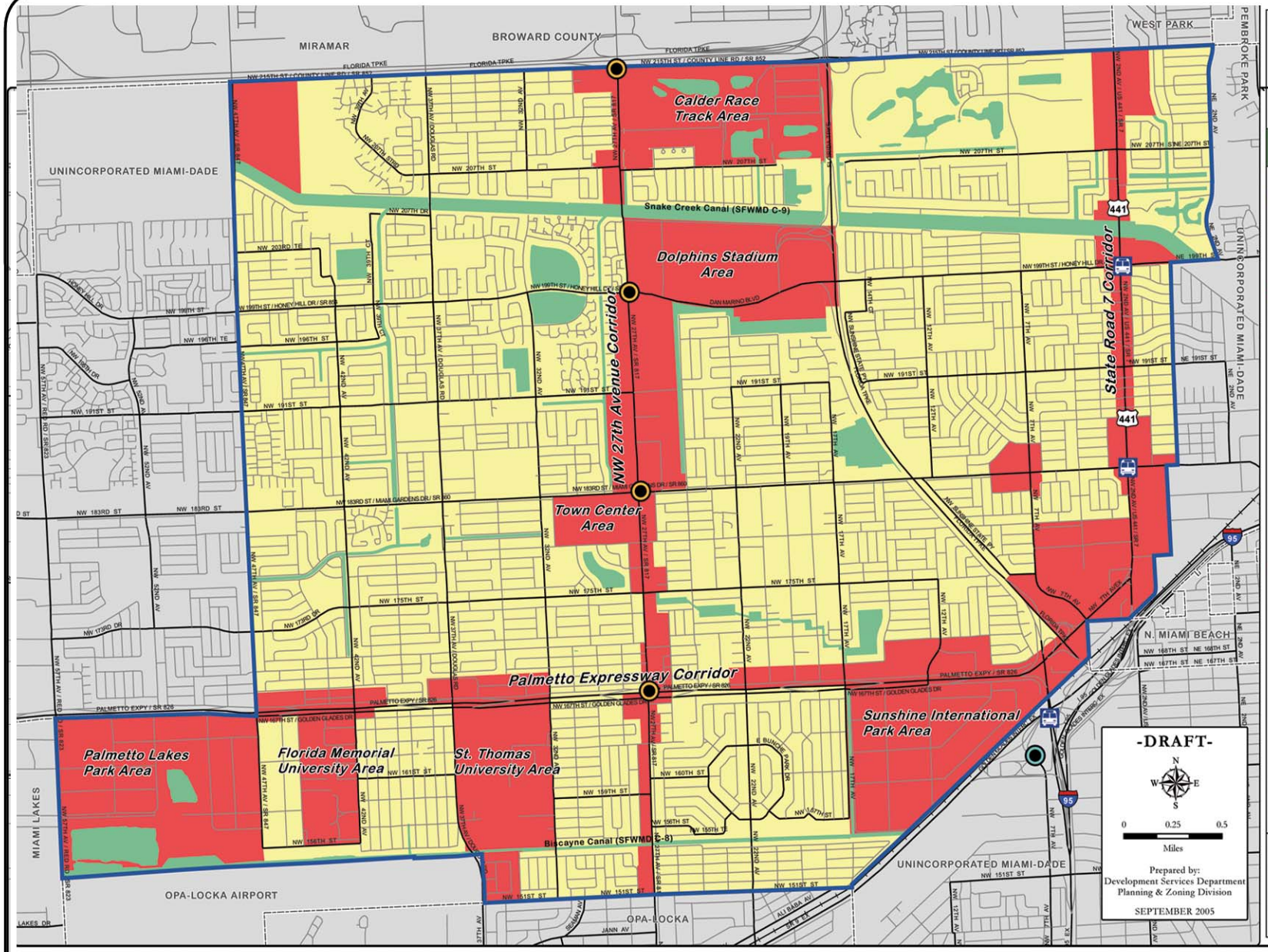
In addition to the existing transit generators, the proposed Metrorail Extension (North Corridor) will provide a unique opportunity to create transit connections with the proposed circulator. The proposed Metrorail Extension will run along NW 27th Avenue from the existing Martin Luther King Station at NW 62nd Street to a termination point at NW 215th Street just south of the Florida Turnpike. The system will have seven new stations, four of them within the city of Miami Gardens limits – NW 163rd Street (Bunche Park), NW 183rd Street (Miami Gardens), NW 199th Street (Dolphin Stadium) and NW 215th Street (Calder Race Course). Exhibit 5, city of Miami Gardens Future Land Use Map, shows many of the existing transit generators and reflects the four proposed Metrorail Extension station locations.

2.3 Suggested Potential Routes

Based on the established goals and objectives and locations of the major transit generators six alignments were suggested as potential routes. The six routes are: Route 1A originates at Golden Glades providing a "One-Way Loop Service" from Golden Glades along NW 167 St to NW 27 Ave terminating at NW 167 St / NW 27 Ave. Route 1B originates at Golden Glades and travels from NW 167 St to NW 12 Ave into Sunshine International Park Area to NW 17 Ave returns to NW 167 St west to NW 27 Ave and returns traversing the same route terminating at NW 167 St / NW 27 Ave. Route 2A originates at Golden Glades travels SR 7 north to Miami Gardens Drive west to NW 27 Ave and returns traversing the same route terminating at Miami Gardens Drive / NW 27 Ave. Route 2B originates at Golden Glades providing a "One-Way Loop Service" from Golden Glades north on SR 7 to Miami Gardens Drive, west to NW 27 Ave, north to NW 199 St, east to SR

7, south terminating at Golden Glades. Route 3 originates at Miami Gardens Dr / SR 7 travels North on SR 7 to NW 199 St west to NW 27 Ave and returns traversing the same route terminating at NW 199 St / NW 27 Ave. Route 4 originates at NW 167 St / NW 27 Ave travels south on NW 27 Ave, west on NW 151 St, north on NW 37 Ave crossover to NW 42 Ave, south to NW 156 St, north on NW 45 Ave, crossover to NW 47 Ave north to NW 167 St east to NW 45 Ave and then returns traversing the same route terminating at NW 167 St / NW 27 Ave.

These six routes are incorporated onto the Future Land Use Map on Exhibit 6. These six routes were presented to a steering committee for feedback as part of the data collection to determine the three potential circulator routes for further study.



City of Miami Gardens

Future Land Use Map

NEIGHBORHOOD
[6,328 acres]

Mixed-use, primarily low to medium density residential with small-scale neighborhood commercial.

COMMERCE
[2,686 acres]

Mixed-use, primarily commercial-industrial areas with medium to high density residential.

1. NW 27th Avenue Corridor
- MetroRail Stations
- Town Center Area
- Dolphins Stadium Area
- Calder Race Track Area

2. Palmetto Expressway Corridor
- Palmetto Lakes Park Area
- Florida Memorial University Area
- St. Thomas University Area
- Sunshine International Park Area

3. State Road 7 Corridor
- Golden Glades Multi-Modal Center
- State Road 7 Fast Bus Stops

PRESERVATION

Parks and open spaces: lakes, canals, similar environmental lands.

NOTES:
1. Policies applicable to each Future Land Use Designation and specific uses within such designations are set forth in the Future Land Use Element's Goals, Objectives and Policies. The Future Land Use Map is not intended to determine the specific use of individual parcels. Public and quasi public uses are permitted in Neighborhood, Commerce and Preservation areas, subject to applicable standards and approvals.

2. The area measurement (in acres) does not include transportation calculations.

DISCLAIMER:
Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survery instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning division for verification of information provided on this map.

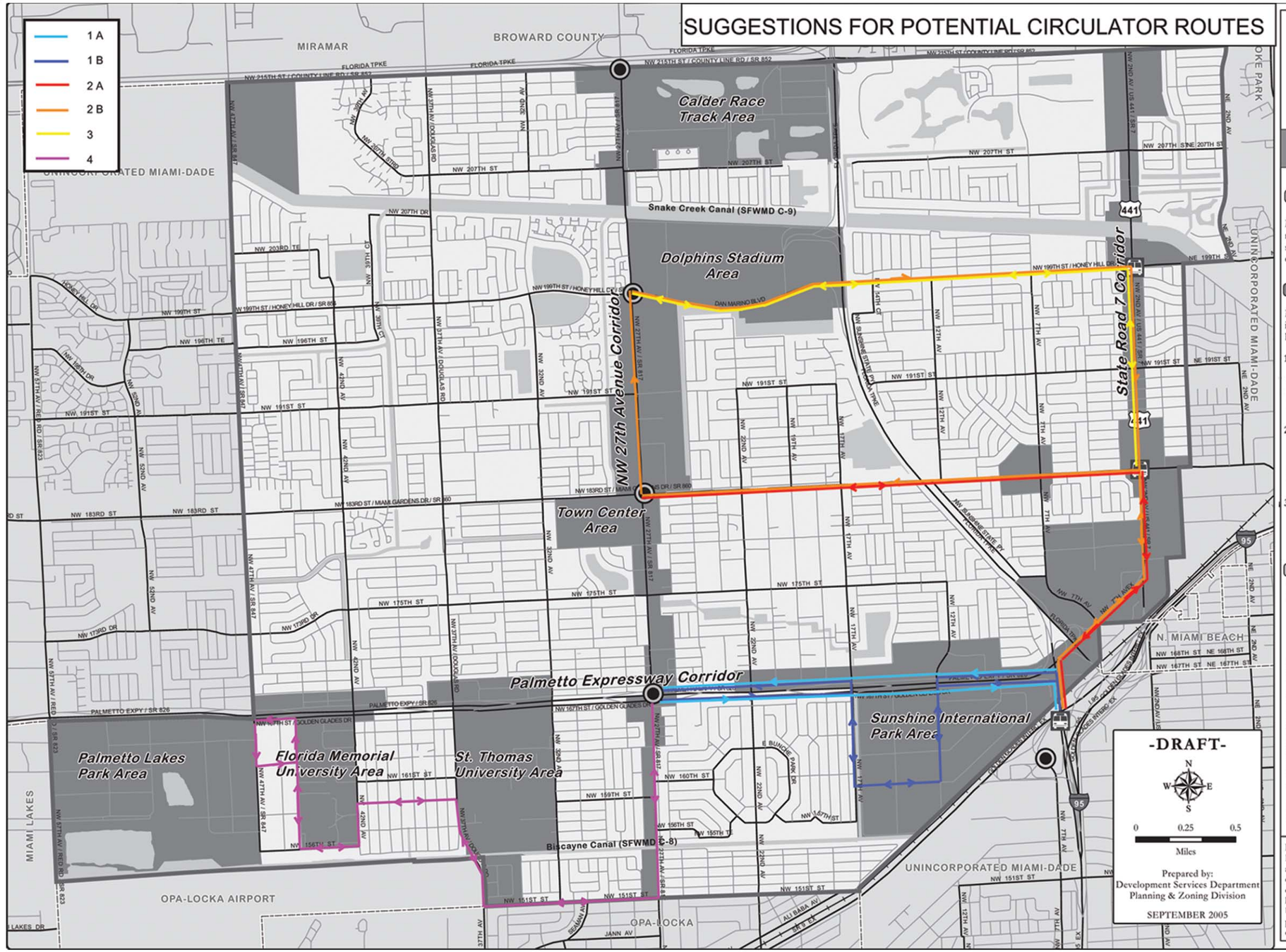
dpa

PROJECT:
MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY

TITLE:
FUTURE LAND USE MAP

EXHIBIT NO.
5

SUGGESTIONS FOR POTENTIAL CIRCULATOR ROUTES



City of Miami Gardens

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-DRAFT-

N W E S

0 0.25 0.5

Miles

Prepared by:
Development Services Department
Planning & Zoning Division

SEPTEMBER 2005

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PROJECT:	TITLE:	EXHIBIT NO.
MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY	SUGGESTED POTENTIAL CIRCULATOR ROUTES	6

3.0 POTENTIAL ROUTE DATA COLLECTION AND ANALYSIS

3.1 Potential Routes

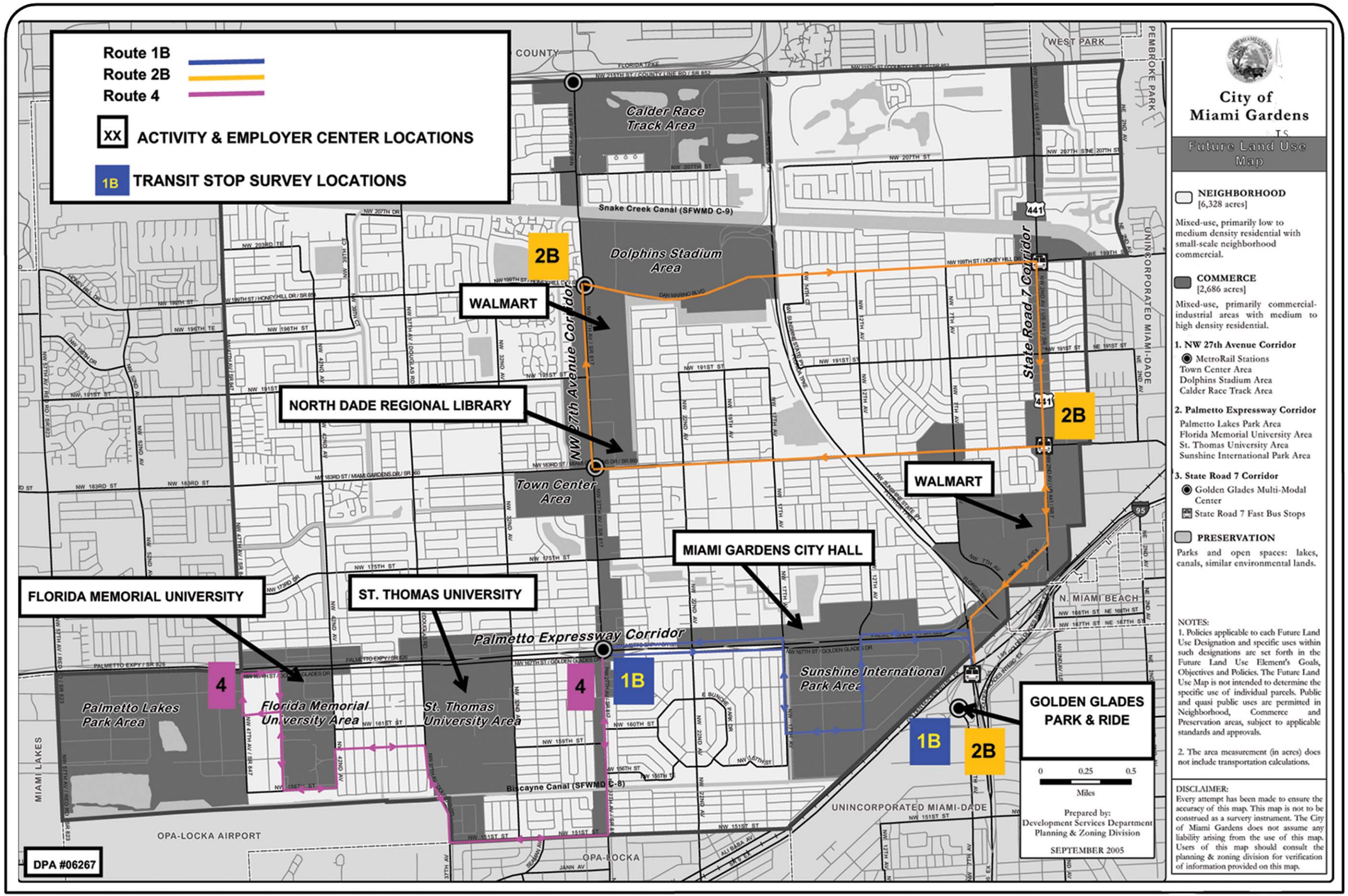
Feedback from city staff and the steering committee established the three potential circulator routes for further study as Routes 1B, 2B and 4. Route 1B originates at Golden Glades and travels from NW 167 St to NW 12 Ave into Sunshine International Park Area to NW 17 Ave returns to NW 167 St west to NW 27 Ave and returns traversing the same route terminating at NW 167 St / NW 27 Ave. Route 2B originates at Golden Glades providing a "One-Way Loop Service" from Golden Glades north on SR 7 to Miami Gardens Drive, west to NW 27 Ave, north to NW 199 St, east to SR 7, south terminating at Golden Glades. Route 4 originates at NW 167 St / NW 27 Ave travels south on NW 27 Ave, west on NW 151 St, north on NW 37 Ave crossover to NW 42 Ave, south to NW 156 St, north on NW 45 Ave, crossover to NW 47 Ave north to NW 167 St east to NW 45 Ave and then returns traversing the same route terminating at NW 167 St / NW 47 Ave. These three routes are shown in Exhibit 7.

3.2 Public Surveys

The data collected in the previous section was supplemented with two distinct public surveys, an Activity Centers Survey and a Potential Riders Opinion Survey. There was a total sample size of 1,023 potential riders for the two surveys. The survey forms used are provided in Appendix C.

3.2.1 Activity Centers Survey

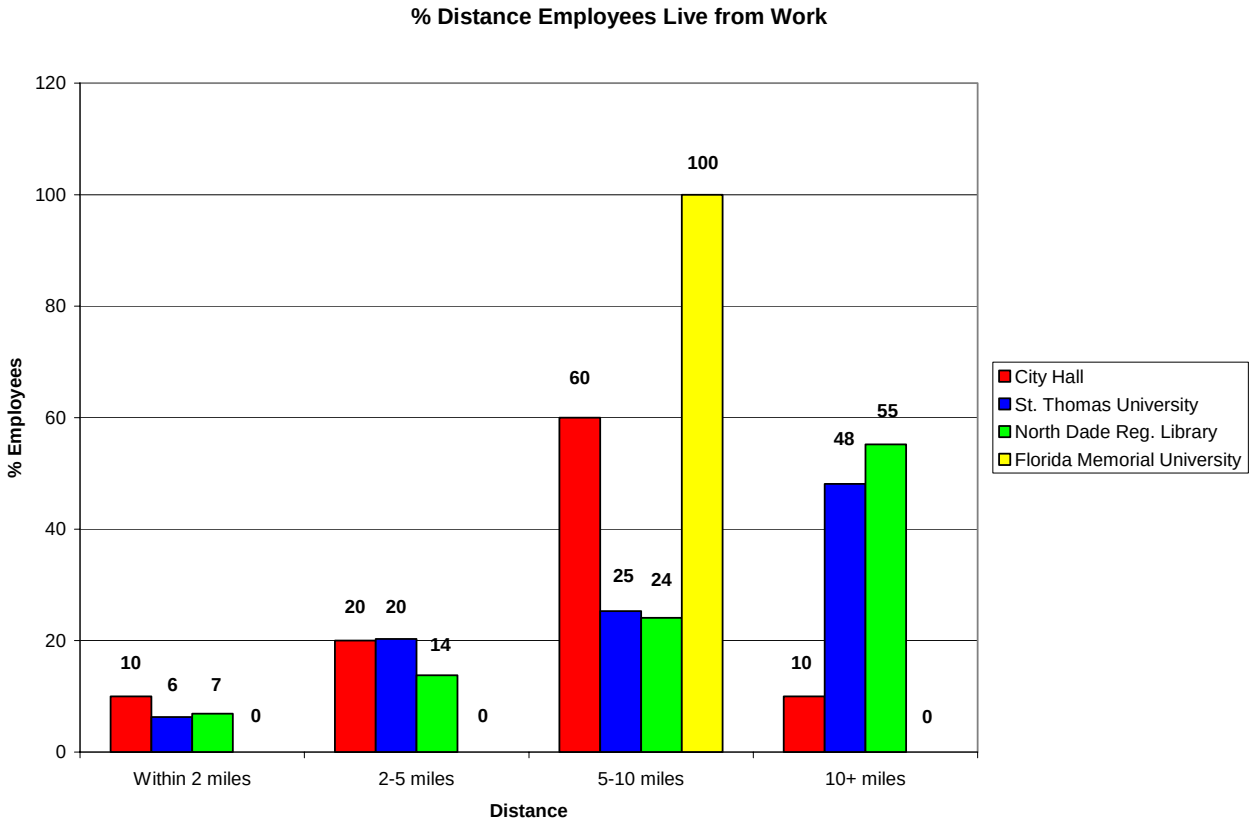
The major activity centers within the city of Miami Gardens were identified as City Hall, Florida Memorial University, Saint Thomas University, North Dade Regional Library, Dolphin Stadium Walmart and Golden Glades Walmart. These centers were contacted to gather information about the residential addresses of their employees, travel patterns, mode of transportation, as well as their perception of using a Circulator System. Due to company policy the two Walmart stores did not



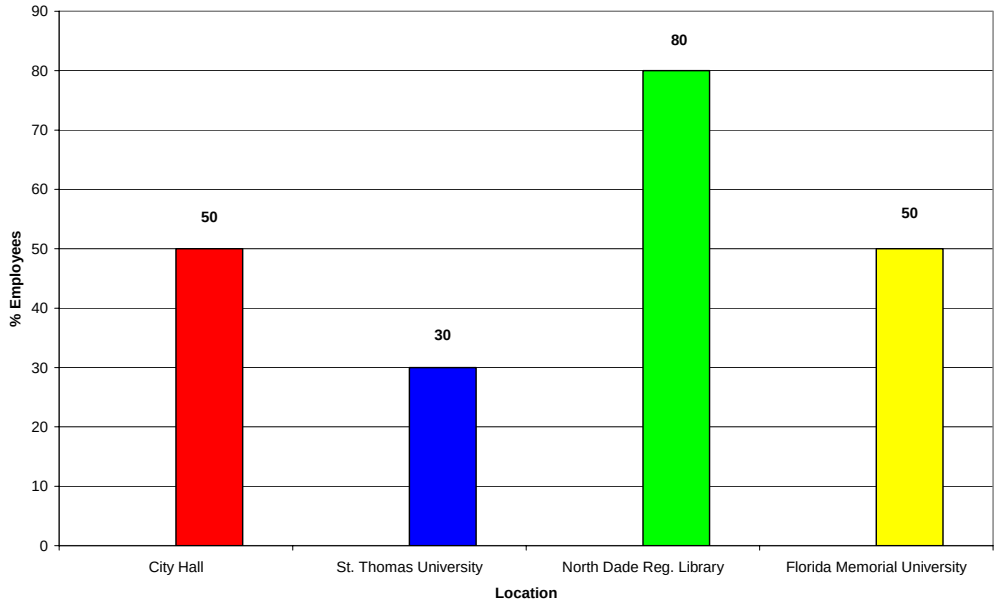
PROJECT:	TITLE:	EXHIBIT NO.
MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY	POTENTIAL CIRCULATOR ROUTES	7

participate in the survey. The surveys at City Hall and Florida Memorial University were filled out by their Human Resources Departments. Responses for these locations were based on 400 and 300 employees respectively. The surveys at Saint Thomas University and North Dade Regional Library were filled out by the actual employees. Responses for these locations were based on 79 and 33 employees respectively. A summary of the results received are shown in Exhibit 8. Results of this survey are provided in Appendix C.

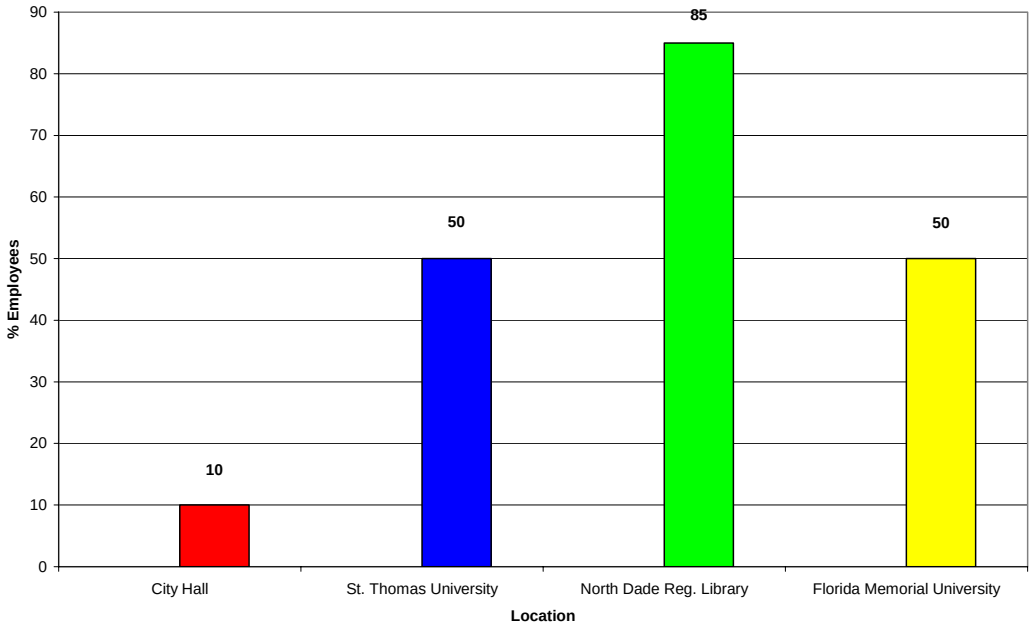
Exhibit 8
Activity Centers Survey Summary



% Employees Who Would Use Circulator To Get To Work



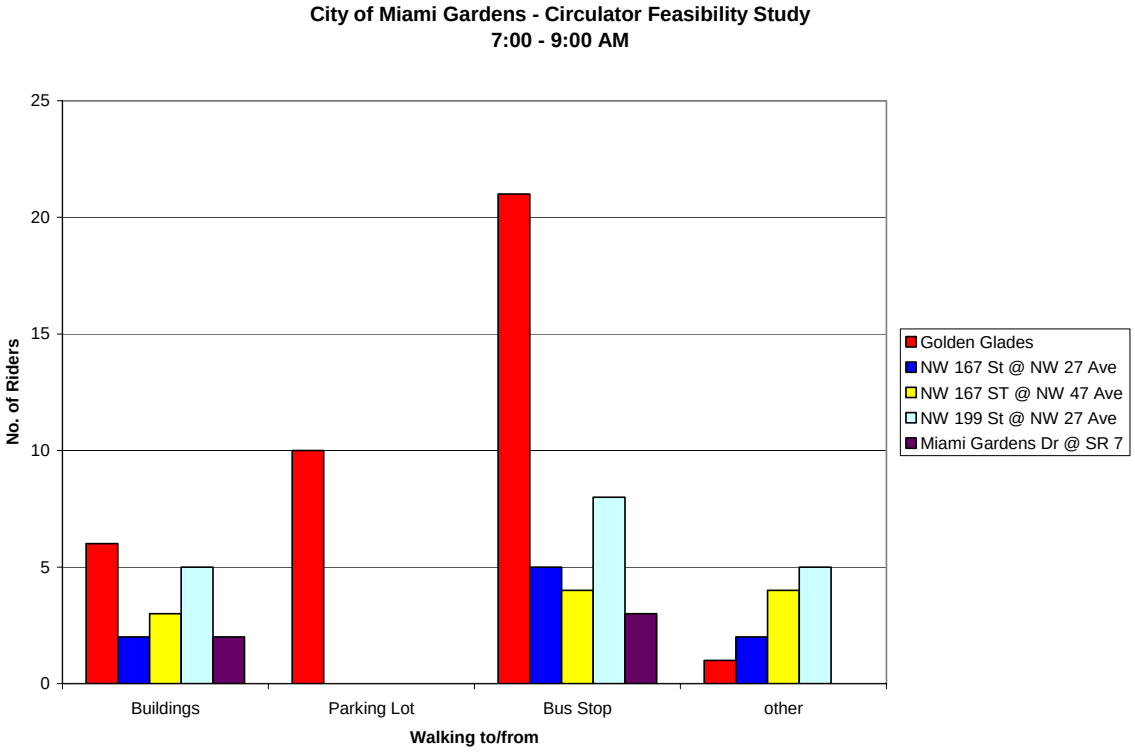
% Employees Who Would Use Circulator During The Day To Reach Other Destinations

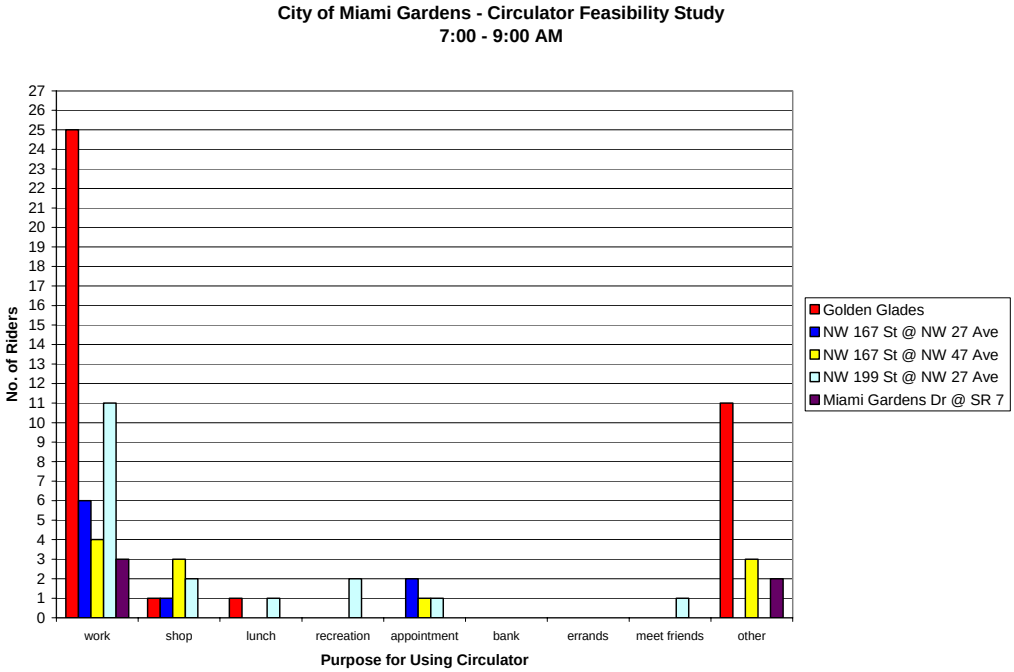


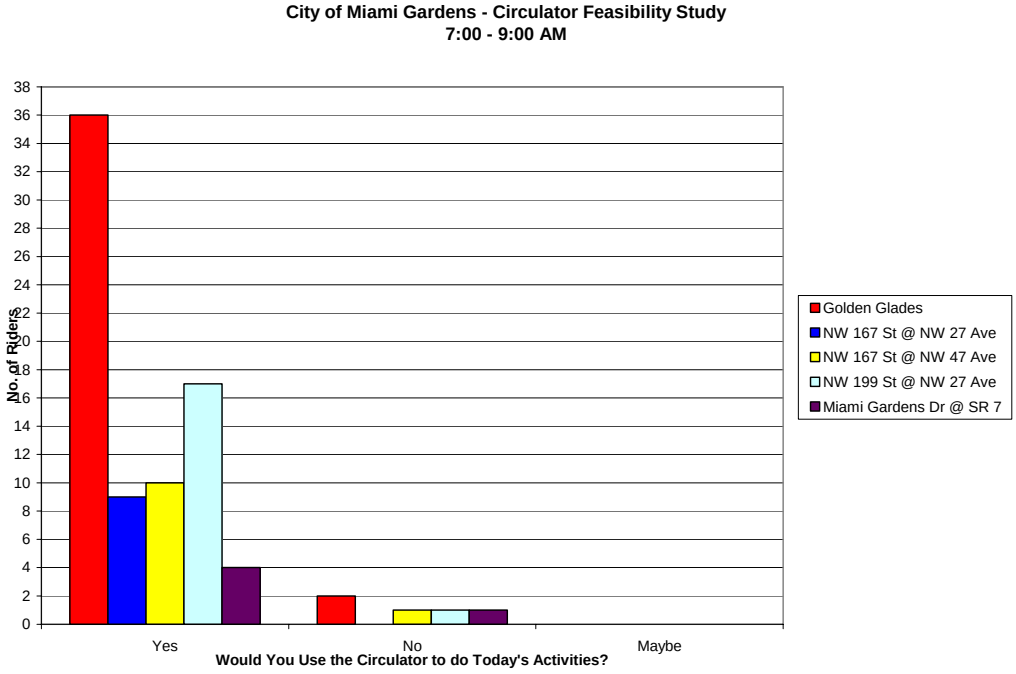
3.2.2 Potential Riders Opinion Survey

Existing transit riders surveys were conducted at a selected transit generators and transit stops within the city during the hours of 7:00 – 9:00 am, 11:00 am – 1:00 pm and 4:00 – 6:00 pm. The survey consisted of a simple questionnaire to identify the public's opinion about a Circulator System, intermodal transportation and their perception about using them. The survey sample included a wide range of age groups to represent the city's residents. A summary of the results are shown in Exhibit 9. The results of this survey are provided in Appendix C.

Exhibit 9
Potential Riders Opinion Survey Summaries




City of Miami Gardens - Circulator Feasibility Study
7:00 - 9:00 AM
No. of Riders
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
work
shop
lunch
recreation
appointment
bank
errands
meet friends
other
Purpose for Using Circulator
Golden Glades
NW 167 St @ NW 27 Ave
NW 167 St @ NW 47 Ave
NW 199 St @ NW 27 Ave
Miami Gardens Dr @ SR 7


City of Miami Gardens - Circulator Feasibility Study
7:00 - 9:00 AM
No. of Riders
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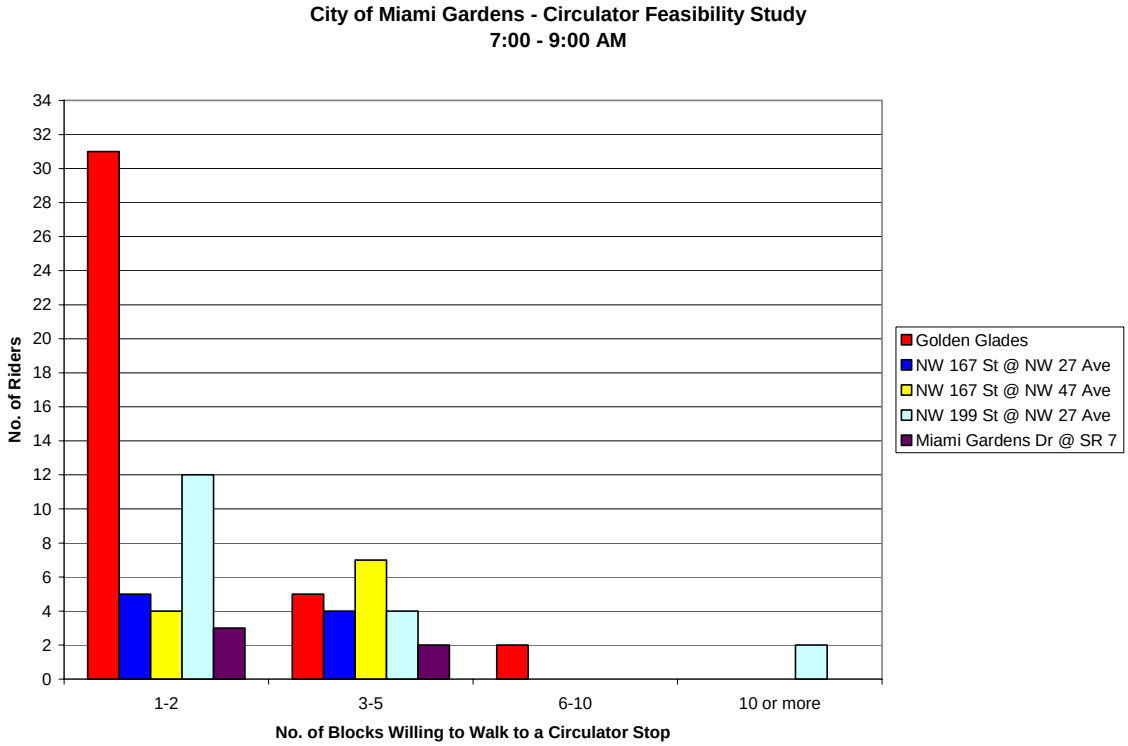
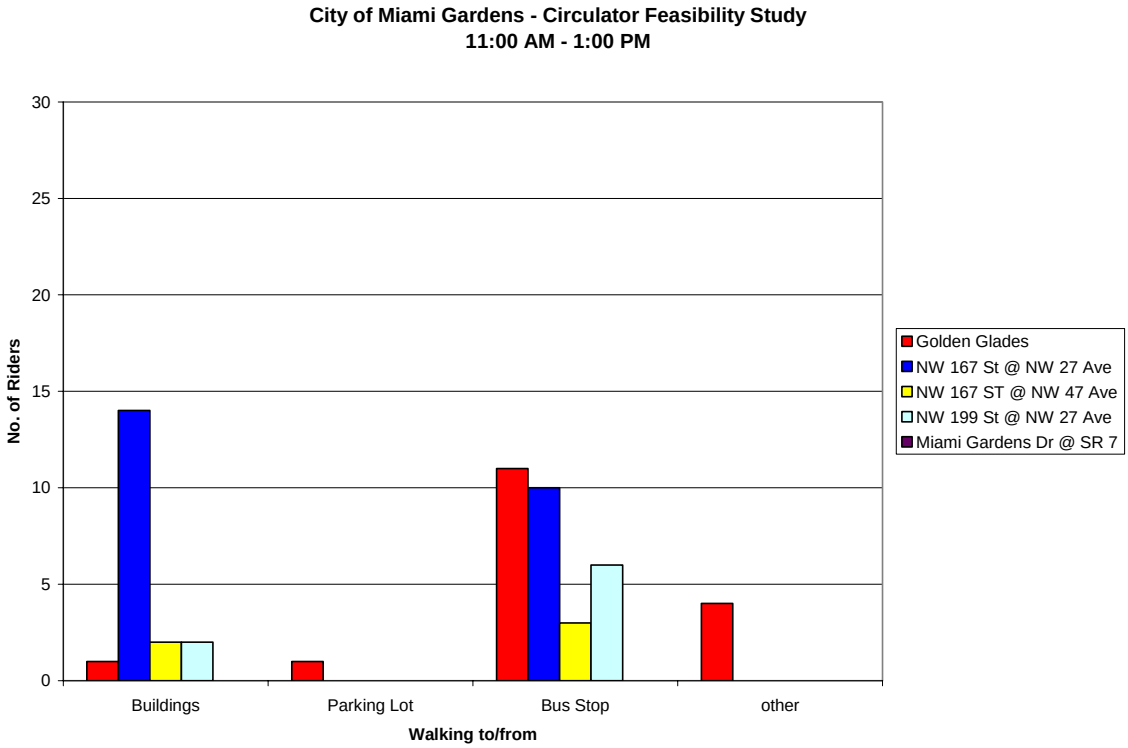
8
10
12
14
16
18
20
22
24
26
28
30
32
34
36
38
Yes
No
Maybe
Would You Use the Circulator to do Today's Activities?
Golden Glades
NW 167 St @ NW 27 Ave
NW 167 St @ NW 47 Ave
NW 199 St @ NW 27 Ave
Miami Gardens Dr @ SR 7


City of Miami Gardens - Circulator Feasibility Study
7:00 - 9:00 AM
No. of Riders
34
32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
1-2
3-5
6-10
10 or more
No. of Blocks Willing to Walk to a Circulator Stop
Golden Glades
NW 167 St @ NW 27 Ave
NW 167 St @ NW 47 Ave
NW 199 St @ NW 27 Ave
Miami Gardens Dr @ SR 7


City of Miami Gardens - Circulator Feasibility Study
11:00 AM - 1:00 PM
No. of Riders
30
25
20
15
10
5
0
Buildings
Parking Lot
Bus Stop
other
Walking to/from
Golden Glades
NW 167 St @ NW 27 Ave
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NW 199 St @ NW 27 Ave
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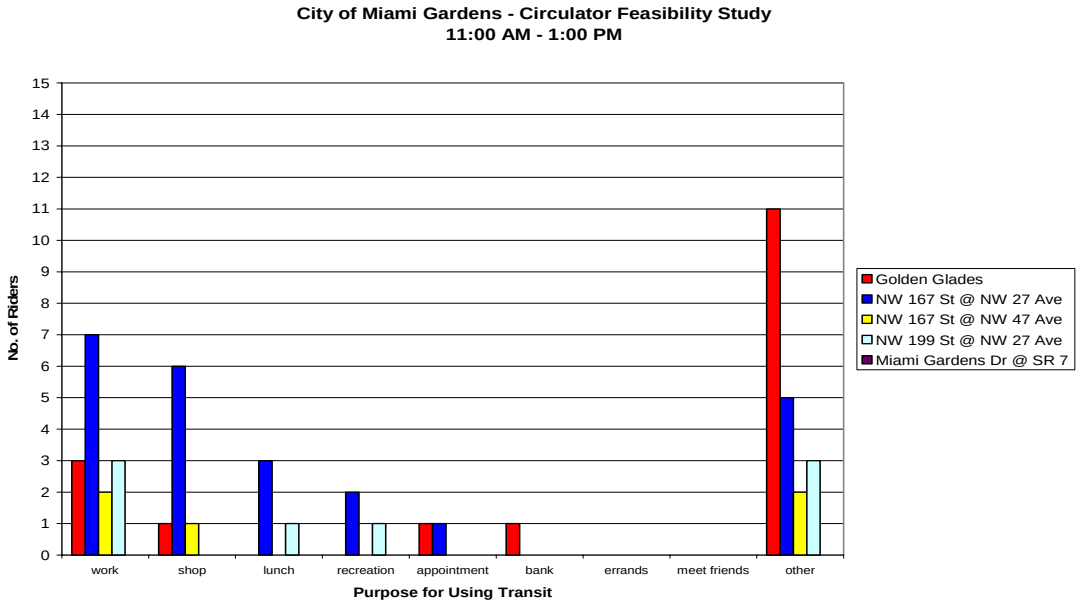
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11:00 AM - 1:00 PM
No. of Riders
0
1
2
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9
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11
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shop
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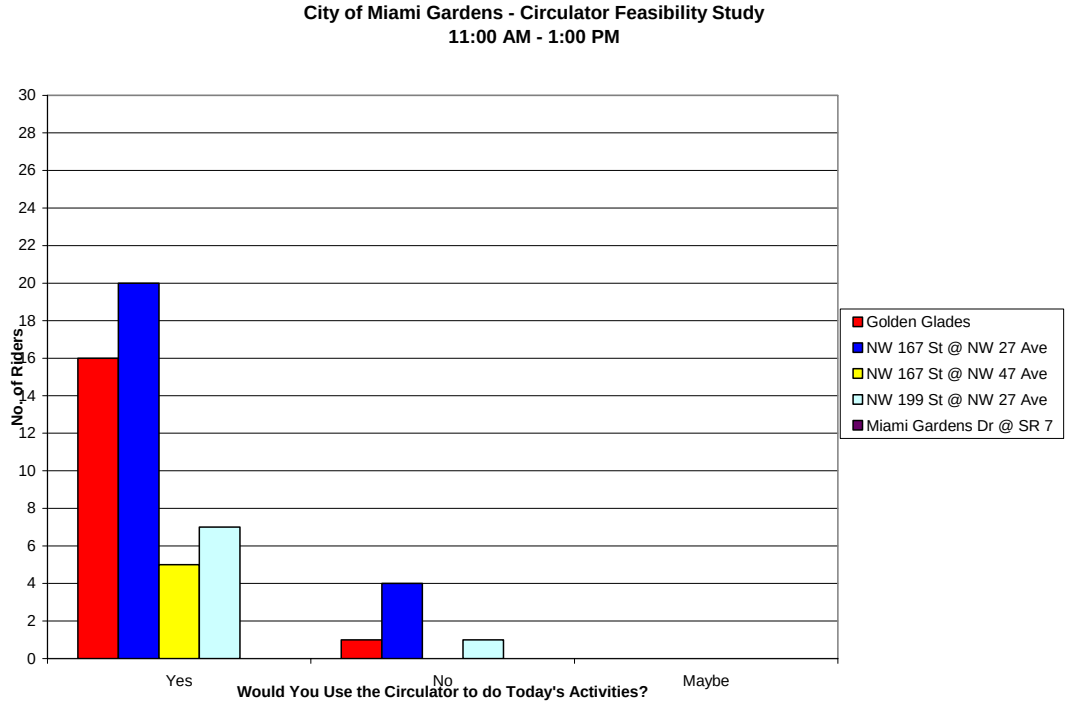
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11:00 AM - 1:00 PM
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22
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28
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Maybe
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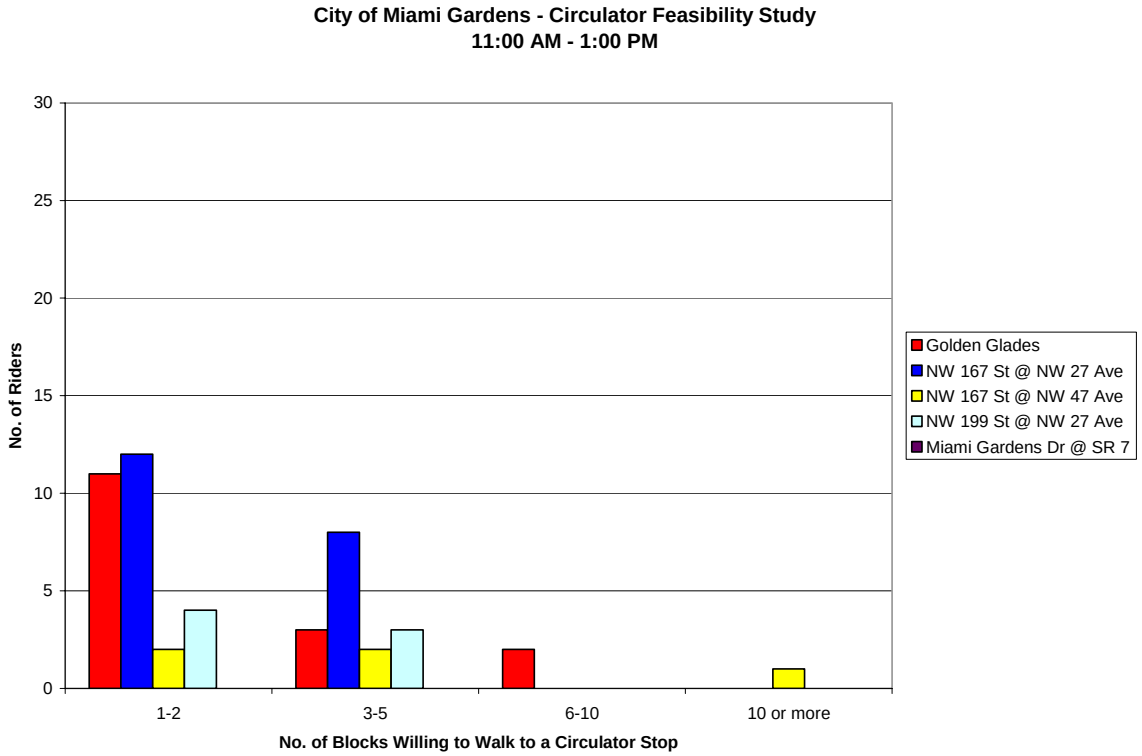
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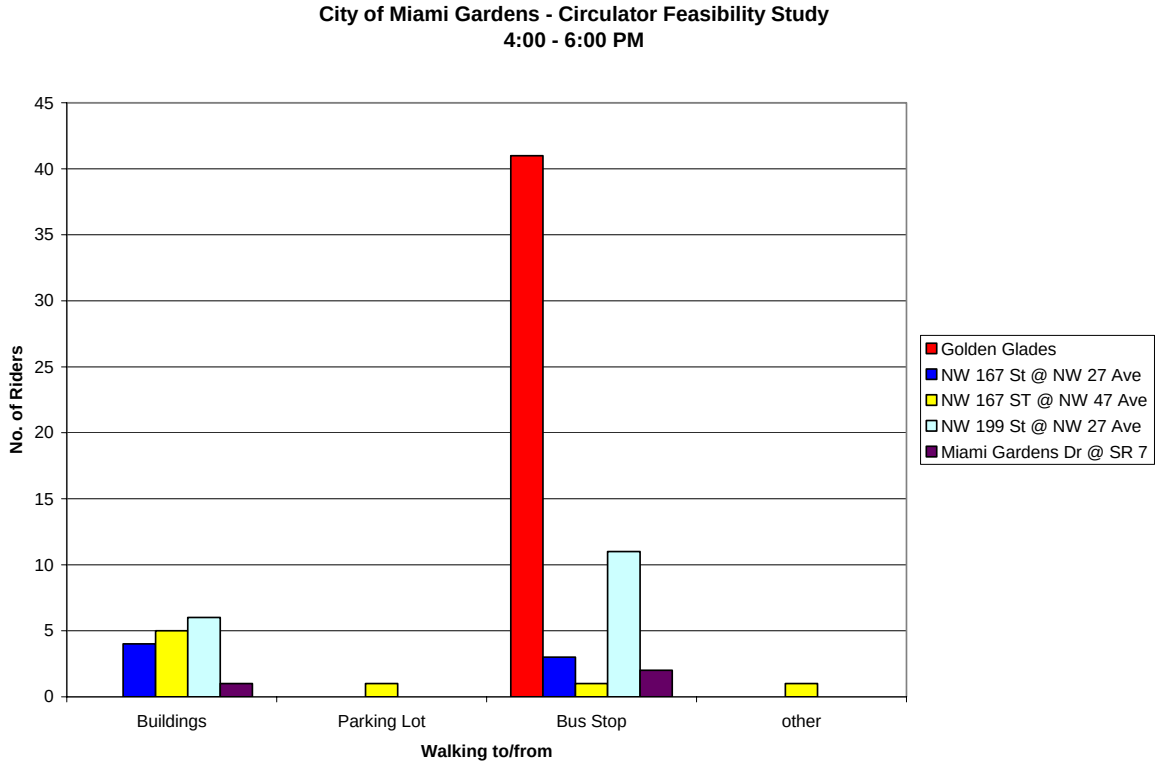
City of Miami Gardens - Circulator Feasibility Study
4:00 - 6:00 PM
No. of Riders
45
40
35
30
25
20
15
10
5
0
Buildings
Parking Lot
Bus Stop
other
Walking to/from
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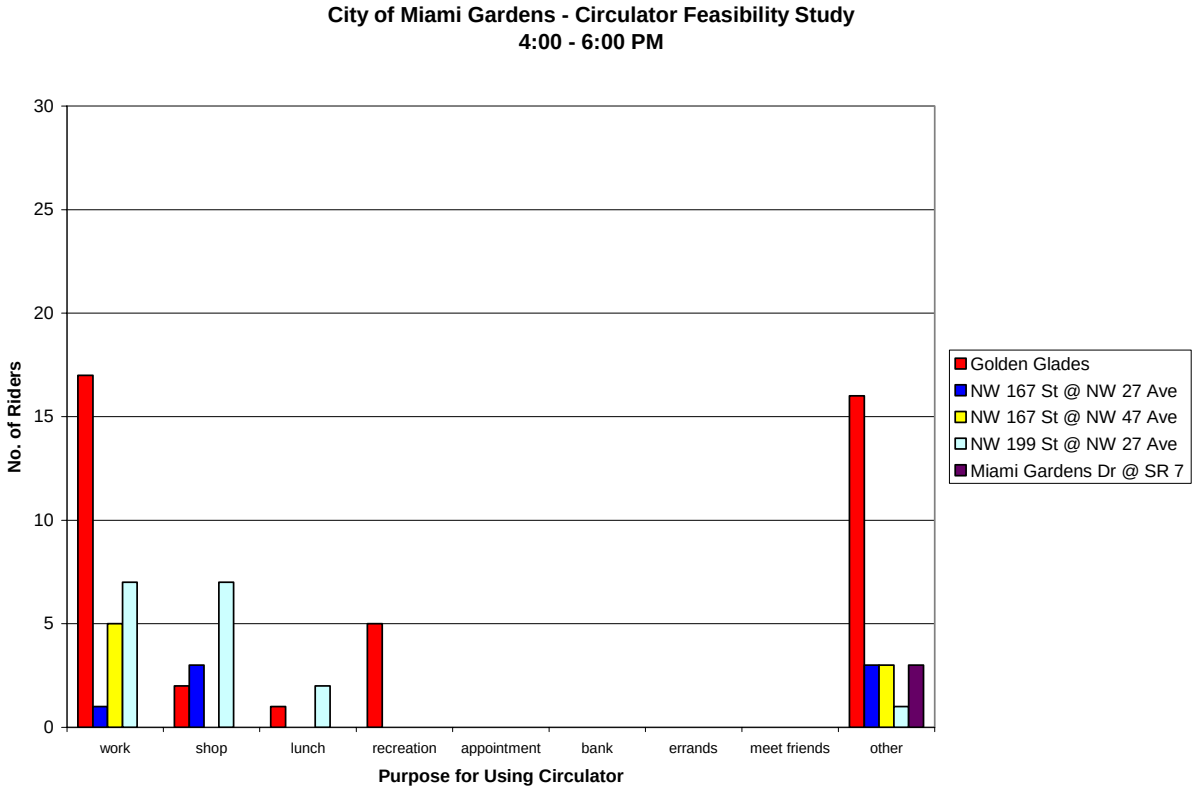
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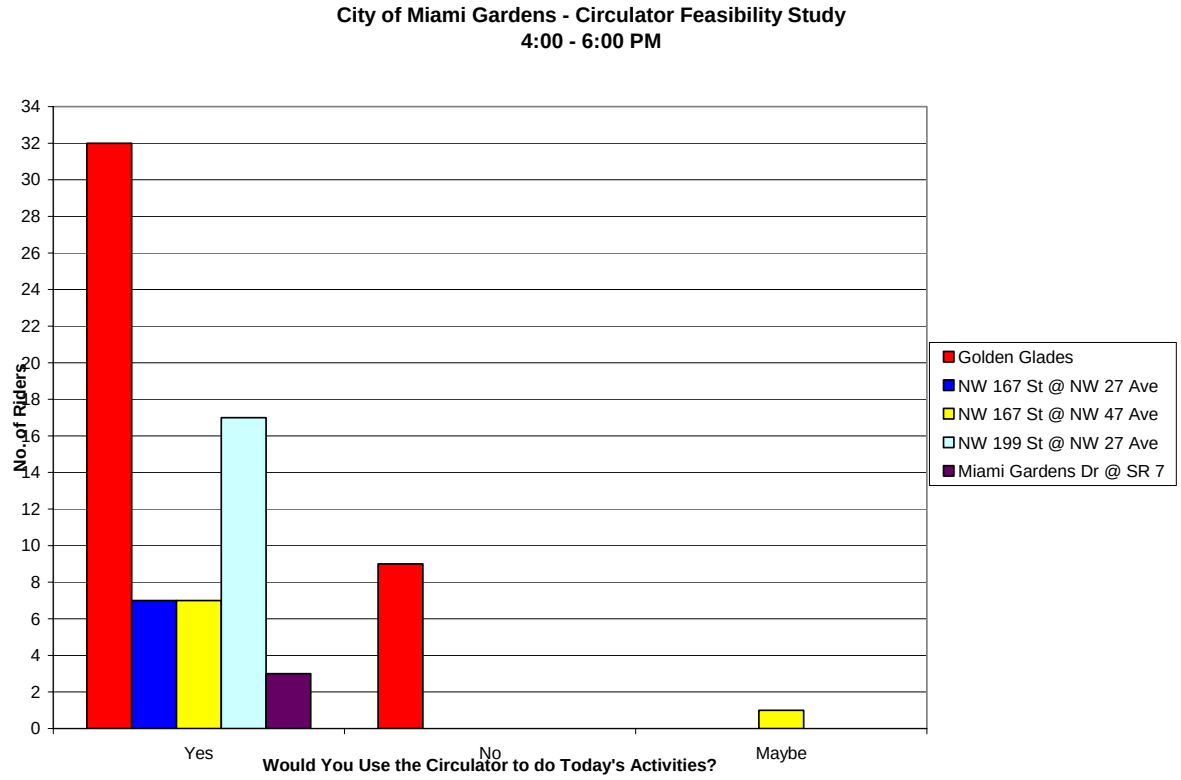
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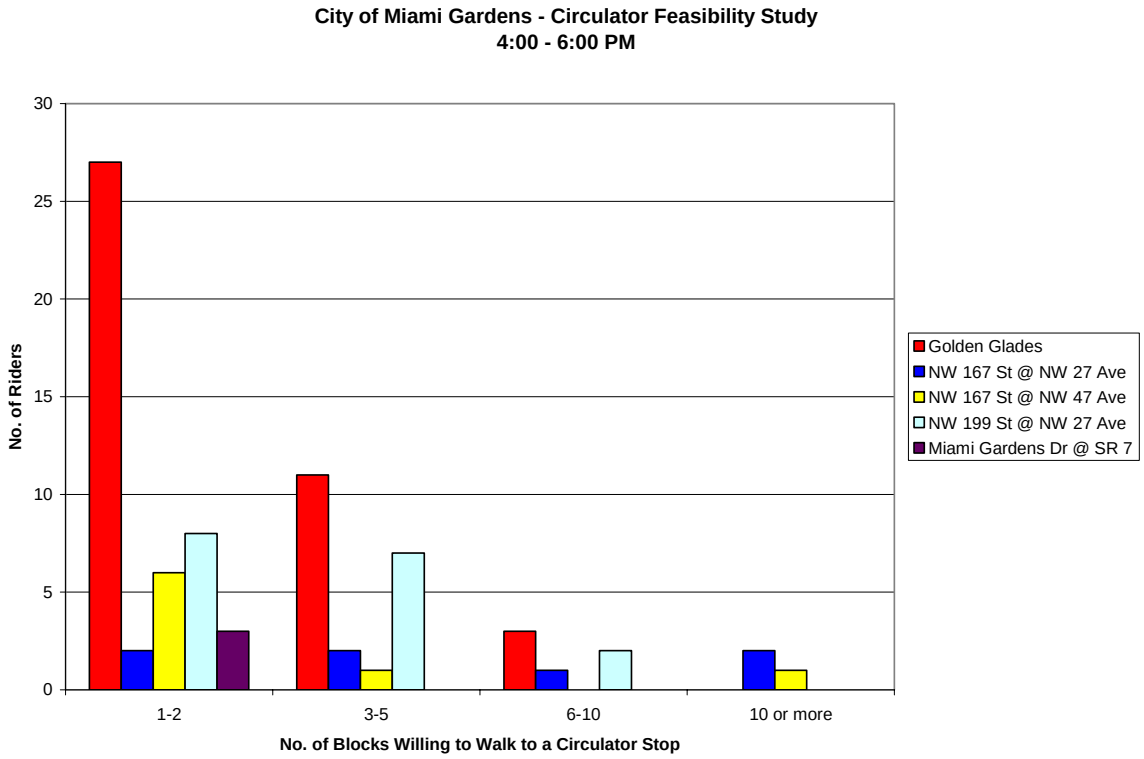
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NW 167 St @ NW 47 Ave
NW 199 St @ NW 27 Ave
Miami Gardens Dr @ SR 7

4.0 CIRCULATOR ROUTE(S) SELECTION

4.1 Routes/Alignments

Exhibit 7 illustrates the three potential route options of which the intention is to develop transit routes that satisfy the potential transit riders, and at the same time, be technically feasible and financially affordable. The preferred route(s) will be selected based on input from the city, results of the travel time runs and potential ridership.

4.2 Data Analysis

4.2.1 Travel Time Runs

Travel time runs were conducted for each potential route during the morning, mid-day and afternoon peak periods in order to establish the length and average time for each route. A summary of the results are shown in Exhibit 10. The results of this survey are provided in Appendix D.

Exhibit 10
Potential Circulator Route
Average Travel Time Runs

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

Source: David Plummer & Associates

4.2.2 Potential Ridership Estimates

Data was extracted from the Miami-Dade Transportation Model and reviewed to determine population and employment estimates along the routes. The data obtained from the model was gathered by route alignment. Data from each Traffic Analysis Zone (TAZ) adjacent to an alignment was used in establishing the ridership estimates. The TAZ map along with the corresponding population and employment data is provided in Appendix E. A summary of the results are shown in Exhibit 11.

Exhibit 11
Potential Ridership Estimates

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

[1] 1% of Potential Riders
[2] 2% of Potential Riders

Source: Miami Dade Transportation Model

Based on the Miami Dade Transportation Model Route 2B has the highest ridership potential. Additionally, the city selected Route 2B as their preferred route. Therefore reference to calculations and discussions in the following sections will regard Route 2B.

Several agencies provided input on the selection of Route 2B. The possible duplication of existing MDT routes, providing a "one-way loop" instead of two-way combined with the route length were issues discussed.

The proposed alignment of Route 2B overlaps with Metrobus routes 17, 75, 77, 83, and 95. However, none of the routes is duplicated in it's entirety. Proposed Route 2B provides connection between the major corridors NW 27 Avenue, US 441, Miami Gardens Drive, and the segment of NW 199 Street which currently does not have service. The differences between the proposed circulator route and the MDT routes which are overlapped are that Route 17 does not go to Golden Glades, NW 27 Avenue, US 441 and is on Miami Gardens Drive between NW 14 and NW 17

Avenues. Route 75 also does not go to Golden Glades, NW 27 Avenue, US 441 and is on Miami Gardens Drive east of NW 7 Avenue. Route 77 does not provide service west of NW 7 Avenue. Route 83 does not go to Golden Glades or NW 199 Street. Route 95 does not provide service west of NW 7 Avenue during the mid-day and afternoon hours.

Most of the existing routes for transit circulators in Miami Dade County have evolved into what they are today. Typically the routes are initially proposed and modified sometimes more than once in order to provide what is best for each city. Some routes start as one-way loops and are maintained as such and in other cases have been modified to provide service in both directions. Other routes have had extensions put into place or had an entire leg truncated. These are benefits of having "rubber tire" or flexible alignments instead of a fixed alignment.

5.0 OPERATING OPTIONS

5.1 Stop Locations

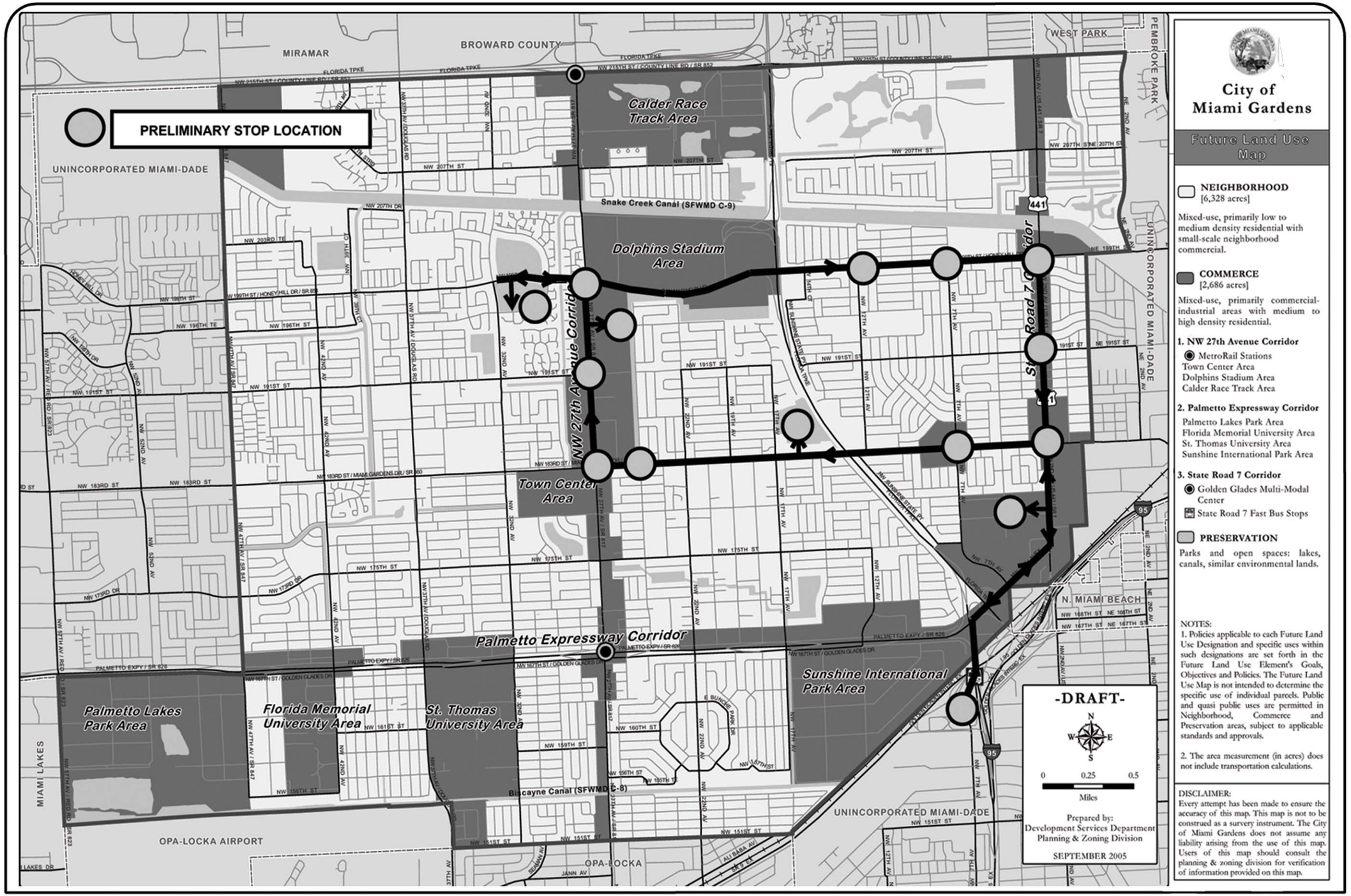
For the preferred Route 2B preliminary stops were developed based on activity centers and potential riders along with connectivity to existing transit service especially those locations with high boarding/alighting activity at the stops. The preliminary stops are shown on Exhibit 12.

5.2 Boarding Process

If the circulator is provided as a free service, boarding and alighting would be very quick and efficient, as patrons would be able to board through either the front or back doors (if multi-door vehicles are used) without having to take time paying fares. Circulator systems of this type are generally well-patronized because they offer the promise of quicker service in addition to zero fares. In some cases, the time savings achieved by offering free service can offset the need to acquire an additional vehicle or hire an additional driver.

5.3 Peak Commute Period

Peak commute period is during the morning and afternoon peak periods with highest activity especially at the Golden Glades. Providing service to and from Golden Glades during these times of the day is crucial. However, during the late morning to early afternoon period including mid-day the transit rider is more of a service rider such as going to an appointment, lunch or shopping. Therefore, provided a truncated route that does not go to Golden Glades during these hours is highly recommended. During these hours it is also recommended that the circulator enter into specific locations to provide more of a "door to door" service to the Dolphin Stadium and Golden Glades Wal-Mart shopping centers, Rolling Oaks Park and the proposed Community Center.



City of Miami Gardens

Future Land Use Map

NEIGHBORHOOD
[6,328 acres]

Mixed-use, primarily low to medium density residential with small-scale neighborhood commercial.

COMMERCE
[2,686 acres]

Mixed-use, primarily commercial-industrial areas with medium to high density residential.

1. NW 27th Avenue Corridor
- MetroRail Stations
- Town Center Area
- Dolphins Stadium Area
- Calder Race Track Area

2. Palmetto Expressway Corridor
- Palmetto Lakes Park Area
- Florida Memorial University Area
- St. Thomas University Area
- Sunshine International Park Area

3. State Road 7 Corridor
- Golden Glades Multi-Modal Center
- State Road 7 Fast Bus Stops

PRESERVATION

Parks and open spaces: lakes, canals, similar environmental lands.

NOTES:
1. Policies applicable to each Future Land Use Designation and specific uses within such designations are set forth in the Future Land Use Element's Goals, Objectives and Policies. The Future Land Use Map is not intended to determine the specific use of individual parcels. Public and quasi public uses are permitted in Neighborhood, Commerce and Preservation areas, subject to applicable standards and approvals.

2. The area measurement (in acres) does not include transportation calculations.

DISCLAIMER:
Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survery instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning division for verification of information provided on this map.

PROJECT:	TITLE:	EXHIBIT NO.
MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY	PRELIMINARY STOP LOCATIONS	12

5.4 Vehicle Type

The main capital expenditure for the circulator system will be the purchase of vehicles. While economics is a major factor to consider in the selection of vehicles, also important is the capacity, noise level, pollution factor, and overall image. The following sections describe several vehicle characteristics and options that could provide appropriate service to the Miami Gardens route.

5.4.1 General Vehicle Parameters

Since relatively frequent service will be maintained at all times the circulator is in use, full-size vehicles will not be required. Rather, vehicles ranging from 22 feet to 30 feet in size would be sufficient to handle peak loading requirements so long as frequent service is maintained. These vehicles can generally carry 20-25 seated passengers and another 15-20 standees.

One important reason to use short vehicles to provide the circulator service rather than their full-size counterparts is to ensure a good fit with the local context. Larger vehicles, especially when run at high frequencies, are often viewed as intrusions by those who do not use the service. Shorter vehicles can also make tighter turns and traverse narrower lanes, both important on urban routes requiring frequent turnarounds.

For maximum boarding and alighting efficiency, two-door vehicles are recommended to avoid funneling all patrons through the same entrance/exit. As described previously, the efficiency of this operation would be maximized if the service was provided free of charge, as patrons would be able to board through either door.

5.4.2 Power Sources

There has been several power sources used over the past 10 years for circulator systems other than standard diesel power. Electric vehicles were in great demand 5-10 years ago because of their zero emissions, low noise, and smooth acceleration. However, this technology has become less popular because of the time it takes to recharge the batteries and its effect on operations. Many cities have replaced their electric vehicles with other power sources.

Hybrid-electric vehicles became the state-of-the-art power source from 2000-05. Hybrid-electric vehicles operate primarily on electric power. The charging of the battery occurs via an onboard generator that uses traditional fuel. When the battery charge becomes low, the turbine engine starts to recharge the battery. This approach allows the vehicle to stay in operation while the battery is recharging.

The city of Coral Gables started with a completely hybrid-electric fleet. After constant, costly maintenance problems, Coral Gables has begun to phase-out the hybrid-electric vehicles and is replacing them with low emission diesel vehicles.

The use of biodiesel fuel, which is a blend of fossil fuel and vegetable oil, has started to gain momentum in the United States. Biodiesel has very low emissions and is a domestic, renewable fuel that can be applied to diesel vehicles with an additional capital investment. However, it generally costs more than regular diesel fuel and its availability is limited. There is ongoing concern within the transit industry on the short and long-term effects of biodiesel on the mechanics and engine parts of the vehicles.

Low floor, low mass diesel vehicles are proving to be the vehicle of choice for their reliability and overall performance for shuttle/circulators across the United States. These vehicles can be fitted

with vintage-style interiors and bodies. These vehicles, also ADA compliant, have lower emissions than standard diesel vehicles and have reduced overall noise levels. By replacing the hybrid-electric vehicles with low emission, the city of Coral Gables has greatly reduced overall maintenance costs and improved reliability.

5.4.3 Peak Commute Market

Presently, Miami-Dade Transit operates nine bus routes that connect to the Golden Glades station. Additionally, five routes have connections at the NW 183 Street / NW 7 Avenue intersection. As shown in Exhibit 4, the bus stop at this location has the highest boarding and alighting activity within the city of Miami Gardens. From these two locations alone the opportunity for connections is very good. The city will need an Interlocal Agreement (IA) with the County in order to implement service. The agreement is standard which involves appending a route map, schedule and fare structure. The routes at these two locations with connectivity to the proposed circulator route and their peak headways are listed below. Based on the headways at these locations in addition to the other routes headways of twenty minutes are recommended.

Route E	30 minutes
Route 22	15 minutes
Route 42	30 minutes
Route 77	5 – 20 minutes
Route 95	10 minutes
Route 241	30 minutes
Route NW 7 Ave Max	18 minutes
Route NW 183 St Max	30 minutes
Route 75	30 minutes
Route 83	15 minutes

5.5 Fare Structure

Two alternatives were analyzed for the proposed circulator service fare structure – a $0.25 fare and free. The benefits of having a minimal fare are the deterrence of having unwanted patrons on the vehicles and having additional revenue (to assist in offsetting associated operational costs) for the system. On the other hand, having a minimal fare may entail greater administrative expenses for collection and accounting than the amount possibly collected. Having a fare may also affect the operation of the system. If the circulator is delayed even a few seconds at each stop, the overall travel times for the route would increase and become less reliable. To compensate, more buses would be needed to maintain the desired headways.

The benefits of having a free circulator system are also apparent. Patronage would most probably be higher, reflecting the City's desire for a successful system. Also, there would be less potential for operational delays along the route. The desired headways would therefore be easier to maintain. After comparing the alternatives, it was determined that a free system would be most beneficial to the City.

5.6 Special Needs

Miami-Dade County was contacted for information regarding transit for those with special needs and for the elderly. The County offers reduced fares to both of these groups. It also has a separate reduced fare pass for the elderly or Social Security recipients called the Golden Passport. On average, reduced fare riders comprise approximately 9.5% of total transit riders and, in addition, the Golden Passport riders account for approximately 10% of total ridership. It is assumed that these special needs characteristics for the City's circulator should most probably reflect those of Miami-Dade County as a whole. However, the Golden Passport would be irrelevant if the City chooses not to charge a fare.

In Interlocal Agreements with other cities, the County and City agree that the County's STS program will serve as the City's complementary paratransit service as required by the Americans

with Disabilities Act (ADA).

The proposed circulator service will be required to comply with the ADA. The system will need to accommodate wheelchairs. Pedestrian facilities leading to the circulator stops may need to be evaluated for ADA compliance (i.e. sidewalks, curb cuts, traffic signal push buttons, etc.).

6.0 COSTS

6.1 Capital Costs

Vehicle procurement is generally the largest capital cost. Based on research, a low-emission diesel vehicle is approximately $300,000. In order to provide 20 minute headways for the circulator three vehicles would be required, for a cost of $900,000. Additional capital costs are required for circulator shelters and signs. The cost of shelter (including signs) is approximately $16,000. The cost for customized signs is approximately $3,000. For estimating the cost of shelters and signs, it was assumed that 50% of the anticipated stops will have a shelters and signs and 50% only signs.

Fifteen preliminary circulator stops were identified for the Route, for a total cost of $149,000 for shelters, signs and amenities. Therefore the total capital costs associated with the circulator Route is $1,049,000.

6.2 Operating Costs

Operating costs vary significantly with several factors. The most significant of these pertain to regional specifics, such as energy costs and labor costs. For this reason, the operating costs determined for this project are based upon a per-hour operating figure of similar circulator systems in South Florida. An hourly rate of $65 per vehicle-hour was used to estimate the operating cost of the route. These rates include the following:

- Maintenance and operations service provider
- Salaries/benefits for city trolley staff
- Repair and maintenance of machinery & equipment
- Tools
- Shuttle Depot rental
- General Liability insurance
- Motor fuel & lubricants
- Uniform rental
- Employee training
- Office supplies
- Taxes and License fees

- Miscellaneous expenses

Based on operating hours of 6:00 AM to 7:00 PM Monday through Friday the Route service schedule is equal to 65 bus-hours per week. Assuming an additional 2 hours a day for deadhead time (i.e., travel to and from the facility before and after each shift) would amount to total estimate of 75 bus-hours per week. Applying the $65 per hour operating rate yields a weekly cost of $4,875 or an annual cost of approximately $253,500. Exhibit 13 summarizes the costs associated with the Route.

Exhibit 13
Circulator Route Cost Summary

Capital Cost

Item	Quantity	Cost per Unit	Cost
Vehicles	3	$300,000	$900,000
Shelters	8	$16,000	$128,000
Signs	7	$3,000	$21,000
Total Capital Cost		**$1,049,000**	

Operating Costs

Item	Quantity	Cost per Unit	Cost
Weekly operating costs	75 hours	$65	$4,875
Annual operating costs	**52 weeks**	**$4,875**	**$253,500**

7.0 FUNDING OPTIONS

7.1 Background

The city of Miami Gardens is not eligible for funds from the Peoples Transportation Plan because it was incorporated after the passage of the plan and supporting tax. This fund represents a $16 billion, 30-year transportation investment. Twenty percent of the total annual revenue is divided among the municipalities on a pro-rata basis, (determined by population) enhancement projects. Miami Gardens is not eligible for this funding source. However, there are numerous funding sources available for these types of projects. These sources can be broken up into the following groups:

a. State/Federal Targeted Assistance Programs
b. Federal Indirect Funding Sources
c. Local Initiatives

The "targeted" assistance programs are those for which transit improvements are one of the stated primary goals. The indirect funding sources are funds generally dedicated toward other objectives (such as community development or preservation) but for which transit improvements could be a major element. Local initiatives include the entire range of local funding options for local match and ongoing operating funds.

7.2 Experience of Funding Circulators in States Other than Florida

Three urban areas outside of Florida were contacted to see if they had local transit circulators, and if so, how they were funded. The following urban areas were contacted to ascertain the status of transit services and funding sources:

- Alexandria, Virginia
- Charlottesville, Virginia

- Chattanooga, Tennessee

The findings from contacting representatives of each of these areas are provided below:

Alexandria, Virginia

Alexandria is a city located adjacent to the District of Columbia. Regional transit service in the form of both bus and rail is provided by the Washington Metropolitan Area Transportation Authority (WMATA), one of the five largest transit agencies in the United States. Local officials within Alexandria decided to establish their own bus service rather than pay WMATA for additional service within their city. The city also decided against utilizing federal funding of any kind in order to avoid federal restrictions on charter bus service, requirements such as Buy America and Davis Bacon, and to avoid the costs associated with federal grants management.

The city secures state funding for their capital expenses which is used primarily to purchase heavy duty transit buses. The 58 buses in the fleet are maintained in a city-owned facility. The total annual operating budget is $10.6 million dollars per year, of which $3.75 million is recovered through the farebox or other earned revenue. The system charges a base fare of $1.00 and accepts Metrorail transfers to their buses. The city's general fund provides the remaining dollars (approximately $7.2 million) to operate the transit service.

One interesting source of funds that is considered earned revenue comes from a large development within the city that is now housing the United States Patent and Trade Office. When the original developer sought approval from the city to build on the site, a condition of approval was that the developer had to contribute to the reduction in the use of single occupant automobiles. The city had enacted a Transportation Management Plan that required all large scale developers to submit a plan for how each would mitigate traffic congestion. Some developers have agreed to purchase transit passes for their employees. Others have agreed to subsidize the cost of shuttles that take people to and from their development and the nearest Metro rail station. In this particular case, the developer agreed to pay $600,000 per year in perpetuity toward the cost of DASH bus service. This obligation would continue to apply to any future owner of the property.

The local transit service agency that the city established is named The Alexandria Transit Company and is referred to for marketing purposes as "DASH". Agency Director Sandy Modell notes that the city was very careful in how this agency was established. The city has hired First Transit, an international private firm that manages transit systems throughout the country. First Transit establishes a sub-corporation and hires the employees that operate and maintain the buses. In short, there are no city employees involved with this service. In addition, the Alexandria Transit Company has a governing board separate from the city Council. This separation of powers helps the service operate relatively free from local politics. They have managed to keep their costs per hour at $65, which is approximately 30 percent lower than the costs WMATA would charge for such service.

Charlottesville, Virginia

Bill Watterson, Director of Charlottesville Transit, indicated that his agency is part of city government. The vast majority of the funding for operating this transit system comes from a combination of general funds collected by the city and farebox revenues. One other source of funding is the University of Virginia which is the dominant entity in Charlottesville, an otherwise relatively small city in the middle of the state. The city and the university reached an agreement whereby students are allowed unlimited access to the Charlottesville transit services when they show a university ID. The university pays the city $130,000 a year in order to provide this benefit to their students. A study conducted by a consultant on behalf of the city indicated that a "revenue neutral" agreement (one in which the revenue from the university would equal the amount of revenue that would otherwise have been collected through the farebox from students) would call for the university to pay approximately $180,000 to the city. It appears the university's considerable political clout has helped them minimize their expenses for this service.

The city also provides a free trolley from the downtown core to the university. The university pays the city $55,000 toward the expense of the trolley, which represents approximately 10 percent of the trolley's total operating costs.

Many transit agencies throughout the country have entered into similar agreements with universities in their service area. It is generally regarded as a win-win-win arrangement for the transit agency, the university, and the students. Ridership increases on the transit system, which is the primary reason for a transit agency to exist. Revenue from the university provides the transit system with a guaranteed revenue stream. The increased ridership from students can also result in increased federal transit funding which is determined by a formula that takes into account transit system ridership. This kind of an arrangement is often beneficial for universities that have parking problems and wish to reduce automobile activity on the campus. It also provides their students with mobility options that do not require building and maintaining more parking garages. Students obviously benefit from the access they gain to their community through the local transit system. All students are normally assessed a modest amount in student fees each semester (sometimes referred to as a transportation access fee). That modest amount allows all students to then have unlimited access to the transit services provided in the community. This arrangement is often called "universal access".

Chattanooga, Tennessee

The Chattanooga Area Regional Transportation Authority (CARTA) provides public transit services which include a prominent downtown shuttle system in this city in south-central Tennessee. The shuttle service has gained notoriety due to the fact that all 12 buses used in this service are pure electric vehicles that have zero emissions.

In the 1950s and 60s, Chattanooga had the unfortunate distinction of having the worst air quality of any city in the nation. The all-electric shuttle service was instituted as a vital part of the city's redevelopment and its attempt to attain cleaner air. While the majority of CARTA's transit services (60 large buses and 15 paratransit vehicles) are supported by general taxes, they wanted to secure revenues to support the new shuttle service that would not be subject to budgetary cutbacks in their general funds in future years. To do this, General Manager Ron Sweeney noted that CARTA applied for and received grants to build parking garages at the ends of the downtown area. The city agreed to restrict parking in most areas of the downtown. This forced most people destined for downtown to park their vehicles on the periphery of the downtown and complete their trips on the

shuttles. The shuttles provide service as frequently as every five minutes. While there is no fare to ride the shuttles, all revenue collected from the parking garages are applied to the expenses of operating the downtown shuttles.

In the early years of operating the shuttle, revenues from the parking garages provided approximately two-thirds of the revenue required to operate and maintain the shuttles. The city of Chattanooga provided the remaining one-third of the revenues from a variety of sources including general funds and other parking revenues.

Within the past year, a new mayor decided to turn over all responsibility of parking management to CARTA. In addition to the two original parking garages, CARTA now receives revenues from 1600 additional parking spaces and lots. A third parking garage will be completed soon, providing CARTA with all the revenue it will need to support the approximate $1 million per year operating costs of the shuttle, as well as the maintenance of all parking facilities.

7.3 Findings from Other Similar Research

Transportation consulting firm Urbantrans conducted a similar study for the Buckhead Area Transportation Management Association in Atlanta in 2006 and prepared a report entitled "Funding Opportunity Analysis". This report reviewed how local circulator services were funded in eleven additional areas in the United States. The services they reviewed were provided in the following areas:

- Emery Go Round — Emeryville, CA (S.F. Bay Area)
- San Leandro Links — San Leandro, CA (S.F. Bay Area)
- Portland Streetcar — Portland, OR
- Zip Shuttle — Broomfield, CO (Denver-Boulder)
- Englewood Art Shuttle — Englewood, CO (Denver)
- Ambler Hop, Community Coaster — North Wales, PA (Philadelphia)
- Georgetown Metro Connection — Washington, DC

- Downtown Circulator Washington, DC
- Knoxville Trolley Lines Knoxville, TN
- Georgia Tech Shuttle Atlanta, GA
- Emory Shuttle Atlanta, GA

Emery Go Round

This Bay Area, CA, shuttle is a private transportation service, funded solely by commercial property owners in the citywide transportation business improvement district (BID), the Emeryville Property-Based Transportation Service District. The shuttle began in 1986 with employer and city dollars, and in 2002 the tax was established. The BID charges 18.75 cents per square foot to retail and office property owners, and 9.4 cents per square foot to industrial property owners, in the Service District. Between 450 and 500 property owners are impacted by this tax.

San Leandro Links

The San Leandro Links is funded fifty percent by a local BID, of which 100 percent of the BID funds are allocated to the shuttle. The remaining 50 percent of the funding is derived mostly from the local MPO's Lower Income Flexible Transportation (LIFT) program, which provides Federal Jobs Access Reverse Commute / Welfare to Work (JARC/WTW) funding and State Transportation Assistance (STA) Regional Discretionary funds. Links received LIFT funding after partnering with a local non-profit that manages a WTW Program and changing a shuttle route to accommodate JARC/WTW customers.

Portland Streetcar

The Portland Streetcar features three routes, each with an individual funding plan featuring a mix of parking meter revenues, local transit district (TriMet) funding, city of Portland funding, and sponsorships. Portland Streetcar, Inc., a nonprofit corporation, led the design/build of the system, and is responsible today for operating the streetcar.

Zip Shuttle

The FlatIron Improvement District in Broomfield, CO, includes three retail developments: FlatIron Marketplace, Mainstreet at FlatIron, and FlatIron Crossing shopping areas. The FlatIron District elected to impose an "improvement tax" to finance the operation of the Zip Transportation Shuttle. This .2% tax is collected only on sales made in the FlatIron Improvement District.

Ambler HOP / Community Coaster

Two shuttles serve three main markets: seniors, disabled, and others. A little more than half (51%) of the shuttle's funding comes from JARC/WTW grants. 21% is received from a county municipal shuttle funding program; an additional 21% is received through local match from four local governments. Lottery funds (6%) and sponsorships (close to 1%) from the private sector provide the remaining funds.

Englewood Art Shuttle

This is a free circulator shuttle provided by the city of Englewood, CO. The Art Shuttle connects from city Center Englewood, through downtown and the medical complexes and to light rail stations. Funding sources include: 80% CMAQ, 10% RTD (local transit district), and 10% city of Englewood. The city hopes to secure additional funds from RTD or fares to continue the shuttle after CMAQ funding expires.

Georgetown BID

The Georgetown BID operates a shuttle bus circulator linking Georgetown to the Foggy Bottom, Dupont Circle, and Rosslyn Metrorail Stations. Farebox revenues provide the largest percentage of operating costs (70%), with JARC/WTW funding accounting for 20% of the operating costs, and the remaining gap covered by contributions from the Georgetown BID and the Rosslyn BID (which contributes less than 1%). Over 89,000 riders a month pay either a $1.00/one way fare, .35 cents if they have a Metro transfer, .25 cents if they are disabled or a senior, and monthly passes are available for $30.00. Fares will increase to $1.50/one way in the coming months. The Georgetown BID applied for JARC funding on its own and is preparing to

reapply in the next year. JARC funding lasts three years and the available amount will decrease during the reapplication. The BID is exploring ways to fill the upcoming gap and is considering raising fares and other local funding sources.

Downtown Circulator

The Circulator in Downtown DC began operations in July 2005. The Circulator is the product of a public/private partnership between the District Department of Transportation, Washington Metropolitan Area Transit Authority (WMATA), and DC Surface Transit, Inc. (DCST). DCST is itself a non-profit partnership, with members consisting of four downtown DC BIDs, the Washington Convention Center Authority, and the National Capital Planning Commission. The Downtown BID provides contract staff for DCST. DCST provides ultimate management of the Circulator, contracting day-to-day management of the system to WMATA. DCST leads all marketing and public relations efforts for the Circulator.

Knoxville Trolley Lines

The Knoxville Trolley is operated and managed by Knoxville Area Transit (KAT). The Trolley budget is a subset of the larger KAT budget, and only direct trolley costs are reflected in the trolley budget. All related overhead costs are covered as part of the general KAT budget. The shuttle is funded by a combination of sources, including the city of Knoxville (57%), program partners (22%, includes Central Business Improvement District, University of Tennessee, and student apartment building owners), CMAQ (9%), and subcontractor revenues (12%).

Georgia Tech Shuttles

Georgia Tech operates four shuttle routes, three primarily on the main campus, and one connecting the main campus, Technology Square, and the Midtown MARTA station (Tech Trolley). The shuttles are 100% funded by Georgia Tech student fees.

Emory Shuttles

The service is funded by a combination of University-based sources, including approximately 30% from parking fees, 40% from Emory University Hospital, 15% from Emory Clinic, and

15% from university housing fees. The shuttle is also available for hourly rental by Emory faculty, staff, students and Emory affiliates. Shuttle Rates effective 09/01/05: $45.00 per hour with a 3-hour minimum charge (time begins when driver clocks in/ends when driver clocks out).

Exhibit 14 provides a summary of the funding sources for each of these local transit services reported on by Urbantrans. In only one case (the Emery Go Round) was there a single source of funding. Most of these services relied on three or more sources of funding to pay for their operating expenses. Utilizing Assessment District revenues was the most popular method to generate funding, followed by assistance provided from a city or county and federal grants such as JARC and CMAQ. Regional transit agencies and farebox revenue provided funding in at least three areas. Parking revenues and student fees were utilized in two jurisdictions.

Exhibit 14

Percentage of Operations / Maintenance Revenue & Current Fare

Shuttle Systems	City / County	Transit Agency	Assessment Districts	Farebox	JARC	Sponsorships	Other	Fare
Emery Go Round			100%					Free
San Leandro Links			50%		50%			Free
Portland Streetcar		67%		4%		4%	25% Parking Fee	$1.50
Zip Shuttle	17%	38%	45%					Free
Englewood Arts Shuttle	10%	10%					80%CMAQ	Free
Ambler HOP, Coaster	42%				51%	1%	6% Lottery	Free
Georgetown Connection			10%	70%	20%			$1.50
Downtown Circulator (DC)	38%		12%	31%			19% Fed. Gov't	$1.00
Knoxville Trolley	57%		22%				9% - CMAQ 12% - N/A	Free
Georgia Tech Shuttles							100% Student Fees	Free
Emory Shuttles						55%*	30% - Parking Fees, 15% - University Housing Fees	Free

Notes:*Funding from Emory University Hospital (40%) and Emory Clinic (15%).

7.4 Funding Sources for Circulators in Other Cities within Florida

Tampa

In Tampa, the downtown circulator is provided by Hartline, the provider of regional transit services in Hillsborough County. State grants, property taxes, and farebox revenue are the primary sources of funding for Hartline and the downtown circulator. However, the downtown circulator also receives funding from a variety of private partners served by the rubber-wheeled trolleys including Old Hyde Park Village (a shopping complex), Publix, One Bayshore (a major condominium development), and the Tampa Downtown Partnership. These partners pay $5,000 apiece per year in the hopes that the service will find a market, serve their interests, and be a convenience for residents while it makes a stay in Tampa that much more pleasant for visitors.

There is also a steel-wheel streetcar line that runs through the historic district of Tampa. In addition to grants and farebox revenue, this system receives revenue through sponsors that pay for naming rights on individual streetcars or stations. Naming rights for the entire system have been sold to TECO, the electric power company serving the Tampa area.

St. Petersburg

The "Looper" is a tourist oriented circulator service in St. Petersburg that is a testament to the power of partnerships between public and private organizations at various levels. It is managed by the St. Petersburg Downtown Transportation Management Association. The service is provided through a contract by a private firm that charges $24.50 per hour. Funding comes from a variety of sources which helps explain the low hourly cost. The Pinellas Suncoast Transportation Authority, the provider of countywide transit services, provides the vehicles by leasing them to the Looper Group for $1 per year. PSTA also provides $160,000 per year toward the total operating expenses of the Looper. The Florida Department of Transportation provides a $50,000 grant under the Commuter Assistance Program to the Transportation Management Association toward the expense of managing the Looper. The St. Petersburg Downtown Partnership, comprised of over 130 businesses in the downtown area, matches the FDOT grant with $50,000. The city of St. Petersburg

also provides important support by taking the responsibility for maintaining the small fleet of vehicles used for the Looper and providing diesel fuel.

Additional funding for the Looper comes from those who sponsor the service and have stops on the route. These sponsors collectively contribute approximately $50,000 per year through their monthly assessments of between $150 and $600 per month. In return for their financial contributions, sponsors get a dedicated bus stop, collateral material on board the bus, a sign inside the bus with their logo, a hot link to their website from the Looper website, and the trolley drivers say something positive about them every time the bus stops there. The farebox accounts for approximately $15,000 annually by charging $.25 to its 5,000 passengers per month.

Orlando/Orange County

The International Drive Transportation Improvement District was established in the late 1980s when it became clear to stakeholders that local government agencies were not going to provide the type of investment in transportation services that the property owners in this booming area felt was needed. The Improvement District was formed when 832 property owners volunteered to have special assessments added to their tax bills. State legislation needed to be amended since it involved properties in both Orlando and Orange County, but ultimately a Municipal Services Taxing Unit was formed. Only commercial properties are included in this MSTU. Property owners can opt out at any time, but none ever have. The district has expanded three times since it was initially created and now encompasses 5,500 acres.

The establishment of the district required the approval of both Orange County and Orlando, but the district is now governed by a board separate and independent from the city and the county. The district budgets $4 million dollars a year for 15 rubber-wheeled trolleys that provide service every 15 to 20 minutes, 15 hours a day, seven days a week. The district owns no vehicles or facilities. All transit service is contracted to Mears Transportation at a rate of $49 per hour. Within the district are entities such as Sea World, Universal Studios, the Convention Center, and a host of major hotels, resorts, and restaurants.

7.5 Funding Sources for Circulators in Other Cities within Miami-Dade County

Coral Gables

The city of Coral Gables has pursued available funding from many sources. Miami-Dade County provided $1.4M for the purchase of the original vehicles, while the Florida Department of Transportation is paying for half of the $600,000 operating expenses through various grant programs. The city currently uses their entire allocation of Miami-Dade County's People's Transportation Plan funding, which is approximately $1.4M, on the operational and maintenance of the Coral Gables Trolley.

At its inception, the city of Coral Gables anticipated approximately 1,000 boardings per day with annual boardings at 250,000. By mid-2007, the Coral Gables Trolley was averaging 4,500 boardings per day with projections of 1.1M boardings for that year. In less than four years since its inception, the Coral Gables Trolley surpassed 3,000,000 total boardings (October 2007), and has received local, state and international recognition as one of the country's most successful local transit circulator systems.

Miami Beach

The city of Miami Beach transit circulator (South Beach Local) is operated and maintained by Miami-Dade Transit and is located within the South Beach area of the city. The South Beach Local circulator transit service was initially free to its riders but now has a low-cost fare of 25 cents per trip. City, state and federal monies are being used to fund this service. Federal funds included the Congestion Mitigation/Air Quality Program (CMAQ) and some local funding is obtained through advertising and traffic concurrency mitigation fees.

7.6 Potential Funding Sources for Capital Expenses

There are many potential sources of funding for the capital requirements of buses and shelters. Provided below is a listing of these potential sources categorized by their source as Federal, State, or other types.

7.6.1 Federal Sources of Capital Funds

Federal Transit Administration Urbanized Area Formula Program (5307)

This program administered by the Federal Transit Administration provides capital funds to designated recipients of FTA grants on a formula basis. In south Florida, the entire three county region of Palm Beach, Broward, and Miami-Dade Counties is considered one area by the FTA. The formula funds for the region are allocated based on negotiations among the four major transit agencies that operate in the region. For years, Broward County has utilized some of the funds it receives from this source to purchase minibuses that it then leases to local municipalities that provide local circulator services. The Pinellas Suncoast Transportation Authority in the St. Petersburg area leases trolley buses to the St. Petersburg Downtown Transportation Management Association to be used in the Looper service that has been paid for with 5307 funds.

Bus and Bus Related Facilities Program (Section 5309)

This program administered by the Federal Transit Administration provides over $800 million annually on a discretionary basis for bus and bus related facilities throughout the nation. In recent years, the vast majority of the available money from this source has been earmarked by members of Congress for projects in their home districts. Last year almost half of this money was dedicated to an Urban Partnership Program designed to fund specific programs that will have an impact on traffic congestion in five major urban areas of the country as selected by the FTA. However, it is likely that Congress will reassert itself in taking control of appropriating the majority of these funds in future years. Congressional representatives with influence on the appropriations process often earmark dollars for specific localities throughout the nation.

Congestion Management Air Quality (CMAQ) Program

This is a program funded by the Federal Highway Administration that has often been used to fund both capital and operating costs of programs that are designed to reduce traffic congestion and vehicle emissions. Many areas around the country have used CMAQ funds to purchase and/or operate buses as part of programs to help entice people to use transit. South Florida is now regarded as an "Attainment Area" in terms of air quality and no longer receives CMAQ funding. While a small portion of CMAQ funds remain from previous grants, they are committed to other projects.

Federal Highway Surface Transportation Program (STP)

SAFETEA-LU (The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users) is the federal legislation that governs the federal surface transportation funding program. This legislation allocates federal dollars for transportation projects throughout the nation, and allows dollars ordinarily designated for highway purposes to be "flexed" for transit purposes (and vice-versa). Flexibility provisions within SAFETEA-LU allow an MPO to use certain federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility by specific transportation mode.

When FHWA funds are transferred to the FTA, they can be used for a variety of transit improvements including bus purchases. Once the funds are transferred to FTA for a transit project, the funds are administered as FTA funds and take on all the requirements of the FTA program. Transferred funds may use the same non-federal matching share that the funds would have if they were used for highway purposes and administered by FHWA. It is very likely that toll revenue credits administered by the FDOT could be used to cover the local match normally required. This would mean the city might not need to come up with the 10 to 20 percent cash match ordinarily required to access these federal capital dollars.

The decision on the transfer of flexible funds is made by the MPO. The decision to transfer funds should flow from the transportation planning process and the priorities established for an area as part of the planning process.

Volusia County has employed this technique of flex funding for transit since 1999, and the MPO now dedicates 30 percent of its county-wide STP funding for transit purposes. This has provided them with over $700,000 per year in transit capital funding. Lynx, the transit provider in the Orlando area, has also benefited from this flexibility. Miami-Dade County has employed these flexibility provisions as it attempts to build more miles of Metrorail. The advantage the transit agencies in these areas have is that their transit service provider usually has co-terminus boundaries with the MPO. The transit provider serves the entire county and has access to more STP funds due to the fact that they serve the entire county.

Community Development Block Grant Funds

This federally funded nationwide program administered by the Department of Housing and Urban Development (HUD) provides billions of dollars annually on a formula basis to support a wide variety of community and economic development activities, with priorities determined at the local level. This program is specifically designed to assist areas of low and moderate income. While this program is not focused on transportation, communities can use CDBG funds for the construction of transportation facilities, or for vehicle acquisition and operating expenses for community transportation services. However, the city of Miami Gardens is an entitlement community. The Community Development Program is less than one year old and is focused on this community's housing rehabilitation needs and, to a lesser degree, upon business development needs. Therefore, their CDBG funds would not be utilized for transportation, transit services or facilities in the near future.

7.6.2 State Sources of Capital Funds

Transit Corridor Program

This program supports new services within specific corridors when the services are designed and expected to help reduce or alleviate congestion or other mobility issues within the corridor. These funds can be used for capital or operating purposes. Miami Gardens might rather utilize this source for operating assistance, but it can also be used to help purchase buses and shelters. Eligible

projects must be identified in a Transit Development Plan, Congestion Management System Plan, or other formal study undertaken by a public agency. Transit Corridor funds are discretionary and distributed based on documented need, as determined by FDOT District staff. It is possible that this source would not require local matching funds, depending on the interpretation of whether or not it is a project of statewide significance.

Transportation Regional Incentive Program (TRIP)

State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. FDOT will pay up to 50 percent of the non-federal share of project costs for public transportation facility projects. Eligible TRIP projects must be identified in appropriate local government capital improvements programs or long term concurrency management systems that comply with State comprehensive plan requirements. In addition, projects must be consistent with the Strategic Intermodal System and support facilities that serve national, statewide, or regional functions and function as an integrated transit system. The TRIP funds in FDOT District 6 (serving Miami-Dade County) and District 4 (serving Broward County) have already been committed through 2009.

While this program is intended for larger scale capital projects, it is possible that Miami Garden's circulator system could be portrayed as a project of regional significance given its connection with Tri-Rail at Golden Glades, and possibly with Miami Dade Transit and Broward County Transit. It should be noted that this grant requires a 50 percent local match.

County Incentive Grant Program (CIGP)

The purpose of this program is to provide grants to counties to improve a transportation facility (including transit) that is located on the State Highway System or that relieves traffic congestion on the State Highway System. Municipalities are eligible to apply also and can do so by submitting their application through the county. CIGP funds are distributed to each FDOT district office by statutory formula. FDOT will cover 50 percent of eligible project costs.

Eligible projects include those that improve the mobility on the State Highway System (SHS); encourage, enhance, or create economic benefits; foster innovative public-private partnerships; maintain or protect the environment; enhance intermodalism and safety; and those that advance other projects. These projects are managed within the FDOT district offices. Each year, each district notifies the counties within its boundaries of the availability of funds and asks that applications be submitted by a certain deadline. This will require the city of Miami Gardens to coordinate with Miami Dade County in order to be eligible.

Funds through this program will be scarcer this year and next due to the economic downturn in Florida that has resulted in decreased sales tax revenues. FDOT has reduced its budget in accordance with direction from the Governor. However, the Miami Gardens circulator project probably would not start until 2009 at the earliest, and the city should keep this program in mind as a possible source of capital funds. The circulator project meets many of the objectives of the program.

Public Transit Service Development Program

This state program was enacted to provide initial funding for special transit-related projects. As delineated in *Section 341.051, Florida Statutes,* It is designed to determine whether a new or innovative technique can be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Funding from this source is available for no more than three years. Proposals for receiving funds must be submitted by May of any year in order to receive initial funding in July of the following year.

FDOT District offices determine what projects will receive funding under this program. Those projects that have already been approved and are still eligible for funding receive priority. As with the Transit Corridor program, funds from this source can be used for either capital or operating expenses. It is doubtful that there will be sufficient funds to purchase many buses with this grant, though it could provide funds for amenities such as bus shelters. The city might wish to use funds

from this grant source for operating expenses while it pursues establishing other potential sources of operating funding that could then take the place of the Service Development Grant when it expires. This grant requires a 50 percent match, which could come from virtually any local source associated with this project.

State Transportation Trust Fund

State gas taxes generate funds for transportation projects all over the state that are identified in a collaborative process between FDOT and MPOs. Ed Coven, Manager of the Central FDOT Public Transit Office, has indicated that State gas tax funds available to MPOs can be converted to state Transit Block Grant dollars. Section 341.052 (8) of State Statutes states that "The Department may supplement a transit provider's Block Grant if requested by the MPO, if funds are available, and if concurred with by the Department." If there are highway projects that are scheduled to be undertaken in Miami Gardens and have these state gas tax dollars listed as the source of funding, Miami Gardens could petition the MPO to have all or a portion of these funds converted to transit block grant funds. The MPO and FDOT must concur with this proposal. If the road project is regional in nature, there might be concern from members of the MPO or FDOT that the transfer of funds could hamper regional traffic flow if roadway projects are not completed. However, the intent of the Miami Gardens circulator project is to encourage more people to use transit and other alternative means of travel, which is designed to reduce traffic congestion. If approved by the MPO and the FDOT, the funds would then be provided to Miami Dade Transit as part of its Transit Block Grant which can be used for either capital or operating purposes. Miami Gardens would need to have an interlocal agreement with Miami Dade Transit to ensure that the supplemental Block Grant funding they receive will be forwarded to Miami Gardens for the circulator project.

7.6.3 Other Sources of Capital Funds

Another possibility of securing the buses needed to operate the circulator services in Miami Gardens would be to contract for a "turnkey" operation, where the contractor the city hires would be responsible for providing the vehicles. This will increase the hourly cost that the contractor would charge the city since they would need to amortize the cost of the vehicles. This could add $10 to

$20 an hour to the cost of contracting for services, depending on the type of buses purchased and the number of hours the city asks the contractor to perform. Without at least a three year contract (and preferably a five year agreement from the contractor's point of view), contractors would be slightly nervous about purchasing new vehicles for a service with an uncertain future.

Other potential sources of funds for capital purposes would be from proceeds of an improvement district or tax increment financing district that the city might choose to establish. While these districts would be more likely to fund operating costs of the circulator services, proceeds could also be used to pay for buses or bus shelters. One drawback to utilizing this source for purchasing buses is that the proceeds might not come to the city in a timely fashion, thereby delaying the implementation of the service. The city could consider bonding to be paid off with anticipated revenues from the financing districts they could establish.

Self-generated revenue

The majority of transit systems in the country make additional revenue through selling space on the exterior or interior of its buses for advertising. Similar arrangements are often made to sell space on bus shelters for advertising. A few agencies do not pursue such funds in their desire to keep the appearance of their bus fleet as clean and sleek as possible. Others have gone to extremes by having whole buses wrapped in vinyl materials that convert the exterior of the bus into a moving billboard. In some cases each bus can generate $50,000 per year from such an arrangement.

Another method being used by a growing number of systems is to work with a company that will install, free of charge, flat screen monitors inside the bus which will be programmed to offer some news and short features, transit information, next stop announcements, and, of course, advertising. Companies have been willing to share a portion of the revenue they receive from advertising on these flat screens. The value of the revenue received will be commensurate with the exposure of the ads, which will be dependent on the level of ridership on the circulator buses.

The level of revenue received will be determined by which direction the city wishes to go in terms of selling space on its buses, and in what forms. Picking any number at this point would be

guesswork, but it would not be expected to generate more than $50,000 annually if a modest approach is taken. However, the flat screen monitors would provide a service to the ridership that would be appreciated.

Public and Private Funding Partners

Transit agencies have typically talked about the federal-state-local government troika when they talk about "partnerships". But now, across the nation, transit agencies have found that there are non-traditional local partners that will help pay for the cost of new transit services if those services meet the needs of those partners. For instance, in York, Pennsylvania, a hospital experiencing severe parking shortages helped pay for shuttle services that allow employees and visitors to access their facilities without a car. The downtown business community in Indianapolis agreed to pay for 70 percent of the cost of extended evening hours of transit service when they realized that their employees, many of whom made minimum wage, needed transit to get to work. Major office parks around the Chicago area pay for over half the cost of shuttle services to and from their facilities and the nearest Metra Rail station. Shopping centers in Pensacola teamed up with the major military base in the area to help pay for new transit service that linked their two facilities.

Downtown Business Partnership organizations have contributed to the cost of local transit shuttles in Tampa and St. Petersburg. The Convention and Visitors bureau of Orange County helps pay for the expense of transit service. A major shopping center in Osceola County contributes toward the operating expense of extended transit service to their retail facility.

There might be other ways of partnering that don't involve cash payments. In Volusia County, the County transit system partnered with the School Board by utilizing the School Board bus maintenance facility as their operations and maintenance base for new service in the western part of the County. The city of St. Petersburg provides important support to the Looper downtown trolley by taking the responsibility for maintaining the fleet of vehicles used for the Looper and providing diesel fuel. Arrangements like this are more likely when the service is seen as valuable by leaders in the community, and they lend their encouragement to program managers to provide such assistance. Reviewing the possibilities of receiving funding through partnerships points out the importance of the City's manager for this service to be more than just a quality control contract administrator. The

manager must also be someone who is comfortable with promoting the service to all elements of the community and enjoys the possibilities of exploring partnerships with public and private entities.

Vehicle Registration Fees

There has been research conducted on the experience of funding local transit services in other parts of the country revealed a very interesting story from the Triangle Transit Authority in North Carolina. In that portion of the state, four different transit agencies received the bulk of their funding from an additional charge placed on vehicle registration fees. These agencies needed the approval of the state legislature to enable them to raise annual vehicle registration fees up to $5.

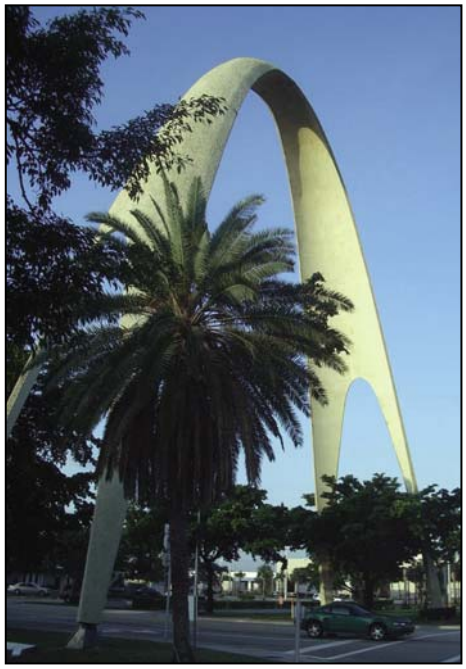
One advantage of this potential source of funds is that the administrative apparatus to collect the fee is already in place. The state collects this fee, and if permitted by the state legislature, the state agency that collects the fee could forward the additional amount charged by Miami Gardens to the city. There is some precedent within Florida for this type of charge since revenue from this source helps to support the provision of transportation services charged to people who are regarded as transportation disadvantaged.

As noted earlier, the current Florida State Legislature is highly reluctant to not only raise taxes; it is also reluctant to allow localities the opportunity to vote on additional local option taxes. In spite of that, the city should meet with its state legislators and discuss this matter with them. According to officials in North Carolina, this fee has not been the subject of controversy, and there are no movements to end this additional fee.

Entertainment Surcharge

HDR Engineering is conducting studies to help a number of cities to identify funding sources to help pay for trolley rail services in their downtowns. These reports are not yet completed, but in discussions with representatives of the firm, they pointed out that there are 51 cities that they are aware of that add a surcharge to the sale of any tickets to locations that are regarded as an entertainment venue. However, it was listed as a viable source of revenue in other cities around the country, and for that reason it is mentioned here.

8.0 IMPLEMENTATION



Implementation of this circulator service can be divided into three phases. The first phase should be focused on specific costs and funding. A final cost estimate should include details such as wages and private contract negotiations for drivers and maintenance personnel. Funding should be applied for and secured based on the specific cost estimates. The second phase for implementing this system should be the final design and construction of needed roadway improvements. Included here would be the construction of sidewalks and curb ramps needed for ADA accessibility. Coordination with existing roadway projects is recommended. In addition, signage and bus detailing should be completed during this phase. Finally, the third phase of implementation will be the actual operations of the system. Once the circulator begins running, it may take extra time and effort to get the "bugs" out during the first few weeks. After this time, the system should be fully implemented and operating smoothly.

9.0 CONCLUSIONS AND RECOMMENDATIONS

A feasibility study of a transit circulator in the city of Miami Gardens has been completed. The system would provide connectivity from Golden Glades and between the major corridors of NW 27 Avenue, US 441, Miami Gardens Drive, and the segment of NW 199 Street which currently does not have service. In order to provide an attractive commute option, the Miami Gardens circulator should provide reasonable connectivity during peak periods to Golden Glades with truncated service during the off-peak period for service type riders going to appointments, lunch and shopping. The route is initially recommended as a "one-way loop" with the flexibility for modification to provide service in both directions.

The service would be free based on the apparent benefits of other cities having a free circulator system. Patronage would probably be higher, reflecting the City's desire for a successful system. There is also less potential for operational delays and desired headways would be easier to maintain.

Several power sources are now commonly available for vehicles, but low-emission diesel vehicles are recommended for this system. They are the vehicle of choice for their reliability and overall performance for shuttle/circulators across the United States. These vehicles, also ADA compliant, have lower emissions than standard diesel vehicles and have reduced overall noise levels.

The costs of the total circulator system were estimated at the planning level. Costs were based on a fleet of three, 25 foot vehicles. The initial cost for low-emission diesel is approximately $1,049,000; this is for the vehicles, shelters, signs and amenities. The total annual operating costs of $253,500 were estimated based on 75 vehicle-hours per week. There are many funding options for capital costs at the federal, state and local levels. A more detailed evaluation beyond the feasibility level is recommended to determine which options are best for the city of Miami Gardens.

Implementation of this circulator service can be divided into three phases. First would be the specific costs and funding, second the final design and construction of needed roadway improvements and finally, the actual operations of the system.

Appendix A

Transit Circulator Goals & Objectives Survey

Sonia Shreffler Bogart

From: Jay Marder [jmarder@miamigardens-fl.gov]

Sent: Thursday, May 03, 2007 10:27 AM

To: Shirley M. Gibson; Melvin Bratton; Aaron Campbell, Jr.; Oscar Braynon; Barbara Watson; Sharon Pritchett; Andre Williams; awill88359@aol.com; Danny O. Crew; Chris Steers; Cherise L. Alicea; Daniel Rosemond; Horace McHugh; Lillie Odom; Renee C. Farmer; Vernita Nelson; Matthew Boyd; Paul Miller

Cc: Roa, Carlos (MPO); Sonia Shreffler Bogart

Subject: Transit Circulator Study Survey

Council and Staff -

We are kicking off a study to determine the feasibility of having a Miami Gardens transit circulator system. Please answer the questions in the attached survey to the best of your ability and return to me by next Friday, May 11. If you have additional comments or thoughts, feel free to provide them.

Thank you.

Jay

Miami Gardens Circulator Feasibility Study
Goals & Objectives Survey

The Miami-Dade County Metropolitan Planning Organization (MPO) is undertaking a "Miami Gardens Circulator Feasibility Study" for the City of Miami Gardens. The purpose of the study is to determine the feasibility of implementing a transit circulator for the City of Miami Gardens. David Plummer and Associates (DPA) has been selected by the MPO to conduct the study. The MPO project manager for this study is Carlos Roa RCF@miamidade.gov and Sonia Shreffler-Bogart sonia.shreffler@dplummer.com is the DPA team manager.

Establishing the goals and objectives of the Circulator is essential at this time. Input and/or feedback from the various City of Miami Gardens departments along with representatives from public and private agencies are crucial. Please answer the following five questions, as results from this survey will provide the foundation for setting the goals and objectives.

1. **What is the specific objective for the circulator?**
    a. Supplement existing transit service.
    b. Provide additional connectivity to existing transit service.
    c. Create a specific route that connects major generators i.e. along NW 27 Avenue from Town Center to Dolphin Stadium.

2. **Do you anticipate a single route with the opportunity for expansion or multiple routes?**

3. **Which days do you anticipate providing service?**
    a. Weekdays
    b. Weekday & weekend
    c. Special events only.

4. **What are your anticipated hours of operation?**
    a. Business hours (6 am – 6 pm).
    b. Extended service (evenings).

5. **Do you anticipate charging a fare or providing free service?**

Please return the completed survey to my office by Friday, May 11, 2007. If you know of a specific agency/department/person that should be contacted please let us know so that this questionnaire can be sent to them. If you have any questions, please do not hesitate to contact the team project managers or me. I look forward to working with you or the appropriate agency designee.

Thank you for your participation,

Jay R. Marder, Director
City of Miami Gardens Development Services
jmarder@miamigardens-fl.gov

DAVID PLUMMER & ASSOCIATES
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

1750 PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA 33134
305 447 0900 • FAX 305 444 4986 • DPA@DPLUMMER.COM

May 29, 2007

Jay R. Marder, AICP, Director
City of Miami Gardens Development Services
1515 NW 167 Street, Building 5, Suite 200
Miami Gardens, Florida 33169
(305) 622-8025

RE: Miami Gardens Circulator Feasibility Study: Goals and Objectives Survey Results - #06267

Dear Mr. Marder:

The purpose of this letter is to provide the results of the "Miami Gardens Circulator Feasibility Study Goals and Objectives Survey". Your office, City of Miami Gardens Development Services distributed the survey to agencies, departments and/or persons that you want involved in determining what characteristics are best in a circulator for the city of Miami Gardens. Seven surveys were returned to the office of Development Services. The answer selected by the majority of the respondents for each of the five questions in the survey provides the foundation for setting the goals and objectives of the circulator. Based on the responses received, the circulator shall provide additional connectivity to existing transit service, be free of charge, offer multiple routes, provide service on all days of the week and operate during typical business hours (6 am – 6 pm). The survey results are provided in Attachment A.

The next step in data collection is to schedule the two public surveys, the Activity Centers Survey and the Potential Riders Opinion Survey. Sample surveys are included in Attachment B. Please let me know if there are specific questions you want included in either survey.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Sonia Shreffler-Bogart

Sonia Shreffler-Bogart, PE
DPA Team Manager

cc: Carlos Roa (MPO Project Manager), File

ATTACHMENT A

Miami Gardens Circulator Feasibility Study
Goals & Objectives Survey Results

	# OF RESPONSES
1. What is the specific objective for the circulator?	
a. Supplement existing transit service.	**1**
b. Provide additional connectivity to existing transit service.	**4**
c. Create a specific route that connects major generators i.e. along NW 27 Avenue from Town Center to Dolphin Stadium.	**1**
d. NEED FURTHER STUDY (ADDED BY RESPONDENT)	**1**
2. Do you anticipate a single route with the opportunity for expansion or multiple routes?	
a. Single route w/ opportunity for expansion.	**3**
b. Multiple routes	**4**
3. Which days do you anticipate providing service?	
a. Weekdays	**1 ½***
b. Weekday & weekend *(2 RESPONDENTS WANT SPECIAL EVENTS INCLUDED HERE)*	**5 ½***
c. Special events only.	**0**
4. What are your anticipated hours of operation?	
a. Business hours (6 am – 6 pm).	**5**
b. Extended service (evenings).	**2**
5. Do you anticipate charging a fare or providing free service?	
a. Fare	**1**
b. Free	**5**
c. NEED FURTHER STUDY (ADDED BY RESPONDENT)	**1**
***Respondent split selection between two choices.	

ATTACHMENT B

Activity Centers Survey Sample
Potential Riders Opinion Survey Sample

Potential Riders Opinion Survey:
(Task 2b – Draft July 5, 2007)

The City of Miami Gardens is conducting a study to implement circulator service for the _____ corridor, from _____ to _____. This survey will help to plan the proposed stops and schedules for the new circulator.

1. Are you walking to and from two buildings, to and from a parking lot, or from a bus stop?
2. What is the purpose of this walking trip? Work, shop, lunch, recreation, other _____.
3. Would you use the circulator to do today's activity (shopping, going to work, etc.)?
4. How many blocks would you be willing to walk to a circulator stop?

Activity Center

(Task 2a – Draft July 5, 2007)

The City of Miami Gardens is conducting a study to implement circulator service for the _____ corridor, from _____ to _____. This survey will help to plan the proposed stops and schedules for the new circulator.

1. What are the hours of operation of your company (and shift changes, if any)?

2. Approximately how many employees work at this location?

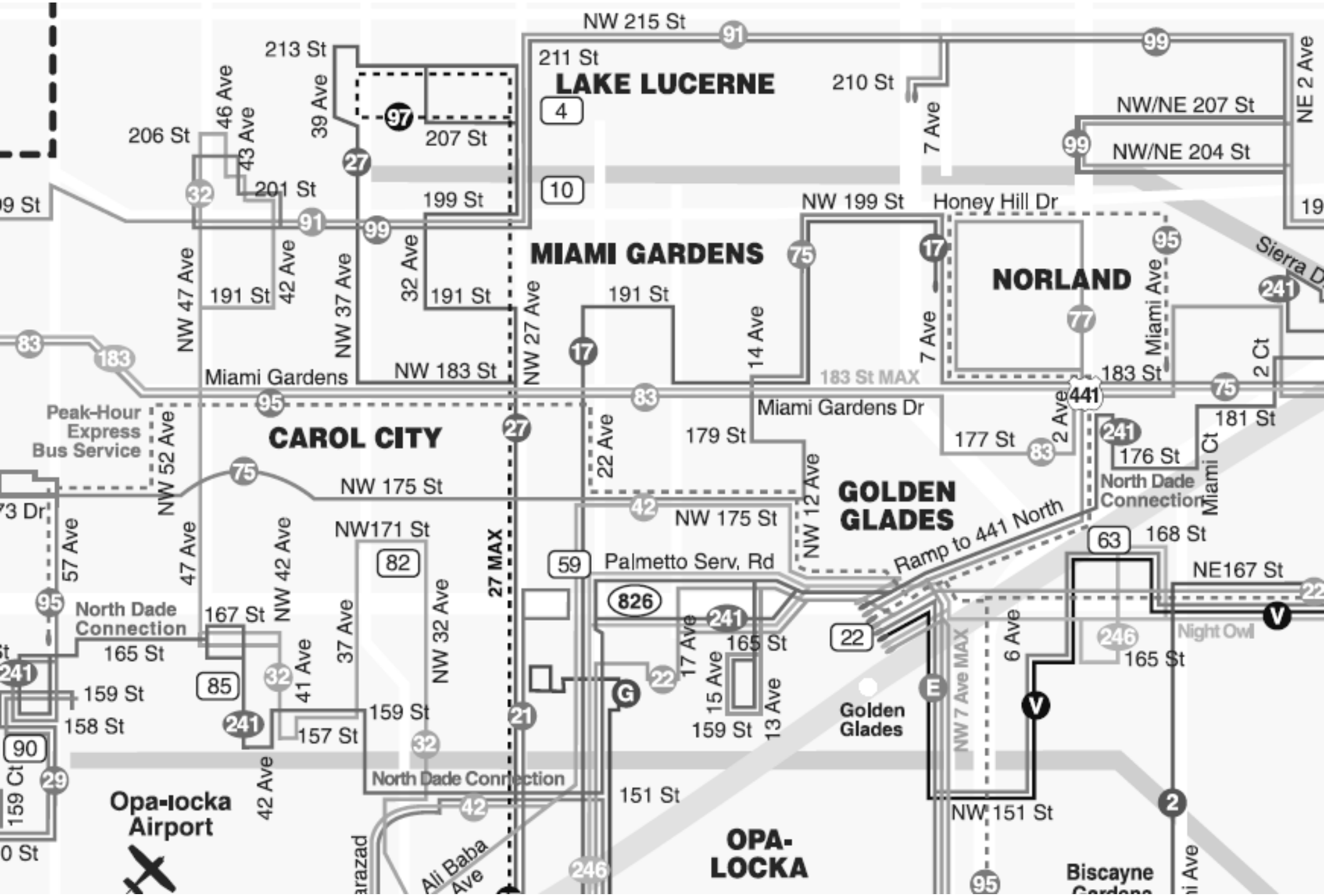
3. Approximately what portion or percentages of your employees live:
    a. within 2 miles from work?
    b. 2-5 miles from work?
    c. 5-10 miles from work?
    d. more than 10 miles from work?

4. What percentage of your employees do you think would use the circulator to get to work?

5. What percentage of your employees do you think would use the proposed circulator during the day to reach other destinations such as lunch, shopping, etc.?

Appendix B

MDT and BCT Routes within City


NW 215 St
213 St
211 St
LAKE LUCERNE
210 St
NW/NE 207 St
NW/NE 204 St
NE 2 Ave
206 St
207 St
201 St
199 St
NW 199 St
Honey Hill Dr
MIAMI GARDENS
NORLAND
Sierra Dr
191 St
NW 183 St
183 St MAX
183 St
Miami Gardens
Miami Gardens Dr
Peak-Hour Express Bus Service
CAROL CITY
179 St
177 St
181 St
176 St
North Dade Connection
GOLDEN GLADES
NW 175 St
Ramp to 441 North
NW171 St
Palmetto Serv. Rd
168 St
NE167 St
27 MAX
826
167 St
165 St
159 St
158 St
157 St
151 St
Night Owl
Golden Glades
NW 7 Ave MAX
NW 151 St
Opa-locka Airport
OPA-LOCKA
Biscayne
NW 47 Ave
NW 37 Ave
NW 27 Ave
14 Ave
7 Ave
NW 52 Ave
57 Ave
47 Ave
NW 42 Ave
37 Ave
NW 32 Ave
22 Ave
NW 12 Ave
17 Ave
15 Ave
13 Ave
6 Ave
42 Ave
41 Ave
32 Ave
Miami Ave
Miami Ct
2 Ct
2 Ave
159 Ct
Ali Baba Ave

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
DPA# 06267

Bus Stop Location	*Ons* *(boardings)*	Offs (alightings)	Avg. Ons	Avg. Offs
NW 27 AV/NW 183 ST	***730***	556	1.7	1.3
NW 7 AV/NW 183 ST	***687***	748	0.7	0.7
NW 2 AV/NW 183 ST	***684***	595	1.3	1.1
NW 183 ST/NW 2 AV	***570***	244	1.3	0.6
NW 183 ST/NW 27 AV	***413***	629	0.8	1.2
NW 183 ST/NW 37 AV	***369***	316	0.7	0.6
NW 2 AV/NW 177 ST	***319***	388	0.4	0.5
NW 183 ST/NW 25 CT	***310***	226	0.8	0.6
NW 183 ST/NW 7 AV	***232***	99	0.6	0.3
NW 27 AV/NW 160 ST	***200***	201	0.4	0.4
NW 175 ST/NW 27 AV	***194***	194	1.0	1.0
NW 207 ST/NW 27 AV	***184***	324	0.5	0.8
NW 27 AV/NW 207 ST	***181***	113	0.6	0.4
NW 12 AV/NW 191 ST	***180***	38	0.5	0.1
NW 12 AV/NW 195 ST	***179***	91	1.1	0.5
NW 183 ST/#4500 (TOP VALUE)	***179***	28	0.9	0.1
NW 27 AV/NW 175 ST	***170***	192	0.4	0.5
NW 199 ST/NW 2 AV	***168***	228	0.5	0.7
NW 183 ST/NW 32 AV	***143***	112	0.3	0.2
NW 183 ST/NW 22 AV	***137***	165	0.4	0.4
NW 22 AV/NW 183 ST	***134***	142	0.7	0.7
NW 22 AV/NW 151 ST	***129***	90	0.2	0.2
NW 27 AV/NW 211 ST	***117***	73	0.3	0.2
NW 22 AV/E BUNCHE PARK DR	***116***	125	0.1	0.1
NW 27 AV/NW 199 ST	***111***	113	0.3	0.3
NW 22 AV/W BUNCHE PARK DR	***105***	42	0.3	0.1
NW 27 AV SERVICE RD/NW 160 ST	***103***	80	0.8	0.6
NW 183 ST/NW 28 PL	***101***	163	0.2	0.3
NW 27 AV/NW 179 ST	***98***	118	0.4	0.5
NW 183 ST/NW 17 AV	***96***	84	0.2	0.1
NW 183 ST/NW 47 AV	***90***	192	0.4	0.9
NW 22 AV/NW 175 ST	***90***	67	0.3	0.2
NW 183 ST/NW 42 AV	***88***	63	0.2	0.2
NW 2 AV/NW 181 ST	***75***	85	0.1	0.1
NW 12 AV/NW 194 ST	***74***	139	0.4	0.8
NW 27 AV/NW 159 ST	***71***	29	0.5	0.2
NW 7 AV/NW 214 ST	***70***	42	0.2	0.1
NW 27 AV/NW 151 ST	***69***	83	0.3	0.4
NW 183 ST/NW 30 AV	***68***	33	0.3	0.1

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
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Bus Stop Location	*Ons* *(boardings)*	Offs (alightings)	Avg. Ons	Avg. Offs
NW 27 AV/# 17210	***68***	26	0.6	0.2
NW 183 ST/NW 12 AV	***67***	82	0.2	0.2
NW 210 ST/# 20891 (NW 9 CT)	***64***	43	0.4	0.3
NW 37 AV/NW 191 ST	***64***	73	0.4	0.5
NW 22 AV/NW 154 ST	***60***	25	0.1	0.1
NW 175 ST/NW 22 AV	***57***	54	0.3	0.3
NW 177 ST/NW 5 AV	***56***	64	0.1	0.2
NW 27 AV/NW 165 TE	***56***	36	0.4	0.2
NW 27 AV/NW 169 TE	***56***	14	0.5	0.1
NW 37 AV/NW 167 ST	***55***	37	0.4	0.3
NW 2 AV/NW 191 ST	***53***	36	0.3	0.2
NW 177 ST/#611	***52***	15	0.3	0.1
NW 12 AV/NW 183 ST	***51***	49	0.2	0.1
NW 183 ST/NW 14 AV	***51***	55	0.1	0.1
NW 57 AV/NW 163 ST	***51***	2	0.3	0.0
NW 2 AV/NW 179 ST	***47***	71	0.1	0.1
NW 199 ST/NW 37 AV	***46***	26	0.3	0.2
NW 207 ST/NW 29 AV	***46***	6	0.2	0.0
NW 27 AV/NW 177 ST	***46***	10	0.4	0.1
NW 211 ST/NW 37 AV	***45***	1	0.6	0.0
NW 7 AV/NW 197 ST	***44***	20	0.1	0.1
NW 159 ST/NW 57 AV	***43***	25	0.5	0.3
NW 2 AV/NW 188 ST	***43***	1	0.5	0.0
NW 2 AV/NW 195 ST	***42***	47	0.2	0.2
NW 183 ST/NW 24 AV	***41***	40	0.1	0.1
NW 183 ST/NW 34 CT	***41***	111	0.1	0.2
NW 183 ST/NW 8 PL	***41***	65	0.1	0.2
NW 199 ST/NW 29 CT	***41***	31	0.2	0.1
NW 27 AV/NW 163 ST	***41***	53	0.1	0.2
NW 175 ST/NW 23 AV	***40***	37	0.3	0.3
NW 204 ST/NW 2 AV	***40***	67	0.2	0.4
NW 27 AV/NW 165 ST	***40***	33	0.3	0.3
NW 37 AV/NW 187 ST	***40***	40	0.3	0.3
NW 37 AV/NW 199 ST	***40***	50	0.3	0.3
NW 7 AV/NW 194 ST	***40***	41	0.1	0.1
NW 167 ST/NW 13 AV	***39***	35	0.1	0.1
NW 17 AV/NW 166 ST	***39***	44	0.1	0.1
NW 175 ST/NW 25 AV	***39***	21	0.3	0.2
NW 199 ST/NW 34 CT	***38***	18	0.2	0.1

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Bus Stop Location	*Ons* *(boardings)*	Offs (alightings)	Avg. Ons	Avg. Offs
NW 47 AV/NW 183 ST	***38***	106	0.6	1.6
NW 7 AV/NW 195 TE	***38***	20	0.1	0.1
NW 12 AV/NW 199 ST	***37***	7	0.2	0.0
NW 177 ST/NW 7 AV	***37***	58	0.1	0.2
NW 37 AV/NW 207 ST	***37***	8	0.5	0.1
NW 2 AV/OP # 18601	***36***	1	0.4	0.0
NW 213 ST/NW 39 AV	***36***	32	0.3	0.2
NW 27 AV/NW 154 ST	***36***	25	0.1	0.1
NW 7 AV/NW 186 DR	***36***	13	0.1	0.0
E BUNCHE PARK DR/NW 22 AV	***35***	32	0.1	0.1
NW 183 ST/NW 3 AV	***35***	37	0.1	0.1
NW 183 ST/NW 39 CT	***35***	43	0.1	0.1
NW 210 ST/NW 8 PL	***35***	24	0.1	0.1
NW 207 ST/NW 32 AV	***34***	13	0.2	0.1
NW 57 AV/NW 161 ST	***34***	0	0.3	0.0
NW 37 AV/NW 188 ST	***33***	31	0.2	0.2
NW 213 ST/NW 37 AV	***32***	45	0.2	0.3
NW 27 AV/# 18405	***32***	29	0.8	0.7
NW 183 ST/# 1300 (TURNPIKE)	***31***	15	0.1	0.0
NW 22 AV/NW 152 TE	***31***	50	0.1	0.1
NW 27 AV/NW 171 ST	***31***	108	0.3	0.9

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Bus Stop Location	Ons (boardings)	*Offs (alightings)*	Avg. Ons	Avg. Offs
NW 7 AV/NW 183 ST	687	***748***	0.7	0.7
NW 183 ST/NW 27 AV	413	***629***	0.8	1.2
NW 2 AV/NW 183 ST	684	***595***	1.3	1.1
NW 27 AV/NW 183 ST	730	***556***	1.7	1.3
NW 2 AV/NW 177 ST	319	***388***	0.4	0.5
NW 207 ST/NW 27 AV	184	***324***	0.5	0.8
NW 183 ST/NW 37 AV	369	***316***	0.7	0.6
NW 183 ST/NW 2 AV	570	***244***	1.3	0.6
NW 199 ST/NW 2 AV	168	***228***	0.5	0.7
NW 183 ST/NW 25 CT	310	***226***	0.8	0.6
NW 27 AV/NW 160 ST	200	***201***	0.4	0.4
NW 175 ST/NW 27 AV	194	***194***	1.0	1.0
NW 27 AV/NW 175 ST	170	***192***	0.4	0.5
NW 183 ST/NW 47 AV	90	***192***	0.4	0.9
NW 183 ST/NW 22 AV	137	***165***	0.4	0.4
NW 183 ST/NW 28 PL	101	***163***	0.2	0.3
NW 22 AV/NW 183 ST	134	***142***	0.7	0.7
NW 12 AV/NW 194 ST	74	***139***	0.4	0.8
NW 47 AV/NW 181 TE	7	***129***	0.1	1.9
NW 22 AV/E BUNCHE PARK DR	116	***125***	0.1	0.1
NW 27 AV/NW 179 ST	98	***118***	0.4	0.5
NW 27 AV/NW 207 ST	181	***113***	0.6	0.4
NW 27 AV/NW 199 ST	111	***113***	0.3	0.3
NW 183 ST/NW 32 AV	143	***112***	0.3	0.2
NW 183 ST/NW 34 CT	41	***111***	0.1	0.2
NW 27 AV/NW 171 ST	31	***108***	0.3	0.9
NW 47 AV/NW 183 ST	38	***106***	0.6	1.6
NW 183 ST/NW 1 AV	9	***102***	0.1	1.5
NW 183 ST/NW 7 AV	232	***99***	0.6	0.3
NW 12 AV/NW 195 ST	179	***91***	1.1	0.5
NW 22 AV/NW 151 ST	129	***90***	0.2	0.2
NW 215 ST/NW 2 AV	17	***89***	0.2	1.1
NW 2 AV/NW 181 ST	75	***85***	0.1	0.1
NW 183 ST/NW 17 AV	96	***84***	0.2	0.1
NW 27 AV/NW 151 ST	69	***83***	0.3	0.4
NW 183 ST/NW 12 AV	67	***82***	0.2	0.2
NW 183 ST/OP # 4500	7	***82***	0.0	0.4
NW 27 AV SERVICE RD/NW 160 ST	103	***80***	0.8	0.6
NW 27 AV/NW 211 ST	117	***73***	0.3	0.2

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Bus Stop Location	Ons (boardings)	*Offs (alightings)*	Avg. Ons	Avg. Offs
NW 37 AV/NW 191 ST	64	***73***	0.4	0.5
NW 7 AV/# 19520	10	***72***	0.0	0.2
NW 2 AV/NW 179 ST	47	***71***	0.1	0.1
NW 2 AV/# 18601	25	***69***	0.3	0.7
NW 22 AV/NW 175 ST	90	***67***	0.3	0.2
NW 204 ST/NW 2 AV	40	***67***	0.2	0.4
NW 183 ST/NW 8 PL	41	***65***	0.1	0.2
NW 177 ST/NW 5 AV	56	***64***	0.1	0.2
NW 183 ST/NW 42 AV	88	***63***	0.2	0.2
NW 27 AV SERVICE RD/NW 163 ST	0	***63***	0.0	0.9
NW 12 AV/NW 175 ST	25	***61***	0.2	0.5
NW 47 AV/NW 168 TE	18	***61***	0.3	0.9
NW 177 ST/NW 7 AV	37	***58***	0.1	0.2
NW 7 AV/NW 191 ST	31	***58***	0.0	0.1
NW 183 ST/NW 14 AV	51	***55***	0.1	0.1
NW 175 ST/NW 22 AV	57	***54***	0.3	0.3
NW 27 AV/NW 163 ST	41	***53***	0.1	0.2
NW 27 AV/NW 202 TE	27	***53***	0.1	0.1
NW 183 ST/NW 29 CT	26	***52***	0.1	0.2
NW 177 ST/#300	9	***51***	0.0	0.3
NW 207 ST/NW 37 AV	6	***51***	0.0	0.3
NW 37 AV/NW 199 ST	40	***50***	0.3	0.3
NW 22 AV/NW 152 TE	31	***50***	0.1	0.1
NW 2 AV/NW 187 ST	9	***50***	0.1	0.5
NW 12 AV/NW 183 ST	51	***49***	0.2	0.1
NW 2 AV/NW 195 ST	42	***47***	0.2	0.2
NW 27 AV/# 15851	12	***46***	0.1	0.3
NW 213 ST/NW 37 AV	32	***45***	0.2	0.3
NW 17 AV/NW 166 ST	39	***44***	0.1	0.1
NW 210 ST/# 20891 (NW 9 CT)	64	***43***	0.4	0.3
NW 183 ST/NW 39 CT	35	***43***	0.1	0.1
NW 22 AV/W BUNCHE PARK DR	105	***42***	0.3	0.1
NW 7 AV/NW 214 ST	70	***42***	0.2	0.1
NW 7 AV/NW 194 ST	40	***41***	0.1	0.1
NW 183 ST/NW 24 AV	41	***40***	0.1	0.1
NW 37 AV/NW 187 ST	40	***40***	0.3	0.3
NW 171 ST/NW 32 AV	25	***40***	0.2	0.3
NW 199 ST/NW 32 AV	19	***40***	0.1	0.2
NW 211 ST/NW 34 PL	13	***40***	0.1	0.2

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Bus Stop Location	Ons (boardings)	*Offs (alightings)*	Avg. Ons	Avg. Offs
NW 27 AV/NW 173 TE	12	***40***	0.1	0.3
NW 12 AV/NW 191 ST	180	***38***	0.5	0.1
N MIAMI AV/NW 183 ST	29	***38***	0.1	0.2
NW 32 AV/NW 157 ST	29	***38***	0.2	0.3
NW 22 AV/NW 155 ST	24	***38***	0.1	0.1
NW 7 AV/NW 210 ST	21	***38***	0.1	0.1
NW 37 AV/NW 167 ST	55	***37***	0.4	0.3
NW 175 ST/NW 23 AV	40	***37***	0.3	0.3
NW 183 ST/NW 3 AV	35	***37***	0.1	0.1
NW 175 ST/NW 32 AV	29	***37***	0.2	0.3
NW 175 ST/NW 37 AV	27	***37***	0.2	0.3
NW 27 AV/NW 165 TE	56	***36***	0.4	0.2
NW 2 AV/NW 191 ST	53	***36***	0.3	0.2
NW 27 AV/NW 156 ST	29	***36***	0.1	0.1
NW 22 AV/NW 177 ST	6	***36***	0.1	0.3
NW 167 ST/NW 13 AV	39	***35***	0.1	0.1
NW 7 AV/NW 199 ST	17	***35***	0.1	0.1
NW 42 AV/NW 166 ST	6	***35***	0.1	0.5
NW 7 AV/NW 197 TE	23	***34***	0.1	0.1
NW 175 ST/NW 14 AV	22	***34***	0.1	0.1
NW 183 ST/NW 30 AV	68	***33***	0.3	0.1

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Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	*ON / OFF*
NW 7 AV/NW 183 ST	687	748	0.7	0.7	***1435***
NW 27 AV/NW 183 ST	730	556	1.7	1.3	***1286***
NW 2 AV/NW 183 ST	684	595	1.3	1.1	***1279***
NW 183 ST/NW 27 AV	413	629	0.8	1.2	***1042***
NW 183 ST/NW 2 AV	570	244	1.3	0.6	***814***
NW 2 AV/NW 177 ST	319	388	0.4	0.5	***707***
NW 183 ST/NW 37 AV	369	316	0.7	0.6	***685***
NW 183 ST/NW 25 CT	310	226	0.8	0.6	***536***
NW 207 ST/NW 27 AV	184	324	0.5	0.8	***508***
NW 27 AV/NW 160 ST	200	201	0.4	0.4	***401***
NW 199 ST/NW 2 AV	168	228	0.5	0.7	***396***
NW 175 ST/NW 27 AV	194	194	1.0	1.0	***388***
NW 27 AV/NW 175 ST	170	192	0.4	0.5	***362***
NW 183 ST/NW 7 AV	232	99	0.6	0.3	***331***
NW 183 ST/NW 22 AV	137	165	0.4	0.4	***302***
NW 27 AV/NW 207 ST	181	113	0.6	0.4	***294***
NW 183 ST/NW 47 AV	90	192	0.4	0.9	***282***
NW 22 AV/NW 183 ST	134	142	0.7	0.7	***276***
NW 12 AV/NW 195 ST	179	91	1.1	0.5	***270***
NW 183 ST/NW 28 PL	101	163	0.2	0.3	***264***
NW 183 ST/NW 32 AV	143	112	0.3	0.2	***255***
NW 22 AV/E BUNCHE PARK DR	116	125	0.1	0.1	***241***
NW 27 AV/NW 199 ST	111	113	0.3	0.3	***224***
NW 22 AV/NW 151 ST	129	90	0.2	0.2	***219***
NW 12 AV/NW 191 ST	180	38	0.5	0.1	***218***
NW 27 AV/NW 179 ST	98	118	0.4	0.5	***216***
NW 12 AV/NW 194 ST	74	139	0.4	0.8	***213***
NW 183 ST/#4500 (TOP VALUE)	179	28	0.9	0.1	***207***
NW 27 AV/NW 211 ST	117	73	0.3	0.2	***190***
NW 27 AV SERVICE RD/NW 160 ST	103	80	0.8	0.6	***183***
NW 183 ST/NW 17 AV	96	84	0.2	0.1	***180***
NW 2 AV/NW 181 ST	75	85	0.1	0.1	***160***
NW 22 AV/NW 175 ST	90	67	0.3	0.2	***157***
NW 183 ST/NW 34 CT	41	111	0.1	0.2	***152***
NW 27 AV/NW 151 ST	69	83	0.3	0.4	***152***
NW 183 ST/NW 42 AV	88	63	0.2	0.2	***151***
NW 183 ST/NW 12 AV	67	82	0.2	0.2	***149***
NW 22 AV/W BUNCHE PARK DR	105	42	0.3	0.1	***147***
NW 47 AV/NW 183 ST	38	106	0.6	1.6	***144***

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
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Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	*ON / OFF*
NW 27 AV/NW 171 ST	31	108	0.3	0.9	***139***
NW 37 AV/NW 191 ST	64	73	0.4	0.5	***137***
NW 47 AV/NW 181 TE	7	129	0.1	1.9	***136***
NW 177 ST/NW 5 AV	56	64	0.1	0.2	***120***
NW 2 AV/NW 179 ST	47	71	0.1	0.1	***118***
NW 7 AV/NW 214 ST	70	42	0.2	0.1	***112***
NW 183 ST/NW 1 AV	9	102	0.1	1.5	***111***
NW 175 ST/NW 22 AV	57	54	0.3	0.3	***111***
NW 204 ST/NW 2 AV	40	67	0.2	0.4	***107***
NW 210 ST/# 20891 (NW 9 CT)	64	43	0.4	0.3	***107***
NW 215 ST/NW 2 AV	17	89	0.2	1.1	***106***
NW 183 ST/NW 8 PL	41	65	0.1	0.2	***106***
NW 183 ST/NW 14 AV	51	55	0.1	0.1	***106***
NW 183 ST/NW 30 AV	68	33	0.3	0.1	***101***
NW 12 AV/NW 183 ST	51	49	0.2	0.1	***100***
NW 27 AV/NW 159 ST	71	29	0.5	0.2	***100***
NW 177 ST/NW 7 AV	37	58	0.1	0.2	***95***
NW 2 AV/# 18601	25	69	0.3	0.7	***94***
NW 27 AV/NW 163 ST	41	53	0.1	0.2	***94***
NW 27 AV/# 17210	68	26	0.6	0.2	***94***
NW 37 AV/NW 167 ST	55	37	0.4	0.3	***92***
NW 27 AV/NW 165 TE	56	36	0.4	0.2	***92***
NW 37 AV/NW 199 ST	40	50	0.3	0.3	***90***
NW 183 ST/OP # 4500	7	82	0.0	0.4	***89***
NW 7 AV/NW 191 ST	31	58	0.0	0.1	***89***
NW 2 AV/NW 195 ST	42	47	0.2	0.2	***89***
NW 2 AV/NW 191 ST	53	36	0.3	0.2	***89***
NW 12 AV/NW 175 ST	25	61	0.2	0.5	***86***
NW 22 AV/NW 154 ST	60	25	0.1	0.1	***85***
NW 17 AV/NW 166 ST	39	44	0.1	0.1	***83***
NW 7 AV/# 19520	10	72	0.0	0.2	***82***
NW 22 AV/NW 152 TE	31	50	0.1	0.1	***81***
NW 7 AV/NW 194 ST	40	41	0.1	0.1	***81***
NW 183 ST/NW 24 AV	41	40	0.1	0.1	***81***
NW 27 AV/NW 202 TE	27	53	0.1	0.1	***80***
NW 37 AV/NW 187 ST	40	40	0.3	0.3	***80***
NW 47 AV/NW 168 TE	18	61	0.3	0.9	***79***
NW 183 ST/NW 29 CT	26	52	0.1	0.2	***78***
NW 183 ST/NW 39 CT	35	43	0.1	0.1	***78***

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Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	*ON / OFF*
NW 213 ST/NW 37 AV	32	45	0.2	0.3	***77***
NW 175 ST/NW 23 AV	40	37	0.3	0.3	***77***
NW 167 ST/NW 13 AV	39	35	0.1	0.1	***74***
NW 27 AV/NW 165 ST	40	33	0.3	0.3	***73***
NW 183 ST/NW 3 AV	35	37	0.1	0.1	***72***
NW 199 ST/NW 29 CT	41	31	0.2	0.1	***72***
NW 199 ST/NW 37 AV	46	26	0.3	0.2	***72***
NW 27 AV/NW 169 TE	56	14	0.5	0.1	***70***
NW 213 ST/NW 39 AV	36	32	0.3	0.2	***68***
NW 159 ST/NW 57 AV	43	25	0.5	0.3	***68***
N MIAMI AV/NW 183 ST	29	38	0.1	0.2	***67***
NW 32 AV/NW 157 ST	29	38	0.2	0.3	***67***
E BUNCHE PARK DR/NW 22 AV	35	32	0.1	0.1	***67***
NW 177 ST/#611	52	15	0.3	0.1	***67***
NW 175 ST/NW 32 AV	29	37	0.2	0.3	***66***
NW 171 ST/NW 32 AV	25	40	0.2	0.3	***65***
NW 27 AV/NW 156 ST	29	36	0.1	0.1	***65***
NW 175 ST/NW 37 AV	27	37	0.2	0.3	***64***
NW 37 AV/NW 188 ST	33	31	0.2	0.2	***64***
NW 7 AV/NW 197 ST	44	20	0.1	0.1	***64***
NW 27 AV SERVICE RD/NW 163 ST	0	63	0.0	0.9	***63***

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
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Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	% ON	*DIFFERENCE*
NW 183 ST/NW 2 AV	570	244	1.3	0.6	70.02%	***326***
NW 27 AV/NW 183 ST	730	556	1.7	1.3	56.77%	***174***
NW 183 ST/#4500 (TOP VALUE)	179	28	0.9	0.1	86.47%	***151***
NW 12 AV/NW 191 ST	180	38	0.5	0.1	82.57%	***142***
NW 183 ST/NW 7 AV	232	99	0.6	0.3	70.09%	***133***
NW 2 AV/NW 183 ST	684	595	1.3	1.1	53.48%	***89***
NW 12 AV/NW 195 ST	179	91	1.1	0.5	66.30%	***88***
NW 183 ST/NW 25 CT	310	226	0.8	0.6	57.84%	***84***
NW 27 AV/NW 207 ST	181	113	0.6	0.4	61.56%	***68***
NW 22 AV/W BUNCHE PARK DR	105	42	0.3	0.1	71.43%	***63***
NW 183 ST/NW 37 AV	369	316	0.7	0.6	53.87%	***53***
NW 57 AV/NW 163 ST	51	2	0.3	0.0	96.23%	***49***
NW 211 ST/NW 37 AV	45	1	0.6	0.0	97.83%	***44***
NW 27 AV/NW 211 ST	117	73	0.3	0.2	61.58%	***44***
NW 2 AV/NW 188 ST	43	1	0.5	0.0	97.73%	***42***
NW 27 AV/NW 169 TE	56	14	0.5	0.1	80.00%	***42***
NW 27 AV/# 17210	68	26	0.6	0.2	72.34%	***42***
NW 27 AV/NW 159 ST	71	29	0.5	0.2	71.00%	***42***
NW 207 ST/NW 29 AV	46	6	0.2	0.0	88.46%	***40***
NW 22 AV/NW 151 ST	129	90	0.2	0.2	58.90%	***39***
NW 177 ST/#611	52	15	0.3	0.1	77.61%	***37***
NW 27 AV/NW 177 ST	46	10	0.4	0.1	82.14%	***36***
NW 2 AV/OP # 18601	36	1	0.4	0.0	97.30%	***35***
NW 22 AV/NW 154 ST	60	25	0.1	0.1	70.59%	***35***
NW 183 ST/NW 30 AV	68	33	0.3	0.1	67.33%	***35***
NW 57 AV/NW 161 ST	34	0	0.3	0.0	100.00%	***34***
NW 183 ST/NW 32 AV	143	112	0.3	0.2	56.08%	***31***
NW 12 AV/NW 199 ST	37	7	0.2	0.0	84.09%	***30***
NW 37 AV/NW 207 ST	37	8	0.5	0.1	82.22%	***29***
NW 7 AV/NW 214 ST	70	42	0.2	0.1	62.50%	***28***
NW 57 AV/NW 159 ST	26	1	0.2	0.0	96.30%	***25***

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
DPA# 06267

Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	% ON	*DIFFERENCE*
NW 183 ST/NW 42 AV	88	63	0.2	0.2	58.28%	***25***
NW 7 AV/NW 197 ST	44	20	0.1	0.1	68.75%	***24***
NW 7 AV/NW 186 DR	36	13	0.1	0.0	73.47%	***23***
NW 22 AV/NW 175 ST	90	67	0.3	0.2	57.32%	***23***
NW 27 AV SERVICE RD/NW 160 ST	103	80	0.8	0.6	56.28%	***23***
NW 207 ST/NW 32 AV	34	13	0.2	0.1	72.34%	***21***
NW 210 ST/# 20891 (NW 9 CT)	64	43	0.4	0.3	59.81%	***21***
NW 215 ST/OP BC 59 TE	25	5	0.3	0.1	83.33%	***20***
NW 199 ST/NW 34 CT	38	18	0.2	0.1	67.86%	***20***
NW 199 ST/NW 37 AV	46	26	0.3	0.2	63.89%	***20***
NW 27 AV/NW 165 TE	56	36	0.4	0.2	60.87%	***20***
NW 32 AV/NW 199 ST	25	6	0.5	0.1	80.65%	***19***
NW 39 AV/OP # 21001	18	0	0.3	0.0	100.00%	***18***
NW 42 AV/NW 165 ST	22	4	0.3	0.1	84.62%	***18***
NW 199 ST/NW 42 AV	28	10	0.2	0.1	73.68%	***18***
NW 7 AV/NW 195 TE	38	20	0.1	0.1	65.52%	***18***
NW 175 ST/NW 25 AV	39	21	0.3	0.2	65.00%	***18***
NW 159 ST/NW 57 AV	43	25	0.5	0.3	63.24%	***18***
NW 37 AV/NW 167 ST	55	37	0.4	0.3	59.78%	***18***
NW 175 ST/NW 24 AV	19	2	0.3	0.0	90.48%	***17***
NE 2 AV/NE 199 ST	22	5	0.3	0.1	81.48%	***17***
NW 2 AV/NW 191 ST	53	36	0.3	0.2	59.55%	***17***
NW 167 ST/NW 16 CT	22	6	0.1	0.0	78.57%	***16***
NW 183 ST/NW 44 AV	22	6	0.1	0.0	78.57%	***16***
NW 183 ST/# 1300 (TURNPIKE)	31	15	0.1	0.0	67.39%	***16***
NW 37 AV/NW 165 ST	23	8	0.2	0.1	74.19%	***15***
NW 167 ST/NW 47 AV	26	11	0.3	0.1	70.27%	***15***
NW 22 AV/NW 158 ST	26	11	0.1	0.0	70.27%	***15***
NW 167 ST/NW 44 CT	27	12	0.3	0.1	69.23%	***15***
NW 27 AV/NW 187 ST	30	15	0.6	0.3	66.67%	***15***
NE 2 AV/NE 202 TE	21	7	0.3	0.1	75.00%	***14***
NE 2 AV/NE 203 ST	14	1	0.2	0.0	93.33%	***13***
NW 27 AV/NW 191 ST	20	7	0.4	0.1	74.07%	***13***

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
DPA# 06267

Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	% ON	*DIFFERENCE*
NW 22 AV/NW 190 TE	16	4	0.2	0.0	80.00%	***12***
NW 32 AV/NW 208 TE	19	7	0.2	0.1	73.08%	***12***
NW 183 ST/NW 17 AV	96	84	0.2	0.1	53.33%	***12***
NW 215 ST/1700 BLOCK	15	4	0.2	0.0	78.95%	***11***
NW 210 ST/NW 8 PL	35	24	0.1	0.1	59.32%	***11***
NW 27 AV/NW 154 ST	36	25	0.1	0.1	59.02%	***11***
NW 191 ST/NW 27 CT	11	1	0.2	0.0	91.67%	***10***
NW 32 AV/NW 151 ST	12	2	0.2	0.0	85.71%	***10***
NW 151 ST/NW 27 AV	14	4	0.2	0.1	77.78%	***10***
NW 12 AV/# 19721	17	7	0.1	0.0	70.83%	***10***
NW 173 DR/NW 42 CT	20	10	0.2	0.1	66.67%	***10***
NW 199 ST/NW 29 CT	41	31	0.2	0.1	56.94%	***10***
NW 173 DR/# 4420	10	1	0.2	0.0	90.91%	***9***
NW 12 AV/NW 186 ST	13	4	0.1	0.0	76.47%	***9***
NW 179 ST/NW 14 AV	16	7	0.2	0.1	69.57%	***9***
NW 22 AV/NW 171 ST	17	8	0.1	0.1	68.00%	***9***
NW 199 ST/NW 11 AV	18	9	0.1	0.1	66.67%	***9***
NW 37 AV/NW 203 ST	22	13	0.2	0.1	62.86%	***9***
NW 191 ST/NW 19 AV	12	4	0.1	0.0	75.00%	***8***
NW 37 AV/# 18450	12	4	0.2	0.1	75.00%	***8***
NW 175 ST/NW 41 AV	15	7	0.2	0.1	68.18%	***8***
NW 199 ST/NW 33 AV	11	4	0.1	0.0	73.33%	***7***
NW 22 AV/NW 169 ST	13	6	0.0	0.0	68.42%	***7***
NW 175 ST/NW 37 PL	16	9	0.1	0.1	64.00%	***7***
NW 207 ST/NW 38 CT	27	20	0.2	0.2	57.45%	***7***
NW 27 AV/NW 165 ST	40	33	0.3	0.3	54.79%	***7***
NW 199 ST/NW 6 AV	7	1	0.0	0.0	87.50%	***6***
NW 215 ST/NW 27 AV	9	3	0.1	0.0	75.00%	***6***
NE 2 AV/NE 207 ST	6	1	0.1	0.0	85.71%	***5***
NW 151 ST/NW 33 CT	7	2	0.1	0.0	77.78%	***5***
N MIAMI AV/NW 186 TE	12	7	0.0	0.0	63.16%	***5***
NW 207 ST/NW 1 CT	12	7	0.1	0.0	63.16%	***5***
NW 32 AV/NW 167 ST	17	12	0.1	0.1	58.62%	***5***
NW 207 ST/NW 33 CT	4	0	0.0	0.0	100.00%	***4***

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
DPA# 06267

Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	% OFF	*DIFFERENCE*
NW 183 ST/NW 27 AV	413	629	0.8	1.2	60.36%	***216***
NW 207 ST/NW 27 AV	184	324	0.5	0.8	63.78%	***140***
NW 47 AV/NW 181 TE	7	129	0.1	1.9	94.85%	***122***
NW 183 ST/NW 47 AV	90	192	0.4	0.9	68.09%	***102***
NW 183 ST/NW 1 AV	9	102	0.1	1.5	91.89%	***93***
NW 27 AV/NW 171 ST	31	108	0.3	0.9	77.70%	***77***
NW 183 ST/OP # 4500	7	82	0.0	0.4	92.13%	***75***
NW 215 ST/NW 2 AV	17	89	0.2	1.1	83.96%	***72***
NW 183 ST/NW 34 CT	41	111	0.1	0.2	73.03%	***70***
NW 2 AV/NW 177 ST	319	388	0.4	0.5	54.88%	***69***
NW 47 AV/NW 183 ST	38	106	0.6	1.6	73.61%	***68***
NW 12 AV/NW 194 ST	74	139	0.4	0.8	65.26%	***65***
NW 27 AV SERVICE RD/NW 163 ST	0	63	0.0	0.9	100.00%	***63***
NW 7 AV/# 19520	10	72	0.0	0.2	87.80%	***62***
NW 183 ST/NW 28 PL	101	163	0.2	0.3	61.74%	***62***
NW 7 AV/NW 183 ST	687	748	0.7	0.7	52.13%	***61***
NW 199 ST/NW 2 AV	168	228	0.5	0.7	57.58%	***60***
NW 207 ST/NW 37 AV	6	51	0.0	0.3	89.47%	***45***
NW 2 AV/# 18601	25	69	0.3	0.7	73.40%	***44***
NW 47 AV/NW 168 TE	18	61	0.3	0.9	77.22%	***43***
NW 177 ST/#300	9	51	0.0	0.3	85.00%	***42***
NW 2 AV/NW 187 ST	9	50	0.1	0.5	84.75%	***41***
NW 12 AV/NW 175 ST	25	61	0.2	0.5	70.93%	***36***
NW 27 AV/# 15851	12	46	0.1	0.3	79.31%	***34***
NW 2 AV/NW 193 ST	0	32	0.0	0.3	100.00%	***32***
NW 47 AV/NW 191 ST	0	32	0.0	0.5	100.00%	***32***
NW 191 ST/NW 27 AV	0	31	0.0	0.7	100.00%	***31***
NW 22 AV/NW 177 ST	6	36	0.1	0.3	85.71%	***30***
NW 42 AV/NW 166 ST	6	35	0.1	0.5	85.37%	***29***
NW 27 AV/NW 173 TE	12	40	0.1	0.3	76.92%	***28***
NW 183 ST/NW 22 AV	137	165	0.4	0.4	54.64%	***28***
NW 211 ST/NW 34 PL	13	40	0.1	0.2	75.47%	***27***
NW 7 AV/NW 191 ST	31	58	0.0	0.1	65.17%	***27***
NW 204 ST/NW 2 AV	40	67	0.2	0.4	62.62%	***27***
NW 183 ST/NW 29 CT	26	52	0.1	0.2	66.67%	***26***
NW 27 AV/NW 202 TE	27	53	0.1	0.1	66.25%	***26***
NW 203 TE/NW 44 AV	0	24	0.0	0.2	100.00%	***24***
NW 183 ST/NW 8 PL	41	65	0.1	0.2	61.32%	***24***

CITY OF MIAMI GARDENS CIRCULATOR FEASIBILITY STUDY
DPA# 06267

Bus Stop Location	Ons	Offs	Avg. Ons	Avg. Offs	% OFF	*DIFFERENCE*
NW 2 AV/NW 179 ST	47	71	0.1	0.1	60.17%	***24***
NW 183 ST/NW 43 CT	5	28	0.0	0.1	84.85%	***23***
NW 159 ST/NW 54 AV	1	23	0.0	0.5	95.83%	***22***
NW 211 ST/NW 32 AV	6	28	0.0	0.2	82.35%	***22***
NW 27 AV/NW 175 ST	170	192	0.4	0.5	53.04%	***22***
NW 175 ST/NW 27 CT	0	21	0.0	0.3	100.00%	***21***
NW 183 ST/NW 6 CT	0	21	0.0	0.1	100.00%	***21***
NW 199 ST/NW 32 AV	19	40	0.1	0.2	67.80%	***21***
NW 177 ST/NW 7 AV	37	58	0.1	0.2	61.05%	***21***
NW 163 ST/NW 54 AV	1	21	0.0	0.3	95.45%	***20***
NW 175 ST/NW 42 AV	1	21	0.0	0.3	95.45%	***20***
NW 12 AV/NW 167 ST	4	24	0.0	0.2	85.71%	***20***
NW 27 AV/# 18601	5	25	0.1	0.6	83.33%	***20***
N MIAMI AV/NW 191 ST	10	30	0.0	0.1	75.00%	***20***
NW 27 AV/NW 179 ST	98	118	0.4	0.5	54.63%	***20***
NW 14 AV/NW 179 ST	4	23	0.1	0.3	85.19%	***19***
NW 22 AV/NW 152 TE	31	50	0.1	0.1	61.73%	***19***
NW 37 AV/NW 169 TE	2	20	0.0	0.3	90.91%	***18***
NW 191 ST/NW 32 AV	13	31	0.1	0.3	70.45%	***18***
NW 7 AV/NW 199 ST	17	35	0.1	0.1	67.31%	***18***
NW 7 AV/NW 210 ST	21	38	0.1	0.1	64.41%	***17***
NW 191 ST/NW 45 CT	0	16	0.0	0.2	100.00%	***16***
NW 47 AV/NW 188 ST	3	19	0.0	0.3	86.36%	***16***
NW 7 AV/NW 187 DR	6	22	0.0	0.1	78.57%	***16***
NW 7 AV/NW 181 TE	14	30	0.1	0.2	68.18%	***16***
NW 160 ST/NW 26 AV	17	33	0.1	0.3	66.00%	***16***
NW 39 AV/# 21010	0	15	0.0	0.2	100.00%	***15***
NW 37 AV/# 20201	2	17	0.0	0.2	89.47%	***15***
NW 171 ST/NW 32 AV	25	40	0.2	0.3	61.54%	***15***
NW 183 ST/NW 12 AV	67	82	0.2	0.2	55.03%	***15***
NW 2 AV/NW 189 ST	2	16	0.0	0.2	88.89%	***14***

Route	Average Weekday
77	10691
27	9904
17	5128
22	4750
32	4479
83	4384
75	4019
107 (G)	3036
73	2722
21	2426
95	1843
42	1615
183	1585
91	1245
97	1150
29	1104
99	932
241	310

North/Southbound	Average Weekday
27	9904
17	5128
32	4479
107 (G)	3036

East/Westbound	Average Weekday
22	4750
83	4384
75	4019

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 17

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
5128	112821	19279	9462	141562

NW 151 St/22 Ave		
Time	NB	
	Frequency	Headway
6:02 AM - 9:26 AM	8	30 min
9:38 AM	1	12 min
10:05 AM	1	27 min
10:18 AM	1	13 min
10:18 AM - 7:45 PM	20	30 min
3:22 PM	1	4
Time	SB	
	Frequency	Headway
6:20 AM - 6:27 PM	3	30 min
6:36 AM	1	16 min
2:59 PM	1	15 min
7:27 PM	1	60 min

NW 183 St/7 Ave		
Time	NB	
	Frequency	Headway
6:11 AM - 9:35 AM	8	30 min
9:35 AM - 10:27 AM	5	13 min
10:27 AM - 7:54 PM	20	30 min
3:32 PM	1	4 min
Time	SB	
	Frequency	Headway
5:58 AM - 6:04 PM	3	30 min
6:14 AM	1	16 min
2:34 PM	1	15 min
7:04 PM	1	60 min

NW 191 St/22 Ave		
Time	NB	
	Frequency	Headway
6:11 AM - 9:35 AM	8	30 min
9:35 AM - 10:27 AM	5	13 min
10:27 AM - 7:54 PM	20	30 min
3:32 PM	2	4 min
Time	SB	
	Frequency	Headway
6:10 AM - 6:17 PM	3	30 min
6:26 AM	1	16 min
2:49 PM	1	15 min
7:17 PM	1	60 min

Headways may vary upto 4 minutes

Route follows headway of previous line but has this stop in addition, not affecting the aformentioned headway

Northbound						Southbound					
Ave		22 Ave		Ave		Ave		Ave		St/22 Ave	
6:02 AM		6:11 AM		6:24 AM		5:58 AM		6:10 AM		6:20 AM	
6:29 AM	0:27	6:38 AM	0:27	6:51 AM	0:27	**6:14 AM**	0:16	**6:26 AM**	0:16	**6:36 AM**	0:16
7:00 AM	0:31	7:10 AM	0:32	7:23 AM	0:32	6:26 AM	0:12	6:38 AM	0:12	6:48 AM	0:12
7:25 AM	0:25	7:35 AM	0:25	7:48 AM	0:25	6:55 AM	0:29	7:08 AM	0:30	7:18 AM	0:30
7:57 AM	0:32	8:07 AM	0:32	8:20 AM	0:32	7:25 AM	0:30	7:38 AM	0:30	7:48 AM	0:30
8:27 AM	0:30	8:37 AM	0:30	8:50 AM	0:30	7:55 AM	0:30	8:08 AM	0:30	8:18 AM	0:30
8:57 AM	0:30	9:07 AM	0:30	9:19 AM	0:29	8:27 AM	0:32	8:40 AM	0:32	8:50 AM	0:32
9:26 AM	0:29	**9:35 AM**	0:28	**9:47 AM**	0:28	8:58 AM	0:31	9:11 AM	0:31	9:21 AM	0:31
9:38 AM	0:12	9:47 AM	0:12	9:59 AM	0:12	9:28 AM	0:30	9:41 AM	0:30	9:51 AM	0:30
		10:00 AM	0:13	10:12 AM	0:13	9:58 AM	0:30	10:11 AM	0:30	10:21 AM	0:30
10:05 AM	0:27	10:14 AM	0:14	10:26 AM	0:14	10:28 AM	0:30	10:41 AM	0:30	10:51 AM	0:30
10:18 AM	0:13	**10:27 AM**	0:13	**10:39 AM**	0:13	10:58 AM	0:30	11:11 AM	0:30	11:21 AM	0:30
10:48 AM	0:30	10:57 AM	0:30	11:09 AM	0:30	11:28 AM	0:30	11:41 AM	0:30	11:51 AM	0:30
11:18 AM	0:30	11:27 AM	0:30	11:39 AM	0:30	11:58 AM	0:30	12:11 PM	0:30	12:21 PM	0:30
11:48 AM	0:30	11:57 AM	0:30	12:09 PM	0:30	12:28 PM	0:30	12:41 PM	0:30	12:51 PM	0:30
12:18 PM	0:30	12:27 PM	0:30	12:39 PM	0:30	12:57 PM	0:29	1:10 PM	0:29	1:20 PM	0:29
12:48 PM	0:30	12:57 PM	0:30	1:09 PM	0:30	1:25 PM	0:28	1:38 PM	0:28	1:48 PM	0:28
1:18 PM	0:30	1:27 PM	0:30	1:39 PM	0:30	1:52 PM	0:27	2:07 PM	0:29	2:17 PM	0:29
1:48 PM	0:30	1:57 PM	0:30	2:09 PM	0:30	2:19 PM	0:27	2:34 PM	0:27	2:44 PM	0:27
2:20 PM	0:32	2:30 PM	0:33	2:41 PM	0:32	**2:34 PM**	0:15	**2:49 PM**	0:15	**2:59 PM**	0:15
2:50 PM	0:30	3:00 PM	0:30	3:11 PM	0:30	2:49 PM	0:15	3:04 PM	0:15	3:14 PM	0:15
3:18 PM	0:28	3:28 PM	0:28	3:39 PM	0:28	3:22 PM	0:33	3:36 PM	0:32	3:46 PM	0:32
3:22 PM	0:04	**3:32 PM**	0:04	**3:43 PM**	0:04	3:55 PM	0:33	4:09 PM	0:33	4:19 PM	0:33
3:52 PM	0:30	4:02 PM	0:30	4:13 PM	0:30	4:26 PM	0:31	4:39 PM	0:30	4:49 PM	0:30
4:27 PM	0:35	4:37 PM	0:35	4:48 PM	0:35	5:02 PM	0:36	5:15 PM	0:36	5:25 PM	0:36
4:55 PM	0:28	5:05 PM	0:28	5:16 PM	0:28	5:34 PM	0:32	5:47 PM	0:32	5:57 PM	0:32
5:25 PM	0:30	5:35 PM	0:30	5:46 PM	0:30	**6:04 PM**	0:30	**6:17 PM**	0:30	**6:27 PM**	0:30
5:55 PM	0:30	6:05 PM	0:30	6:15 PM	0:29	7:04 PM	1:00	7:17 PM	1:00	7:27 PM	1:00
6:23 PM	0:28	6:32 PM	0:27	6:42 PM	0:27						
6:51 PM	0:28	7:00 PM	0:28	7:10 PM	0:28						
7:20 PM	0:29	7:29 PM	0:29	7:39 PM	0:29						
7:45 PM	0:25	7:54 PM	0:25	8:04 PM	0:25						

Miami Gardens Circulator Feasibilty Study

Metrobus Routes Frequency and Headway

Route 21

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
2426	53363	8346	5813	67523

NW 160 Street/27 Avenue		
Time	NB	
	Frequency	Headway
7:13 AM - 7:12 PM	13	60 min
Time	SB	
	Frequency	Headway
6:41 AM - 7:40 PM	13	60 min

NW 165 St/25 Ave (Health Center)		
Time	NB	
	Frequency	Headway
7:15 AM - 7:14 PM	14	60 min
Time	SB	
	Frequency	Headway
6:47 AM - 7:46 PM	14	60 min

Northbound				Southbound			
NW 160 St & 27 Ave		NW 165 St & 25 Ave Health Ct		NW 165 St & 25 Ave Health Ct		NW 160 St & 27 Ave	
:		:		6:41 AM		6:47 AM	
7:13 AM		7:15 AM		:		:	
:		:		7:39 AM	0:58	7:45 AM	0:58
8:18 AM	1:05	8:20 AM	1:05	:		:	
:		:		8:47 AM	1:08	8:53 AM	1:08
9:18 AM	1:00	9:20 AM	1:00	:		:	
:		:		9:48 AM	1:01	9:54 AM	1:01
10:19 AM	1:01	10:21 AM	1:01	:		:	
:		:		10:48 AM	1:00	10:54 AM	1:00
11:19 AM	1:00	11:21 AM	1:00	:		:	
:		:		11:48 AM	1:00	11:54 AM	1:00
12:18 PM	0:59	12:20 PM	0:59	:		:	
:		:		12:48 PM	1:00	12:54 PM	1:00
1:18 PM	1:00	1:20 PM	1:00	:		:	
:		:		1:46 PM	0:58	1:52 PM	0:58
2:18 PM	1:00	2:20 PM	1:00	:		:	
:		:		2:44 PM	0:58	2:50 PM	0:58
3:21 PM	1:03	3:23 PM	1:03	:		:	
:		:		3:42 PM	0:58	3:48 PM	0:58
4:22 PM	1:01	4:24 PM	1:01	:		:	
:		:		4:42 PM	1:00	4:48 PM	1:00
5:22 PM	1:00	5:24 PM	1:00	:		:	
:		:		5:51 PM	1:09	5:57 PM	1:09
6:20 PM	0:58	6:22 PM	0:58	6:35 PM	0:44	6:41 PM	0:44
:		:		7:40 PM	1:05	7:46 PM	1:05
7:12 PM	0:52	7:14 PM	0:52				

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 22

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
4750	104503	15013	6896	126412

NW 167 St/17 Ave		
Time	NB	
	Frequency	Headway
6:34 AM - 7:04 AM	2	30 min
7:04 AM - 10:02 AM	11	16 min
10:02 AM - 4:07 PM	13	30 min
4:07 PM - 4:37 PM	3	15 min
4:37 PM - 5:07 PM	2	30 min
5:07 PM - 7:17 PM	10	15 min
7:17 PM - 7:47 PM	2	30 min
Time	SB	
	Frequency	Headway
6:16 AM - 8:10 AM	8	15 min
8:10 AM - 2:36 PM	14	30 min
2:36 PM - 5:10 PM	10	15 min
5:10 PM - 6:47 PM	4	30 min
6:47 PM - 7:51 PM	2	60 min

Headways may vary upto 3 minutes

Northbound		Southbound	
NW 167 St & 17 Ave		NW 167 St & 17 Ave	
6:34 AM		6:16 AM	
7:04 AM	0:30	6:31 AM	0:15
7:20 AM	0:16	6:46 AM	0:15
7:36 AM	0:16	7:01 AM	0:15
7:56 AM	0:20	7:16 AM	0:15
8:12 AM	0:16	7:31 AM	0:15
8:28 AM	0:16	7:49 AM	0:18
8:42 AM	0:14	**8:10 AM**	0:21
8:57 AM	0:15	8:37 AM	0:27
9:12 AM	0:15	9:07 AM	0:30
9:27 AM	0:15	9:37 AM	0:30
9:42 AM	0:15	10:07 AM	0:30
10:02 AM	0:20	10:37 AM	0:30
10:32 AM	0:30	11:07 AM	0:30
11:02 AM	0:30	11:37 AM	0:30
11:32 AM	0:30	12:07 PM	0:30
12:02 PM	0:30	12:37 PM	0:30
12:32 PM	0:30	1:07 PM	0:30
1:02 PM	0:30	1:36 PM	0:29
1:32 PM	0:30	2:06 PM	0:30
2:04 PM	0:32	**2:36 PM**	0:30
2:37 PM	0:33	2:51 PM	0:15
3:07 PM	0:30	3:06 PM	0:15
3:37 PM	0:30	3:21 PM	0:15
4:07 PM	0:30	3:36 PM	0:15
4:22 PM	0:15	3:50 PM	0:14
4:37 PM	0:15	4:05 PM	0:15
5:07 PM	0:30	4:20 PM	0:15
5:22 PM	0:15	4:35 PM	0:15
5:37 PM	0:15	4:50 PM	0:15
5:52 PM	0:15	**5:10 PM**	0:20
6:10 PM	0:18	5:38 PM	0:28
6:22 PM	0:12	6:11 PM	0:33
6:34 PM	0:12	**6:47 PM**	0:36
6:47 PM	0:13	7:51 PM	1:04
7:02 PM	0:15		
7:17 PM	0:15		
7:47 PM	0:30		

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 27

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
9904	217880	35385	20543	273812

NW 183 St/27 Ave		
Time	NB	
	Frequency	Headway
6:07 AM - 6:35 AM	2	28 min
6:35 AM - 7:37 AM	5	15 min
7:58 AM	1	21 min
7:58 AM - 10:01 AM	9	15 min
10:01 AM - 7:05 PM	37	15 min
7:16 PM	1	11 min
7:34 PM	1	18 min
7:56 PM	1	22 min
Time	SB	
	Frequency	Headway
6:07 AM - 5:02 PM	45	15 min
2:47 PM	1	4 min
2:47 PM - 6:10 PM	5	15 min
6:10 PM - 8:15 PM	5	30 min

NW 211 St/37 Ave		
Time	NB	
	Frequency	Headway
6:19 AM - 7:03 AM	2	45 min
7:18 PM	1	15 min
7:18 AM - 7:05 PM	24	30 min
7:28 PM	1	23 min
Time	SB	
	Frequency	Headway
6:06 AM - 5:40 PM	18	30 min
2:33 PM	1	4 min
6:34 PM	1	54 min
7:04 PM	1	30 min
8:04 PM	1	60 min

NW 207 St/38 Ct		
Time	NB	
	Frequency	Headway
6:17 AM - 7:01 AM	2	44 min
7:16 PM	1	15 min
7:16 AM - 6:34 PM	23	30 min
Time	SB	
	Frequency	Headway
6:08 AM - 5:42 PM	18	30 min
2:33 PM	1	4 min

NW 207 St/27 Ave		
Time	NB	
	Frequency	Headway
6:22 AM - 6:46 AM	2	24 min
7:06 AM	1	20 min
7:06 AM - 10:01 AM	13	16 min
10:13 AM	1	12 min
10:13 AM - 2:13 PM	17	17/13 min
2:13 PM - 7:08 PM	20	20/10 min
7:15 PM	1	7 min
7:31 PM	1	16 min
7:44 PM	1	13 min
Time	SB	
	Frequency	Headway
5:55 AM - 8:28 AM	13	10/20 min
8:52 AM	1	24 min
8:52 AM - 4:48 PM	25	10/20 min
2:30 PM	1	4 min
4:48 PM - 8:00 PM	9	See Chart

Northbound

NW 183 St & 27 Ave		NW 207 St. & 38 Ct.		NW 211 St & 37 Ave		NW 207 St & 27 Ave	
6:07 AM		6:17 AM		6:19 AM		6:22 AM	
6:35 AM	0:28	:		:		**6:46 AM**	0:24
6:51 AM	0:16	**7:01 AM**		**7:03 AM**	0:44	**7:06 AM**	0:20
7:06 AM	0:15	**7:16 AM**		**7:18 AM**	0:15	7:21 AM	0:15
7:24 AM	0:18	:		:		7:36 AM	0:15
7:37 AM	0:13	7:47 AM		7:49 AM	0:31	7:52 AM	0:16
7:58 AM	0:21	:	0:44	:		8:10 AM	0:18
8:10 AM	0:12	8:20 AM	0:15	8:22 AM	0:33	8:25 AM	0:15
8:28 AM	0:18	:		:		8:40 AM	0:15
8:43 AM	0:15	8:53 AM	0:31	8:55 AM	0:33	8:58 AM	0:18
8:58 AM	0:15	:		:		9:10 AM	0:12
9:15 AM	0:17	9:24 AM	0:33	9:26 AM	0:31	9:29 AM	0:19
9:31 AM	0:16	:		:		9:43 AM	0:14
9:47 AM	0:16	9:56 AM	0:33	9:58 AM	0:32	10:01 AM	0:18
10:01 AM	0:14	:		:		**10:13 AM**	0:12
10:16 AM	0:15	10:25 AM	0:31	10:27 AM	0:29	10:30 AM	0:17
10:31 AM	0:15	:		:		10:43 AM	0:13
10:46 AM	0:15	10:55 AM	0:32	10:57 AM	0:30	11:00 AM	0:17
11:01 AM	0:15	:		:		11:13 AM	0:13
11:16 AM	0:15	11:25 AM	0:29	11:27 AM	0:30	11:30 AM	0:17
11:31 AM	0:15	:		:		11:43 AM	0:13
11:46 AM	0:15	11:55 AM	0:30	11:57 AM	0:30	12:00 PM	0:17
12:01 PM	0:15	:		:		12:13 PM	0:13
12:16 PM	0:15	12:25 PM	0:30	12:27 PM	0:30	12:30 PM	0:17
12:31 PM	0:15	:		:		12:43 PM	0:13
12:46 PM	0:15	12:55 PM	0:30	12:57 PM	0:30	1:00 PM	0:17
1:01 PM	0:15	:		:		1:13 PM	0:13
1:16 PM	0:15	1:25 PM	0:30	1:27 PM	0:30	1:30 PM	0:17
1:31 PM	0:15	:		:		1:43 PM	0:13
1:46 PM	0:15	1:55 PM	0:30	1:57 PM	0:30	2:00 PM	0:17
2:01 PM	0:15	:		:		**2:13 PM**	0:13
2:16 PM	0:15	2:28 PM	0:30	2:30 PM	0:33	2:33 PM	0:20
2:31 PM	0:15	:		:		2:43 PM	0:10
2:46 PM	0:15	2:58 PM	0:30	3:00 PM	0:30	3:03 PM	0:20
3:02 PM	0:16	:		:		3:14 PM	0:11
3:17 PM	0:15	3:29 PM	0:33	3:31 PM	0:31	3:34 PM	0:20
3:32 PM	0:15	:		:		3:44 PM	0:10
3:48 PM	0:16	4:00 PM	0:30	4:02 PM	0:31	4:06 PM	0:22
4:04 PM	0:16	:		:		4:17 PM	0:11
4:19 PM	0:15	4:31 PM	0:31	4:33 PM	0:31	4:37 PM	0:20
4:36 PM	0:17	:		:		4:49 PM	0:12
4:53 PM	0:17	5:05 PM	0:31	5:07 PM	0:34	5:11 PM	0:22
5:08 PM	0:15	:		:		5:21 PM	0:10
5:23 PM	0:15	5:35 PM	0:31	5:37 PM	0:30	5:41 PM	0:20
5:38 PM	0:15	:		:		5:51 PM	0:10
5:53 PM	0:15	6:05 PM	0:34	6:07 PM	0:30	6:10 PM	0:19
6:08 PM	0:15	:		:		6:19 PM	0:09
6:23 PM	0:15	6:34 PM	0:30	6:36 PM	0:29	6:39 PM	0:20
6:37 PM	0:14	:		:		6:48 PM	0:09
6:52 PM	0:15	:	0:30	**7:05 PM**	0:29	**7:08 PM**	0:20
7:05 PM	0:13	:		:		**7:15 PM**	0:07
7:16 PM	0:11	:	0:29	**7:28 PM**	0:23	**7:31 PM**	0:16
7:34 PM	0:18					**7:44 PM**	0:13
7:56 PM	0:22						

Southbound

NW 207 St & 27 Ave		NW 211 St & 37 Ave		NW 207 St. & 38 Ct.		NW 183 St & 27 Ave	
5:55 AM		:		:		6:07 AM	
6:03 AM	0:08	6:06 AM		6:08 AM		6:21 AM	0:14
6:21 AM	0:18	:		:		6:33 AM	0:12
6:28 AM	0:07	6:31 AM	0:25	6:33 AM	0:25	6:46 AM	0:13
6:47 AM	0:19	:		:		7:01 AM	0:15
6:56 AM	0:09	6:59 AM	0:28	7:01 AM	0:28	7:16 AM	0:15
7:17 AM	0:21	:		:		7:31 AM	0:15
7:26 AM	0:09	7:29 AM	0:30	7:31 AM	0:30	7:46 AM	0:15
7:47 AM	0:21	:		:		8:01 AM	0:15
7:58 AM	0:11	8:01 AM	0:32	8:03 AM	0:32	8:18 AM	0:17
8:19 AM	0:21	:		:		8:33 AM	0:15
8:28 AM	0:09	8:31 AM	0:30	8:33 AM	0:30	8:48 AM	0:15
8:52 AM	0:24	:		:		9:06 AM	0:18
9:04 AM	0:12	9:07 AM	0:36	9:09 AM	0:36	9:21 AM	0:15
9:23 AM	0:19	:		:		9:36 AM	0:15
9:34 AM	0:11	9:37 AM	0:30	9:39 AM	0:30	9:51 AM	0:15
9:53 AM	0:19	:		:		10:06 AM	0:15
10:04 AM	0:11	10:07 AM	0:30	10:09 AM	0:30	10:21 AM	0:15
10:22 AM	0:18	:		:		10:35 AM	0:14
10:33 AM	0:11	10:36 AM	0:29	10:38 AM	0:29	10:50 AM	0:15
10:52 AM	0:19	:		:		11:05 AM	0:15
11:03 AM	0:11	11:06 AM	0:30	11:08 AM	0:30	11:20 AM	0:15
11:22 AM	0:19	:		:		11:35 AM	0:15
11:33 AM	0:11	11:36 AM	0:30	11:38 AM	0:30	11:50 AM	0:15
11:52 AM	0:19	:		:		12:05 PM	0:15
12:03 PM	0:11	12:06 PM	0:30	12:08 PM	0:30	12:20 PM	0:15
12:22 PM	0:19	:		:		12:35 PM	0:15
12:33 PM	0:11	12:36 PM	0:30	12:38 PM	0:30	12:50 PM	0:15
12:52 PM	0:19	:		:		1:05 PM	0:15
1:03 PM	0:11	1:06 PM	0:30	1:08 PM	0:30	1:20 PM	0:15
1:21 PM	0:18	:		:		1:34 PM	0:14
1:32 PM	0:11	1:35 PM	0:29	1:37 PM	0:29	1:49 PM	0:15
1:49 PM	0:17	:		:		2:02 PM	0:13
2:00 PM	0:11	2:03 PM	0:28	2:05 PM	0:28	2:17 PM	0:15
2:19 PM	0:19	:		:		2:32 PM	0:15
2:26 PM	0:07	2:29 PM	0:26	2:31 PM	0:26	2:43 PM	0:11
2:30 PM	0:04	2:33 PM	0:04	**2:35 PM**	0:04	**2:47 PM**	0:04
2:48 PM	0:18	:		:		3:02 PM	0:15
2:59 PM	0:11	3:03 PM	0:30	3:05 PM	0:30	3:17 PM	0:15
3:18 PM	0:19	:		:		3:32 PM	0:15
3:29 PM	0:11	3:33 PM	0:30	3:35 PM	0:30	3:47 PM	0:15
3:48 PM	0:19	:		:		4:02 PM	0:15
3:59 PM	0:11	4:03 PM	0:30	4:05 PM	0:30	4:17 PM	0:15
4:18 PM	0:19	:		:		4:32 PM	0:15
4:29 PM	0:11	4:33 PM	0:30	4:35 PM	0:30	4:47 PM	0:15
4:48 PM	0:19	:		:		**5:02 PM**	0:15
5:03 PM	0:15	5:07 PM	0:34	5:09 PM	0:34	5:21 PM	0:19
5:23 PM	0:20	:		:		5:37 PM	0:16
5:36 PM	0:13	**5:40 PM**	0:33	5:42 PM	0:33	5:54 PM	0:17
5:56 PM	0:20	:		:		**6:10 PM**	0:16
6:30 PM	0:34	6:34 PM	0:54	:		6:45 PM	0:35
7:00 PM	0:30	7:04 PM	0:30	:		7:15 PM	0:30
7:33 PM	0:33	:		:		7:45 PM	0:30
8:00 PM	0:27	8:04 PM	1:00	:		8:15 PM	0:30

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 29

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
1104	24297	-	-	24297

NW 159 St/57 Ave		
Time	NB	
	Frequency	Headway
6:59 AM - 10:25 AM	8	30 min
10:25 AM - 4:29 PM	9	45 min
4:29 PM - 7:49 PM	8	30 min
Time	SB	
	Frequency	Headway
6:13 AM - 8:11 AM	5	30 min
8:11 AM - 2:14 PM	9	45 min
2:14 PM - 5:44 PM	8	30 min

Headways may vary up to 3 minutes

NB		SB	
NW 159 St & 57 Ave		NW 159 St & 57 Ave	
6:59 AM		5:49 AM	
7:33 AM	0:34	6:13 AM	0:24
7:59 AM	0:26	6:41 AM	0:28
8:28 AM	0:29	7:11 AM	0:30
8:58 AM	0:30	7:41 AM	0:30
9:27 AM	0:29	**8:11 AM**	0:30
9:56 AM	0:29	9:00 AM	0:49
10:25 AM	0:29	9:45 AM	0:45
11:10 AM	0:45	10:30 AM	0:45
11:55 AM	0:45	11:15 AM	0:45
12:40 PM	0:45	12:00 PM	0:45
1:25 PM	0:45	12:45 PM	0:45
2:10 PM	0:45	1:30 PM	0:45
2:55 PM	0:45	**2:14 PM**	0:44
3:43 PM	0:48	2:40 PM	0:26
4:29 PM	0:46	3:10 PM	0:30
4:59 PM	0:30	3:40 PM	0:30
5:29 PM	0:30	4:10 PM	0:30
5:59 PM	0:30	4:40 PM	0:30
6:26 PM	0:27	5:10 PM	0:30
6:50 PM	0:24	5:44 PM	0:34
7:19 PM	0:29		
7:49 PM	0:30		

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 32

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
4479	98534	14498	5350	118382

NW 171 St/32 Ave		
Time	NB	
	Frequency	Headway
6:33 AM - 10:20 AM	12	20 min
10:20 AM - 3:28 PM	11	30 min
3:28 PM - 6:52 PM	11	20 min
6:52 PM - 7:42 PM	4	16 min
Time	SB	
	Frequency	Headway
6:07 AM - 6:25 AM	2	18 min
6:25 AM - 6:37 AM	2	12 min
6:37 AM - 9:44 AM	10	20 min
9:44 AM - 2:45 PM	11	30 min
2:45 PM - 6:51 PM	13	20 min
6:51 PM - 8:00 PM	2	30 min

NW 167 St/47 Ave		
Time	NB	
	Frequency	Headway
6:42 AM - 10:31 AM	12	20 min
10:31 AM - 3:39 PM	11	30 min
3:39 PM - 7:03 PM	11	20 min
7:03 PM - 7:51 PM	4	16 min
Time	SB	
	Frequency	Headway
6:15 AM - 9:27 AM	2	12 min
6:27 AM - 9:34 AM	10	20 min
9:34 AM - 2:33 PM	11	30 min
2:33 PM - 6:39 PM	13	20 min
6:39 PM - 7:41 PM	2	30 min

NW 183 St/47 Ave		
Time	NB	
	Frequency	Headway
6:07 AM -10:34 AM	15	20 min
10:34 AM - 3:43 PM	11	30 min
3:43 PM - 7:54 PM	14	20 min
Time	SB	
	Frequency	Headway
No Station		

NW 199 St/47 Ave		
Time	NB	
	Frequency	Headway
6:04 AM -10:43 AM	16	20 min
10:43 AM - 3:53 PM	11	30 min
3:53 PM - 7:45 PM	14	20 min
Time	SB	
	Frequency	Headway
6:07 AM - 6:19 AM	2	12 min
6:19 AM - 9:26 AM	10	20 min
9:26 AM - 2:25 PM	11	30 min
2:25 PM - 6:31 PM	13	20 min
6:31 PM - 8:05 PM	3	30 min

Northbound

NW 171 St & 32 Ave		NW 167 St & 47 Ave		NW 183 St & 47 Ave		NW 199 St & 47 Ave	
:		:		6:07 AM		6:16 AM	
:		:		6:26 AM	0:19	6:35 AM	0:19
:		:		6:43 AM	0:17	6:52 AM	0:17
6:33 AM		6:42 AM		**6:45 AM**	0:02	**6:54 AM**	0:02
6:56 AM	0:23	7:07 AM	0:25	7:10 AM	0:25	7:19 AM	0:25
7:17 AM	0:21	7:28 AM	0:21	7:31 AM	0:21	7:40 AM	0:21
7:37 AM	0:20	7:48 AM	0:20	7:51 AM	0:20	8:00 AM	0:20
8:00 AM	0:23	8:11 AM	0:23	8:14 AM	0:23	8:23 AM	0:23
8:20 AM	0:20	8:31 AM	0:20	8:34 AM	0:20	8:43 AM	0:20
8:40 AM	0:20	8:51 AM	0:20	8:54 AM	0:20	9:03 AM	0:20
9:00 AM	0:20	9:11 AM	0:20	9:14 AM	0:20	9:23 AM	0:20
9:20 AM	0:20	9:31 AM	0:20	9:34 AM	0:20	9:43 AM	0:20
9:40 AM	0:20	9:51 AM	0:20	9:54 AM	0:20	10:03 AM	0:20
10:00 AM	0:20	10:11 AM	0:20	10:14 AM	0:20	10:23 AM	0:20
10:20 AM	0:20	**10:31 AM**	0:20	**10:34 AM**	0:20	**10:43 AM**	0:20
10:50 AM	0:30	11:01 AM	0:30	11:04 AM	0:30	11:13 AM	0:30
11:20 AM	0:30	11:31 AM	0:30	11:34 AM	0:30	11:43 AM	0:30
11:50 AM	0:30	12:01 PM	0:30	12:04 PM	0:30	12:13 PM	0:30
12:20 PM	0:30	12:31 PM	0:30	12:34 PM	0:30	12:43 PM	0:30
12:50 PM	0:30	1:01 PM	0:30	1:04 PM	0:30	1:13 PM	0:30
1:20 PM	0:30	1:31 PM	0:30	1:34 PM	0:30	1:43 PM	0:30
1:50 PM	0:30	2:01 PM	0:30	2:05 PM	0:31	2:15 PM	0:32
2:23 PM	0:33	2:34 PM	0:33	2:38 PM	0:33	2:48 PM	0:33
2:57 PM	0:34	3:08 PM	0:34	3:12 PM	0:34	3:22 PM	0:34
3:28 PM	0:31	**3:39 PM**	0:31	**3:43 PM**	0:31	**3:53 PM**	0:31
3:48 PM	0:20	3:59 PM	0:20	4:03 PM	0:20	4:13 PM	0:20
4:08 PM	0:20	4:19 PM	0:20	4:23 PM	0:20	4:33 PM	0:20
4:30 PM	0:22	4:41 PM	0:22	4:45 PM	0:22	4:55 PM	0:22
4:51 PM	0:21	5:02 PM	0:21	5:06 PM	0:21	5:16 PM	0:21
5:12 PM	0:21	5:23 PM	0:21	5:27 PM	0:21	5:37 PM	0:21
5:32 PM	0:20	5:43 PM	0:20	5:47 PM	0:20	5:57 PM	0:20
5:52 PM	0:20	6:03 PM	0:20	6:07 PM	0:20	6:17 PM	0:20
6:12 PM	0:20	6:23 PM	0:20	6:27 PM	0:20	6:37 PM	0:20
6:32 PM	0:20	6:43 PM	0:20	6:47 PM	0:20	**6:57 PM**	0:20
6:52 PM	0:20	**7:03 PM**	0:20	**7:06 PM**	0:19	7:13 PM	0:16
7:10 PM	0:18	7:19 PM	0:16	7:22 PM	0:16	7:29 PM	0:16
7:26 PM	0:16	7:35 PM	0:16	7:38 PM	0:16	7:45 PM	0:16
7:42 PM	0:16	7:51 PM	0:16	7:54 PM	0:16	8:01 PM	0:16

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 42

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
1615	35525	7443	3789	46756

NW 22 Ave/Ali Baba St		
Time	NB	
	Frequency	Headway
6:40 AM - 7:22 AM	2	42 min
7:22 AM - 10:30 AM	7	30 min
10:30 AM - 3:52 PM	9	40 min
3:52 PM - 7:48 PM	9	30 min
Time	SB	
	Frequency	Headway
5:55 AM - 8:28 AM	6	30 min
8:28 AM - 2:28 PM	10	40 min
2:28 PM - 6:33 PM	9	30 min

Golden Glades		
Time	NB	
	Frequency	Headway
6:53AM - 7:35 AM	2	42 min
7:35 AM - 10:42 AM	7	30 min
10:42 AM - 4:04 PM	9	40 min
4:04 PM - 7:59 PM	9	30 min
Time	SB	
	Frequency	Headway
6:12 AM - 8:15 AM	5	30 min
8:15 AM - 2:15 PM	10	40 min
2:15 PM - 6:20 PM	9	30 min

Stations are not within city limits but route goes inside the city

Northbound				Southbound			
NW 22 Ave & Ali Baba St		Golden Glades		Golden Glades		NW 22 Ave & Ali Baba St	
6:40 AM		6:53 AM				5:55 AM	
7:22 AM	0:42	**7:35 AM**	0:42	6:12 AM		6:25 AM	0:30
7:53 AM	0:31	8:06 AM	0:31	6:42 AM	0:30	6:55 AM	0:30
8:23 AM	0:30	8:36 AM	0:30	7:15 AM	0:33	7:28 AM	0:33
8:53 AM	0:30	9:06 AM	0:30	7:45 AM	0:30	7:58 AM	0:30
9:21 AM	0:28	9:33 AM	0:27	**8:15 AM**	0:30	**8:28 AM**	0:30
9:50 AM	0:29	10:02 AM	0:29	8:55 AM	0:40	9:08 AM	0:40
10:30 AM	0:40	**10:42 AM**	0:40	9:35 AM	0:40	9:48 AM	0:40
11:10 AM	0:40	11:22 AM	0:40	10:15 AM	0:40	10:28 AM	0:40
11:50 AM	0:40	12:02 PM	0:40	10:55 AM	0:40	11:08 AM	0:40
12:30 PM	0:40	12:42 PM	0:40	11:35 AM	0:40	11:48 AM	0:40
1:10 PM	0:40	1:22 PM	0:40	12:15 PM	0:40	12:28 PM	0:40
1:50 PM	0:40	2:02 PM	0:40	12:55 PM	0:40	1:08 PM	0:40
2:30 PM	0:40	2:42 PM	0:40	1:35 PM	0:40	1:48 PM	0:40
3:10 PM	0:40	3:22 PM	0:40	**2:15 PM**	0:40	**2:28 PM**	0:40
3:52 PM	0:42	**4:04 PM**	0:42	2:45 PM	0:30	2:58 PM	0:30
4:23 PM	0:31	4:35 PM	0:31	3:15 PM	0:30	3:28 PM	0:30
4:57 PM	0:34	5:09 PM	0:34	3:45 PM	0:30	3:58 PM	0:30
5:27 PM	0:30	5:39 PM	0:30	4:15 PM	0:30	4:28 PM	0:30
5:57 PM	0:30	6:09 PM	0:30	4:45 PM	0:30	4:58 PM	0:30
6:27 PM	0:30	6:39 PM	0:30	5:20 PM	0:35	5:33 PM	0:35
6:57 PM	0:30	7:09 PM	0:30	5:50 PM	0:30	6:03 PM	0:30
7:23 PM	0:26	7:34 PM	0:25	6:20 PM	0:30	6:33 PM	0:30
7:48 PM	0:25	7:59 PM	0:25				

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 73

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
2722	59873	6064	2599	68536

NW 159 St/57 Ave

Time	NB	
	Frequency	Headway
6:16 AM - 6:48 AM	2	32 min
6:48 AM - 7:33 AM	2	45 min
7:33 AM - 8:10 AM	2	37 min
8:10 AM - 10:05 AM	7	20 min
10:05 AM - 3:02 PM	11	30 min
3:02 PM - 4:17 PM	3	38 min
4:17 PM - 5:39 PM	3	27 min
5:39 PM - 6:57 PM	5	20 min
6:57 PM - 7:12 PM	2	15 min
7:12 PM - 7:59 PM	2	47 min

Time	SB	
	Frequency	Headway
6:00 AM - 6:30 AM	2	30 min
6:30 AM - 8:30 AM	7	20 min
8:30 AM - 8:54 AM	2	24 min
8:54 AM - 3:20 PM	14	30 min
3:20 PM - 3:45 PM	2	25 min
3:45 PM - 5:05 PM	5	20 min
5:05 PM - 5:55 PM	3	25 min
5:55 PM - 7:20 PM	3	42 min

Northbound		Southbound	
NW 159 St & 57 Ave		NW 159 St & 57 Ave	
6:16 AM		6:00 AM	
6:48 AM	0:32	**6:30 AM**	0:30
7:33 AM	0:45	6:50 AM	0:20
8:10 AM	0:37	7:10 AM	0:20
8:31 AM	0:21	7:30 AM	0:20
8:51 AM	0:20	7:50 AM	0:20
9:10 AM	0:19	8:10 AM	0:20
9:30 AM	0:20	**8:30 AM**	0:20
9:49 AM	0:19	**8:54 AM**	0:24
10:05 AM	0:16	9:24 AM	0:30
10:33 AM	0:28	9:54 AM	0:30
11:01 AM	0:28	10:24 AM	0:30
11:31 AM	0:30	10:54 AM	0:30
12:01 PM	0:30	11:24 AM	0:30
12:30 PM	0:29	11:54 AM	0:30
1:01 PM	0:31	12:24 PM	0:30
1:31 PM	0:30	12:54 PM	0:30
2:01 PM	0:30	1:24 PM	0:30
2:31 PM	0:30	1:54 PM	0:30
3:02 PM	0:31	2:24 PM	0:30
3:39 PM	0:37	2:52 PM	0:28
4:17 PM	0:38	**3:20 PM**	0:28
4:44 PM	0:27	**3:45 PM**	0:25
5:14 PM	0:30	4:05 PM	0:20
5:39 PM	0:25	4:25 PM	0:20
5:59 PM	0:20	4:45 PM	0:20
6:19 PM	0:20	**5:05 PM**	0:20
6:39 PM	0:20	5:30 PM	0:25
6:57 PM	0:18	**5:55 PM**	0:25
7:12 PM	0:15	6:40 PM	0:45
7:59 PM	0:47	7:20 PM	0:40

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 75

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
4019	88407	5471	1845	95723

NW 183 St/7 Ave		
Time	NB	
	Frequency	Headway
6:15 AM - 6:51 AM	2	36 min
6:51 AM - 7:24 PM	26	30 min
2:45 PM	1	
Time	SB	
	Frequency	Headway
6:05 AM - 7:02 PM	29	30 min
7:02 PM - 7:56 PM	2	54 min
6:58 AM	1	
2:55 PM	1	

NW 183 St/12 Ave		
Time	NB	
	Frequency	Headway
6:24 AM - 7:00 AM	2	36 min
7:00 AM - 7:33 PM	26	30 min
2:55 PM	1	
Time	SB	
	Frequency	Headway
5:56 AM - 6:53 PM	29	30 min
6:53 PM - 7:48 PM	2	55 min
6:49 PM	1	
2:46 PM	1	

NW 175 St/27 Ave		
Time	NB	
	Frequency	Headway
5:59 AM - 7:11 AM	3	36 min
7:11 AM - 7:43 PM	26	30 min
3:05 PM	1	
Time	SB	
	Frequency	Headway
6:16 AM - 6:43 PM	28	30 min
6:43 PM - 7:39 PM	2	56 min
6:39 AM	1	
2:39 PM	1	

NW 176 St/57 Ave		
Time	NB	
	Frequency	Headway
6:13 AM - 7:28 AM	3	37 min
7:28 AM - 7:57 PM	26	30 min
3:20 PM	1	
Time	SB	
	Frequency	Headway
6:04 AM - 6:31 PM	28	30 min
6:31 PM - 7:28 PM	2	57 min
6:27 AM	1	

NW 163 St/57 Ave		
Time	NB	
	Frequency	Headway
6:20 AM - 7:36 AM	3	36 min
7:36 AM - 8:03 PM	26	30 min
3:27 PM	1	
Time	SB	
	Frequency	Headway
5:55 AM - 6:19 PM	28	30 min
6:19 PM - 7:18 PM	2	59 min

Route follows headway of previous line but has this stop in addition, not affecting the aformentioned headway

Northbound

NW 183 St & 7 Ave		NW 183 St & 12 Ave		NW 175 St & 27 Ave		NW 176 St & 57 Ave		NW 163 St & 57 Ave	
				5:59 AM		6:13 AM		6:20 AM	
6:15 AM		6:24 AM		6:34 AM	0:35	6:48 AM		6:55 AM	0:35
6:51 AM	0:36	7:00 AM	0:36	7:11 AM	0:37	7:28 AM		7:36 AM	0:41
7:23 AM	0:32	7:32 AM	0:32	7:43 AM	0:32	8:00 AM		8:08 AM	0:32
7:53 AM	0:30	8:03 AM	0:31	8:14 AM	0:31	8:31 AM		8:39 AM	0:31
8:22 AM	0:29	8:32 AM	0:29	8:43 AM	0:29	9:00 AM		9:07 AM	0:28
8:52 AM	0:30	9:02 AM	0:30	9:13 AM	0:30	9:27 AM		9:34 AM	0:27
9:27 AM	0:35	9:36 AM	0:34	9:47 AM	0:34	10:01 AM	0:35	10:07 AM	0:33
9:53 AM	0:26	10:02 AM	0:26	10:12 AM	0:25	10:26 AM	0:40	10:32 AM	0:25
10:23 AM	0:30	10:32 AM	0:30	10:42 AM	0:30	10:56 AM	0:32	11:02 AM	0:30
10:53 AM	0:30	11:02 AM	0:30	11:12 AM	0:30	11:26 AM	0:31	11:32 AM	0:30
11:23 AM	0:30	11:32 AM	0:30	11:42 AM	0:30	11:56 AM	0:29	12:02 PM	0:30
11:53 AM	0:30	12:02 PM	0:30	12:12 PM	0:30	12:26 PM	0:27	12:32 PM	0:30
12:23 PM	0:30	12:32 PM	0:30	12:42 PM	0:30	12:56 PM	0:34	1:02 PM	0:30
12:53 PM	0:30	1:02 PM	0:30	1:12 PM	0:30	1:26 PM	0:25	1:32 PM	0:30
1:23 PM	0:30	1:32 PM	0:30	1:42 PM	0:30	1:56 PM	0:30	2:02 PM	0:30
1:53 PM	0:30	2:03 PM	0:31	2:13 PM	0:31	2:27 PM	0:30	2:33 PM	0:31
2:23 PM	0:30	2:33 PM	0:30	2:43 PM	0:30	2:57 PM	0:30	3:04 PM	0:31
2:45 PM	0:22	**2:55 PM**	0:22	**3:05 PM**	0:22	**3:20 PM**	0:30	**3:27 PM**	0:23
2:53 PM	0:08	3:03 PM	0:08	3:13 PM	0:08	3:28 PM	0:30	3:35 PM	0:08
3:28 PM	0:35	3:38 PM	0:35	3:48 PM	0:35	4:05 PM	0:30	4:12 PM	0:37
3:58 PM	0:30	4:08 PM	0:30	4:18 PM	0:30	4:35 PM	0:30	4:42 PM	0:30
4:29 PM	0:31	4:39 PM	0:31	4:49 PM	0:31	5:06 PM	0:31	5:12 PM	0:30
4:59 PM	0:30	5:09 PM	0:30	5:19 PM	0:30	5:36 PM	0:30	5:42 PM	0:30
5:29 PM	0:30	5:39 PM	0:30	5:49 PM	0:30	6:06 PM	0:23	6:12 PM	0:30
5:59 PM	0:30	6:09 PM	0:30	6:19 PM	0:30	6:34 PM	0:08	6:40 PM	0:28
6:25 PM	0:26	6:34 PM	0:25	6:44 PM	0:25	6:59 PM	0:37	7:05 PM	0:25
6:53 PM	0:28	7:02 PM	0:28	7:12 PM	0:28	7:26 PM	0:30	7:32 PM	0:27
7:24 PM	0:31	7:33 PM	0:31	7:43 PM	0:31	7:57 PM	0:31	8:03 PM	0:31
							0:30		
							0:30		
							0:28		
							0:25		
							0:27		
							0:31		

Southbound

NW 163 St & 57 Ave		NW 176 St & 57 Ave		NW 175 St & 27 Ave		NW 183 St & 12 Ave		NW 183 St & 7 Ave	
						5:56 AM		6:05 AM	
5:55 AM		6:04 AM		6:16 AM		6:26 AM	0:30	6:35 AM	0:30
:		6:27 AM	0:23	6:39 AM	0:23	6:49 AM	0:23	6:58 AM	0:23
6:22 AM	0:27	**6:31 AM**	0:04	**6:43 AM**	0:04	**6:53 AM**	0:04	**7:02 AM**	0:04
6:50 AM	0:28	7:02 AM	0:31	7:14 AM	0:31	7:25 AM	0:32	7:34 AM	0:32
7:18 AM	0:28	7:30 AM	0:28	7:42 AM	0:28	7:53 AM	0:28	8:02 AM	0:28
7:48 AM	0:30	8:00 AM	0:30	8:12 AM	0:30	8:23 AM	0:30	8:32 AM	0:30
8:19 AM	0:31	8:31 AM	0:31	8:43 AM	0:31	8:54 AM	0:31	9:03 AM	0:31
8:50 AM	0:31	9:02 AM	0:31	9:14 AM	0:31	9:24 AM	0:30	9:33 AM	0:30
9:22 AM	0:32	9:32 AM	0:30	9:44 AM	0:30	9:54 AM	0:30	10:03 AM	0:30
9:53 AM	0:31	10:03 AM	0:31	10:15 AM	0:31	10:25 AM	0:31	10:33 AM	0:30
10:23 AM	0:30	10:33 AM	0:30	10:45 AM	0:30	10:55 AM	0:30	11:03 AM	0:30
10:53 AM	0:30	11:03 AM	0:30	11:15 AM	0:30	11:25 AM	0:30	11:33 AM	0:30
11:23 AM	0:30	11:33 AM	0:30	11:45 AM	0:30	11:55 AM	0:30	12:03 PM	0:30
11:51 AM	0:28	12:01 PM	0:28	12:13 PM	0:28	12:23 PM	0:28	12:31 PM	0:28
12:21 PM	0:30	12:31 PM	0:30	12:43 PM	0:30	12:53 PM	0:30	1:01 PM	0:30
12:51 PM	0:30	1:01 PM	0:30	1:13 PM	0:30	1:23 PM	0:30	1:31 PM	0:30
1:19 PM	0:28	1:29 PM	0:28	1:41 PM	0:28	1:51 PM	0:28	2:00 PM	0:29
1:49 PM	0:30	1:59 PM	0:30	2:11 PM	0:30	2:21 PM	0:30	2:30 PM	0:30
:		:		2:36 PM	0:25	2:46 PM	0:25	2:55 PM	0:25
2:17 PM	0:28	2:27 PM	0:28	**2:39 PM**	0:03	**2:49 PM**	0:03	**2:58 PM**	0:03
2:45 PM	0:28	2:55 PM	0:28	3:07 PM	0:28	3:18 PM	0:29	3:28 PM	0:30
3:13 PM	0:28	3:25 PM	0:30	3:37 PM	0:30	3:48 PM	0:30	3:58 PM	0:30
3:43 PM	0:30	3:55 PM	0:30	4:07 PM	0:30	4:18 PM	0:30	4:28 PM	0:30
4:14 PM	0:31	4:27 PM	0:32	4:39 PM	0:32	4:50 PM	0:32	5:00 PM	0:32
4:47 PM	0:33	5:01 PM	0:34	5:13 PM	0:34	5:24 PM	0:34	5:33 PM	0:33
5:20 PM	0:33	5:34 PM	0:33	5:46 PM	0:33	5:57 PM	0:33	6:06 PM	0:33
5:51 PM	0:31	6:05 PM	0:31	6:17 PM	0:31	6:27 PM	0:30	6:36 PM	0:30
6:19 PM	0:28	6:31 PM	0:26	6:43 PM	0:26	6:53 PM	0:26	7:02 PM	0:26
7:18 PM	0:59	7:28 PM	0:57	7:39 PM	0:56	7:48 PM	0:55	7:56 PM	0:54

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 77

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
10691	235194	36746	17904	289844

NW 183 St/2 Ave		
Time	NB	
	Frequency	Headway
5:57 AM - 6:16 AM	2	19 min
6:16 AM - 6:47 AM	3	15 min
6:47 AM - 8:02 AM	10	10 min
8:02 AM - 10:05 AM	14	8 min
10:05 AM - 10:55 AM	6	10 min
10:55 AM - 2:28 PM	13	15 min
2:28 PM - 3:23 PM	3	16 min
3:23 PM - 7:10 PM	30	8 min
7:10 PM - 7:53 PM	4	14 min
Time	SB	
	Frequency	Headway
6:01 AM - 6:52 AM	8	7 min
6:56 AM	1	4 min
6:56 AM - 7:52 AM	8	8 min
7:52 AM - 8:44 AM	6	10 min
8:44 AM - 12:17 PM	14	15 min
12:17 PM - 1:05 PM	6	10 min
1:05 PM - 4:58 PM	29	8 min
1:13 PM	0	
4:58 PM - 6:23 PM	6	15 min
6:23 PM - 7:55 PM	4	See Chart

NW 199 St/2 Ave		
Time	NB	
	Frequency	Headway
6:02 PM - 7:58 PM	49	See Chart
Time	SB	
	Frequency	Headway
5:57 AM - 7:46 PM	44	See Chart

This stop is skipped in previous interval

NW 183 St/7 Ave		
Time	NB	
	Frequency	Headway
6:07 AM - 8:03 PM	82	See Chart
Time	SB	
	Frequency	Headway
5:53 AM - 7:46 PM	77	See Chart

Northbound						Southbound			
NW 183 St & 2 Ave		NW 199 St & 2 Ave		NW 183 St & 7 Ave		NW 183 St & 7 Ave		NW 199 St & 2 Ave		NW 183 St & 2 Ave	
5:57 AM		6:02 AM		6:07 AM							
6:16 AM	0:19	:		6:19 AM	0:12	5:53 AM		5:57 AM		6:01 AM	
6:31 AM	0:15	**6:36 AM**	0:34	6:41 AM	0:22	6:06 AM	0:13	:		6:09 AM	0:08
6:47 AM	0:16	:		6:50 AM	0:09	6:07 AM	0:01	6:12 AM	0:15	6:16 AM	0:07
6:57 AM	0:10	**7:02 AM**	0:26	7:07 AM	0:17	6:20 AM	0:13	:		6:23 AM	0:07
7:08 AM	0:11	:		7:11 AM	0:04	6:22 AM	0:02	6:27 AM	0:15	6:31 AM	0:08
7:18 AM	0:10	**7:23 AM**	0:21	7:28 AM	0:17	6:34 AM	0:12	:		6:37 AM	0:06
7:29 AM	0:11	7:34 AM	0:11	7:39 AM	0:11	6:36 AM	0:02	6:41 AM	0:14	6:45 AM	0:08
7:40 AM	0:11	7:45 AM	0:11	7:50 AM	0:11	6:49 AM	0:13	:		**6:52 AM**	0:07
7:51 AM	0:11	**7:56 AM**	0:11	8:01 AM	0:11	6:47 AM	#VALUE!	6:52 AM	0:11	**6:56 AM**	0:04
8:02 AM	0:11	:		8:05 AM	0:04	6:59 AM	0:12	:		7:04 AM	0:08
8:10 AM	0:08	8:15 AM	0:19	8:20 AM	0:15	7:02 AM	0:03	7:07 AM	0:15	7:12 AM	0:08
8:20 AM	0:10	:		8:23 AM	0:03	7:15 AM	0:13	:		7:20 AM	0:08
8:28 AM	0:08	8:33 AM	0:18	8:38 AM	0:15	7:18 AM	0:03	7:23 AM	0:16	7:28 AM	0:08
8:36 AM	0:08	:		8:39 AM	0:01	7:31 AM	0:13	:		7:36 AM	0:08
8:44 AM	0:08	8:49 AM	0:16	8:54 AM	0:15	7:34 AM	0:03	**7:39 AM**	0:16	7:44 AM	0:08
8:52 AM	0:08	:		8:55 AM	0:01	7:47 AM	0:13	:		**7:52 AM**	0:08
9:00 AM	0:08	**9:05 AM**	0:16	9:09 AM	0:14	7:53 AM	0:06	7:58 AM	0:19	8:03 AM	0:11
9:08 AM	0:08	**9:13 AM**	0:08	9:17 AM	0:08	8:08 AM	0:15	:		8:13 AM	0:10
9:17 AM	0:09	:		9:20 AM	0:03	8:14 AM	0:06	8:19 AM	0:21	8:24 AM	0:11
9:25 AM	0:08	9:30 AM	0:17	9:34 AM	0:14	8:29 AM	0:15	:		8:34 AM	0:10
9:33 AM	0:08	:		9:36 AM	0:02	8:34 AM	0:05	**8:39 AM**	0:20	**8:44 AM**	0:10
9:41 AM	0:08	9:46 AM	0:16	9:50 AM	0:14	8:56 AM	0:22	:		9:01 AM	0:17
9:49 AM	0:08	:		9:52 AM	0:02	9:06 AM	0:10	9:11 AM	0:32	9:16 AM	0:15
9:57 AM	0:08	10:02 AM	0:16	10:06 AM	0:14	9:27 AM	0:21	:		9:31 AM	0:15
10:05 AM	0:08	:		10:08 AM	0:02	9:36 AM	0:09	9:41 AM	0:30	9:46 AM	0:15
10:15 AM	0:10	**10:20 AM**	0:18	10:24 AM	0:16	9:58 AM	0:22	:		10:02 AM	0:16
10:25 AM	0:10	**10:30 AM**	0:10	10:34 AM	0:10	10:07 AM	0:09	10:12 AM	0:31	10:17 AM	0:15
10:35 AM	0:10	:		10:38 AM	0:04	10:28 AM	0:21	:		10:32 AM	0:15
10:45 AM	0:10	**10:50 AM**	0:20	10:54 AM	0:16	10:38 AM	0:10	10:43 AM	0:31	10:48 AM	0:16
10:55 AM	0:10	:		10:58 AM	0:04	10:59 AM	0:21	:		11:03 AM	0:15
11:10 AM	0:15	**11:15 AM**	0:25	11:19 AM	0:21	11:08 AM	0:09	11:13 AM	0:30	11:18 AM	0:15
11:25 AM	0:15	:		11:28 AM	0:09	11:28 AM	0:20	:		11:32 AM	0:14
11:40 AM	0:15	11:45 AM	0:30	11:49 AM	0:21	11:37 AM	0:09	11:42 AM	0:29	11:47 AM	0:15
11:55 AM	0:15	:		11:58 AM	0:09	11:58 AM	0:21	:		12:02 PM	0:15
12:10 PM	0:15	12:15 PM	0:30	12:19 PM	0:21	12:07 PM	0:09	**12:12 PM**	0:30	**12:17 PM**	0:15
12:25 PM	0:15	:		12:28 PM	0:09	12:23 PM	0:16	:		12:27 PM	0:10
12:40 PM	0:15	12:45 PM	0:30	12:49 PM	0:21	12:27 PM	0:04	12:32 PM	0:20	12:37 PM	0:10
12:55 PM	0:15	:		12:58 PM	0:09	12:42 PM	0:15	:		12:46 PM	0:09
1:10 PM	0:15	1:15 PM	0:30	1:19 PM	0:21	12:45 PM	0:03	12:50 PM	0:18	12:55 PM	0:09
1:25 PM	0:15	:		1:28 PM	0:09	1:01 PM	0:16	:		**1:05 PM**	0:10
1:40 PM	0:15	1:45 PM	0:30	1:49 PM	0:21	1:11 PM	0:10	**1:16 PM**	0:26	1:21 PM	0:16
1:55 PM	0:15	:		1:58 PM	0:09	1:25 PM	0:14	:		1:29 PM	0:08
2:12 PM	0:17	**2:17 PM**	0:32	2:22 PM	0:24	1:27 PM	0:02	1:32 PM	0:16	1:37 PM	0:08
2:28 PM	0:16	:		2:31 PM	0:09	1:41 PM	0:14	:		1:45 PM	0:08
2:38 PM	0:10	2:43 PM	0:26	2:48 PM	0:17	1:42 PM	0:01	1:47 PM	0:15	1:52 PM	0:07
2:49 PM	0:11	:		2:52 PM	0:04	1:50 PM	0:08	1:55 PM	0:08	2:00 PM	0:08
2:59 PM	0:10	3:04 PM	0:21	3:09 PM	0:17	2:04 PM	0:14	:		2:08 PM	0:08
3:11 PM	0:12	:		3:14 PM	0:05	2:06 PM	0:02	2:11 PM	0:16	2:16 PM	0:08
3:23 PM	0:12	3:28 PM	0:24	3:33 PM	0:19	2:20 PM	0:14	:		2:24 PM	0:08
3:31 PM	0:08	:		3:34 PM	0:01	2:22 PM	0:02	2:27 PM	0:16	2:32 PM	0:08
3:40 PM	0:09	:		3:43 PM	0:09	2:36 PM	0:14	:		2:40 PM	0:08
3:48 PM	0:08	3:53 PM	0:25	3:58 PM	0:15	2:38 PM	0:02	2:43 PM	0:16	2:48 PM	0:08
3:56 PM	0:08	:		3:59 PM	0:01	2:46 PM	0:08	2:51 PM	0:08	2:56 PM	0:08
4:04 PM	0:08	4:09 PM	0:16	4:14 PM	0:15	3:00 PM	0:14	:		3:04 PM	0:08
4:12 PM	0:08	:		4:15 PM	0:01	3:02 PM	0:02	3:07 PM	0:16	3:12 PM	0:08
4:20 PM	0:08	:		4:23 PM	0:08	3:16 PM	0:14	:		3:20 PM	0:08
4:28 PM	0:08	4:33 PM	0:24	4:38 PM	0:15	3:17 PM	0:01	3:22 PM	0:15	3:27 PM	0:07
4:36 PM	0:08	:		4:39 PM	0:01	3:25 PM	0:08	3:30 PM	0:08	3:35 PM	0:08
4:44 PM	0:08	4:49 PM	0:16	4:54 PM	0:15	3:39 PM	0:14	:		3:43 PM	0:08
4:53 PM	0:09	:		4:56 PM	0:02	3:41 PM	0:02	3:46 PM	0:16	3:51 PM	0:08
5:01 PM	0:08	5:06 PM	0:17	5:11 PM	0:15	3:55 PM	0:14	:		3:59 PM	0:08
5:09 PM	0:08	:		5:12 PM	0:01	3:57 PM	0:02	4:02 PM	0:16	4:07 PM	0:08
5:17 PM	0:08	:		5:20 PM	0:08	4:11 PM	0:14	:		4:15 PM	0:08
5:25 PM	0:08	5:30 PM	0:24	5:35 PM	0:15	4:13 PM	0:02	4:18 PM	0:16	4:23 PM	0:08
5:33 PM	0:08	:		5:36 PM	0:01	4:21 PM	0:08	4:26 PM	0:08	4:31 PM	0:08
5:41 PM	0:08	5:46 PM	0:16	5:51 PM	0:15	4:35 PM	0:14	:		4:39 PM	0:08
5:49 PM	0:08	:		5:52 PM	0:01	4:38 PM	0:03	4:43 PM	0:17	4:48 PM	0:09
5:57 PM	0:08	:		6:00 PM	0:08	4:48 PM	0:10	4:53 PM	0:10	**4:58 PM**	0:10
6:05 PM	0:08	6:10 PM	0:24	6:15 PM	0:15	5:03 PM	0:15	5:08 PM	0:25	5:13 PM	0:15
6:13 PM	0:08	:		6:16 PM	0:01	5:18 PM	0:15	5:23 PM	0:30	5:28 PM	0:15
6:21 PM	0:08	6:26 PM	0:16	6:31 PM	0:15	5:38 PM	0:20	5:43 PM	0:35	5:48 PM	0:20
6:29 PM	0:08	:		6:32 PM	0:01	5:53 PM	0:15	5:58 PM	0:35	6:03 PM	0:15
6:37 PM	0:08	6:42 PM	0:16	6:47 PM	0:15	6:13 PM	0:20	6:18 PM	0:35	**6:23 PM**	0:20
6:42 PM	0:05	6:47 PM	0:05	6:52 PM	0:05	6:46 PM	0:33	6:50 PM	0:52	6:55 PM	0:32
6:48 PM	0:06	:		6:51 PM	#VALUE!	7:16 PM	0:30	7:20 PM	1:02	7:25 PM	0:30
6:56 PM	0:08	7:01 PM	0:14	7:06 PM	0:15	7:46 PM	0:30	7:50 PM	1:00	7:55 PM	0:30
7:01 PM	0:05	7:06 PM	0:05	7:11 PM	0:05			:			
7:10 PM	0:09	7:15 PM	0:09	7:20 PM	0:09			:			
7:23 PM	0:13	7:28 PM	0:13	7:33 PM	0:13			:			
7:38 PM	0:15	7:43 PM	0:15	7:48 PM	0:15						
7:53 PM	0:15	7:58 PM	0:15	8:03 PM	0:15						

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 83

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
4384	96441	9980	7367	113788

NW 183 St/2 Ave

Time	EB	
	Frequency	Headway

Time	WB	
	Frequency	Headway

NW 183 St/7 Ave

Time	EB	
	Frequency	Headway
6:17 AM - 8:47 AM	11	15 min
9:12 AM	1	25 min
9:12 AM - 2:12 PM	11	30 min
2:25 PM	1	13 min
2:42 PM	1	17 min
2:56 PM	1	14 min
3:07 PM	1	11 min
3:13 PM	1	6 min
3:13 PM - 3:58 PM	4	15 min
4:18 PM	1	20 min
4:28 PM	1	10 min
4:28 PM - 6:13 PM	8	15 min
6:13 PM - 6:59 PM	3	23 min
7:25 PM	1	26 min
7:46 PM	1	21 min

Time	WB	
	Frequency	Headway

NW 183 St/27 Ave

Time	EB	
	Frequency	Headway
6:09 AM - 8:39 AM	11	15 min
9:03 AM	1	24 min
9:03 AM - 2:03 PM	11	30 min
2:16 PM	1	13 min
2:33 PM	1	17 min
2:47 PM	1	14 min
2:58 PM	1	11 min
3:04 PM	1	6 min
3:04 PM - 3:49 PM	4	15 min
4:09 PM	1	20 min
4:19 PM	1	10 min
4:19 PM - 6:04 PM	8	15 min
6:04 PM - 6:50 PM	3	23 min
7:17 PM	1	28 min
7:38 PM	1	21 min

Time	WB	
	Frequency	Headway

NW 183 St/47 Ave

Time	EB	
	Frequency	Headway
6:02 AM - 8:31 AM	11	15 min
8:55 AM	1	24 min
8:55 AM - 1:56 PM	11	30 min
2:09 PM	1	13 min
2:26 PM	1	17 min
2:40 PM	1	14 min
2:51 PM	1	11 min
2:56 PM - 3:41 PM	4	15 min
4:01 PM	1	20 min
4:11 PM	1	10 min
4:11 PM - 5:56 PM	8	15 min
5:56 PM - 6:42 PM	3	23 min
7:10 PM	1	28 min
7:31 PM	1	21 min
8:00 PM	1	29 min

Time	WB	
	Frequency	Headway

Eastbound								Westbound							
NW 183 St & 47 Ave		NW 183 St & 27 Ave		NW 183 St & 7 Ave		NW 183 St & 2 Ave		NW 183 St & 2 Ave		NW 183 St & 7 Ave		NW 183 St & 27 Ave		NW 183 St & 47 Ave	
6:02 AM		6:09 AM		6:17 AM		6:22 AM		5:50 AM		5:56 AM		6:03 AM		6:10 AM	
6:19 AM	0:17	6:26 AM	0:17	6:34 AM	0:17	6:39 AM	0:17	6:05 AM	0:15	6:11 AM	0:15	6:18 AM	0:15	6:25 AM	0:15
6:33 AM	0:14	6:40 AM	0:14	6:48 AM	0:14	6:53 AM	0:14	6:16 AM	0:11	6:22 AM	0:11	6:29 AM	0:11	6:36 AM	0:11
6:48 AM	0:15	6:55 AM	0:15	7:03 AM	0:15	7:08 AM	0:15	6:32 AM	0:16	6:38 AM	0:16	6:45 AM	0:16	6:52 AM	0:16
7:02 AM	0:14	7:10 AM	0:15	7:18 AM	0:15	7:23 AM	0:15	6:44 AM	0:12	6:50 AM	0:12	6:57 AM	0:12	7:04 AM	0:12
7:17 AM	0:15	7:25 AM	0:15	7:33 AM	0:15	7:38 AM	0:15	6:59 AM	0:15	7:06 AM	0:16	7:13 AM	0:16	7:20 AM	0:16
7:32 AM	0:15	7:40 AM	0:15	7:48 AM	0:15	7:53 AM	0:15	7:18 AM	0:19	7:25 AM	0:19	7:32 AM	0:19	7:39 AM	0:19
7:47 AM	0:15	7:55 AM	0:15	8:03 AM	0:15	8:08 AM	0:15	7:33 AM	0:15	7:40 AM	0:15	7:47 AM	0:15	7:54 AM	0:15
8:02 AM	0:15	8:10 AM	0:15	8:18 AM	0:15	8:23 AM	0:15	7:44 AM	0:11	7:51 AM	0:11	7:58 AM	0:11	8:05 AM	0:11
8:17 AM	0:15	8:25 AM	0:15	8:33 AM	0:15	8:38 AM	0:15	8:03 AM	0:19	8:10 AM	0:19	8:17 AM	0:19	8:24 AM	0:19
8:31 AM	0:14	**8:39 AM**	0:14	**8:47 AM**	0:14	**8:52 AM**	0:14	8:18 AM	0:15	8:25 AM	0:15	8:32 AM	0:15	8:39 AM	0:15
8:55 AM	0:24	**9:03 AM**	0:24	**9:12 AM**	0:25	**9:17 AM**	0:25	8:33 AM	0:15	8:40 AM	0:15	8:47 AM	0:15	8:54 AM	0:15
9:28 AM	0:33	9:35 AM	0:32	9:44 AM	0:32	9:49 AM	0:32	8:48 AM	0:15	8:55 AM	0:15	9:03 AM	0:16	9:12 AM	0:18
9:58 AM	0:30	10:05 AM	0:30	10:14 AM	0:30	10:19 AM	0:30	9:03 AM	0:15	9:09 AM	0:14	9:17 AM	0:14	09:26AM	#VALUE!
10:26 AM	0:28	10:33 AM	0:28	10:42 AM	0:28	10:47 AM	0:28	9:18 AM	0:15	9:24 AM	0:15	9:32 AM	0:15	9:41 AM	#VALUE!
10:56 AM	0:30	11:03 AM	0:30	11:12 AM	0:30	11:17 AM	0:30	9:32 AM	0:14	9:38 AM	0:14	9:46 AM	0:14	9:55 AM	0:14
11:26 AM	0:30	11:33 AM	0:30	11:42 AM	0:30	11:47 AM	0:30	9:47 AM	0:15	9:53 AM	0:15	10:01 AM	0:15	10:10 AM	0:15
11:56 AM	0:30	12:03 PM	0:30	12:12 PM	0:30	12:17 PM	0:30	10:17 AM	0:30	10:23 AM	0:30	10:31 AM	0:30	10:40 AM	0:30
12:26 PM	0:30	12:33 PM	0:30	12:42 PM	0:30	12:47 PM	0:30	10:47 AM	0:30	10:53 AM	0:30	11:01 AM	0:30	11:10 AM	0:30
12:56 PM	0:30	1:03 PM	0:30	1:12 PM	0:30	1:17 PM	0:30	11:17 AM	0:30	11:23 AM	0:30	11:31 AM	0:30	11:40 AM	0:30
1:26 PM	0:30	1:33 PM	0:30	1:42 PM	0:30	1:47 PM	0:30	11:47 AM	0:30	11:53 AM	0:30	12:01 PM	0:30	12:10 PM	0:30
1:56 PM	0:30	**2:03 PM**	0:30	**2:12 PM**	0:30	**2:17 PM**	0:30	12:17 PM	0:30	12:23 PM	0:30	12:31 PM	0:30	12:40 PM	0:30
2:09 PM	0:13	**2:16 PM**	0:13	**2:25 PM**	0:13	**2:30 PM**	0:13	12:47 PM	0:30	12:53 PM	0:30	1:01 PM	0:30	1:10 PM	0:30
2:26 PM	0:17	**2:33 PM**	0:17	**2:42 PM**	0:17	**2:47 PM**	0:17	1:17 PM	0:30	1:23 PM	0:30	1:31 PM	0:30	1:40 PM	0:30
2:40 PM	0:14	**2:47 PM**	0:14	**2:56 PM**	0:14	**3:01 PM**	0:14	1:47 PM	0:30	1:53 PM	0:30	2:01 PM	0:30	2:10 PM	0:30
2:51 PM	0:11	**2:58 PM**	0:11	**3:07 PM**	0:11	**3:12 PM**	0:11	2:17 PM	0:30	2:23 PM	0:30	2:31 PM	0:30	2:40 PM	0:30
2:56 PM	0:05	**3:04 PM**	0:06	**3:13 PM**	0:06	**3:18 PM**	0:06	2:47 PM	0:30	2:53 PM	0:30	3:03 PM	0:32	3:11 PM	0:31
3:11 PM	0:15	3:19 PM	0:15	3:28 PM	0:15	3:33 PM	0:15	3:02 PM	0:15	3:08 PM	0:15	3:18 PM	0:15	3:26 PM	0:15
3:26 PM	0:15	3:34 PM	0:15	3:43 PM	0:15	3:48 PM	0:15	3:17 PM	0:15	3:23 PM	0:15	3:33 PM	0:15	3:41 PM	0:15
3:41 PM	0:15	**3:49 PM**	0:15	**3:58 PM**	0:15	**4:03 PM**	0:15	3:32 PM	0:15	3:38 PM	0:15	3:48 PM	0:15	3:56 PM	0:15
4:01 PM	0:20	**4:09 PM**	0:20	**4:18 PM**	0:20	**4:23 PM**	0:20	3:47 PM	0:15	3:53 PM	0:15	4:03 PM	0:15	4:11 PM	0:15
4:11 PM	0:10	**4:19 PM**	0:10	**4:28 PM**	0:10	**4:33 PM**	0:10	4:02 PM	0:15	4:08 PM	0:15	4:18 PM	0:15	4:26 PM	0:15
4:26 PM	0:15	4:34 PM	0:15	4:43 PM	0:15	4:48 PM	0:15	4:17 PM	0:15	4:23 PM	0:15	4:33 PM	0:15	4:41 PM	0:15
4:41 PM	0:15	4:49 PM	0:15	4:58 PM	0:15	5:03 PM	0:15	4:32 PM	0:15	4:38 PM	0:15	4:48 PM	0:15	4:56 PM	0:15
4:56 PM	0:15	5:04 PM	0:15	5:13 PM	0:15	5:18 PM	0:15	4:47 PM	0:15	4:53 PM	0:15	5:03 PM	0:15	5:11 PM	0:15
5:11 PM	0:15	5:19 PM	0:15	5:28 PM	0:15	5:33 PM	0:15	5:02 PM	0:15	5:08 PM	0:15	5:18 PM	0:15	5:26 PM	0:15
5:26 PM	0:15	5:34 PM	0:15	5:43 PM	0:15	5:48 PM	0:15	5:17 PM	0:15	5:23 PM	0:15	5:33 PM	0:15	5:41 PM	0:15
5:41 PM	0:15	5:49 PM	0:15	5:58 PM	0:15	6:03 PM	0:15	5:32 PM	0:15	5:38 PM	0:15	5:48 PM	0:15	5:56 PM	0:15
5:56 PM	0:15	**6:04 PM**	0:15	**6:13 PM**	0:15	**6:18 PM**	0:15	5:47 PM	0:15	5:53 PM	0:15	6:03 PM	0:15	6:11 PM	0:15
6:19 PM	0:23	6:27 PM	0:23	6:36 PM	0:23	6:41 PM	0:23	5:57 PM	0:10	6:03 PM	0:10	6:13 PM	0:10	6:21 PM	0:10
6:42 PM	0:23	**6:50 PM**	0:23	**6:59 PM**	0:23	**7:04 PM**	0:23	6:17 PM	0:20	6:23 PM	0:20	6:33 PM	0:20	6:41 PM	0:20
7:10 PM	0:28	**7:17 PM**	0:27	**7:25 PM**	0:26	7:30 PM	0:26	6:32 PM	0:15	6:38 PM	0:15	6:48 PM	0:15	6:56 PM	0:15
7:31 PM	0:21	**7:38 PM**	0:21	**7:46 PM**	0:21	7:51 PM	0:21	6:57 PM	0:25	7:03 PM	0:25	7:10 PM	0:22	7:17 PM	0:21
8:00 PM	0:29							7:24 PM	0:27	7:30 PM	0:27	7:37 PM	0:27	7:44 PM	0:27
								7:42 PM	0:18	7:48 PM	0:18	7:55 PM	0:18	8:02 PM	0:18

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 91

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
1245	27396	2509	1542	31447

NW 199 St/47 Ave		
Time	EB	
	Frequency	Headway
5:52 AM - 9:52 AM	8	30 min
9:52 AM - 3:55 PM	7	60 min
3:55 PM - 7:00 PM	7	30 min
7:46 PM	1	46 min
Time	WB	
	Frequency	Headway
6:06 AM - 9:57 AM	8	30 min
9:57 AM - 3:57 PM	7	60 min
3:57 PM - 7:01 PM	7	30 min

NW 199 St/27 Ave		
Time	EB	
	Frequency	Headway
5:57 AM - 9:58 AM	8	30 min
9:58 AM - 4:01 PM	7	60 min
4:01 PM - 7:05 PM	7	30 min
7:51 PM	1	46 min
Time	WB	
	Frequency	Headway
6:00 AM - 9:51 AM	8	30 min
9:51 AM - 3:51 PM	7	60 min
3:51 PM - 6:54 PM	7	30 min
6:54 PM - 8:48 PM	3	58 min

NW 215 St/2 Ave		
Time	EB	
	Frequency	Headway
6:13 AM - 10:14 AM	8	30 min
10:14 AM - 4:17 PM	7	60 min
4:17 PM - 7:20 PM	7	30 min
8:06 PM	1	46 min
Time	WB	
	Frequency	Headway
6:37 AM - 9:36 AM	7	30 min
9:36 AM - 3:36 PM	7	60 min
3:36 PM - 6:38 PM	7	30 min
6:38 PM - 8:34 PM	3	58 min

Eastbound

NW 199 St & 47 Ave		NW 199 St & 27 Ave		NW 215 St & 2 Ave	
5:52 AM		5:57 AM		6:13 AM	
6:21 AM	0:29	6:27 AM	0:30	6:43 AM	0:30
6:53 AM	0:32	6:59 AM	0:32	7:15 AM	0:32
7:21 AM	0:28	7:27 AM	0:28	7:43 AM	0:28
7:53 AM	0:32	7:59 AM	0:32	8:15 AM	0:32
8:21 AM	0:28	8:27 AM	0:28	8:43 AM	0:28
8:52 AM	0:31	8:58 AM	0:31	9:14 AM	0:31
9:22 AM	0:30	9:28 AM	0:30	9:44 AM	0:30
9:52 AM	0:30	**9:58 AM**	0:30	**10:14 AM**	0:30
10:52 AM	1:00	10:58 AM	1:00	11:14 AM	1:00
11:52 AM	1:00	11:58 AM	1:00	12:14 PM	1:00
12:52 PM	1:00	12:58 PM	1:00	1:14 PM	1:00
1:52 PM	1:00	1:58 PM	1:00	2:14 PM	1:00
2:54 PM	1:02	3:00 PM	1:02	3:16 PM	1:02
3:55 PM	1:01	**4:01 PM**	1:01	**4:17 PM**	1:01
4:23 PM	0:28	4:29 PM	0:28	4:45 PM	0:28
4:53 PM	0:30	4:59 PM	0:30	5:15 PM	0:30
5:23 PM	0:30	5:29 PM	0:30	5:45 PM	0:30
5:53 PM	0:30	5:59 PM	0:30	6:15 PM	0:30
6:27 PM	0:34	6:33 PM	0:34	6:49 PM	0:34
7:00 PM	0:33	**7:05 PM**	0:32	**7:20 PM**	0:31
7:46 PM	0:46	7:51 PM	0:46	8:06 PM	0:46

Westbound

NW 215 St & 2 Ave		NW 199 St & 27 Ave		NW 199 St & 47 Ave	
:		6:00 AM		6:06 AM	
6:37 AM		6:53 AM	0:53	6:59 AM	0:53
7:07 AM	0:30	7:23 AM	0:30	7:29 AM	0:30
7:37 AM	0:30	7:53 AM	0:30	7:59 AM	0:30
8:07 AM	0:30	8:23 AM	0:30	8:29 AM	0:30
8:37 AM	0:30	8:53 AM	0:30	8:59 AM	0:30
9:07 AM	0:30	9:22 AM	0:29	9:28 AM	0:29
9:36 AM	0:29	**9:51 AM**	0:29	**9:57 AM**	0:29
10:36 AM	1:00	10:51 AM	1:00	10:57 AM	1:00
11:36 AM	1:00	11:51 AM	1:00	11:57 AM	1:00
12:36 PM	1:00	12:51 PM	1:00	12:57 PM	1:00
1:36 PM	1:00	1:51 PM	1:00	1:57 PM	1:00
2:36 PM	1:00	2:51 PM	1:00	2:57 PM	1:00
3:36 PM	1:00	**3:51 PM**	1:00	**3:57 PM**	1:00
4:06 PM	0:30	4:22 PM	0:31	4:29 PM	0:32
4:38 PM	0:32	4:54 PM	0:32	5:01 PM	0:32
5:08 PM	0:30	5:24 PM	0:30	5:31 PM	0:30
5:38 PM	0:30	5:54 PM	0:30	6:01 PM	0:30
6:08 PM	0:30	6:24 PM	0:30	6:31 PM	0:30
6:38 PM	0:30	**6:54 PM**	0:30	7:01 PM	0:30
7:34 PM	0:56	7:48 PM	0:54	:	
8:34 PM	1:00	8:48 PM	1:00	:	

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 95

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
1843	40553	-	-	40553

NW 183 St/Miami Ave		
Time	NB	
	Frequency	Headway
5:11 PM - 5:32 PM	3	10 min
5:46 PM	1	14 min
5:46 PM - 6:01 PM	5	4
6:12 PM	1	11 min
6:19 PM	1	7 min
6:45 PM	1	26 min
Time	**SB**	
	Frequency	**Headway**
6:11 AM - 7:11 AM	4	15 min
6:21 AM	1	
6:51 AM	1	
7:11 AM - 7:31 AM	3	10 min
8:06 AM	1	35 min

NW 167 St/57 Ave		
Time	NB	
	Frequency	Headway
4:50 PM - 5:40 PM	3	25 min
5:50 PM	1	10 min
5:50 PM - 6:25 PM	3	17 min
7:06 PM	1	41 min
Time	**SB**	
	Frequency	**Headway**
6:00 AM - 6:35 AM	1	35 min
6:55 AM	1	20 min
7:20 AM	1	25 min
7:50 AM	1	30 min
8:30 AM	1	40 min

Northbound				Southbound			
NW 183 St & N. Miami Ave		NW 167 St & 57 Ave		NW 167 St & 57 Ave		NW 183 St & N. Miami Ave	
:		4:50 PM		:		6:11 AM	
:		5:15 PM	0:25	6:00 AM		6:21 AM	0:10
5:11 PM		:		:		6:26 AM	0:05
5:21 PM	0:10	:		:		:	
:		5:40 PM	0:25	:		6:41 AM	0:15
5:32 PM	0:11			6:35 AM	0:35	6:51 AM	0:10
:		5:50 PM	0:10	:		6:56 AM	0:05
5:46 PM	0:14	:		:		:	
5:52 PM	0:06	:		:		7:11 AM	0:15
:		6:07 PM	0:17	6:55 AM	0:20	7:21 AM	0:10
5:56 PM	0:04	:		:		:	
5:58 PM	0:02	:		:		7:31 AM	0:10
6:01 PM	0:03	:		7:20 AM	0:25	:	
:		6:25 PM	0:18	:		8:06 AM	0:35
6:12 PM	0:11	:		7:50 AM	0:30	:	
6:19 PM	0:07	:		:			
6:45 PM	0:26	:		8:30 AM	0:40		
:		7:06 PM	0:41				

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 97

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
1150	25310	-	-	25310

NW 151 St/27 Ave		
Time	NB	
	Frequency	Headway
6:23 AM - 6:53 AM	3	15 min
6:53 AM - 8:31 AM	6	20 min
8:31 AM - 3:40 PM	15	30 min
4:05 PM	1	25 min
7:03 PM - 7:33 PM	11	18 min
7:33 PM	1	30 min
Time	SB	
	Frequency	Headway
6:10 AM - 8:52 AM	8	18 min
8:52 AM - 2:23 PM	12	35 min
2:58 PM	1	30 min
2:58 PM - 3:57 PM	3	19 min
3:57 PM - 6:52 PM	10	16 min

NW 175 St/27 Ave		
Time	NB	
	Frequency	Headway
6:26 AM - 6:56 AM	3	15 min
6:56 AM - 8:36 AM	6	20 min
8:36 AM - 3:46 PM	15	30 min
4:12 PM	1	26 min
4:12 PM - 7:09 PM	11	18 min
7:39 PM	1	30 min
Time	SB	
	Frequency	Headway
6:06 AM - 8:47 AM	8	18 min
8:48 AM - 2:18 PM	12	35 min
2:53 PM	1	30 min
2:53 PM - 3:53 PM	3	19 min
3:53 PM - 6:48 PM	10	16 min

NW 183 St/27 Ave		
Time	NB	
	Frequency	Headway
6:28 AM - 6:58 AM	3	15 min
6:58 AM - 8:38 AM	6	20 min
8:38 AM - 3:49 PM	15	30 min
4:15 PM	1	26 min
4:15 PM - 7:12 PM	11	18 min
7:42 PM	1	30 min
Time	SB	
	Frequency	Headway
6:05 AM - 8:47 AM	8	18 min
8:47 AM - 2:17 PM	12	35 min
2:52 PM	1	30 min
2:52 PM - 3:52 PM	3	19 min
3:52 PM - 6:47 PM	10	16 min

NW 199 ST/27 Ave		
Time	NB	
	Frequency	Headway
6:31 AM - 7:01 AM	3	15 min
7:01 AM - 8:41 AM	6	20 min
8:41 AM - 3:52 PM	15	30 min
4:19 PM	1	27 min
4:19 PM - 7:15 PM	11	18 min
7:45 PM	1	30 min
Time	SB	
	Frequency	Headway
6:02 AM - 8:44 AM	8	18 min
8:44 AM - 2:14 PM	12	30 min
2:49 PM	1	35 min
2:49 PM - 3:49 PM	3	30 min
3:49 PM - 6:44 PM	10	19 min

NW 211 St/27 Ave		
Time	NB	
	Frequency	Headway
6:38 AM - 7:09 AM	3	15 min
7:09 AM - 8:48 AM	6	20 min
8:48 AM - 4:01 PM	15	30 min
4:28 PM	1	27 min
4:28 PM - 7:23 PM	11	18 min
7:53 PM	1	30 min
Time	SB	
	Frequency	Headway
5:59 AM - 8:42 AM	8	18 min
8:42 AM - 2:11 PM	12	30 min
2:46 PM	1	35 min
2:46 PM - 3:46 PM	3	30 min
3:46 PM - 6:20 PM	9	19 min
6:36 PM	1	16 min
6:41 PM	1	5 min
6:41 PM - 7:30 PM	4	16 min
8:00 PM	1	30 min

NW 207 St/27 Ave		
Time	NB	
	Frequency	Headway
6:39 AM - 7:10 AM	3	15 min
7:10 AM - 8:49 AM	6	20 min
8:49 AM - 4:02 PM	15	30 min
4:29 PM	1	27 min
4:29 PM - 7:24 PM	11	18 min
7:54 PM	1	30 min
Time	SB	
	Frequency	Headway
5:54 AM - 8:36 AM	8	18 min
8:36 AM - 2:04 PM	12	30 min
2:39 PM	1	35 min
2:39 PM - 3:39 PM	3	30 min
3:39 PM - 6:14 PM	9	19 min
6:30 PM	1	16 min
6:35 PM	1	5 min
6:35 PM - 7:24 PM	4	16 min
7:54 PM	1	30 min

Northbound

NW 151 St & 27 Ave		NW 175 St & 27 Ave		NW 183 St & 27 Ave		NW 199 St & 27 Ave		NW 211 St & 27 Ave		NW 207 St & 27 Ave	
6:23 AM		6:26 AM		6:28 AM		6:31 AM		6:38 AM		6:39 AM	
6:38 AM	0:15	6:41 AM	0:15	6:43 AM	0:15	6:46 AM	0:15	6:53 AM	0:15	6:54 AM	0:15
6:53 AM	0:15	**6:56 AM**	0:15	**6:58 AM**	0:15	**7:01 AM**	0:15	**7:09 AM**	0:16	**7:10 AM**	0:16
7:13 AM	0:20	7:16 AM	0:20	7:18 AM	0:20	7:21 AM	0:20	7:29 AM	0:20	7:30 AM	0:20
7:32 AM	0:19	7:35 AM	0:19	7:37 AM	0:19	7:40 AM	0:19	7:48 AM	0:19	7:49 AM	0:19
7:50 AM	0:18	7:53 AM	0:18	7:55 AM	0:18	7:58 AM	0:18	8:06 AM	0:18	8:07 AM	0:18
8:08 AM	0:18	8:11 AM	0:18	8:13 AM	0:18	8:16 AM	0:18	8:24 AM	0:18	8:25 AM	0:18
8:31 AM	0:23	**8:36 AM**	0:25	**8:38 AM**	0:25	**8:41 AM**	0:25	**8:48 AM**	0:24	**8:49 AM**	0:24
9:02 AM	0:31	9:07 AM	0:31	9:09 AM	0:31	9:12 AM	0:31	9:19 AM	0:31	9:20 AM	0:31
9:32 AM	0:30	9:37 AM	0:30	9:39 AM	0:30	9:42 AM	0:30	9:49 AM	0:30	9:50 AM	0:30
10:07 AM	0:35	10:12 AM	0:35	10:14 AM	0:35	10:17 AM	0:35	10:24 AM	0:35	10:25 AM	0:35
10:37 AM	0:30	10:42 AM	0:30	10:44 AM	0:30	10:47 AM	0:30	10:54 AM	0:30	10:55 AM	0:30
11:07 AM	0:30	11:12 AM	0:30	11:14 AM	0:30	11:17 AM	0:30	11:24 AM	0:30	11:25 AM	0:30
11:37 AM	0:30	11:42 AM	0:30	11:44 AM	0:30	11:47 AM	0:30	11:54 AM	0:30	11:55 AM	0:30
12:07 PM	0:30	12:12 PM	0:30	12:14 PM	0:30	12:17 PM	0:30	12:24 PM	0:30	12:25 PM	0:30
12:37 PM	0:30	12:42 PM	0:30	12:44 PM	0:30	12:47 PM	0:30	12:54 PM	0:30	12:55 PM	0:30
1:07 PM	0:30	1:12 PM	0:30	1:14 PM	0:30	1:17 PM	0:30	1:24 PM	0:30	1:25 PM	0:30
1:37 PM	0:30	1:42 PM	0:30	1:44 PM	0:30	1:47 PM	0:30	1:54 PM	0:30	1:55 PM	0:30
2:08 PM	0:31	2:14 PM	0:32	2:17 PM	0:33	2:20 PM	0:33	2:28 PM	0:34	2:29 PM	0:34
2:40 PM	0:32	2:46 PM	0:32	2:49 PM	0:32	2:52 PM	0:32	3:00 PM	0:32	3:01 PM	0:32
3:10 PM	0:30	3:16 PM	0:30	3:19 PM	0:30	3:22 PM	0:30	3:30 PM	0:30	3:31 PM	0:30
3:40 PM	0:30	**3:46 PM**	0:30	**3:49 PM**	0:30	**3:52 PM**	0:30	**4:01 PM**	0:31	**4:02 PM**	0:31
4:05 PM	0:25	**4:12 PM**	0:26	**4:15 PM**	0:26	**4:19 PM**	0:27	**4:28 PM**	0:27	**4:29 PM**	0:27
4:25 PM	0:20	4:32 PM	0:20	4:35 PM	0:20	4:39 PM	0:20	4:48 PM	0:20	4:49 PM	0:20
4:43 PM	0:18	4:50 PM	0:18	4:53 PM	0:18	4:57 PM	0:18	5:06 PM	0:18	5:07 PM	0:18
5:01 PM	0:18	5:08 PM	0:18	5:11 PM	0:18	5:15 PM	0:18	5:24 PM	0:18	5:25 PM	0:18
5:19 PM	0:18	5:26 PM	0:18	5:29 PM	0:18	5:33 PM	0:18	5:41 PM	0:17	5:42 PM	0:17
5:36 PM	0:17	5:42 PM	0:16	5:45 PM	0:16	5:48 PM	0:15	5:56 PM	0:15	5:57 PM	0:15
5:51 PM	0:15	5:57 PM	0:15	6:00 PM	0:15	6:03 PM	0:15	6:11 PM	0:15	6:12 PM	0:15
6:09 PM	0:18	6:15 PM	0:18	6:18 PM	0:18	6:21 PM	0:18	6:29 PM	0:18	6:30 PM	0:18
6:27 PM	0:18	6:33 PM	0:18	6:36 PM	0:18	6:39 PM	0:18	6:47 PM	0:18	6:48 PM	0:18
6:45 PM	0:18	6:51 PM	0:18	6:54 PM	0:18	6:57 PM	0:18	7:05 PM	0:18	7:06 PM	0:18
7:03 PM	0:18	**7:09 PM**	0:18	**7:12 PM**	0:18	**7:15 PM**	0:18	**7:23 PM**	0:18	**7:24 PM**	0:18
7:33 PM	0:30	**7:39 PM**	0:30	**7:42 PM**	0:30	**7:45 PM**	0:30	**7:53 PM**	0:30	**7:54 PM**	0:30

NW 207 St & 27 Ave		NW 211 St & 27 Ave		NW 199 St & 27 Ave		NW 183 St & 27 Ave		NW 175 St & 27 Ave		NW 151 St & 27 Ave	
5:54 AM		5:59 AM		6:02 AM		6:05 AM		6:06 AM		6:10 AM	
6:10 AM	0:16	6:15 AM	0:16	6:18 AM	0:16	6:21 AM	0:16	6:22 AM	0:16	6:26 AM	0:16
6:26 AM	0:16	6:32 AM	0:17	6:35 AM	0:17	6:38 AM	0:17	6:39 AM	0:17	6:43 AM	0:17
6:44 AM	0:18	6:50 AM	0:18	6:53 AM	0:18	6:56 AM	0:18	6:57 AM	0:18	7:01 AM	0:18
7:02 AM	0:18	7:08 AM	0:18	7:11 AM	0:18	7:14 AM	0:18	7:15 AM	0:18	7:19 AM	0:18
7:20 AM	0:18	7:26 AM	0:18	7:29 AM	0:18	7:32 AM	0:18	7:33 AM	0:18	7:37 AM	0:18
7:38 AM	0:18	7:44 AM	0:18	7:47 AM	0:18	7:50 AM	0:18	7:51 AM	0:18	7:55 AM	0:18
7:56 AM	0:18	8:02 AM	0:18	8:05 AM	0:18	8:08 AM	0:18	8:09 AM	0:18	8:13 AM	0:18
8:17 AM	0:21	8:23 AM	0:21	8:26 AM	0:21	8:29 AM	0:21	8:30 AM	0:21	8:34 AM	0:21
8:36 AM	0:19	**8:42 AM**	0:19	**8:44 AM**	0:18	**8:47 AM**	0:18	**8:48 AM**	0:18	**8:52 AM**	0:18
9:04 AM	0:28	9:10 AM	0:28	9:12 AM	0:28	9:15 AM	0:28	9:16 AM	0:28	9:20 AM	0:28
9:34 AM	0:30	9:40 AM	0:30	9:42 AM	0:30	9:45 AM	0:30	9:46 AM	0:30	9:50 AM	0:30
10:04 AM	0:30	10:10 AM	0:30	10:12 AM	0:30	10:15 AM	0:30	10:16 AM	0:30	10:20 AM	0:30
10:34 AM	0:30	10:40 AM	0:30	10:42 AM	0:30	10:45 AM	0:30	10:46 AM	0:30	10:50 AM	0:30
1:34 PM	#REF!	1:40 PM	#REF!	1:42 PM	#REF!	1:45 PM	#REF!	1:46 PM	#REF!	1:50 PM	#REF!
2:04 PM	0:30	**2:11 PM**	0:31	**2:14 PM**	0:32	**2:17 PM**	0:32	**2:18 PM**	0:32	**2:23 PM**	0:33
2:39 PM	0:35	**2:46 PM**	0:35	**2:49 PM**	0:35	**2:52 PM**	0:35	**2:53 PM**	0:35	**2:58 PM**	0:35
3:09 PM	0:30	3:16 PM	0:30	3:19 PM	0:30	3:22 PM	0:30	3:23 PM	0:30	3:28 PM	0:30
3:39 PM	0:30	**3:46 PM**	0:30	**3:49 PM**	0:30	**3:52 PM**	0:30	**3:53 PM**	0:30	**3:58 PM**	0:30
3:59 PM	0:20	4:06 PM	0:20	4:09 PM	0:20	4:12 PM	0:20	4:14 PM	0:21	4:19 PM	0:21
4:17 PM	0:18	4:24 PM	0:18	4:27 PM	0:18	4:30 PM	0:18	4:32 PM	0:18	4:37 PM	0:18
4:35 PM	0:18	4:42 PM	0:18	4:45 PM	0:18	4:48 PM	0:18	4:50 PM	0:18	4:55 PM	0:18
4:55 PM	0:20	5:02 PM	0:20	5:05 PM	0:20	5:08 PM	0:20	5:10 PM	0:20	5:15 PM	0:20
5:15 PM	0:20	5:22 PM	0:20	5:25 PM	0:20	5:28 PM	0:20	5:30 PM	0:20	5:34 PM	0:19
5:53 PM	#REF!	5:59 PM	#REF!	6:02 PM	#REF!	6:05 PM	#REF!	6:06 PM	#REF!	6:10 PM	#REF!
6:14 PM	0:21	**6:20 PM**	0:21	6:23 PM	0:21	6:26 PM	0:21	6:27 PM	0:21	6:31 PM	0:21
6:30 PM	0:16	**6:36 PM**	0:16	:		:		:		:	
6:35 PM	0:05	**6:41 PM**	0:05	**6:44 PM**	0:21	**6:47 PM**	0:21	**6:48 PM**	0:21	**6:52 PM**	0:21
6:48 PM	0:13	6:54 PM	0:13	:		:		:		:	
7:06 PM	0:18	7:12 PM	0:18	:		:		:		:	
7:24 PM	0:18	**7:30 PM**	0:18	:		:		:		:	
7:54 PM	0:30	8:00 PM	0:30	:		:		:		:	

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 99

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
932	20498	2407	1343	24249

NW 199 St/ 47 Ave		
Time	EB	
	Frequency	Headway
6:07 AM - 9:37 AM	8	30 min
9:37 AM - 3:24 PM	7	60 min
4:09 PM	1	45 min
4:09 PM - 6:43 PM	6	30 min
7:43 PM	1	60 min
Time	WB	
	Frequency	Headway
7:16 AM - 9:45 AM	6	30 min
10:30 AM	1	45 min
10:30 AM - 3:30 PM	6	60 min
4:20 PM	1	50 min
4:20 PM - 6:49 PM	6	30 min
7:30 PM	1	45 min

NW 199 St/27 Ave		
Time	EB	
	Frequency	Headway
6:13 AM - 9:43 AM	8	30 min
9:43 AM - 3:30 PM	7	60 min
4:15 PM	1	45 min
4:15 PM - 6:49 PM	6	30 min
7:48 PM	1	60 min
Time	WB	
	Frequency	Headway
7:08 AM - 9:36 AM	6	30 min
10:21 AM	1	45 min
10:21 AM - 3:21 PM	6	60 min
4:10 PM	1	50 min
4:10 PM - 6:39 PM	6	30 min
7:22 PM	1	45 min

NW 215 St/2 Ave		
Time	EB	
	Frequency	Headway
6:29 AM - 9:59 AM	8	30 min
9:59 AM - 3:46 PM	7	60 min
4:31 PM	1	45 min
4:31 PM - 7:05 PM	6	30 min
8:03 PM	1	60 min
Time	WB	
	Frequency	Headway
6:15 AM - 9:21 AM	6	30 min
10:06 AM	1	45 min
10:06 AM - 3:06 PM	6	60 min
3:54 PM	1	50 min
3:54 PM - 6:23 PM	6	30 min
7:08 PM	1	45 min

Eastbound

NW 199 St & 47 Ave		NW 199 St & 27 Ave		NW 215 St & 2 Ave	
6:07 AM		6:13 AM		6:29 AM	
6:36 AM	0:29	6:42 AM	0:29	6:58 AM	0:29
7:08 AM	0:32	7:14 AM	0:32	7:30 AM	0:32
7:36 AM	0:28	7:42 AM	0:28	7:58 AM	0:28
8:08 AM	0:32	8:14 AM	0:32	8:30 AM	0:32
8:36 AM	0:28	8:42 AM	0:28	8:58 AM	0:28
9:07 AM	0:31	9:13 AM	0:31	9:29 AM	0:31
9:37 AM	0:30	**9:43 AM**	0:30	**9:59 AM**	0:30
10:35 AM	0:58	10:41 AM	0:58	10:57 AM	0:58
11:35 AM	1:00	11:41 AM	1:00	11:57 AM	1:00
12:35 PM	1:00	12:41 PM	1:00	12:57 PM	1:00
1:29 PM	0:54	1:35 PM	0:54	1:51 PM	0:54
2:29 PM	1:00	2:35 PM	1:00	2:51 PM	1:00
3:24 PM	0:55	**3:30 PM**	0:55	**3:46 PM**	0:55
4:09 PM	0:45	**4:15 PM**	0:45	**4:31 PM**	0:45
4:38 PM	0:29	4:44 PM	0:29	5:00 PM	0:29
5:08 PM	0:30	5:14 PM	0:30	5:30 PM	0:30
5:38 PM	0:30	5:44 PM	0:30	6:00 PM	0:30
6:10 PM	0:32	6:16 PM	0:32	6:32 PM	0:32
6:43 PM	0:33	**6:49 PM**	0:33	**7:05 PM**	0:33
7:43 PM	1:00	**7:48 PM**	0:59	**8:03 PM**	0:58

Westbound

NW 215 St & 2 Ave		NW 199 St & 27 Ave		NW 199 St & 47 Ave	
6:52 AM		7:08 AM		7:16 AM	
7:22 AM	0:30	7:38 AM	0:30	7:46 AM	0:30
7:52 AM	0:30	8:08 AM	0:30	8:16 AM	0:30
8:22 AM	0:30	8:38 AM	0:30	8:46 AM	0:30
8:52 AM	0:30	9:08 AM	0:30	9:17 AM	0:31
9:21 AM	0:29	**9:36 AM**	0:28	**9:45 AM**	0:28
10:06 AM	0:45	**10:21 AM**	0:45	**10:30 AM**	0:45
11:06 AM	1:00	11:21 AM	1:00	11:30 AM	1:00
12:06 PM	1:00	12:21 PM	1:00	12:30 PM	1:00
1:04 PM	0:58	1:19 PM	0:58	1:28 PM	0:58
2:04 PM	1:00	2:19 PM	1:00	2:28 PM	1:00
3:06 PM	1:02	**3:21 PM**	1:02	**3:30 PM**	1:02
3:54 PM	0:48	**4:10 PM**	0:49	**4:20 PM**	0:50
4:22 PM	0:28	4:38 PM	0:28	4:48 PM	0:28
4:53 PM	0:31	5:09 PM	0:31	5:19 PM	0:31
5:23 PM	0:30	5:39 PM	0:30	5:49 PM	0:30
5:53 PM	0:30	6:09 PM	0:30	6:19 PM	0:30
6:23 PM	0:30	**6:39 PM**	0:30	**6:49 PM**	0:30
7:08 PM	0:45	**7:22 PM**	0:43	**7:30 PM**	0:41

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 107 (G)

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
3036	66794	15352	10732	92879

Time	Opalocka Bound	
	Frequency	Headway
6:39 AM - 6:59 AM	2	20 min
6:59 AM - 5:28 PM	22	30 min
5:28 PM - 5:48 PM	2	20 min
5:48 PM - 5:58 PM	2	10 min
5:58 PM - 8:01 PM	5	30 min
Time	**SB**	
	Frequency	**Headway**
6:24 AM - 7:26 AM	4	20 min
7:26 AM - 7:33 AM	2	7 min
7:33 AM - 7:55 AM	2	22 min
7:55 AM - 8:08 AM	2	13 min
8:08 AM - 5:08 PM	22	30 min
5:08 PM - 5:43 PM	2	35 min
5:43 PM - 6:23 PM	2	40 min
6:23 PM - 7:13 PM	2	50 min

NW 160 St & 27 Ave		NW 160 St & 27 Ave	
6:39 AM		6:24 AM	
6:59 AM	0:20	6:47 AM	0:23
7:28 AM	0:29	7:07 AM	0:20
7:58 AM	0:30	7:26 AM	0:19
8:28 AM	0:30	**7:33 AM**	0:07
8:58 AM	0:30	**7:55 AM**	0:22
9:28 AM	0:30	**8:08 AM**	0:13
9:58 AM	0:30	8:38 AM	0:30
10:28 AM	0:30	9:08 AM	0:30
10:58 AM	0:30	9:38 AM	0:30
11:28 AM	0:30	10:08 AM	0:30
11:58 AM	0:30	10:38 AM	0:30
12:28 PM	0:30	11:08 AM	0:30
12:58 PM	0:30	11:38 AM	0:30
1:28 PM	0:30	12:08 PM	0:30
1:58 PM	0:30	12:38 PM	0:30
2:28 PM	0:30	1:08 PM	0:30
2:58 PM	0:30	1:38 PM	0:30
3:28 PM	0:30	2:08 PM	0:30
3:58 PM	0:30	2:38 PM	0:30
4:28 PM	0:30	3:08 PM	0:30
4:58 PM	0:30	3:38 PM	0:30
5:28 PM	0:30	4:08 PM	0:30
5:48 PM	0:20	4:38 PM	0:30
5:58 PM	0:10	**5:08 PM**	0:30
6:28 PM	0:30	**5:43 PM**	0:35
6:58 PM	0:30	**6:23 PM**	0:40
7:28 PM	0:30	7:13 PM	0:50
8:01 PM	0:33		

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 241

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
1585	34876	6686	3366	44928

NW 183 St/47 Ave		
Time	EB	
	Frequency	Headway
6:13 AM - 9:43 AM	8	30 min
9:43 AM - 3:45 PM	10	40 min
3:45 PM - 7:14 PM	8	30 min
Time	WB	
	Frequency	Headway
6:04 AM - 9:03 AM	7	30 min
9:03 AM - 3:02 PM	10	40 min
3:02 PM - 7:34 PM	10	30 min

NW 183 St/27 Ave		
Time	EB	
	Frequency	Headway
6:19 AM - 9:49 AM	8	30 min
9:49 AM - 3:51 PM	10	40 min
3:51 PM - 7:18 PM	8	30 min
Time	WB	
	Frequency	Headway
6:10 AM - 9:09 AM	7	30 min
9:09 AM - 3:08 PM	10	40 min
3:08 PM - 7:39 PM	10	30 min

Eastbound				Westbound			
NW 183 St & 47 Ave		NW 183 St & 27 Ave		NW 183 St & 27 Ave		NW 183 St & 47 Ave	
6:13 AM		6:19 AM		6:04 AM		6:10 AM	
6:43 AM	0:30	6:49 AM	0:30	6:34 AM	0:30	6:40 AM	0:30
7:15 AM	0:32	7:25 AM	0:36	7:02 AM	0:28	7:08 AM	0:28
7:45 AM	0:30	7:55 AM	0:30	7:32 AM	0:30	7:38 AM	0:30
8:15 AM	0:30	8:25 AM	0:30	8:02 AM	0:30	8:08 AM	0:30
8:45 AM	0:30	8:55 AM	0:30	8:32 AM	0:30	8:38 AM	0:30
9:13 AM	0:28	9:19 AM	0:24	**9:03 AM**	0:31	**9:09 AM**	0:31
9:43 AM	0:30	**9:49 AM**	0:30	9:43 AM	0:40	9:49 AM	0:40
10:23 AM	0:40	10:29 AM	0:40	10:23 AM	0:40	10:29 AM	0:40
11:03 AM	0:40	11:09 AM	0:40	11:03 AM	0:40	11:09 AM	0:40
11:43 AM	0:40	11:49 AM	0:40	11:43 AM	0:40	11:49 AM	0:40
12:23 PM	0:40	12:29 PM	0:40	12:23 PM	0:40	12:29 PM	0:40
1:03 PM	0:40	1:09 PM	0:40	1:03 PM	0:40	1:09 PM	0:40
1:43 PM	0:40	1:49 PM	0:40	1:43 PM	0:40	1:49 PM	0:40
2:23 PM	0:40	2:29 PM	0:40	2:23 PM	0:40	2:29 PM	0:40
3:05 PM	0:42	3:11 PM	0:42	**3:02 PM**	0:39	**3:08 PM**	0:39
3:45 PM	0:40	**3:51 PM**	0:40	3:32 PM	0:30	3:38 PM	0:30
4:15 PM	0:30	4:21 PM	0:30	4:02 PM	0:30	4:08 PM	0:30
4:45 PM	0:30	4:51 PM	0:30	4:32 PM	0:30	4:38 PM	0:30
5:15 PM	0:30	5:21 PM	0:30	5:02 PM	0:30	5:08 PM	0:30
5:45 PM	0:30	5:51 PM	0:30	5:32 PM	0:30	5:38 PM	0:30
6:15 PM	0:30	6:21 PM	0:30	6:02 PM	0:30	6:08 PM	0:30
6:43 PM	0:28	6:48 PM	0:27	6:34 PM	0:32	6:39 PM	0:31
7:13 PM	0:30	7:18 PM	0:30	7:04 PM	0:30	7:09 PM	0:30
				7:34 PM	0:30	7:39 PM	0:30

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Route 241

Average Weekday	Boarding By Day of Week			Total Monthly Boardings
	Weekdays	Saturdays	Sundays	
310	6830	-	-	6830

NW 163 St/57 Ave		
Time	EB	
	Frequency	Headway
6:01 AM - 8:03 AM	5	30 min
3:56 PM - 6:00 PM	5	30 min
7:00 PM	1	60 min
Time	WB	
	Frequency	Headway
6:10 AM - 9:19 AM	7	30 min
4:51 PM - 7:34 PM	7	30 min

NW 165 St/47 Ave		
Time	EB	
	Frequency	Headway
6:06 AM - 8:09 AM	5	30 min
4:05 PM - 6:07 PM	5	30 min
7:07 PM	1	60 min
Time	WB	
	Frequency	Headway
6:04 AM - 9:11 AM	7	30 min
4:43 PM - 7:28 PM	7	30 min

NW 159 St/42 Ave		
Time	EB	
	Frequency	Headway
6:10 AM - 8:13 AM	5	30 min
4:10 PM - 6:11 PM	5	30 min
7:11 PM	1	60 min
Time	WB	
	Frequency	Headway
6:00 AM - 9:07 AM	7	30 min
4:38 PM - 7:24 PM	7	30 min

NW 151 St/22 Ave		
Time	EB	
	Frequency	Headway
6:19 AM - 8:22 AM	5	30 min
4:21 PM - 6:20 PM	5	30 min
7:20 PM	1	60 min
Time	WB	
	Frequency	Headway
5:53 AM - 8:59 AM	7	30 min
4:29 PM - 7:17 PM	7	30 min

Both EB and WB routes stop for more than 7 hours then start again with the same 30 min headway

Eastbound

NW 163 St & 57 Ave		NW 167 St & 47 Ave		NW 159 St & 42 Ave		NW 151 St & 22 Ave	
6:01 AM		6:06 AM		6:10 AM		6:19 AM	
6:32 AM	0:31	6:37 AM	0:31	6:41 AM	0:31	6:50 AM	0:31
7:03 AM	0:31	7:09 AM	0:32	7:13 AM	0:32	7:22 AM	0:32
7:33 AM	0:30	7:39 AM	0:30	7:43 AM	0:30	7:52 AM	0:30
8:03 AM	0:30	**8:09 AM**	0:30	**8:13 AM**	0:30	**8:22 AM**	0:30
3:56 PM	7:53	4:05 PM	7:56	4:10 PM	7:57	4:21 PM	7:59
4:29 PM	0:33	4:38 PM	0:33	4:43 PM	0:33	4:54 PM	0:33
4:59 PM	0:30	5:08 PM	0:30	5:13 PM	0:30	5:24 PM	0:30
5:28 PM	0:29	5:37 PM	0:29	5:42 PM	0:29	5:53 PM	0:29
6:00 PM	0:32	**6:07 PM**	0:30	**6:11 PM**	0:29	**6:20 PM**	0:27
7:00 PM	1:00	7:07 PM	1:00	7:11 PM	1:00	7:20 PM	1:00

Westbound

NW 151 St & 22 Ave		NW 159 St & 42 Ave		NW 165 St & 47 Ave		NW 163 St & 57 Ave	
5:53 AM		6:00 AM		6:04 AM		6:10 AM	
6:23 AM	0:30	6:30 AM	0:30	6:34 AM	0:30	6:40 AM	0:30
6:47 AM	0:24	6:54 AM	0:24	6:58 AM	0:24	7:05 AM	0:25
7:22 AM	0:35	7:30 AM	0:36	7:34 AM	0:36	7:41 AM	0:36
7:57 AM	0:35	8:05 AM	0:35	8:09 AM	0:35	8:16 AM	0:35
8:29 AM	0:32	8:37 AM	0:32	8:41 AM	0:32	8:48 AM	0:32
8:59 AM	0:30	**9:07 AM**	0:30	**9:11 AM**	0:30	**9:19 AM**	0:31
4:29 PM	7:30	**4:38 PM**	7:31	**4:43 PM**	7:32	**4:51 PM**	7:32
4:59 PM	0:30	5:08 PM	0:30	5:13 PM	0:30	5:21 PM	0:30
5:29 PM	0:30	5:38 PM	0:30	5:43 PM	0:30	5:51 PM	0:30
6:02 PM	0:33	6:09 PM	0:31	6:13 PM	0:30	6:19 PM	0:28
6:28 PM	0:26	6:35 PM	0:26	6:39 PM	0:26	6:45 PM	0:26
6:53 PM	0:25	7:00 PM	0:25	7:04 PM	0:25	7:10 PM	0:25
7:17 PM	0:24	7:24 PM	0:24	7:28 PM	0:24	7:34 PM	0:24

Miami Gardens Circulator Feasibilty Study
Metrobus Routes Frequency and Headway
Broward Route 2

NW 183 St/47 Ave		
Time	EB	
	Frequency	Headway
6:13 AM - 9:43 AM	8	30 min
9:43 AM - 3:45 PM	10	40 min
3:45 PM - 7:14 PM	8	30 min
Time	WB	
	Frequency	Headway
6:04 AM - 9:03 AM	7	30 min
9:03 AM - 3:02 PM	10	40 min
3:02 PM - 7:34 PM	10	30 min

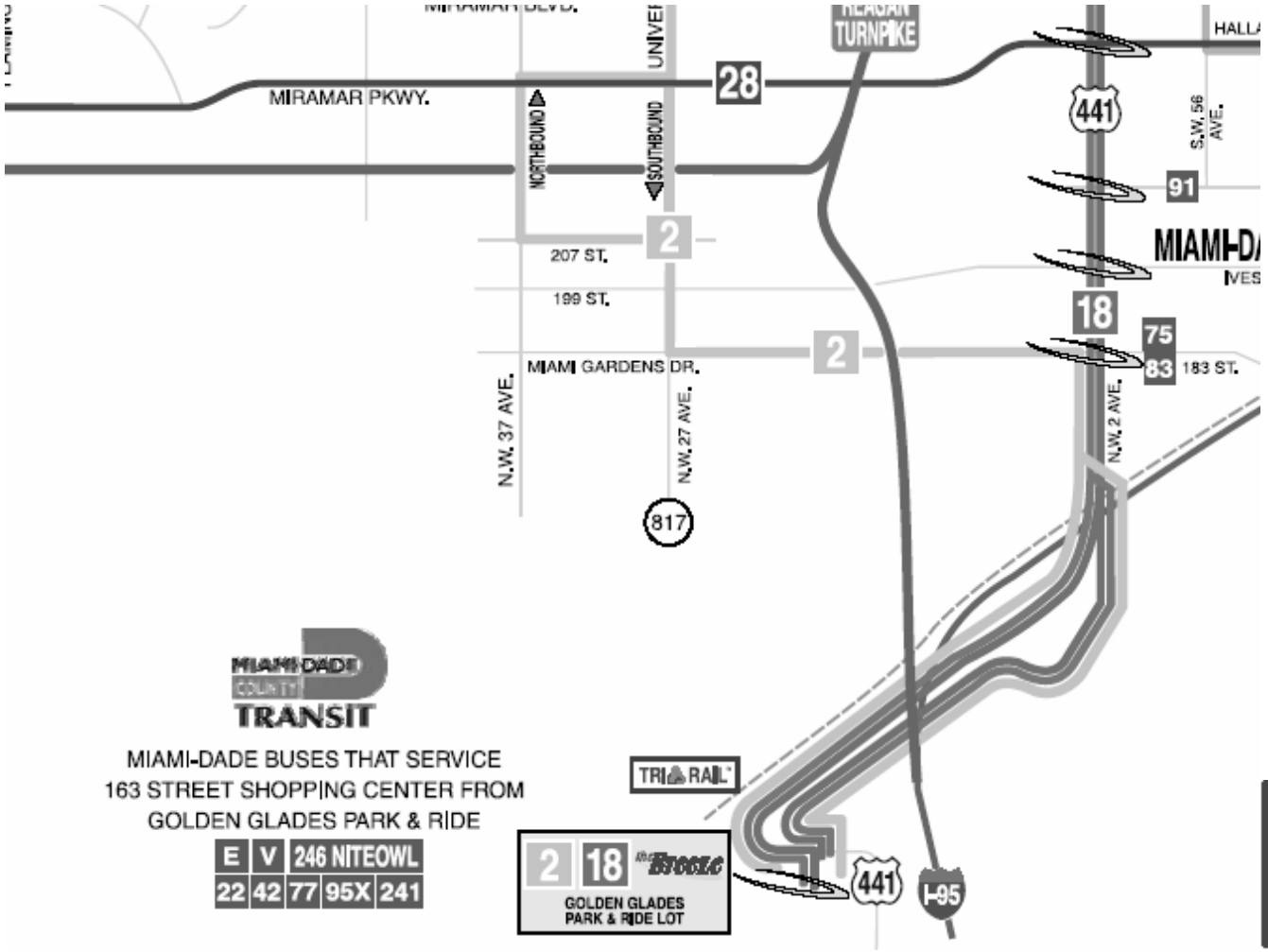
NW 183 St/27 Ave		
Time	EB	
	Frequency	Headway
6:19 AM - 9:49 AM	8	30 min
9:49 AM - 3:51 PM	10	40 min
3:51 PM - 7:18 PM	8	30 min
Time	WB	
	Frequency	Headway
6:10 AM - 9:09 AM	7	30 min
9:09 AM - 3:08 PM	10	40 min
3:08 PM - 7:39 PM	10	30 min

Eastbound

NW 183 St & 47 Ave		NW 183 St & 27 Ave	
6:13 AM		6:19 AM	
6:43 AM	0:30	6:49 AM	0:30
7:15 AM	0:32	7:25 AM	0:36
7:45 AM	0:30	7:55 AM	0:30
8:15 AM	0:30	8:25 AM	0:30
8:45 AM	0:30	8:55 AM	0:30
9:13 AM	0:28	9:19 AM	0:24
9:43 AM	0:30	**9:49 AM**	0:30
10:23 AM	0:40	10:29 AM	0:40
11:03 AM	0:40	11:09 AM	0:40
11:43 AM	0:40	11:49 AM	0:40
12:23 PM	0:40	12:29 PM	0:40
1:03 PM	0:40	1:09 PM	0:40
1:43 PM	0:40	1:49 PM	0:40
2:23 PM	0:40	2:29 PM	0:40
3:05 PM	0:42	3:11 PM	0:42
3:45 PM	0:40	**3:51 PM**	0:40
4:15 PM	0:30	4:21 PM	0:30
4:45 PM	0:30	4:51 PM	0:30
5:15 PM	0:30	5:21 PM	0:30
5:45 PM	0:30	5:51 PM	0:30
6:15 PM	0:30	6:21 PM	0:30
6:43 PM	0:28	6:48 PM	0:27
7:13 PM	0:30	7:18 PM	0:30

Westbound

NW 183 St & 27 Ave		NW 183 St & 47 Ave	
6:04 AM		6:10 AM	
6:34 AM	0:30	6:40 AM	0:30
7:02 AM	0:28	7:08 AM	0:28
7:32 AM	0:30	7:38 AM	0:30
8:02 AM	0:30	8:08 AM	0:30
8:32 AM	0:30	8:38 AM	0:30
9:03 AM	0:31	**9:09 AM**	0:31
9:43 AM	0:40	9:49 AM	0:40
10:23 AM	0:40	10:29 AM	0:40
11:03 AM	0:40	11:09 AM	0:40
11:43 AM	0:40	11:49 AM	0:40
12:23 PM	0:40	12:29 PM	0:40
1:03 PM	0:40	1:09 PM	0:40
1:43 PM	0:40	1:49 PM	0:40
2:23 PM	0:40	2:29 PM	0:40
3:02 PM	0:39	**3:08 PM**	0:39
3:32 PM	0:30	3:38 PM	0:30
4:02 PM	0:30	4:08 PM	0:30
4:32 PM	0:30	4:38 PM	0:30
5:02 PM	0:30	5:08 PM	0:30
5:32 PM	0:30	5:38 PM	0:30
6:02 PM	0:30	6:08 PM	0:30
6:34 PM	0:32	6:39 PM	0:31
7:04 PM	0:30	7:09 PM	0:30
7:34 PM	0:30	7:39 PM	0:30



MIAMI-DADE COUNTY TRANSIT

MIAMI-DADE BUSES THAT SERVICE
163 STREET SHOPPING CENTER FROM
GOLDEN GLADES PARK & RIDE

E	V	246	NITEOWL		
22	42	77	95X	241	

This symbol indicates a stop on the Breeze

LIMITED STOP service.

ROUTE 18 NB

Stop #	Description	Daily Board	Dailiy Alight	Surveys
1345	**GOLDEN GLADES Park & Ride-**	625	0	1115
1354	US 441/NW 177 S-	57	11	1115
1355	US 441/NW 179 S-	40	6	1115
1356	**US 441/NW 183 S-MIAMI GDN D (N)-**	234	13	1116
4474	US 441/NW 187 S-	37	4	1116
3881	US 441/NW 189 T-	14	4	1115
1357	US 441/NW 191 S-	24	4	1116
2434	US 441/NW 193 S-	10	3	1113
1358	US 441/NW 195 S-	23	15	1116
3882	**US 441/NW 199 S-**	74	44	1116
1359	US 441/NW 202 T-	15	16	1116
1360	US 441/NW 204 S-	26	22	1117
1361	US 441/NW 207 S-	25	31	1117
2435	US 441/NW 209 S-	6	6	1118
2819	**US 441/COUNTY LINE R-**	60	64	1118
	TOTAL	**1268**	**242**	

ROUTE 18 SB

Stop #	Description	Daily Board	Dailiy Alight	Surveys
5448	US 441/NW 212 S-	41	15	1254
1315	US 441/NW 209 C-	5	7	1253
1316	US 441/NW 207 S-	18	24	1254
2817	US 441/NW 204 T-	23	16	1253
2818	US 441/NW 202 T-	22	34	1254
1317	**US 441/NW 199 S-**	29	69	1252
1318	US 441/NW 195 S-	16	20	1251
1319	US 441/NW 191 S-	8	21	1251
1320	US 441/NW 188 S-	11	35	1250
2432	**US 441/NW 183 S-MIAMI GDN D (S)-**	24	335	1251
1344	US 441/NW 179 S-	5	51	1249
1345	**GOLDEN GLADES Park & Ride-**	6	696	1251
	TOTAL	**206**	**1324**	

ROUTE 2 NB

Stop # Description	Daily Board	Dailiy Alight	Surveys
1345 GOLDEN GLADES Park & Ride-	367	0	55
1354 US 441/NW 177 S-	10	5	55
5196 MIAMI GARDENS D/US 441-	111	4	55
5197 MIAMI GARDENS D/NW 5 A-	5	1	55
5198 MIAMI GARDENS D/NW 7 A-	86	11	55
5199 MIAMI GARDENS D/NW 12 A-	61	10	55
5200 MIAMI GARDENS D/NW 14 A-	11	4	55
5201 MIAMI GARDENS D/NW 17 A-	13	16	55
5202 MIAMI GARDENS D/#1956-	3	17	55
5203 MIAMI GARDENS D/NW 22 A-	19	9	55
5204 MIAMI GARDENS D/NW 24 A-	3	6	55
5205 MIAMI GARDENS D/NW 25 C-	63	44	55
5207 UNIVERSITY D/WACOVIA BNK-	89	14	55
5208 UNIVERSITY D/NW 191 S-	14	17	55
5209 UNIVERSITY D/NW 199 S-	8	21	55
5210 UNIVERSITY D/STADIUM-	45	14	55
4553 NW 207 S/UNIVERSITY D-	193	37	84
5352 NW 207 S/NW 29 A-	0	1	84
4555 NW 207 S/NW 32 A-	3	11	84
4556 NW 207 S/NW 34 C-	2	7	84
4557 NW 207 S/DOUGLAS R-	10	12	84
4558 DOUGLAS R/NW 209 T-	0	0	84
4559 DOUGLAS R/NW 212 S-	10	13	84
4512 DOUGLAS R/NW 214 S-	3	1	84
TOTAL	**1129**	**275**	
TOTAL FOR ROUTE 18 & 441	**1783**	**1851**	

	Daily Board	Daily Alight
TOTAL FOR ROUTE 18, 441 & 2 IN MIAMI-DADE COUNTY	**3094**	**2981**

441 Breeze NB

Stop #	Description	Daily Board	Dailiy Alight	Surveys
1345	GOLDEN GLADES Park & Ride-	172	10	47
1356	US 441/NW 183 S-MIAMI GDN D (N)-	85	4	48
3882	US 441/NW 199 S-	16	2	48
2819	US 441/COUNTY LINE R-	27	11	48
	TOTAL	**300**	**27**	

441 Breeze SB

Stop #	Description	Daily Board	Dailiy Alight	Surveys
1317	US 441/NW 199 S-	5	17	41
2432	US 441/NW 183 S-MIAMI GDN D (S)-	3	75	41
1345	GOLDEN GLADES Park & Ride-	0	166	41
	TOTAL	**9**	**259**	

ROUTE 2 SB

Stop #	Description	Daily Board	Dailiy Alight	Surveys
4574	UNIVERSITY D/CALDER SPEEDWAY D-	3	20	75
5211	**UNIVERSITY D/NW 207 S-**	39	98	75
5212	UNIVERSITY D/STADIUM NW 27 C-	2	10	75
5213	UNIVERSITY D/NW 199 S-	28	26	75
5214	UNIVERSITY D/NW 191 S-	18	18	75
5216	**MIAMI GARDENS D/NW 25 C-**	42	136	75
5217	MIAMI GARDENS D/NW 24 A-	1	5	75
5218	MIAMI GARDENS D/NW 22 A-	12	21	75
5219	MIAMI GARDENS D/NW 18 A-	2	12	75
5220	MIAMI GARDENS D/NW 17 A-	7	11	75
5221	MIAMI GARDENS D/NW 14 A-	5	9	75
5222	MIAMI GARDENS D/NW 12 A-	2	17	75
5223	MIAMI GARDENS D/NW 7 A (W)-	3	23	75
3927	NW 183 S/NW 7 S-	0	0	75
5224	MIAMI GARDENS D/NW 7A (E)-	11	32	75
5225	MIAMI GARDENS D/NW 5 A-	0	3	75
5226	MIAMI GARDENS D/NW 2 A (US 441)-	4	96	75
1344	US 441/NW 179 S-	3	15	75
1345	**GOLDEN GLADES Park & Ride-**	0	303	75
	TOTAL	**182**	**855**	

TOTAL FOR ROUTE 2	**1311**	**1130**	

Appendix C

Public Survey Results

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
Golden Glades
7:00 - 9:00 AM

Walking to/from	Buildings	15.8%
	Parking Lot	26.3%
	Bus Stop	55.3%
	other	2.6%
Purpose	work	65.8%
	shop	2.6%
	lunch	2.6%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	28.9%
Would you use the circulator to do today's activity?	Yes	94.7%
	No	5.3%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	81.6%
	3-5	13.2%
	6-10	5.3%
	10 or more	0.0%
Total Respondents	38	

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 167 STREET @ NW 27 AVENUE
7:00 - 9:00 AM

Walking to/from	Buildings	22.2%
	Parking Lot	0.0%
	Bus Stop	55.6%
	other	22.2%
Purpose	work	66.7%
	shop	11.1%
	lunch	0.0%
	recreation	0.0%
	appointment	22.2%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	0.0%
Would you use the circulator to do today's activity?	Yes	100.0%
	No	0.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	55.6%
	3-5	44.4%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 167 STREET @ NW 47 AVENUE
7:00 - 9:00 AM

Walking to/from	Buildings	27.3%
	Parking Lot	0.0%
	Bus Stop	36.4%
	other	36.4%
Purpose	work	36.4%
	shop	27.3%
	lunch	0.0%
	recreation	0.0%
	appointment	9.1%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	27.3%
Would you use the circulator to do today's activity?	Yes	90.9%
	No	9.1%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	36.4%
	3-5	63.6%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 199 STREET @ NW 27 AVENUE
7:00 - 9:00 AM

Walking to/from	Buildings	27.8%
	Parking Lot	0.0%
	Bus Stop	44.4%
	other	27.8%
Purpose	work	61.1%
	shop	11.1%
	lunch	5.6%
	recreation	11.1%
	appointment	5.6%
	bank	0.0%
	errands	0.0%
	meet friends	5.6%
	other	0.0%
Would you use the circulator to do today's activity?	Yes	94.4%
	No	5.6%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	66.7%
	3-5	22.2%
	6-10	0.0%
	10 or more	11.1%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
MIAMI GARDENS DRIVE @ SR 7
7:00 - 9:00 AM

Walking to/from	Buildings	40.0%
	Parking Lot	0.0%
	Bus Stop	60.0%
	other	0.0%
Purpose	work	60.0%
	shop	0.0%
	lunch	0.0%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	40.0%
Would you use the circulator to do today's activity?	Yes	80.0%
	No	20.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	60.0%
	3-5	40.0%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
SUMMARY - ALL LOCATIONS
7:00 - 9:00 AM

Walking to/from	Buildings	22.2%
	Parking Lot	12.3%
	Bus Stop	50.6%
	other	14.8%
Purpose	work	60.5%
	shop	8.6%
	lunch/dinner	2.5%
	recreation	2.5%
	appointment	4.9%
	bank	0.0%
	errands	0.0%
	meet friends	1.2%
	other	19.8%
Would you use the circulator to do today's activity?	Yes	93.8%
	No	6.2%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	67.9%
	3-5	27.2%
	6-10	2.5%
	10 or more	2.5%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
Golden Glades
11:00 AM - 1:00 PM

Walking to/from	Buildings	5.9%
	Parking Lot	5.9%
	Bus Stop	64.7%
	other	23.5%
Purpose	work	17.6%
	shop	5.9%
	lunch	0.0%
	recreation	0.0%
	appointment	5.9%
	bank	5.9%
	errands	0.0%
	meet friends	0.0%
	other	64.7%
Would you use the circulator to do today's activity?	Yes	94.1%
	No	5.9%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	68.8%
	3-5	18.8%
	6-10	12.5%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 167 STREET @ NW 27 AVENUE
11:00 AM - 1:00 PM

Walking to/from	Buildings	58.3%
	Parking Lot	0.0%
	Bus Stop	41.7%
	other	0.0%
Purpose	work	29.2%
	shop	25.0%
	lunch	12.5%
	recreation	8.3%
	appointment	4.2%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	20.8%
Would you use the circulator to do today's activity?	Yes	83.3%
	No	16.7%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	60.0%
	3-5	40.0%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 167 STREET @ NW 47 AVENUE
11:00 AM - 1:00 PM

Walking to/from	Buildings	40.0%
	Parking Lot	0.0%
	Bus Stop	60.0%
	other	0.0%
Purpose	work	40.0%
	shop	20.0%
	lunch	0.0%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	40.0%
Would you use the circulator to do today's activity?	Yes	100.0%
	No	0.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	40.0%
	3-5	40.0%
	6-10	0.0%
	10 or more	20.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 199 STREET @ NW 27 AVENUE
11:00 AM - 1:00 PM

Walking to/from	Buildings	25.0%
	Parking Lot	0.0%
	Bus Stop	75.0%
	other	0.0%
Purpose	work	37.5%
	shop	0.0%
	lunch	12.5%
	recreation	12.5%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	37.5%
Would you use the circulator to do today's activity?	Yes	87.5%
	No	12.5%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	57.1%
	3-5	42.9%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
MIAMI GARDENS DRIVE @ SR 7
11:00 AM - 1:00 PM

Walking to/from	Buildings	0.0%
	Parking Lot	0.0%
	Bus Stop	0.0%
	other	0.0%
Purpose	work	0.0%
	shop	0.0%
	lunch	0.0%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	0.0%
Would you use the circulator to do today's activity?	Yes	0.0%
	No	0.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	0.0%
	3-5	0.0%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
SUMMARY - ALL LOCATIONS
11:00 AM - 1:00 PM

Walking to/from	Buildings	35.2%
	Parking Lot	1.9%
	Bus Stop	55.6%
	other	7.4%
Purpose	work	27.8%
	shop	14.8%
	lunch/dinner	7.4%
	recreation	5.6%
	appointment	3.7%
	bank	1.9%
	errands	0.0%
	meet friends	0.0%
	other	38.9%
Would you use the circulator to do today's activity?	Yes	88.9%
	No	11.1%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	60.4%
	3-5	33.3%
	6-10	4.2%
	10 or more	2.1%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
Golden Glades
4:00 - 6:00 PM

Walking to/from	Buildings	0.0%
	Parking Lot	0.0%
	Bus Stop	100.0%
	other	0.0%
Purpose	work	41.5%
	shop	4.9%
	lunch	2.4%
	recreation	12.2%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	39.0%
Would you use the circulator to do today's activity?	Yes	78.0%
	No	22.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	65.9%
	3-5	26.8%
	6-10	7.3%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 167 STREET @ NW 27 AVENUE
4:00 - 6:00 PM

Walking to/from	Buildings	57.1%
	Parking Lot	0.0%
	Bus Stop	42.9%
	other	0.0%
Purpose	work	14.3%
	shop	42.9%
	lunch	0.0%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	42.9%
Would you use the circulator to do today's activity?	Yes	100.0%
	No	0.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	28.6%
	3-5	28.6%
	6-10	14.3%
	10 or more	28.6%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 167 STREET @ NW 47 AVENUE
4:00 - 6:00 PM

Walking to/from	Buildings	62.5%
	Parking Lot	12.5%
	Bus Stop	12.5%
	other	12.5%
Purpose	work	62.5%
	shop	0.0%
	lunch	0.0%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	37.5%
Would you use the circulator to do today's activity?	Yes	87.5%
	No	0.0%
	Maybe	12.5%
How many blocks would you be willing to walk to a circulator stop?	1-2	75.0%
	3-5	12.5%
	6-10	0.0%
	10 or more	12.5%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
NW 199 STREET @ NW 27 AVENUE
4:00 - 6:00 PM

Walking to/from	Buildings	35.3%
	Parking Lot	0.0%
	Bus Stop	64.7%
	other	0.0%
Purpose	work	41.2%
	shop	41.2%
	lunch	11.8%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	5.9%
Would you use the circulator to do today's activity?	Yes	100.0%
	No	0.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	47.1%
	3-5	41.2%
	6-10	11.8%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
MIAMI GARDENS DRIVE @ SR 7
4:00 - 6:00 PM

Walking to/from	Buildings	33.3%
	Parking Lot	0.0%
	Bus Stop	66.7%
	other	0.0%
Purpose	work	0.0%
	shop	0.0%
	lunch	0.0%
	recreation	0.0%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	100.0%
Would you use the circulator to do today's activity?	Yes	100.0%
	No	0.0%
	Maybe	0.0%
How many blocks would you be willing to walk to a circulator stop?	1-2	100.0%
	3-5	0.0%
	6-10	0.0%
	10 or more	0.0%

City of Miami Gardens - Circulator Feasibility Study
Potential Riders Opinion Survey Results
SUMMARY - ALL LOCATIONS
4:00 - 6:00 PM

Walking to/from	Buildings	21.1%
	Parking Lot	1.3%
	Bus Stop	76.3%
	other	1.3%
Purpose	work	39.5%
	shop	15.8%
	lunch/dinner	3.9%
	recreation	6.6%
	appointment	0.0%
	bank	0.0%
	errands	0.0%
	meet friends	0.0%
	other	34.2%
Would you use the circulator to do today's activity?	Yes	86.8%
	No	11.8%
	Maybe	1.3%
How many blocks would you be willing to walk to a circulator stop?	1-2	60.5%
	3-5	27.6%
	6-10	7.9%
	10 or more	3.9%

City of Miami Gardens
Circulator Feasibility Study
Florida Memorial University
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Fri.	8:00am-5:00pm/5:00pm - 10:00pm
	Fri. & Sat.	8:00am-4:00pm
No. of Employees at this location:	300	
		Percent of Employees
Percentage of employees who live:	within 2 miles from work	0.0%
	2-5 miles from work	0.0%
5-10 miles Stated on Survey	5-10 miles from work	100.0%
	10+ miles from work	0.0%
Percentage of employees who would use the circulator to get to work	50% Stated on Survey	
Percentage of employees who would use the circulator during the day to reach other destinations	50% Stated on Survey	

City of Miami Gardens
Circulator Feasibility Study
North Dade Regional Library
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Thurs.	9:30am-9:30pm
	Fri. & Sat.	9:30am-6:00pm
No. of Employees at this location:	33	
		Percent of Employers
Percentage of employees who live:	within 2 miles from work	6.9%
	2-5 miles from work	13.8%
	5-10 miles from work	24.1%
	10+ miles from work	55.2%
Percentage of employees who would use the circulator to get to work	0%	0.0%
	1-20%	6.9%
	21-40%	0.0%
	41-60%	6.9%
	61-80%	6.9%
	81-100%	62.1%
	other	17.2%
Percentage of employees who would use the circulator during the day to reach other destinations	0%	0.0%
	1-20%	6.9%
	21-40%	10.3%
	41-60%	17.2%
	61-80%	3.4%
	81-100%	48.3%
	other	13.8%

City of Miami Gardens
Circulator Feasibility Study
St. Thomas University
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Fri.	9:00 - 5:00
No. of Employees at this location:	79	
		Percent of Employers
Percentage of employees who live:	within 2 miles from work	6.3%
	2-5 miles from work	20.3%
	5-10 miles from work	25.3%
	10+ miles from work	48.1%
Percentage of employees who would use the circulator to get to work	Yes	24.1%
	No	75.9%
Percentage of employees who would use the circulator during the day to reach other destinations	Yes	54.4%
	No	45.6%

Note: Survey reflected Route 4.
79 of 379 employees answered survey

City of Miami Gardens
Circulator Feasibility Study
Miami Gardens City Hall (8:00 - 5:00)
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Fri.	8:00 - 5:00

No. of Employees at this location: 400

		Percent of Employers
Percentage of employees who live:	within 2 miles from work	10.0%
	2-5 miles from work	20.0%
Percentages given on Survey	5-10 miles from work	60.0%
	10+ miles from work	10.0%
Percentage of employees who would use the circulator to get to work	0%	0.0%
	1-20%	0.0%
	21-40%	0.0%
50% Stated on Survey	41-60%	100.0%
	61-80%	0.0%
	81-100%	0.0%
	other	0.0%
Percentage of employees who would use the circulator during the day to reach other destinations	0%	0.0%
	1-20%	100.0%
	21-40%	0.0%
	41-60%	0.0%
5% Stated on Survey	61-80%	0.0%
	81-100%	0.0%
	other	0.0%

Note: Route 1B was selected on Survey.

City of Miami Gardens
Circulator Feasibility Study
Miami Gardens City Hall (7:30 - 5:00)
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Fri.	7:30 - 5:00

No. of Employees at this location: 3

		Percent of Employers
Percentage of employees who live:	within 2 miles from work	0.0%
	2-5 miles from work	0.0%
	5-10 miles from work	0.0%
	10+ miles from work	100.0%
Percentage of employees who would use the circulator to get to work	0%	100.0%
	1-20%	0.0%
	21-40%	0.0%
	41-60%	0.0%
	61-80%	0.0%
	81-100%	0.0%
	other	0.0%
Percentage of employees who would use the circulator during the day to reach other destinations	0%	0.0%
	1-20%	0.0%
	21-40%	0.0%
	41-60%	0.0%
	61-80%	0.0%
	81-100%	100.0%
	other	0.0%

Note: Route 2B was selected on Survey.

City of Miami Gardens
Circulator Feasibility Study
Miami Gardens City Hall (9:00 - 8:00)
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Fri.	9:00 am - 8:00 pm

No. of Employees at this location: 55

		Percent of Employers
Percentage of employees who live:	within 2 miles from work	0.0%
	2-5 miles from work	0.0%
5-10 miles checked on survey	5-10 miles from work	100.0%
	10+ miles from work	0.0%
Percentage of employees who would use the circulator to get to work	0%	0.0%
	1-20%	0.0%
	21-40%	0.0%
	41-60%	0.0%
80% Stated on Survey	61-80%	100.0%
	81-100%	0.0%
	other	0.0%
Percentage of employees who would use the circulator during the day to reach other destinations	0%	0.0%
	1-20%	0.0%
	21-40%	0.0%
	41-60%	0.0%
	61-80%	0.0%
100% Stated on Survey	81-100%	100.0%
	other	0.0%

Note: Route 2B was selected on Survey.

City of Miami Gardens
Circulator Feasibility Study
Miami Gardens City Hall (9:00 - 6:00)
Employer Survey Results

Hours of Operation	Day of Week	Hours
	Mon. - Fri.	9:00 am - 6:00 pm
No. of Employees at this location:	26	
		Percent of Employers
Percentage of employees who live:	within 2 miles from work	0.0%
2 - 5miles checked on survey	2-5 miles from work	100.0%
	5-10 miles from work	0.0%
	10+ miles from work	0.0%
Percentage of employees who would	0%	0.0%
use the circulator to get to work	1-20%	0.0%
	21-40%	0.0%
	41-60%	0.0%
80% Stated on Survey	61-80%	100.0%
	81-100%	0.0%
	other	0.0%
Percentage of employees who	0%	0.0%
would use the circulator during the day	1-20%	0.0%
to reach other destinations	21-40%	0.0%
	41-60%	0.0%
	61-80%	0.0%
100% Stated on Survey	81-100%	100.0%
	other	0.0%

Note: Route 2B was selected on Survey.

Appendix D

Travel Time Runs

City of Miami Gardens Circulator Feasibility Study
Route 1B
Travel Time Runs
AM Peak Period

Segment	From	To	Trial 1 - Start Time:		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	Golden Glades Station	SR 826 WB	8:54	2:15	9:30	2:59		2:59
2	SR 826 WB	SR 826 WB/ exit NW 12 Avenue	8:57	3:55	9:33	4:23		5:25
3	SR 826 ramp / NW 12 Avenue	NW 13 Avenue/ NW 159 Street	8:58	5:50	9:35	5:15		6:40
4	NW 13 Avenue/ NW 159 Street	NW 159 Street/ NW 16 Court	9:00	6:50	9:36	6:50		7:42
5	NW 159 Street/ NW 16 Court	NW 16 Court/ NW 167 Street	9:01	8:01	9:37	7:58		9:02
6	NW 16 Court/ NW 167 Street	NW 167 Street/ NW 27 Avenue	9:02	12:15	9:38	10:30		12:13
7	NW 167 Street/ NW 27 Avenue	NW 167 Street/ NW 16 Court	9:07	15:41	9:41	13:23		16:41
8	NW 167 Street/ NW 16 Court	NW 16 Court/ NW 159 Street	9:10	16:45	9:44	14:26		17:45
9	NW 16 Court/ NW 159 Street	NW 159 Street/ NW 12 Avenue	9:11	18:38	9:45	15:46		18:52
10	NW 159 Street/ NW 12 Avenue	NW 12 Avenue/ SR 826 EB ramp	9:13	20:14	9:46	16:37		19:58
11	NW 12 Avenue/ SR 826 EB ramp	SR 826 EB	9:15	20:40	9:47	17:08		20:44
12	SR 826 EB	Golden Glades Station	9:15	22:56	9:47	19:05		24:30

City of Miami Gardens Circulator Feasibility Study
Route 1B
Travel Time Runs
Mid-Day Peak Period

Segment	From	To	Trial 1 - Start Time:		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	Golden Glades Station	SR 826 WB	12:18	3:11	12:40	2:36	1:02	2:11
2	SR 826 WB	SR 826 WB/ exit NW 12 Avenue	12:21	4:37	12:43	3:52	1:04	3:30
3	SR 826 ramp / NW 12 Avenue	NW 13 Avenue/ NW 159 Street	12:23	5:50	12:44	6:55	1:06	5:05
4	NW 13 Avenue/ NW 159 Street	NW 159 Street/ NW 16 Court	12:24	7:00	12:4	8:00	1:07	6:11
5	NW 159 Street/ NW 16 Court	NW 16 Court/ NW 167 Street	12:25	8:20	12:48	9:02	1:08	7:16
6	NW 16 Court/ NW 167 Street	NW 167 Street/ NW 27 Avenue	12:27	11:00	12:49	11:44	1:09	11:17
7	NW 167 Street/ NW 27 Avenue	NW 167 Street/ NW 16 Court	12:29	15:52	12:52	15:55	1:13	14:54
8	NW 167 Street/ NW 16 Court	NW 16 Court/ NW 159 Street	12:34	16:55	12:56	17:00	1:17	16:00
9	NW 16 Court/ NW 159 Street	NW 159 Street/ NW 12 Avenue	12:35	18:01	12:57	18:00	1:18	17:11
10	NW 159 Street/ NW 12 Avenue	NW 12 Avenue/ SR 826 EB ramp	12:36	19:07	12:58	19:07	1:19	18:30
11	NW 12 Avenue/ SR 826 EB ramp	SR 826 EB	112:37	19:50	12:59	19:37	1:21	19:06
12	SR 826 EB	Golden Glades Station	12:38	21:53	1:00	21:30	1:21	21:04

City of Miami Gardens Circulator Feasibility Study
Route 1B
Travel Time Runs
PM Peak Period

Segment	From	To	Trial 1 - Start Time:		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	Golden Glades Station	SR 826 WB	4:54	3:40	5:23	2:36	5:45	4:20
2	SR 826 WB	SR 826 WB/ exit NW 12 Avenue	4:57	5:00	5:26	3:44	5:50	5:40
3	SR 826 ramp / NW 12 Avenue	NW 13 Avenue/ NW 159 Street	4:59	6:03	5:27	6:36	5:54	8:28
4	NW 13 Avenue/ NW 159 Street	NW 159 Street/ NW 16 Court	5:00	7:53	5:30	7:40	5:55	9:28
5	NW 159 Street/ NW 16 Court	NW 16 Court/ NW 167 Street	5:02	13:10	5:31	8:46	5:56	10:30
6	NW 16 Court/ NW 167 Street	NW 167 Street/ NW 27 Avenue	5:07	19:30	5:32	12:24	6:00	14:18
7	NW 167 Street/ NW 27 Avenue	NW 167 Street/ NW 16 Court	5:13	23:54	5:36	16:08	6:04	18:55
8	NW 167 Street/ NW 16 Court	NW 16 Court/ NW 159 Street	5:18	25:30	5:39	17:07	6:05	19:51
9	NW 16 Court/ NW 159 Street	NW 159 Street/ NW 12 Avenue	5:19	26:00	5:40	17:58	6:06	20:53
10	NW 159 Street/ NW 12 Avenue	NW 12 Avenue/ SR 826 EB ramp	5:20	26:55	5:41	19:19	6:07	21:52
11	NW 12 Avenue/ SR 826 EB ramp	SR 826 EB	5:21	27:20	5:42	19:48	6:08	22:18
12	SR 826 EB	Golden Glades Station	5:21	29:19	5:43	22:00	6:10	24:40

City of Miami Gardens Circulator Feasibility Study
Route 2B
Travel Time Runs
AM Peak Period

Segment	From	To	Trial 1 - Start Time: 8:15		Trial 2 - Start Time: 8:48		Trial 3 - Start Time: 9:14	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	Golden Glades Station	SR 441/ NW 176 Street		4:32	8:52	4:30	9:19	4:01
2	SR 441/ NW 176 Street	SR 441/ NW 183 Street		5:26	8:54	6:30	9:19	4:53
3	SR 441/ NW 183 Street	NW 183 Street/ NW 17 Avenue		11:50	8:57	9:55	9:22	7:50
4	NW 183 Street/ NW 17 Avenue	NW 183 Street/ NW 27 Avenue		13:52	8:59	11:57	9:25	10:10
5	NW 183 Street/ NW 27 Avenue	NW 27 Avenue/ NW 199 Street		15:36	9:01	13:33	9:26	12:37
6	NW 27 Avenue/ NW 199 Street	NW 199 Street/ NW 12 Avenue		23:30	9:04	16:48	9:29	5:49
7	NW 199 Street/ NW 12 Avenue	NW 199 Street/ SR 441		25:30	9:06	18:57	9:31	17:29
8	NW 199 Street/ SR 441	SR 441/ NW 183 Street		28:28	9:09	21:57	9:34	19:54
9	SR 441/ NW 183 Street	SR 441/ NW 176 Street		29:42	9:11	22:50	9:36	21:33
10	SR 441/ NW 176 Street	Golden Glades Station		31:58	9:13	25:38	9:38	23:52

City of Miami Gardens Circulator Feasibility Study
Route 2B
Travel Time Runs
Mid-Day Peak Period

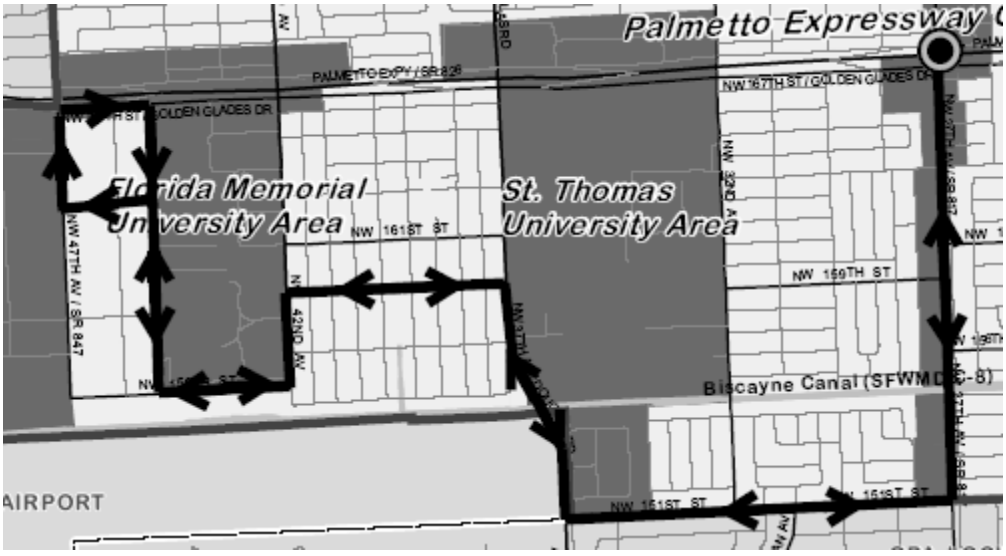
Segment	From	To	Trial 1 - Start Time: 11:00		Trial 2 - Start Time: 11:29		Trial 3 - Start Time: 11:53	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	Golden Glades Station	SR 441/ NW 176 Street	11:02	2:46	11:32	3:16	11:56	3:14
2	SR 441/ NW 176 Street	SR 441/ NW 183 Street	11:04	4:38	11:33	4:07	11:58	4:15
3	SR 441/ NW 183 Street	NW 183 Street/ NW 17 Avenue	11:07	7:49	11:38	9:14	12:02	9:13
4	NW 183 Street/ NW 17 Avenue	NW 183 Street/ NW 27 Avenue	11:10	10:31	11:40	11:31	12:04	11:18
5	NW 183 Street/ NW 27 Avenue	NW 27 Avenue/ NW 199 Street	11:13	12:43	11:43	13:43	12:07	12:48
6	NW 27 Avenue/ NW 199 Street	NW 199 Street/ NW 12 Avenue	11:16	15:50	11:45	16:35	12:10	16:59
7	NW 199 Street/ NW 12 Avenue	NW 199 Street/ SR 441	11:18	18:06	11:47	18:13	12:12	19:09
8	NW 199 Street/ SR 441	SR 441/ NW 183 Street	11:20	20:38	11:49	20:15	12:15	21:41
9	SR 441/ NW 183 Street	SR 441/ NW 176 Street	11:21	21:22	11:51	21:25	12:16	22:39
10	SR 441/ NW 176 Street	Golden Glades Station	11:24	23:45	11:53	23:44	12:17	25:18

City of Miami Gardens Circulator Feasibility Study
Route 2B
Travel Time Runs
PM Peak Period

Segment	From	To	Trial 1 - Start Time: 4:00		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	Golden Glades Station	SR 441/ NW 176 Street	4:03	3:23		6:09		5:30
2	SR 441/ NW 176 Street	SR 441/ NW 183 Street	4:03	3:58		7:43		6:17
3	SR 441/ NW 183 Street	NW 183 Street/ NW 17 Avenue	4:07	7:40		12:08		10:40
4	NW 183 Street/ NW 17 Avenue	NW 183 Street/ NW 27 Avenue	4:12	12:26		19:23		12:39
5	NW 183 Street/ NW 27 Avenue	NW 27 Avenue/ NW 199 Street	4:15	15:18		23:24		15:35
6	NW 27 Avenue/ NW 199 Street	NW 199 Street/ NW 12 Avenue	4:18	18:47		26:25		18:45
7	NW 199 Street/ NW 12 Avenue	NW 199 Street/ SR 441	4:21	21:16		28:01		20:28
8	NW 199 Street/ SR 441	SR 441/ NW 183 Street	4:23	23:30		30:02		22:05
9	SR 441/ NW 183 Street	SR 441/ NW 176 Street	4:24	24:47		30:49		22:53
10	SR 441/ NW 176 Street	Golden Glades Station	4:28	28:01		33:29		25:25

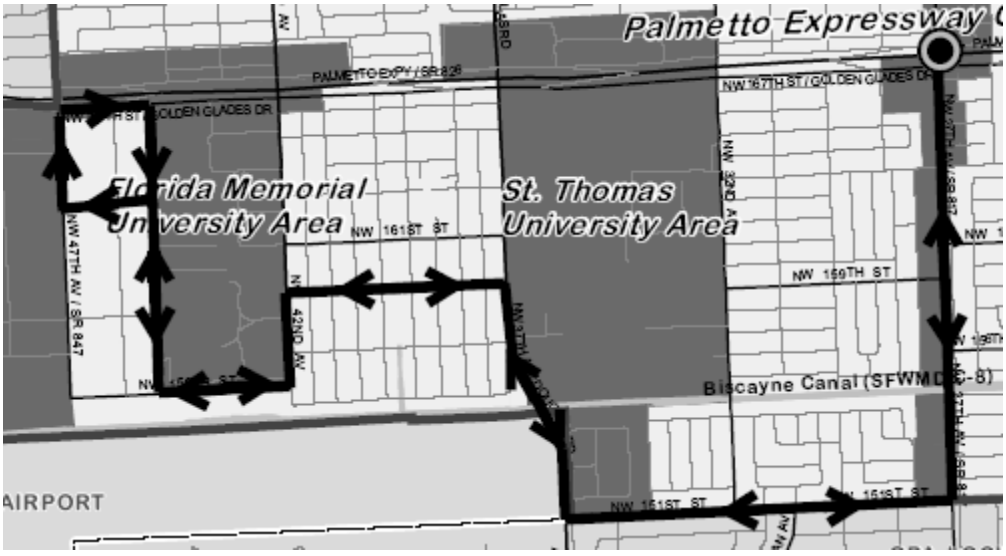
City of Miami Gardens Circulator Feasibility Study
Route 4
Travel Time Runs
AM Peak Period

Segment	From	To	Trial 1 - Start Time:		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	NW 167 Street/ NW 27 Avenue	NW 27 Avenue/ NW 151 Street	7:08	1:42	7:38	1:45	8:11	2:00
2	NW 27 Avenue/ NW 151 Street	NW 151 Street/ NW 37 Avenue	7:10	4:22	7:40	3:52	8:13	4:24
3	NW 151 Street/ NW 37 Avenue	NW 37 Avenue/ NW 159 Street	7:13	5:48	7:42	5:00	8:16	5:42
4	NW 37 Avenue/ NW 159 Street	NW 159 Street/ NW 42 Avenue		8:12	7:43	8:00	8:17	7:19
5	NW 159 Street/ NW 42 Avenue	NW 44 Court/ NW 163 Street	7:17	10:18	7:46	10:14	8:19	9:30
6	NW 163 Street/ NW 44 Court	NW 163 Street/ NW 44 Court	7:23	11:50	7:48	12:32	8:21	11:35
7	NW 163 Street/ NW 44 Court	NW 42 Avenue/ NW 159 Street	7:25	14:39	7:48	14:30	8:23	13:44
8	NW 42 Avenue/ NW 159 Street	NW 159 Street/ NW 37 Avenue	7:28	16:05	7:52	15:57	8:25	15:10
9	NW 159 Street/ NW 37 Avenue	NW 37 Avenue/ NW 151 Street	7:29	17:55	7:54	17:38	8:27	18:00
10	NW 37 Avenue/ NW 151 Street	NW 151 Street/ NW 27 Avenue	7:31	19:53	7:55	19:45	8:30	19:40
11	NW 151 Street/ NW 27 Avenue	NW 27 Avenue/ NW 167 Street	7:33	22:38	7:58	22:33	8:31	22:15



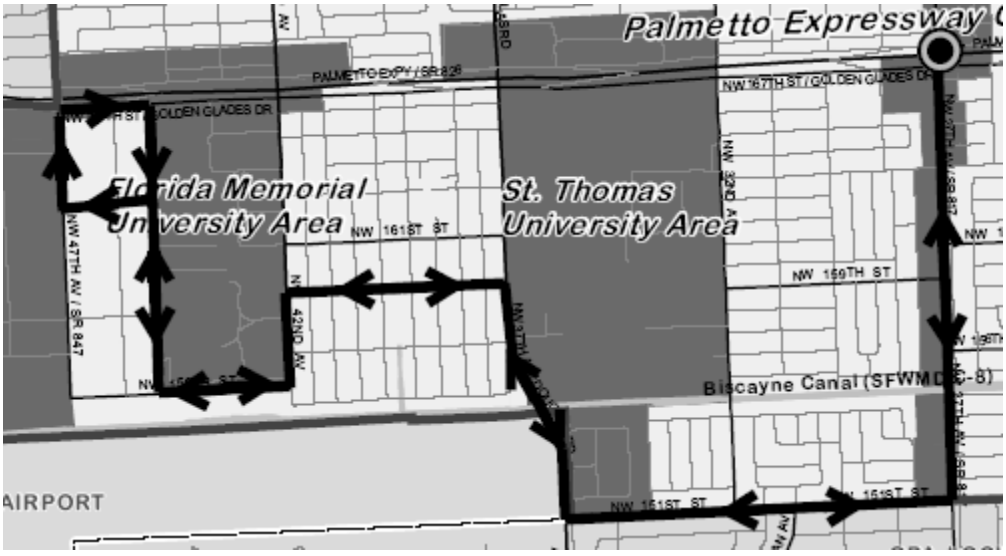
City of Miami Gardens Circulator Feasibility Study
Route 4
Travel Time Runs
Mid-Day Peak Period

Segment	From	To	Trial 1 - Start Time:		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	NW 167 Street/ NW 27 Avenue	NW 27 Avenue/ NW 151 Street	11:00	2:45	11:26	3:01	11:50	2:11
2	NW 27 Avenue/ NW 151 Street	NW 151 Street/ NW 37 Avenue	11:05	4:59	11:29	5:43	11:54	4:12
3	NW 151 Street/ NW 37 Avenue	NW 37 Avenue/ NW 159 Street	11:07	6:18	11:31	6:49	11:55	5:23
4	NW 37 Avenue/ NW 159 Street	NW 159 Street/ NW 42 Avenue	11:09	8:47	11:33	8:24	11:57	7:07
5	NW 159 Street/ NW 42 Avenue	NW 44 Court/ NW 163 Street	11:10	9:09	11:34	10:34	11:59	9:17
6	NW 163 Street/ NW 44 Court	NW 163 Street/ NW 44 Court	11:13	12:20	11:37	12:57	12:02	11:59
7	NW 163 Street/ NW 44 Court	NW 42 Avenue/ NW 159 Street	11:15	14:53	11:39	14:53	12:04	14:02
8	NW 42 Avenue/ NW 159 Street	NW 159 Street/ NW 37 Avenue	11:17	16:52	11:41	16:21	12:05	15:26
9	NW 159 Street/ NW 37 Avenue	NW 37 Avenue/ NW 151 Street	11:18	18:23	11:42	17:26	12:06	16:33
10	NW 37 Avenue/ NW 151 Street	NW 151 Street/ NW 27 Avenue	11:20	19:40	11:44	19:00	12:08	18:24
11	NW 151 Street/ NW 27 Avenue	NW 27 Avenue/ NW 167 Street	11:22	21:22	11:45	20:55	12:13	23:40



City of Miami Gardens Circulator Feasibility Study
Route 4
Travel Time Runs
PM Peak Period

Segment	From	To	Trial 1 - Start Time:		Trial 2 - Start Time:		Trial 3 - Start Time:	
			Time	Travel Time	Time	Travel Time	Time	Travel Time
1	NW 167 Street/ NW 27 Avenue	NW 27 Avenue/ NW 151 Street	3:36	2:48	4:00	3:15	4:25	3:14
2	NW 27 Avenue/ NW 151 Street	NW 151 Street/ NW 37 Avenue	3:39	4:23	4:04	5:11	4:28	4:53
3	NW 151 Street/ NW 37 Avenue	NW 37 Avenue/ NW 159 Street	3:40	6:20	4:05	6:17	4:30	5:59
4	NW 37 Avenue/ NW 159 Street	NW 159 Street/ NW 42 Avenue	3:42	7:55	4:07	7:51	4:31	8:03
5	NW 159 Street/ NW 42 Avenue	NW 44 Court/ NW 163 Street	3:44	10:05	4:09	10:11	4:33	10:14
6	NW 163 Street/ NW 44 Court	NW 163 Street/ NW 44 Court	3:46	12:37	4:12	14:20	4:35	14:36
7	NW 163 Street/ NW 44 Court	NW 42 Avenue/ NW 159 Street	3:48	14:45	4:15	16:30	4:39	17:27
8	NW 42 Avenue/ NW 159 Street	NW 159 Street/ NW 37 Avenue	3:50	16:12	4:17	17:52	4:42	19:45
9	NW 159 Street/ NW 37 Avenue	NW 37 Avenue/ NW 151 Street	3:52	17:17	4:18	19:15	4:45	20:55
10	NW 37 Avenue/ NW 151 Street	NW 151 Street/ NW 27 Avenue	3:53	19:10	4:20	20:53	4:46	22:36
11	NW 151 Street/ NW 27 Avenue	NW 27 Avenue/ NW 167 Street	3:55	22:31	4:23	23:50	4:47	24:52



Appendix E

Population and Employment Data

MIAMI GARDENS CIRCULATOR
RIDERSHIP FORECAST
#06267

TAZ MAP

Miami Gardens Circulator Feasibility Study
Route Ridership Estimate

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

[1] 1% of Potential Riders

[2] 2% of Potential Riders

Miami Gardens Circulator Feasibility Study

Ridership Forecast Data

#06267

Route 1B

TAZ		HH w/o kids	HH w/ kids	# Veh HH w/o Kids	# Veh HH w/ Kids	# Workers HH w/o Kids	# Workers HH w/ Kids	# Persons HH w/o Kids	# Persons HH w/ Kids	HT/MT ROOMS	Total # Persons	Population Range			
133	0	0	0	0	0	0	0	0	0	69	0	0	-	0	Miami Gardens City Hall
134	0	88	147	176	323	114	294	257	637	0	894	45	-	89	
135	0	113	234	338	651	174	479	306	1,114	0	1,420	71	-	142	
171	0	477	200	626	402	310	335	1,163	1,006	0	2,169	108	-	217	
172	0	314	238	626	588	341	451	779	1,028	0	1,807	90	-	181	
173	0	121	99	258	312	80	187	292	456	0	748	374	-	449	
174	0	0	0	0	0	0	0	0	0	0	0	0	-	0	Sunshine International Park Area
175	0	0	0	0	0	0	0	0	0	0	0	0	-	0	Tri Rail Station
Total		1,113	918	2,024	2,276	1,019	1,746	2,797	4,241	69	7,038	689	-	1,078	

Miami Gardens Circulator Feasibility Study

Ridership Forecast Data

#06267

Route 2B

TAZ		HH w/o kids	HH w/ kids	# Veh HH w/o Kids	# Veh HH w/ Kids	# Workers HH w/o Kids	# Workers HH w/ Kids	# Persons HH w/o Kids	# Persons HH w/ Kids	HT/MT ROOMS	Total # Persons	Population Range			
55	0	58	95	19	114	67	159	103	417	0	520	26	-	52	
56	0	0	0	0	0	0	0	0	0	0	0	0	-	0	Dolphin Stadium
117	0	0	0	0	0	0	0	0	0	0	0	0	-	0	
118	0	937	473	1007	812	828	844	1509	1966	234	3,475	1,043	-	1,390	Super Walmart
119	0	300	220	635	581	373	498	811	1072	0	1,883	94	-	188	
120	0	253	337	527	1043	338	677	650	1688	0	2,338	234	-	351	
121	0	223	251	428	483	323	456	599	1149	0	1,748	175	-	262	
122	0	487	475	798	922	592	681	1058	1723	0	2,781	278	-	417	
123	0	230	311	582	926	293	598	547	1272	0	1,819	182	-	273	
124	0	186	342	374	838	288	751	449	1486	0	1,935	581	-	774	
125	0	272	239	563	618	390	410	722	1137	0	1,859	465	-	558	
126	0	173	228	358	705	231	460	443	1149	0	1,592	159	-	239	
127	0	167	407	685	1409	319	825	435	1661	0	2,096	105	-	210	
128	0	0	0	0	0	0	0	0	0	0	0	0	-	0	Dolphin Stadium
129	0	381	617	934	1912	553	1267	1050	2816	0	3,866	193	-	387	
130	0	172	265	314	591	211	526	469	1145	0	1,614	81	-	161	
131	0	328	331	732	1219	461	721	888	1663	0	2,551	128	-	255	
136	0	145	326	456	896	224	635	401	1471	0	1,872	187	-	281	
137	0	46	46	116	116	16	19	140	197	0	337	135	-	169	North Dade Regional Library
138	0	175	311	389	1204	205	661	443	1470	0	1,913	96	-	191	
139	0	46	46	101	116	16	19	122	215	187	337	135	-	169	Super Walmart
140	0	293	377	444	853	250	779	634	1630	94	2,264	226	-	340	
141	0	165	209	251	476	157	482	398	1010	0	1,408	141	-	211	
142	0	21	26	32	37	40	37	74	134	0	208	10	-	21	Town Center
Total		5,058	5,932	9,745	15,871	6,175	11,505	11,945	26,471	515	38,416	4,672	-	6,897	

Miami Gardens Circulator Feasibility Study

Ridership Forecast Data

#06267

Route 4

TAZ		HH w/o kids	HH w/ kids	# Veh HH w/o Kids	# Veh HH w/ Kids	# Workers HH w/o Kids	# Workers HH w/ Kids	# Persons HH w/o Kids	# Persons HH w/ Kids	HT/MT ROOMS	Total # Persons	Population Range			
156	0	209	375	463	1023	191	613	586	1665	0	2,251	450	-	675	
157	0	62	127	183	369	131	182	175	520	0	695	487	-	556	Florida Memorial University
158	0	50	35	37	88	60	53	131	119	0	250	13	-	25	Palmetto Lakes Park Area
169	0	0	0	0	0	0	0	0	0	0	0	0	-	0	St. Thomas University
170	0	258	476	629	1697	368	992	818	2455	0	3,273	655	-	982	
171	0	477	200	626	402	310	335	1,163	1,006	0	2,169	217	-	325	
249	0	160	177	315	431	112	258	307	704	0	1,011	101	-	152	
251	0	367	619	1215	1566	570	984	906	2808	0	3,714	1,671	-	2,043	
Total		1,583	2,009	3,468	5,576	1,742	3,417	4,086	9,277	0	13,363	3,593	-	4,758	

Ridership Forecast Data

#06267

Route 1B

TAZ	INDUSTRIAL	COMMERCIAL	SERVICE	TOTAL	SCHOOL	SHORT TM PKG	LONG TM PKG	EMPLOYMENT			
133	88	463	2505	3056	0	0	0	917	-	1222	Miami Gardens City Hall
134	6	41	358	405	0	0	0	20	-	41	
135	0	352	370	722	0	0	0	36	-	72	
171	0	41	370	411	1037	0	0	21	-	41	
172	0	10	384	394	847	0	0	20	-	39	
173	0	0	5	5	16	0	0	3	-	3	
174	2147	1900	2632	6679	0	0	0	4007	-	4675	Sunshine International Park Area
175	2	1	16	19	0	0	0	13	-	15	Tri Rail Station
Total	2243	2,808	6,640	11,691	1,900	0	0	5,037	-	6109	

Ridership Forecast Data

#06267

Route 2B

TAZ	INDUSTRIAL	COMMERCIAL	SERVICE	TOTAL	SCHOOL	SHORT TM PKG	LONG TM PKG	EMPLOYMENT			
55	0	0	0	0	0	0	0	0	-	0	
56	0	0	0	0	0	0	0	0	-	0	Dolphin Stadium
117	887	1289	771	2947	0	0	0	589	-	884	
118	29	872	442	1343	125	0	0	403	-	537	Super Walmart
119	0	485	288	773	0	0	0	39	-	77	
120	3	136	0	139	0	0	0	14	-	21	
121	0	246	438	684	0	0	0	68	-	103	
122	80	941	1140	2161	627	0	0	216	-	324	
123	0	484	30	514	0	0	0	51	-	77	
124	6	157	163	327	0	0	0	98	-	131	
125	0	82	147	229	0	0	0	57	-	69	
126	3	0	697	700	3230	0	0	70	-	105	
127	0	0	783	783	3053	0	0	39	-	78	
128	0	933	1867	2800	0	0	0	700	-	980	Dolphin Stadium
129	0	20	126	146	94	0	0	7	-	15	
130	6	41	358	405	844	0	0	20	-	41	
131	0	26	21	47	0	0	0	2	-	5	
136	0	99	248	347	1246	0	0	35	-	52	
137	0	441	410	851	0	0	0	340	-	426	North Dade Regional Library
138	0	0	211	211	636	0	0	11	-	21	
139	0	0	141	141	0	0	0	56	-	71	Super Walmart
140	0	0	641	641	978	0	0	64	-	96	
141	0	56	0	56	1623	0	0	6	-	8	
142	0	461	399	860	0	0	0	43	-	86	Town Center
Total	1014	6769	9321	17105	12456	0	0	2,930	-	4,206	

Miami Gardens Circulator **Feasibility Study**

Ridership Forecast Data

#06267

Route 4

TAZ	INDUSTRIAL	COMMERCIAL	SERVICE	TOTAL	SCHOOL	SHORT TM PKG	LONG TM PKG	EMPLOYMENT			
156	7	25	117	150	32	0	0	30	-	45	
157	66	1451	1954	3470	2331	0	0	2,429	-	2,776	Florida Memorial University
158	2665	2298	2252	7215	0	0	0	361	-	722	Palmetto Lakes Park Area
169	0	54	2554	2608	3264	0	0	130	-	261	St. Thomas University
170	0	66	206	272	553	0	0	54	-	82	
171	0	41	370	411	1037	0	0	41	-	62	
249	0	0	31	31	0	0	0	3	-	5	
251	153	56	144	354	44	0	0	159	-	195	
Total	2891	3,991	7,628	14,511	7,261	0	0	3,208	-	4,146	

David Plummer & Associates
TRANSPORTATION•CIVIL•STRUCTURAL•ENVIRONMENTAL