

28.1 MILLION MILE SYSTEM
ROUTE RESTRUCTURING

| Route | Service Description | Reason(s) | Impact on Boardings / Community | Commission Districts | Weekday PVR | Rev. Hours / Year | Rev Miles / Year | Estimated Annual Cost |
|-------|---|---|--|----------------------|-------------|-------------------|------------------|-----------------------|
| 2 | Discontinue segment from NW 84 St. to 163 Mall | Low ridership segment with less than five riders per trip. Much of the segment has alternative service within 1/2 mile. | Approx. 150 riders per day impacted. Area being served is single family homes. Direct connection from NW 2 Av. to 163 St. Mall would be discontinued. | 2,3,4,5 | (1) | (3,600) | (62,400) | (\$391,803) |
| 3 | Remove Turnberry Loop on all trips | Aventura municipal circulator provides service on the Turnberry loop. Rt. E could be realigned to serve area as well. | About 400 riders would be impacted mostly those travelling to work. The Aventura circulator does not stop near the MDT stop at the Mall which will require a few minutes walk for transferring riders. | 2,3,4,5 | (1) | (4,100) | (87,200) | (\$496,510) |
| 7 | Discontinue spur to NW 42 Ct. and 18 St. | Low ridership that does not meet planning standards. Inconsistent with grid network. | Ridership would have no access to bus service due to configuration to LeJeune Rd. | 3,5,6,7,10,12 | | 0 | (18,800) | (\$61,852) |
| 8 | Truncate all trips at Brickell Mover Station | Duplicates Metromover between Brickell and CBD. | Top 17 route. 2,100 passengers per day would be required to transfer at Brickell Metromover resulting in a longer trip. Metromover may have capacity problems. | 5,6,7,10,11 | (1) | (8,500) | (56,700) | (\$599,577) |
| 12 | Remove Civic Center loop, stay on NW 12 Av. | City of Miami intends on implementing the Health District circulator by the end of 2008. | An estimated 600 boardings would be affected. These riders would have to transfer to the Health District Circulator. There is a reasonable chance that the Circulator would commence after the lineup. | 2,3,5,7 | | (800) | (41,400) | (\$173,190) |
| 16 | Truncate all trips at Omni Mover station | Duplicates Metromover between Omni and CBD. | 1,200 passengers per day would be required to transfer resulting in a longer trip. Metromover may have capacity problems. | 2,3,4,5 | (1) | (7,700) | (58,300) | (\$567,857) |
| 21 | Discontinue 79 St. to 167 St. segment | Duplicates Routes 27 and 27 Av. MAX. | 140 riders per day would be impacted. Those riders travelling on alternative service would have 1/4 mile walk to the North Dade Health Center and cross NW 27 Av. | 1,2,3,5 | (1) | (3,800) | (54,000) | (\$373,413) |
| 22 | Discontinue segment between Flagler St. and Grove Sts | Low ridership route segment with an average of 8 riders per trip on this segment. | About 350 boardings per day. No alternative service within 1/2 mile of SW 22 Av. | 1,2,3,4,5,7 | (2) | (6,600) | (74,100) | (\$398,310) |
| 24 | Truncate all trips at Brickell Mover Station | Duplicates Metromover between Brickell and CBD. | Estimated 750 riders per day would be required to transfer at Brickell Metromover resulting in a longer trip. Metromover may have capacity issues. | 5,6,7,10,11 | (1) | (3,500) | (16,900) | (\$237,485) |

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| 36, 41 | Restructure both routes into a 36 St cross-town, delete Rt. 36 segment on Bisc. Blvd. to Omni, extend Koger branch to Dolphin Mall. Rt. 36 to Koger/Dolphin Mall would be every 20/40 mins. in the peak and 60 mins. offpeak. Rt. 36 to the Springs would continue hourly. On weekends, service would end at least operating every 60 mins. along with Springs branch. Rt. 36 service would be hourly to each branch. | Duplication of routes which could be restructured logically to better meet passenger needs more efficiently. Eliminates transfer between Rts. 36 and 41. Several routes available to transfer to on Biscayne Blvd. | Existing riders travelling to Omni will need to transfer. May impact on time performance as Rt. 36 will be longer. East end of line uncertain. | 2,3,6,12 | (2) | (6,600) | (61,300) | (\$516,952) |
| 40 | Delete University Lakes spur, short turn at 117 Av. | Segment north of Bird Road to SW 8 St. is mostly single-family residential and a trailer park. Data shows only two riders per trip. | 200 riders per day impacted. Some will have no service within one mile per trip. | 6,7,10,11 | (2) | (7,800) | (127,000) | (\$818,581) |
| 51 | Truncate at CBD Terminal instead of Omni | Duplicates Metromover between Omni and CBD. | 900 passengers per day. Alternative service available via Metromover, Biscayne Boulevard, and Miami Beach bound buses. | 3,5,6,7,10,11,12 | (1) | (4,000) | (31,700) | (\$309,292) |
| 54 | Turnback every other trip at the Okeechobee Station. Headway west of Okeechobee would vary from 40 to 60 mins. | Passenger load west of Okeechobee Station is 75% of the load east of the station. HTS and other MDT routes also provide alternative. | 800 passengers per weekday. Travel to the general area is still available utilizing Routes 33, or 73 weekdays or Route 33 on weekends. | 2,3,6,12,13 | (1) | (8,200) | (79,300) | (\$660,062) |
| 93 Biscayne MAX | Truncate all trips at Omni Mover station | Duplicates Metromover between Omni and CBD. | 1000 passengers per day would be required to transfer resulting in a longer trip. Metromover may have capacity problems. | 2,3,4,5 | (1) | (5,200) | (40,200) | (\$392,733) |
| 95X | Discontinue trips from Miami Av. or start feeder segment at NE 2 Av. and 183 St. | Low ridership on feeder segment; Routes 77 and BCT Route 18 provide alternative service. | 315 passengers per day. Parking at Golden Glades is already at capacity. Alternative service available via Rt 77. | 1,2,3,4,5,6,7,12,13 | | (1,100) | (16,800) | (\$106,125) |
| B | Truncate at Brickell Mover Station | Duplicates Metromover between Brickell and CBD. Offpeak service truncated in June 2008 lineup. | 400 passengers per day would be required to transfer to travel to and from the CBD. Offpeak service had been truncated in Jun. 2008. | 5,7 | (2) | (2,300) | (20,000) | (\$212,286) |
| E | Extend all trips to serve Turnberry on Country Club Dr. | Replaces service that would be deleted by the Route 3 realignment. | Less service than the Route 3 although Aventura Advantage also serves Turnberry. | | | | | |
| H | Truncate alternate trips at 165 St. Mall | Low ridership segment as average passenger load north of 163 St. Mall is 8. | About 300 passengers per day would have longer waiting time for trips which will continue to end from SkyLake. Many of the riders affected are senior citizens. | 2,3,8 | (1) | (5,300) | (74,250) | (\$509,360) |

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| H | Remove southbound loop around 163 St. Mall | Riders to 163 st. Mall can use two stops on NE 15 Av. | 130 riders per day currently use Route H at the bus stop on NE 163 St. These riders would need to walk to NE 15 Av. | 2,4,5 | (1) | (3,500) | (36,300) | (\$301,311) | |
| K | Truncate in the vicinity of 193 St. Collins | Segment through Golden Beach and Hallandale Beach has alternative service with B.C.T. | 200 passengers per day would need to transfer. A recovery zone near 193 Street has not been identified yet. | 3,4,5 | (1) | (700) | (56,900) | (\$236,951) | |
| L, 78 St MAX (Option 2) | Integrate this proposed 78 St. MAX with Rt. L. Adjust peak headway to 12 mins. with all trips to Lincoln Rd. Midday service would have alternating trips truncated at 71 St. and Collins. All weekend service would serve Lincoln Rd. Implement new 78 St. MAX in weekday peak only with 24 min. headway. | 78 St. MAX has PDCI funding and could create some efficiencies with Rt. L. adjustments. Riders on midday truncated trips could transfer to several Beach routes. Less chance of overcrowding. Overall peak headway on 78 St. with both routes would improve to about 9 minutes. Note, P.M.C. has identified this Route L as an important feeder for Metrorail North Corridor. | Up to 2,700 passengers per day would be impacted with longer wait times for Rt. L. to/from Lincoln Rd. or would transfer to Collins Av. routes. Less service at all non-MAX stops on Rt. L. in the peak vs. current operation. Capacity should mostly be adequate but midday service to Lincoln Rd. being reduced by 50%. | 2,6,13 | 2 | (1,170) | 4,400 | (\$5,786) | |
| M | Discontinue the loop south of 5th Street | Duplication with the South Beach Local and Route H. | 150 boardings per day would have to transfer. Discontinues direct service between South Beach south of 5th St. to the Civic Center/Health District. Rebecca Towers told that Route M would continue there when South Beach Local commenced. | 3,4,5 | | (300) | (19,500) | (\$78,024) | |
| 120 | Truncate all trips at Omni Mover station | Duplicates Metromover between Omni and CBD. | 750 passengers per day would be required to transfer resulting in a longer trip. Metromover may have capacity problems. | 3,4,5 | (1) | (5,000) | (41,700) | (\$388,422) | |
| 249 | Remove spur west of Douglas Road | Low ridership. Narrow streets makes turnaround difficult. | 10 passengers per day on this segment. Route 48 is the alternative if it's not discontinued. Otherwise these riders will have to walk to SW 37 Av. | 5,7 | | (330) | (29,200) | (\$111,324) | |
| SUBTOTAL | | | | | | (19) | (90,300) | (1,099,550) | (\$8,173,584) |