

## 28.1 MILLION MILE SYSTEM

## ROUTE ELIMINATIONS

Route	Service Description	Reason(s)	Impact on Boardings / Community	Commission Districts	Weekday PYR	Rev Hours / Year	Rev Miles / Year	Estimated Annual Cost
1	Discontinue entire route	Below average route. Segment on Busway duplicates several other routes.	1,800 boardings per day. Parts of South Miami Heights and Cutler Bay would have no alternative service.	7,8,9	(5)	(22,410)	(262,000)	(\$2,390,279)
6	Discontinue entire route	Below average route. More than half the route is within walking distance of another route.	1,100 boardings per day. High level of senior ridership. Removes service from NW 28/29 St. in Wynwood, Grapeland Heights, SW 32 Avenue, and Bird Av. in Coconut Grove.	3,5,6,7	(3)	(10,168)	(112,700)	(\$1,084,295)
29	Discontinue entire route	Below average route. Most of the route is covered by other MDT routes, Hialeah Transit Service, and Conchita Jitney.	1,200 boardings per day. High level of senior ridership in Hialeah. Eliminates MDT service to Palmetto Hospital and W. 29 Street in Hialeah.	1,6,12,13	(3)	(12,814)	(145,100)	(\$1,350,659)
42	Discontinue entire route	Route has below average ridership productivity. Busiest portion of route on 42 Av. between Airport and Douglas Road Station duplicates Route J. Also Hialeah Transit System provides alternative on E. 8 Av.	1,500 boardings per day. Discontinues LeJeune Rd. crosstown, portion of LeJeune in Hialeah and parts of Opa-locka would have no alternative service.	1,6,7,13	(8)	(27,968)	(381,000)	(\$2,707,080)
48	Discontinue entire route	Below average performance. Some riders could use Metrorail as an alternative.	700 boardings per day. South Bayshore Drive and some streets in Coral Gables would have no alternative service. Also affects employees and visitors travelling to Mercy Hospital.	5,7	(3)	(9,537)	(102,400)	(\$838,028)
56	Discontinue entire route	Route is below average	900 boardings per day. Eliminates transit service on Miller Rd. creating a two mile gap in east-west service in west Dade. Eliminates service to Children's Hosp. and would also affect riders travelling to MDCC-Kendall, Univ. of Miami, and Doctor's Hospital.	6,7,8,10,11	(6)	(20,163)	(313,700)	(\$2,084,681)
57	Discontinue entire route	Route is below average	800 boardings per day. Removes 57 Avenue crosstown service although day workers travelling to Pinecrest would be most affected. Other major destinations impacted are Coral Reef Hospital, South Miami, and the Airport.	6,7,8	(5)	(13,214)	(185,000)	(\$1,319,927)

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73	Discontinue weekend service	Route is below average on weekends.	1,200 boardings on Saturday and 700 on Sunday. Nearly the entire alignment would have <u>no</u> alternative weekend service including Milam Dairy Rd. and Ludlam Road in Hialeah/Miami Lakes.	6,7,12,13	(5)	(33,465)	(74,275)	(\$1,891,845)
75	Discontinue weekend service	Does not meet standards on Sunday. Below average route on Saturday. Alternative service 1/2 mile away along much of route.	1,000 Saturday boardings and 400 Sunday boardings. Serves areas along NW 175 St. with higher than average transit dependency such as Carol City and Norwood.	1,2,3,4,13	(3)	(3,900)	(55,277)	(\$541,451)
91	Discontinue weekend service	Route is below average on weekends. Alternative service on most of alignment with Route 99.	550 boardings impacted per weekend day. About 200 would not have alternative service. No weekend service will be available in Northwest Dade west of 47 Av.	1,2,4,12,13		(4,200)	(66,200)	(\$411,964)
R	Discontinue entire route	Route is below average	500 boardings per day. Serves Alton Road residential areas with no alternative service. High senior ridership level. Affects access to Mt. Sinai Hospital.	4,5	(3)	(6,673)	(81,000)	(\$635,219)
224 Coral Way MAX	Discontinue entire route	Below average route. Alternative service with local Route 24.	400 boardings per day. No alternative service on Coral Way west of SW 137 Av. All others can use Route 24 although trip to downtown may take an extra 30 mins.	6,7,10,11	(4)	(5,095)	(67,900)	(\$539,248)
238	Discontinue entire route	Route is below average. More than half the route is within walking distance of another route.	700 boardings per day mostly work trips. Discontinues transit service to Blue Lagoon, MIA Cargo area, and NW 25 St. Removes direct connection from Earlington Heights Metrorail to MIA and Tri-Rail.	3,5,6,12	(5)	(14,272)	(238,500)	(\$1,544,853)
240	Discontinue entire route	Route is below average. Alternative service available with Route 40	400 boardings per day. Alternative service available but trip times may increase by up to 30 minutes.	7,10,11	(5)	(8,007)	(122,600)	(\$873,911)
243 Seaport Shuttle	Discontinue entire route	Route is below average	170 boardings per day. <u>No</u> alternative service to the Seaport.	5	(2)	(3,392)	(33,500)	(\$307,185)
246 Night Owl	Discontinue entire route	Route is below average. Alternative service available for this overnight route on Miami Beach segment with Route S.	500 boardings per day between 12 midnight and 6:00 a.m. No alternative overnight service for nearly half of the route which is on the mainland.	1,2,3,4,5		(13,040)	(150,100)	(\$1,096,668)

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267 Ludlam MAX	Discontinue entire route	Below average route. Alternative service along much of the alignment with Rt. 73.	500 boardings per day. North of Miami Lakes, riders would need to transfer. Increased travel time for riders going to Metrorail.	12,13	(4)	(6,291)	(71,800)	(\$607,370)
287	Discontinue entire route	Below average route. Segment on Busway duplicates several other routes.	500 boardings per day. Although other routes are on the Busway, Saga bay and parts of Palmetto Bay would have no alternative service.	7,8,9	(3)	(5,029)	(80,700)	(\$558,230)
			<b>SUBTOTAL</b>		(67)	(219,638)	(2,543,752)	(\$19,868,082)