

## 28.1 MILLION MILE SYSTEM

## HEADWAY ADJUSTMENTS

Route	Service Description	Reason(s)	Impact on Boardings / Community	Commission Districts	Weekday PVR	Rev Hours / Year	Rev Miles / Year	Estimated Annual Cost
1	Adjust peak headway from 30 to 40 mins.	Route has below average productivity and is duplicated by other routes on the Busway.	1,500 boardings per day. Route serves high transit dependent area of South Miami Heights. Waiting time will be increased minimally and no overcrowding is anticipated.	7,8,9	(1)	(1,500)	(20,950)	(\$159,572)
1	Adjust weekend headway from 40 to 60 mins.	Just meets standards on Saturday and below on Sunday. Duplicates other Busway routes.	1,000 boardings on Saturday and 500 on Sunday. Will increase waiting time.	7,8,9		(1,500)	(18,000)	(\$130,414)
12	Adjust Saturday headway from 30 to 40 mins. and Sunday from 30 to 60 mins.	Combined with Route 21, service would be 20 minutes on Saturday and 30 minutes on Sunday between Northside and the Civic Center. Also duplicates Metrorail.	2,200 boardings Saturday and 1,600 boardings Sunday. Reduces service in area of high transit dependence. Reduces weekend service to Health District and Mercy Hospital. Saturday overcrowding likely.	2,3,5,7		(2,200)	(30,500)	(\$202,051)
21	Adjust Saturday headway from 30 to 40 mins. and Sunday from 30 to 60 mins.	Combined with Route 12, service would be 20 minutes on Saturday and 30 minutes on Sunday between Northside and the Civic Center. Also duplicates Metrorail.	1,600 boardings Saturday and 1,200 boardings Sunday. Reduces service in Liberty City which has high transit dependence. Cuts weekend service to Health District and Overtown. Saturday overcrowding likely.	1,2,3,5		(2,200)	(28,800)	(\$196,458)
24	Adjust midday headway from 20 to 30 mins.	Slightly below average route which serves Coral Way.. Expected that capacity will be sufficient for ridership which averages 44 boardings per midday trip.	About 1,500 midday riders impacted daily. Occasional standing loads will result in the midday; this route has had two other headway reductions in last year.	5,6,7,10,11		(4,600)	(40,400)	(\$345,574)
28	Adjust midday headway from 40 to 60 min.	Productivity is just below average; route has heavy school ridership so early afternoon service would be retained	1,500 boardings per day.	1,2,4,6,13	(1)	(1,500)	(21,600)	(\$160,488)
31 Busway Local	Reduce peak headway from 15 to 20 minutes.	Recent count at Dadeland South showed Rt. 31 trips only half-full during the peak.	About 1,000 peak period riders would be impacted. Crowding on already packed Routes 34 and 38 could increase.	7,8,9	(1)	(1,800)	(33,700)	(\$214,166)
33	Adjust midday headway from 30 to 45 min.	This 95/103 Street crosstown has average productivity. Reduces midday capacity by 33% which should still be sufficient with average midday ridership of 29 per trip.	Approx. 500 midday boardings daily. Route 33 serves North Shore Hospital, Palm Springs Hosp., Westland Mall, and several schools.	2,3,12,13		(3,100)	(19,800)	(\$208,455)

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35	Adjust Saturday and Sunday headway from 30 to 60 mins.	Below average on weekends.	Approximately 1,900 riders each day will have longer waits.	8,9	(4)	(5,100)	(80,900)	(\$582,249)
37	Adjust midday headway from 30 to 60 mins.	Average route on weekdays. Short segments have alternative service such as HTS on Palm Av. and Rt. 238 (if not discontinued) on NW 37 Av.	Estimated 1,700 boardings in the midday would be impacted.	1,5,6,7,13		(6,100)	(67,300)	(\$503,420)
40	Adjust weekday peak headway from 20 to 24 mins.	This route which serves Bird Road has below average productivity. Headway adjustment reduces capacity by 17%.	Approx. 1,300 peak boardings daily. If this item is implemented along with the elimination of the Bird Road MAX, some overcrowding and ridership loss is possible as this route feeds the Douglas Road Metrorail Station.	6,7,10,11	(1)	(1,500)	(22,300)	(\$162,791)
40	Adjust weekend headway from 30 to 60 mins	Weekend service is below average.	Ridership is 1,800 on Saturday and 1,200 on Sunday. Potential ridership loss with this service reduction as half the existing service would be operated.	6,7,10,11		(3,100)	(38,500)	(\$269,978)
51 Flagler MAX	Adjust peak headway from 15 to 20 mins	Limited stop route has average productivity figures. Reduces combined Route 11 and 51 peak service on Flagler St. from 11 to 10 buses per hour.	Top 17 route. Approx. 1850 peak boardings per day. Limited stop service on Flagler Street between West Miami-Dade and the Omni Terminal.	3,5,6,7,10,11,12	(3)	(4,600)	(55,700)	(\$456,147)
62	Adjust Sunday headway from 20 to 30 mins.	Ridership per hour is much below average. Too much capacity on Sunday.	Approximately 2,400 riders on Sunday will have longer waits	2,3,4,5,6		(1,700)	(17,500)	(\$136,166)
70	Adjust midday headway from 30 to 60 min.	Below average route in boardings per hour and does not meet and barely meets economic standard.	2,000 boardings per day.	8,9	(3)	(4,200)	(70,100)	(\$485,031)
71	Adjust weekday headway from 30 to 60 mins.	SW 107 Av. crosstown route is below average.	Approx. 1,300 boardings per day. Serves MDC-Kendall, FIU-Tamiami, International Mall, and Dolphin Mall. Some trips may be overcrowded.	7,8,10,11,12	(2)	(6,600)	(82,900)	(\$618,016)
71	Adjust weekend headway from 40 to 60 mins.	Route has below average productivity on weekends.	Approx. 500 boardings per weekend day. Serves Serves MDC-Kendall, FIU-Tamiami, International Mall, and Dolphin Mall.	7,8,10,11,12		(600)	(11,700)	(\$66,231)

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72	Adjust Saturday and Sunday headway from 30 to 60 mins. The leg to Miller Square would be discontinued although adding a spur to the 72 St leg would be examined.	Currently interlined with Route 37 on weekends.	Approximately 1,900 riders each day will have longer waits.	7,10,11		(1,400)	(30,700)	(\$165,725)
73	Adjust midday headway from 30 to 40 mins.	Below average route on weekdays.	2,700 boardings per day.	6,7,12,13	(2)	(3,100)	(66,900)	(\$403,571)
91	Adjust peak headway from 30 to 60 mins.	Below average route; most of the alignment is also served by Route 99.	Approximately 1,300 riders per day will have longer waits.	1,2,4,12,13	(3)	(3,800)	(57,200)	(\$424,098)
93	Adjust peak headway from 15 to 20 mins	Average route but provides faster service on Biscayne Blvd. Optional service with Route 3.	Approx 1,700 peak weekday boardings. Truncation at Omni also being considered which could reduce ridership so that crowding from less service is minimal.	2,3,4,5	(2)	(3,800)	(46,200)	(\$367,829)
95	Reduce the number of trips to downtown and the Civic Center by 20%.	Although most trips have a seated capacity, there still is standing capacity available. Productivity measures are well below average although there are reasons for this.	1,950 boardings per day. MDT commuter service are showing ridership increases including Rt. 95. This route also is the transit component for the I-95 Managed Lanes project and reducing service could be an issue to FDOT and FTA	1,2,3,4,5,6,7,12,13	(4)	(4,100)	(97,000)	(\$588,988)
137	Adjust midday headway from 30 to 45 mins.	Below average route but partially due to average trip length is longer than most routes.	2,100 boardings per day.	8,9,10,11,12	(3)	(4,600)	(80,000)	(\$536,094)
B	Adjust midday headway from 30 to 60 mins.	Capacity available in the midday as current load factor is 40%. Most of the route's ridership is during the peak.	Approx. 400 weekday midday boardings. Increases wait time for midday riders which includes tourists to Key Biscayne.	5,7		(1,500)	(27,600)	(\$160,149)
E	Adjust weekend headway from 45 to 60 mins.	Below average route on weekends. Most of the alignment has alternative service. Note: PMC has identified this Route E as an important feeder for Metrorail North Corridor.	Approx. 650 riders per weekend day would be impacted.			(1,000)	(13,600)	(\$90,974)

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H	Adjust midday headway from 20 to 30 mins.	Average route. Midday load factor is 60%. Alternative service on Collins Av.	Top 17 route. Approx 1,900 midday boardings. Possible overcrowding depending on level of service remaining on Miami Beach.	2,4,5		(6,100)	(67,300)	(\$503,420)
K	Adjust weekday headway from 20 to 30 mins.	Average route on Miami Beach. About 60% of the alignment has alternative service.	Approx 2,300 weekday boardings. Route K had a 15 min. headway just a year ago. Possible overcrowding depending on level of service remaining on Miami Beach.	3,4,5	(3)	(10,700)	(133,100)	(\$992,796)
M	Adjust peak headway from 30 to 60 mins and midday from 45 to 60 mins.	Route meets standards but is well below average. Alternative service available for the Beach segment of the route.	Approx 1,300 weekday boardings. Minimal service remaining for route serving Mt. Sinai Hosp. and the Health District.	3,4,5	(3)	(6,100)	(60,600)	(\$541,613)
248	Adjust peak headway from 15 to 20 mins	Saves a bus with minimal change in headway.	Approx 375 weekday boardings. Distributor route from Metrorail. DDA recently requested expansion of this route.	5,7	(1)	(1,500)	(9,000)	(\$119,034)
252	Adjust midday headway from 30 to 60 mins.	Route is well below average. Midday average passenger load is 20.	Approx. 750 weekday boardings. Reduces bus service to Metrozoo as Rt. 252 is the only route to that facility.	7,8,9,11		(3,100)	(42,800)	(\$284,125)
			<b>SUBTOTAL</b>		<b>(37)</b>	<b>(102,770)</b>	<b>(1,392,600)</b>	<b>(\$10,075,623)</b>