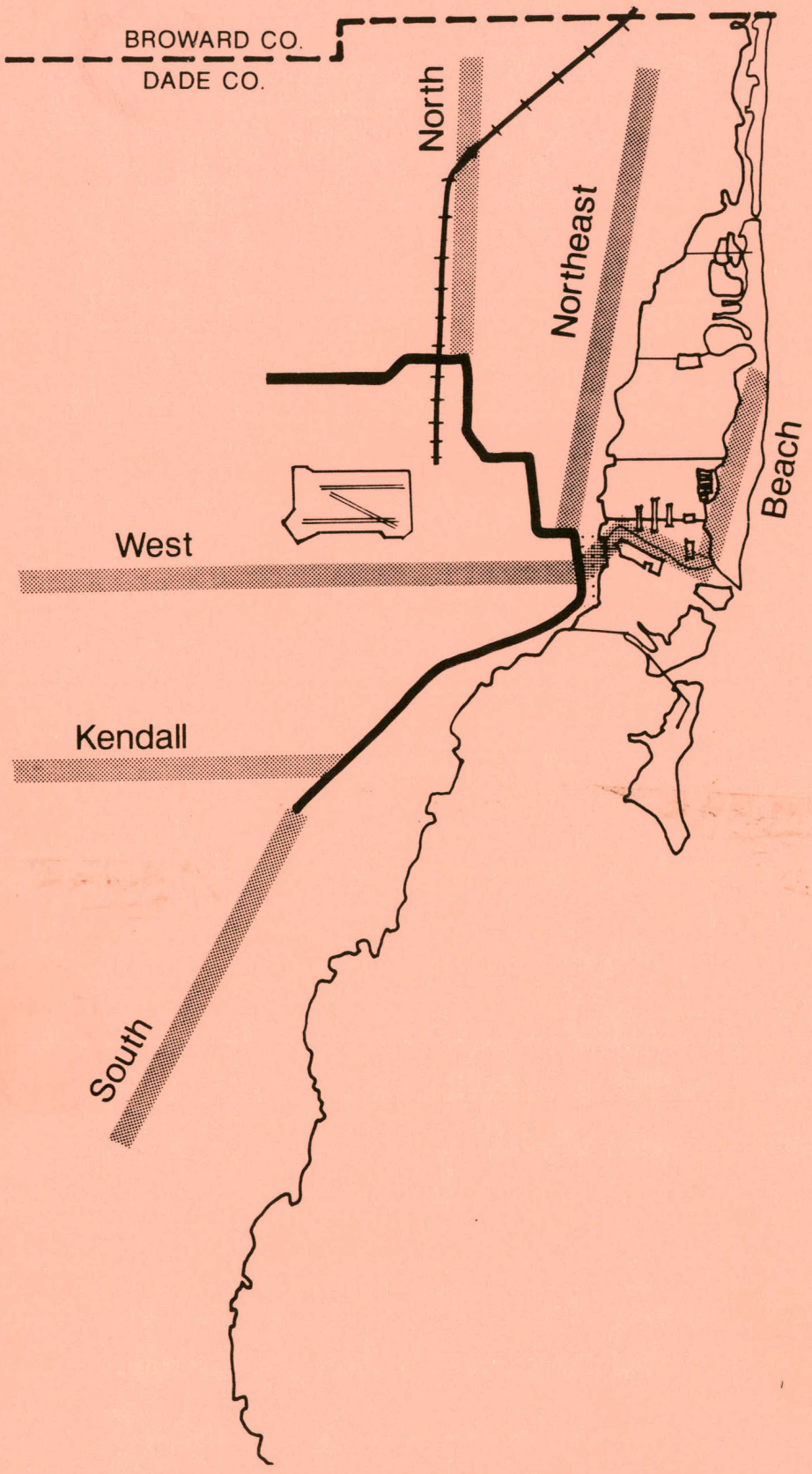

METRO-DADE

Dade County
Metropolitan Planning
Organization

Dade County Transit Corridors Transitional Analysis

Technical Memorandum Task 9:

Jitney Survey

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EXECUTIVE SUMMARY

The information contained in this report is based on observations of 368 jitneys operating within Metropolitan Dade County. 85 percent of all jitney activity occurs east of west 87th Avenue, south of north 103rd Street and north of S.W. 8th Street, with massive operations in Miami Beach. Within this area, jitney operators are providing thirty-eight separate routes, operating on a daily basis. Analysis of all the routes identifies 9 primary jitney corridors. 333 jitneys out of the total of 368 are operated by thirteen independent companies while the remaining 35 are owned and operated by individuals. It should be noted here that this is still a business in a flux. With operators coming and disappearing, and a continuing of companies merging, routes and frequencies are subject to constant refinement. The very nature, indeed the definition , of a jitney is that the route structures identified are so loosely adhered to, that, in most cases, they are impossible to define precisely. The vehicles in reality operate within a transit corridor, deviating from the main route of operation as demand dictates. Throughout this report, the word deviation is used to indicate non-adherence to the specific route structure defined. The identified vehicle has, however, been assumed to operate within the route structure's service area.

Nine primary jitney corridors have been identified. Four of these, running west/east are north 79th Street N.W. 7th Street, West Flagler Street and S.W. 8th Street. Of the west/east corridors, West Flagler Street has the highest frequencies during the course of the whole day. The remaining 5 primary jitney corridors running north/south are North Miami Avenue, N.E. 2nd Avenue, N.E. 6th Avenue, Biscayne Boulevard and Collins Avenue. Of these north/south corridors, N.E. 2nd Avenue is the most frequently served. With very few exceptions, all thirty-eight routes identified come in contact with the nine primary jitney corridors, creating a network that makes almost any area accessible.

Of the eighteen companies or associations observed, eleven operate between seven and seventeen jitneys, with the average being twelve. 92 percent of these operations are east of N.W. 42nd Avenue and in Miami Beach. Daily service is primarily along N.E. 2nd Avenue, North Miami Avenue, Biscayne Boulevard, Collins Avenue and north 79th Street.

Two of the eighteen companies own and operate 189 jitneys, or 51 percent of the total. These companies are Metro Jitney with 92 vehicles and Minibus Owners Association with 97 vehicles.

Metro Jitneys provide 82 percent of all the jitney service to West-Central Dade County along N.W. 7th Street, West Flagler Street and S.W. 8th Street, in addition, they operate two routes to Miami Beach, comprising 35 percent of service to that area.

Minibus Owners Association is more diverse than Metro Jitneys, operating along most of the primary jitney corridors. 95 percent of their service area covers North Miami Avenue, N.E. 2nd Avenue, Biscayne Boulevard, Collins Avenue and N.W./N.E. 79th Street.

In general, the north/south primary jitney corridors have much higher frequencies than the west/east corridors. N.E. 2nd Avenue is the most frequently served corridor of all, with an average headway of 2 minutes from 7:00 AM to 3:00 PM on the segments from the Central Business District to N.E. 119th Street. North of there, frequencies drop off rapidly. Comparable headways are found along Biscayne Boulevard between the Central Business District and N.E. 15th Street. From there north to Aventura Mall, headways are averaging 9 minutes throughout the day. Collins Avenue is another corridor with very high frequencies. Between 17th Street and 96th Street the composite average headways are 4 minutes from 7:00 AM to 10:00 AM and 5 minutes from 11:00 AM to 3:00 PM. North of 96th Street the average headway is 10 minutes.

Next in importance are North Miami Avenue and Street N.E. 6th Avenue. North Miami Avenue, between S.E. 1st Street and N.E. 125th Street, has an average headway of 8 minutes throughout the day. N.E. 6th Avenue averages 6 minutes between N.E. 125th Street and N.E. 163rd Street.

Of the primary west/east corridors, West Flagler Street, between the Central Business District and west 87th Avenue, has the most service, with headways averaging 4 minutes form 7:00 AM to 10:00 AM and 5 minutes from 11:00 AM to 3:00 PM. This corridor is almost exclusively served by Metro Jitneys. The same average headway are observed on north 79th Street between N.E. 6th Avenue and N.W. 27th Avenue, but this corridor is served by many operators.

There appears, generally, to be two obvious peaks in frequencies during the periods of observation. Between 8:00 AM and 9:00 AM and 12:30 PM and 2:00 PM. While the afternoon rush hour period was not surveyed, it is to be expected that similar peaks occur in that period.

It must be emphasized here, that while observations identified a total of 368 jitneys in operation, it cannot be assumed that they are all on the road every day and every minute of the day. A certain percentage will be out of service or on a lunch of coffee break.

In comparing average headways on a given route with the amount of Jitneys on that route, the assumption must be made that some operators work mornings while others work afternoons. Also, given the multitude of deviations, many operators could travel many more miles than the length of the route would indicate. It is estimated that a minimum of 350 vehicles are in operation at any given time.

Secondly, while a certain number of deviations were observed, there should automatically be assumed to be a number of unobserved deviations, where a jitney would not be observed as entering a certain segment. This could show a false headway. Given the large amount of trips observed, this should not, however, create very large errors in average headways.

While concerted efforts were made at approximating the head counts, it will not always be totally accurate. That would require actually riding every jitney every trip. What was observed, however, is an average occupancy at somewhere from 25 percent to 35 percent, indicating a capacity for larger ridership within the existing amount of service.

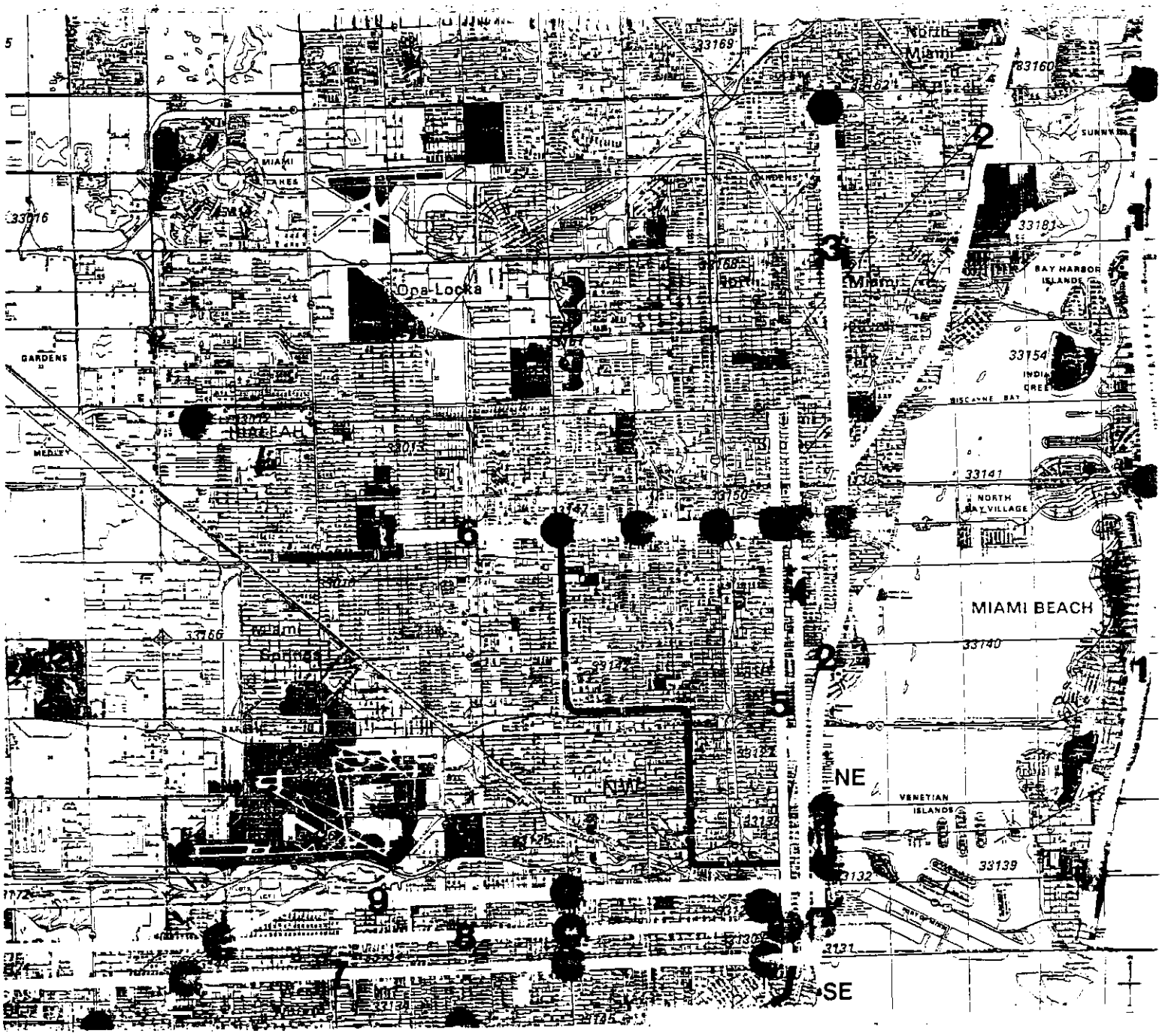
Finally; since the ridership could only be observed at the data collection points, it would be extremely difficult to pinpoint actual average daily ridership.

While the average jitney completes 9 round trips per day, and 368 jitneys were observed, one can conclude that a total of 3312 round trips take place per day.

It was estimated that the average jitney makes 9 stops per round trip, and picks up 1 passenger per stop. This would indicate a total average daily ridership of 29, 800. Given the amount of vehicle deviations, long unobserved distances and unaccounted for travel times, an upset limit figure could be closer to 50,000. Such a number could easily be computed with minor modifications to one's assumptions related to number of stops per round trip and number of passengers picked up per stop.

Location Map (See the following page)

LOCATION MAP



primary jitney corridor

data collection point ●

Primary Jitney Corridor Table - (See the following page)

JITNEY HEADWAYS
COMPOSITE HEADWAYS FOR OBSERVED OPERATORS AND SERVICES WITHIN NINE MAJOR JITNEY CORRIDORS

	CORRIDOR	BETWEEN	7:00 A.M. - 10:00 A.M.	11:00 A.M. - 3:00 P.M.
1	Collins Avenue	17 St. - 96 St.	4	5
1	Collins Avenue	96 St. - 163 St.	11	10
2	Biscayne Blvd.	S.E. 1 St.- N.E. 15 St.	2	3
2	Biscayne Blvd.	N.E. 15 St. - N.E. 200 St.	8	10
3	N.E. 6 Avenue	N.E. 125 St. - N.E. 163 St.	6	7
4	N.E. 2 Avenue	S.E. 1 St. - N.E. 119 St.	2	2
5	N. Miami Ave.	S.E. 1 St. - N.E. 125 St.	8	8
5	N. Miami Ave.	N.E. 125 St. - N.E. 140 St.	40	37
6	N.E./ N.W. 79 St.	79 Street Causeway	47	44
6	N.E./ N.W. 79 St.	N.E. 6 Ave - N.W. 27 Ave.	4	5
6	N.E./ N.W. 79 St.	N.W. 27 Ave. - N.W. 42 Ave.	6	9
7	S.W. 8 St.	S. Miami Ave- S.W. 82 Ave.	19	17
8	W. Flagler St.	Miami Ave. - S.W. 87 Ave.	5	4
9	N.W. 7 St.	N. Miami Ave.- S.W. 62 Ave.	29	31

Listing of Data Collection

	Location	Date of Data Collection
1.	SW 87th Ave. & SW 40th St.	March 31, 1992
2.	Ponce de Leon Blvd. & SW 40th St.	March 31, 1992
3.	SW 74th Ave. & SW 8th St.	March 31, 1992
4.	SW 27th Ave. & SW 8th St.	March 31, 1992
5.	SW 27th Ave. & W. Flagler St.	March 31, 1992
6.	NW 27th Ave. & NW 7th St.	March 31, 1992
7.	SW 2nd Ave. & W. Flagler St.	April 1, 1992
8.	N. Miami Ave. & E. Flagler St.	April 1, 1992
9.	Biscayne Blvd. & NE 17th St.	April 1, 1992
10.	Biscayne Blvd. & NE 13th St.	April 1, 1992
11.	NW 12th Ave. & NW 20th St.	April 1, 1992
12.	NE 6th Ave. & NE 79th St.	April 2, 1992
13.	Washing Ave. & Lincoln Rd.	April 2, 1992
14.	Collins Ave. & 71st St.	April 2, 1992
15.	Biscayne Blvd. & E. Flagler St.	April 2, 1992
16.	NW 17th Ave. & NW 79th St.	April 8, 1992
17.	NW 27th Ave. & NW 79th St.	April 8, 1992
18.	SW 67th Ave. & W. Flagler St.	April 9, 1992
19.	NE 2nd Ave. & NE 79th St.	April 9, 1992
20.	N. Miami Ave. & NE 79th St.	April 9, 1992

21.	Collins Ave. & 189th St.	April 9, 1992
22.	Biscayne Blvd. & SE 1st St.	April 14, 1992
23.	NW 72nd Ave. & NW 103 St.	April 14, 1992
24.	Biscayne Blvd. & NE 12th St.	April 15, 1992
25.	NW 7th Ave. & NW 79th St.	April 16, 1992
26.	NE 6th Ave. & NE 163rd St.	April 16, 1992

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1. INTRODUCTION

1. INTRODUCTION

1.1 Purpose

The purpose of the Dade County Transit Corridor Transitional Analysis, is to study the potential for future transit improvements in several corridors of the County.

In recognition of the increasing role of the jitneys in meeting the mobility needs of the County, the transitional analysis is incorporating the transit service characteristics of the jitneys into the regional travel demand model.

To support this effort, and inventory of existing jitney service routes and their respective frequencies was undertaken. This report documents the survey methodology and the conclusions. It should be noted that due to the nature of the jitney operations, the conditions and routes at the time of the survey may not necessarily be the same at some future time period.

2. METHOD OF DATA COLLECTION

2. METHODS OF DATA COLLECTION

2.1 Description of Methodology

Existing jitney route maps, that had previously been compiled, were obtained from Metro-Dade Transit Agency (MDTA) and the Metropolitan Planning Organization (MPO). These route maps were the result of either the Florida Transit Association Minibus Study or the Jitney Task Force report prepared by MDTA. The maps produced by both of these studies required updating, and represented only a portion of the jitney service routes operating in Metro Dade. These maps did, however, provide an overview of the general service areas the foundation for initial data collection.

To maximize the efficiency of the data collection effort, the collection locations (checkpoints) were chosen at street corners where routes either intersected or ran concurrently. Twenty eight check points were identified and used. Field teams of one or two persons were stationed at a checkpoint for the collection period. Data was recorded each time a jitney passed the check point.

The data necessary for this analysis was collected on March 31st, April 1st,2nd,8th,9th,14th,15th and 16th, 1992. Data was collected from 7:00 AM to 10:00 AM and from 11:00 AM to 3:00 PM. These periods were anticipated to be the peak and off-peak periods.

2.2. Data Collection Sheet

The data collection sheet consisted of the columns described below.

Vehicle Identification

In the majority of the jitneys, the operator's name was visible and could be recorded. When no name of the operator was visible, the color of the jitney was recorded.

Vehicle Identification or License Plate Number

Most of the operators had a jitney identification system using unique identification number. In the event that no vehicle identification number was displayed, the jitney's license plate number was recorded.

Head Count

An approximate count of the passengers aboard each jitney was made as the jitney passed the check point. When a passenger count was not possible due to tinted windows, a "T" was recorded.

On Street or Avenue

The street or avenue that the jitney was traveling on as it approached the checkpoint.

Direction of Approach

Direction that the jitney was traveling while approaching the checkpoint.

Time

The time at which the jitney passed the checkpoint.

Departure Travel Path

If the jitney departed the checkpoint on the same street that it approached, this column was not used. If, however, it changed heading at or near the checkpoint, the street or avenue onto which it turned was recorded.

Direction of Departure

This column was used only in conjunction with departure travel path column to indicate which compass direction was chosen.

3. METHOD OF ANALYSIS

3. METHOD OF ANALYSIS

3.1 Description of Methodology

The field survey data was compiled into a single database which is of the same format as the data collection sheets. The data were compiled through a REFLEX database management system. The analysis was conducted as described below.

The jitney records were arranged in chronological order and analyzed to determine its route. Jitneys of the same operator with the same route were then analyzed together to determine the route headway. It was generally found that route headway was not consistent throughout the route, so each route was broken into segments.

Segment lengths and end points were based on checkpoint locations, average driving time between checkpoints and observed route deviation points. Jitneys have route segments on either one or both sides of the street. (A jitney generally traveled along segments in one direction if the route consisted of a loop, or in both directions if the route had turnaround points)

Inbound and outbound are terms that were applied to each jitney route for each segment traveled. General vehicle motion towards the C.B.D or the major destination was termed inbound travel, while vehicle motion away from the C.B.D was termed outbound. Arrows indicate direction of movement where the two bounds traveled different streets or in a loop.

The above procedure resulted in route maps and headway tables. The numbers indicate the total jitney traffic per hour for the periods observed. The tables and maps were then used to calculate average headway, peak headway and average percentage of deviation from the normal route for each route observed.

4. ROUTE SUMMARIES

4. ROUTE SUMMARIES

Conchita Jitneys

Conchita Jitneys is primarily a Hialeah company. They operate two routes; one which is a Hialeah local meandering within and around Hialeah. The other provides service from Hialeah to North Miami and Miami Beach. Conchita operates seven jitneys, the majority of which services route 2. Conchita jitneys were rarely seen Downtown. They are, however, the major operator in Hialeah.

Route 1

Conchita Jitneys route 1 is a mainly local Hialeah route, using the Hialeah Metrorail Station as its southern most point. With a brief loop south to E 5 Street., it runs basically N.W. to Westland Mall and then proceeds to meander N.E. to its northerly turn around point at N.W. 57 Avenue and N.W. 160 Street.

The frequency of this route increases systematically as the morning progresses. At 7:00 AM, the headway was 80 minutes, while it had reached 20 minutes by 10:00 AM. After 10:00 AM, the headway stabilized at 22 minutes, and remained there through 3:00 PM. Jitneys deviated from their basic route during 25 percent of the trips observed. The majority of these deviations were brief excursions to discharge passengers, after which the deviant jitneys return to their usual route.

Route 2

Conchita Jitneys route 2, provides service from east-central Hialeah to South Miami Beach by way of N.W./N.E. 79 Street. Once on Miami Beach, jitneys travel primarily on Collins Avenue and Washington Avenue.

Headway during the morning was very consistent, averaging 51 minutes from 7:00 AM to 10:00 AM. Average headway from 11:00 AM to 3:00 PM was 86 minutes. Deviations were difficult to assess due to the low frequencies. However, they averaged 19 percent during the morning peak period.

Dade Jitneys

Dade jitneys operates twelve vehicles along two routes. Both routes cover, basically, the territory from the N.W. 95 Street/N.W. 27 Avenue area to the C.B.D.

Route 1

From the C.B.D., route 1 runs through Overtown and Allapattah, terminating in Northwestern Miami. Both bounds follow the same route, a continuing turning north then west, with a loop at each terminus.

Jitneys maintained an average headway of 32 minutes from 7:00 AM to 10:00 AM without any substantial fluctuations. Between 10:00 AM and 12:00 Noon, the headway decreased to approximately 20 minutes. From 12:00 Noon to 3:00 PM headway averaged between 18 minutes and 20 minutes.

Deviation along route 1 was negligible, except for a segment between N.W. 17 Avenue and N.W. 79 Street. Along this segment, both outbound and inbound jitneys deviated about 40 percent of time. It is believed they were either picking up or discharging passengers. Jitneys usually returned to their normal route within 8 blocks of where they diverted.

Route 2

From the C.B.D., route 2 runs north on N.W. 2 Avenue to N.W. 54 Street, then west to N.W. 22 Avenue, then north to N.W. 95 Street, then west to N.W. 27 Avenue then north, terminating at N.W. 103 Street. After a turnaround, the inbound route follows the same path.

During the morning peak period, service appeared to occur only on N.W. 54 Street and south from there at headway averaging 150 minutes. From 11:00 AM to 3:00 PM frequency had picked up to an average headway of 21 to 23 minutes.

Interestingly, the segments north of N.W. 79 Street were averaging headways of 46 minutes for most of the afternoon. This discrepancy is attributable to the fact that some jitneys regularly terminated their outbound trips at the intersection of N.W. 22 Avenue and N.W. 79 Street before beginning their inbound trips.

Dolphin Jitneys

This is a small company, operating five jitneys along only one route. The one route, however, is very long and covers part of three of the nine corridors identified on the location map.

Route 1

From the C.B.D., route 1 travels directly to Miami Beach via the Mac Arthur Causeway. Using Washington Avenue and Collins Avenue, the jitneys travel north to 74 Street, then turn West and continue via the 79 Street Causeway to N.W. 42 Avenue. Inbound travel covers the same basic route, with the exception of a loop around the Omni area and south on N.E. 2 Avenue into a loop around the C.B.D.

Due to only five jitneys covering this long route frequencies would be expected to be low and they were. From 7:00 AM to 10:00 AM, the headway averaged 58 minutes. From 10:00 AM to 3:00 PM the headway increased to approximately 110 minutes. During the afternoon 45 percent of this route's activity occurred along the Miami Beach segments. Deviation was fairly stable throughout the day at about 20 percent.

Fantasy Minibus

This company operates twelve jitneys over two routes. Both routes cover essentially the same area of Dade County. Beginning in the Downtown area, one goes to the 163 Street Mall, the other to Aventura Mall.

Route 1

From a loop in the C.B.D. this route travels north, mostly on N.E. 2 Avenue, then on West Dixie Highway to N.E. 6 Avenue, terminating at the 163 Street Mall. The inbound route follows the same path.

Morning service appeared steady with headways of 30 minutes from 7:00 AM to 10:00 AM. After that time, frequency dropped slightly, with headway remaining fairly steady at 36 minutes through 3:00 PM.

Jitneys deviated from their route approximately 20 percent of the time in both bounds. The intersection of N.E. 2 Avenue and N.E. 79 Street, appeared to be the major point where many of these deviations originated. Of the total number of deviations, 46 percent resulted in Jitneys traveling along N.E./N.W. 79 Street. It would appear that these aberrations were almost an extension of the route, except that they were sporadic and of no specific length.

Additionally it appeared that many jitneys did not go to the terminus of the route. Only 62 percent of the outbound trips actually made it all the way to the 163 Street Mall; the remaining 38 percent turned around between N.E. 100 Street and N.E. 140 Street.

Route 2

Originating with a loop in the C.B.D., this route proceeds north along N.E. 2 Avenue. Jutting east to N.E. 6 Avenue it continues north to N.E. 163 Street. After a major stop at the 163 Street Mall it continues north on N.E. 10 Avenue to Miami Gardens Drive, where it turns east to Aventura Mall; its northern terminus. The inbound trip follows the same route. From 7:00 AM to 10:00 AM the average headway was 34 minutes, with a noticeable drop to 20 minutes from 8:00 AM to 9:00 AM. The average headway from 10:00 AM to 3:00 PM was 65 minutes, increasing to 72 minutes by 3:00 PM.

Deviations from the basic route averaged a fairly low 14 percent of daily trips.

Florida Minibus

This company operates five jitneys on one route, basically from Downtown to the 163 Street Mall.

Route 1

With a brief loop in the C.B.D, this route proceeds north on N.E. 2 Avenue to N.E. 119 Street. Then, via West Dixie Highway, East to N.E. 6 Avenue, then North, terminating at the 163 Street Mall.

Frequency of service appeared to change constantly. Headway averaged 44 minutes from 7:00 AM to 9:00 AM, 30 minutes from 9:00 AM to 11:00 AM, 20 minutes from 11:00 AM to 12:00 Noon, then a gradual decrease until a headway of 48 minutes was reached by 3:00 PM.

Jitneys deviated at N.E. 2 Avenue and N.E. 79 Street about 30 percent of the time. The time spent on N.E. 79 Street was usually of short duration. South of N.E. 12 Street, there were deviations 35 percent of the time, indicating the basic loop in the C.B.D. only loosely followed.

King Jitneys

King Jitneys is an operator local to the northwest area of Miami. Service is provided along two routes both of which connect this area with the downtown area along secondary jitneys corridors. Aside from the downtown area the only other commercial area serviced by this company is NW 79 Street between North Miami Avenue and NW 42 Avenue.

Route 1

Route 1 consists of a small downtown loop in the C.B.D., the southeast corner of which is located at the intersection of N. Miami Avenue and NW 1 Street. From here the route runs North and West until reaching the intersection of NW 2 Avenue and N.W. 5 Street at which point it heads due north along NW 2 Avenue. The route continues to the northwest at NW 14 Street until it reaches NW 7 Avenue. The majority of the route's North and South travel is on NW 7 Avenue. The northernmost leg of the route runs east and west along NW 79 Street between N. Miami Avenue and NW 42 Avenue, with a loop on N.W. 2 Avenue outbound and N.W. 10 Avenue inbound.

When observation commenced at 7:00 AM route 1 jitneys were providing an average headway of 45 minutes. By 9:00 AM this average had decreased to 20 minutes which was maintained for only the next hour. This hour from 9:00 AM to 10:00 AM, marked the day's peak activity. After which the headway steadily increased from 45 minutes between 11:00 AM and 1:00 PM to 96 minutes between 1:00 PM and 3:00 PM. Deviations from route 1 occurred nonsystematically during 20 percent of the route's daily activity.

Route 2

King Jitneys route 2 is very similar to route 1. In fact, except for the northernmost third the routes are identical. The differences start from the intersection of NW 7 Avenue with NW 62 Street. At this intersection route 2 jitneys were found to travel west along NW 62 Street to NW 22 Avenue. From this intersection they took one more step to the northwest along NW 22 Avenue and NW 79 Street. Inbound travel commenced at the intersection of NW 27 Avenue with NW 79 Street. Inbound travel returned to the C.B.D. along the same path.

There was a peak period in the morning between 8:00 AM and 9:00 AM when jitneys reached 20 minute intervals and one in the afternoon between 12:00 PM and 1:00 PM when jitneys reached 18 minute intervals. Just after 2:00 PM jitneys activity began tapering off. By 3:00 PM the route had a headway of 51 minutes which appeared to be continually increasing. Deviations occurred nonsystematically over the route during 30 percent of the day's trips.

Liberty City Jitneys

Liberty City jitneys operate fifteen jitneys along three very similar routes. As the company's name implies, the service is provided in the vicinity of Liberty City as well as the nearby communities of Glenwood Heights and Allapattah. Liberty City

jitneys is basically a local operator, connecting its service area with Downtown, and staying off most of the primary corridors.

At the northern end of its service area, the jitneys travel various loops in various directions, so as to blur the distinction between regular routes and deviations.

Route 1

The southern end of route 1 in the C.B.D. commences with a loop between N.W. 1 Street and N.W. 5 Street. Outbound travel is in steps north and west until reaching the intersection of N.W. 22 Avenue and N.W. 95 Street. From there, inbound trips commence eastbound on N.W. 95 Street, turning south at N.W. 17 Avenue to complete the loop and pick up the same route as outbound. Between 7:00 AM and 10:00 AM, jitneys maintained an average headway of 27 minutes. The mornings activity peaked between 8:00 AM and 9:00 AM with a headway of 16 minutes. From 11:00 AM to 3:00 PM, the average headway remained fairly stable at 25 minutes. Deviation were relatively low except at the northern third of the route. From the intersection of N.W. 54 Street and N.W. 17 Avenue, jitneys were observed deviating during 36 percent of their outbound trips. 90 percent of these deviations resulted in jitneys traveling the loop in the opposite direction of normal.

Route 2

This route essentially covers the same territory, running on slightly different streets. The main functional difference is the substantially larger loop in the north end, reaching up to N.W. 135 Street. Not until N.W. 54 Street, does the inbound trip meet up with the outbound. As such, a very large percentage of this route consists of loops.

Morning frequency was fairly low between 7:00 AM to 10:00 AM, with headways averaging 53 minutes, decreasing to 30 minutes between 10:00 AM and 11:00 AM and finally to 20 minutes from 12:00 Noon to 1:00 PM. From 2:00 PM to 3:00 PM, headways of 36 minutes were observed.

Deviations from the route occurred randomly during the course of the day, averaging 18 percent of total trips.

Route 3

This route is the same as route 2, except that the large northern loop runs counterclockwise. Where route 2 runs north on N.W. 22 Avenue, east on N.W. 135 Street and south on N.W. 17 Avenue, this route does the opposite. On average the morning headway was 53 minutes.

Between 12:00 Noon and 2:00 PM headway dropped to 18 minutes, settling in at 40 minutes by 3:00 PM. Deviations averaged 30 percent of trips observed, mainly in the area of N.W. 54 Street and N.W. 17 Avenue.

Marcello Jitneys

Marcello Jitneys operates three routes all of which are based along N. Miami Avenue. Service ranges from Flagler Street downtown, to NE 140 Street. Marcello Jitneys primarily provides North Miami residents with access to and from the city of Miami. Operating eleven jitneys, this company falls somewhere in the middle of the size range of jitneys operators.

Route 1

Marcello Jitneys route 1 runs basically on N. Miami Avenue. Transportation is provided between the C.B.D. and NE 140 Street throughout the entire day. Service frequency along route 1 was sporadic before 8:00 AM. Between 8:00 AM and 10:00 AM jitneys had an average headway of 27 minutes. From 10:00 AM to 12:00 Noon the morning average rose slightly to 32 minutes. The afternoon activity peaked from 12:00 Noon to 2:00 PM with a headway of 21 minutes which rose to 32 minutes . There did not appear to be a tapering of the frequency around 3:00 PM. Deviations were observed only along the extreme north and south segments of the route. At the northern end of the route 97 percent of the outbound jitneys began their inbound trips no further north than NE 125 Street. At the southern end of the route,(within the C.B.D.) 60 percent of all of the trips were found to deviate, to one extent or another.

Route 2

Route 2 deviates from route 1 only for a length of nine blocks. Between NE 75 Street and NE 84 Street, jitneys moved from N. Miami Avenue to NE 1 Avenue on both their inbound and outbound trips. On either side of this segment, service was provided predominantly on N. Miami Avenue.

The morning headway from 7:00 AM until 10:00 AM averaged 42 minutes. There was a peak within this period from 8:00 AM to 9:00 AM, during which the headway fell to 30 minutes. After 11:00 AM the average headway rose slightly to 48 minutes. However, there was another peak during the afternoon this one from 12:00 Noon to 2:00 PM with a headway of 29 minutes. Very few deviations were found along the entire route.

Route 3

Marcello jitneys route 3 is very similar to route 2. It moves east to N.E. 2 Avenue from N.E. 46 Street to N.E. 125 Street, then back to N. Miami Avenue for the duration.

From 7:00 AM to 9:00 AM jitneys were maintaining a headway of 53 minutes. Just after 9:00 AM the frequency began dropping steadily. By 1:00 PM service along route 3 had ceased.

Metro Jitneys

Metro Jitneys accounts for 25 percent of the entire jitney services daily activity. They operate 92 jitneys on seven unique routes, all of which are within Metropolitan Dade County, and most of which partly uses the primary corridors. One half of Metro's jitneys operate between the C.B.D and west Miami, primarily along SW 8 Street, W. Flagler Street and NW 7 Street. While the remaining 46 jitneys operate between the C.B.D. and North Miami, Miami Beach and Aventura Mall.

Route 1

Metro jitneys route 1 commences in the C.B.D. then travels west on W. Flagler Street to N.W. 87 Avenue. It then turns north to Fontainbleu Boulevard then west to N.W. 107 Avenue. It then loops north to Miami International Mall, back south all the way to West Flagler Street and north again to Fontainbleu Boulevard, from where it retraces its route back to the C.B.D., using S.W. 1 Street from S.W. 27 Avenue.

Eleven jitneys operate on this route. From 7:00 AM to 10:00 AM, the headway averaged 12 minutes, which dropped to 9 minutes between 8:00 AM and 9:00 AM. From 11:00 AM to 12:00 Noon, average headways were 16 minutes, dropping to 13 minutes from 12:00 Noon to 2:00 PM. By 3:00 PM, headway had increased to 26 minutes.

East of N.W. 27 Avenue, inbound jitneys deviated from their route about 25 percent of the time, using either S.W. 8 Street or N.W. 7 Street. Outbound jitneys were observed doing the same, about 25 percent of the time also. Although the percentage and segments covered are very similar, the deviations were random, with no detectable pattern. From west of N.W. 27 Avenue, there were very few deviations.

Route 1A

This route is the same as route 1 from the C.B.D. to S.W. 87 Avenue. From there the route loops south to S.W. 8 Street, east to S.W. 72 Avenue, then north to West Flagler Street before heading Downtown.

Nine jitneys cover this route from 7:00 AM to 8:00 AM, providing headways of 16 minutes. After adding another 3 jitneys, headways drop to 11 minutes till 10:00 AM. From 12:00 Noon to 2:00 PM, the average headways were just 8 minutes, increasing to 18 minutes by 3:00 PM.

Deviation had the same pattern and frequency as route 1.

Route 2

Metro Jitneys route 2 covers SW 8 Street between the C.B.D. and SW 87 Avenue. At SW 87 Avenue jitneys were found to head south to SW 22 Street and then west to the south campus of Florida International University (FIU). Inbound from FIU jitneys traveled east initially on SW 22 Street, but returned to SW 8 Street at S.W. 62 Avenue for the remainder of inbound travel.

From 7:00 AM to 10:00 AM route 2 jitneys maintained an average headway of 17 minutes. During which there were no peaks. Just after 10:00 AM this headway rose to 15 minutes, a level which was maintained through the afternoon. At the intersection of SW 8 Street with SW 62 Avenue, a substantial deviation occurred. Where as the convention was to continue heading west through this intersection, 45 percent of the outbound trips went south to SW 22 Street before continuing westward travel. Similarly, 45 percent of the inbound trips went north on SW 87 Avenue to SW 8 Street before beginning their inbound travel. In effect, 45 percent of the total number of trips traveled opposite to the convention while on this segment of the route. These deviations were not systematic by the same jitneys. Deviations along the remainder of the route occurred during only 11 percent of the day's trips.

Route 3

Metro's route 3 travels outbound from the C.B.D. westward along NW 7 Street. At NW 69 Avenue this route moves to W. Flagler Street and continues due west until just west of SR 826. After serving the Mall of the Americas, for the remainder of the outbound trip, jitneys travel northwest along Fontainbleu Boulevard. At NW 107 Avenue (at Miami International Mall) the inbound trip commences, following the same path back to the C.B.D.

When observations commenced at 7:00 AM jitneys were running at 51 minute intervals. By 8:00 AM that headway had changed to 26 minutes,attaining what would be the morning's average. There were no fluctuations from this average, until just after 10:00 AM when the frequency began to decrease. By 11:00 AM the headway leveled off at 31 minutes, which was maintained through 3:00 PM. Throughout the day, jitneys deviated randomly during 10 percent of the total number of trips begun.

Route 4

Route 4 is a route of segments which are operated exclusively by Metro. Utilizing NW/SW 27 Avenue as it's corridor, this route provides service between NW 36 Street and S. Bayshore Drive in Coconut Grove.

Three jitneys ran this route throughout the day providing two distinct frequency periods. From 7:00 AM to 10:00 AM there was a headway of 36 minutes on this route. During the 10:00 AM hour the morning's average increased to a 46 minute headway which was maintained through 3:00 PM.

Deviations along this route occurred primarily between NW 7 Street and SW 8 Street. 18 percent of the daily trips on this route veered slightly to the east or west while passing through this fifteen block segment. The primary cause of these deviations appeared to be to discharge passengers.

Route 5

Metro Jitneys provides frequent Miami Beach service along route 5. This route runs primarily along Collins Avenue between the C.B.D and Bal Harbor. Outbound from the city travel was initially on NE 2 Avenue looping around the back of the Omni Mall by way of NE 17 Street. Jitneys ran south along N. Bayshore Drive to the Mac Arthur Causeway. The Mac Arthur Causeway provided route 5 with access to and from Miami Beach. Upon reaching south Miami Beach, jitneys were consistently found to head north on Washington Avenue until it's intersection with Lincoln Road (17 Street). Jitneys traveled one block east on Lincoln Road to reach Collins Avenue, their primary north-south corridor. Inbound travel began within Bal Harbor usually around 96 Street.

With 19 jitneys serving this route, Metro Jitneys was able to maintin hedways of 16 minute from 7:00 AM to 8:00 AM, 12 minutes from 8:00 AM to 9:00 AM, 8 minutes from 9:00 AM to 2:00 PM and back up to 12 minutes through 3:00 PM. Consistently throughout the day, this route had an average deviation rate of 19 percent, which appeard to be at random; 45 percent of these deviations were caused by outbound trips using Alton Road and 55 percent of inbound trips using Alto Road.

Route 6

Metro route 6 is mostly the same as route 5 aside from the segments in the vicinity of the Omni Mall. Route 6 jitneys travel between E. Flagler Street and the Mac Arthur Causeway exclusively along Biscayne Boulevard. Of the total number of Metro's beach bound jitneys 59 percent adhere to route 6, the rest adhere to route 5.

Route 6 jitneys maintained an 11 minute headway between 7:00 AM and 10:00 AM with a slight peak from 8:00 AM to 9:00 AM of 9 minutes. Between 10:00 AM and 11:00 AM this average increased to 15 minutes which was maintained through 3:00 PM. There was not any distinguishable peak during the afternoon.

Deviations along Miami Beach segments occurred in the same manner and percentages as those occurring in route 5 segments. In addition, there appears a major deviation in 7 percent of the outbound trips in that they travel along 79 Street causeway, sometimes as far west as N.W. 27 Avenue. There also appears to be major deviations in the northern terminus of this route. Only 10 percent were observed to reach the designated turn-around point at 96 Street, while most turned around at 85 Street or 75 Street.

Miami Minibus

Miami Minibus ranks on the high end of the normal size operators and they provide the most frequent service between the C.B.D and the 163 Street Mall. They operate all of their twenty two jitneys on this one route, which in some instances continues to Aventura Mall.

Route 1

Miami Minibus' sole route runs north, on Biscayne Boulevard from the C.B.D. After serving the Omni area, the jitneys turn left to N.E. 2 Avenue and continue north to West Dixie Highway, turning northeast to N.E. 6 Avenue and then proceeds to the 163 Street Mall.

Approximately 10 percent of the Jitneys continued north from 163 Street Mall, via N.E. 10 Avenue and Miami Gardens Drive to Aventura Mall. Whether this functioned as a sub-route or if it was totally random could not be determined.

From 7:00 AM to 10:00 AM, an average headway of 8 minutes was maintained, with 7 minutes between 8:00 AM and 9:00 AM. From 11:00 AM through 3:00 PM the headway increased slightly to 10 minutes. No discernable peaks were observed.

Of the total number of outbound jitneys, approximately 25 percent deviated from the route south of the 163 Street Mall. Most of these were observed continuing northeast on West Dixie Highway to Biscayne Boulevard. From there they looped south, beginning their inbound service, and tied back into N.E. 2 Avenue at N.E. 96 Street.

Minibus Owners Association

The Minibus Owners Association (MOA), currently accounts for 26 percent of Metropolitan Dade County's jitneys service and covers many of the primary corridors. General service areas include those lying due north and west of the city as well as Miami Beach. The foundation of the Association is based on each driver independently owning his jitney. The operation of these jitneys is loosely coordinated by the Association, which is run by the drivers. Drivers must be prospering under this system as the MOA is growing by leaps and bounds. The MOA now operates 97 jitneys, and is expected to be incorporating the ORF System and Fantasy Minibus in the near future. After the incorporation of these two companies the MOA will operate 119 jitneys or 32 percent of the jitneys currently on the road.

Route 1

MOA route 1 provides service between Downtown and the eastern portion of Hialeah. After a loop in the C.B.D the route travels north on N.E. 2 Avenue, then west on N.W 79 Street. Westbound service extends approximately to the Hialeah Metrorail Station, even though most trips never go that far west.

When observation of this route began, at 7:00 AM, the headway was already at 6 minutes. This frequency turned out to be nearly constant for the next 3 hours. After 10:00 AM, the frequency declined slightly and continued through 3:00 PM at an average headway of 8 minutes.

A systematic deviation occurred in 19 percent of all outbound trips. At intersection of N.E. 2 Avenue and N.E. 79 Street, the deviants proceeded east for about 8 blocks to Biscayne Boulevard then looped north to N.E. 82 Street then west again to tie in with N.W. 79 street at N.W. 14 Avenue. Of the total number of outbound trips only 22 percent continued to hialeah; 54 percent turned around at N.W. 27 Avenue and 24 percent turned inbound at N.W. 17 Avenue.

Route 2

Route 2 runs between the downtown area and Miami Beach by connecting them along the Mac Arthur Causeway. Jitneys were found to be traveling

Miami Beach between 5 Street and 96 Street, primarily along Collins Avenue. Morning service began slowly with a 40 minute headway at 7:00 AM. The morning average from 8:00 AM to 10:00 AM was 15 minutes. This was also the peak frequency of the day. The average headway for the remainder of the observation day increased to 22 minutes, rising slightly from 1:00 PM to 2:00 PM to 27 minutes.

While in Miami Beach 25 percent of the outbound trips traveled on Alton Road between the Julia Tuttle Causeway (41 Street) and 71 Street. While 25 percent of the inbound trips traveled on Alton Road between the Julia Tuttle Causeway (41 Street) and 5 Street. Outside of these major deviations jitneys were on the route as stated above. In addition to these deviations 70 percent of the total number of outbound jitneys fell short of completing the entire route, by beginning their inbound trip around 80 Street. The inbound trip makes a loop around the Omni area.

Route 3

MOA Route 3 runs between downtown and the two major malls located in the northeast corner of the county. Running outbound form the C.B.D along Biscayne Boulevard, route 3 continues up N.E. 6 Avenue at N.E. 88 Terrace in order to reach the 163 Street Mall. After looping around the 163 Street Mall the route runs northeasterly from Miami Gardens Drive to US 1 to reach the Aventura Mall located at US1 and N.E. 200 Street. Inbound travel is on the same path.

Jitney headways at 7:00 AM were 32 minutes but fell quickly to 20 minutes by 8:00 AM. By 9:00 AM this headway had decreased to 10 minutes and remained there until 10:00 AM. From just after 10:00 AM the headway began increasing rapidly and reached 30 minutes at 11:00 AM. A steady 30 minute headway was maintained through 3:00 PM.

Outbound from the downtown area 23 percent of the days trips initially began on N.E. 2 Avenue and not Biscayne Boulevard. However, all of these deviant jitneys appeared to be crossing over to Biscayne Boulevard at N.E. 54 Street. Of the total number of outbound jitneys 55 percent went to the 163 Street Mall along N.E. 6 Avenue. The remaining 45 percent went northbound on the West Dixie Highway at it's intersection with N.E. 6 Avenue. These deviant jitneys went directly to the Aventura Mall. Upon returning from the mall these jitneys returned downtown exclusively along Biscayne Boulevard. It is unknown if this constitutes a pattern or if it is random.

Route 4

Route 4 travels between southern Hialeah and the Downtown area by way of Miami Beach. The Hialeah segment of the route loops around Hialeah

Park Race Track with access to and from Miami Beach exclusively along N.E./N.W. 79 Street. Miami Beach travel is between the 79 Street Causeway and the Mac Arthur Causeway primarily on Collins Avenue. Inbound trips loop around the Omni area before heading into the major loop in the C.B.D.

Contrary to the normal, headways along this route were lowest from 7:00 AM to 8:00 AM and increased over the remainder of the day. Observations accounted for a headway of 10 minutes from 7:00 AM to 8:00 AM increasing to 15 minutes by 11:00 AM. From 12:00 Noon to 3:00 PM, the average headway remained at 19 minutes.

Of the outbound trips, only 66 percent actually travelled west across the 79 Street Causeway from Miami Beach. 23 percent turned around at N.W. 17 Avenue, 20 percent at N.W. 27 Avenue and the remaining 23 percent completed the route to its loop in Hialeah. Of the 34 percent of outbound trips that never crossed the 79 Street Causeway, the vast majority turned around at Collins Avenue and 74 Street.

Route 5

Route 5 was the only MOA Route not on any primary jitney corridor. Route 5 functioned primarily as a shuttle, providing patrons with transportation between the intersection of N.E. 2 Avenue and N.E. 95 Street and the Westland Mall located at N.W. 72 Avenue and N.W. 103 Street. This route runs east-west along segments of N.E./N.W. 95 Street and N.W. 103 Street. In keeping with the pattern of all the other routes described, eastbound was designated as inbound.

Jitney transportation did not appear to begin until 8:00 AM presumably, because the mall does not open until 8:30 AM. Even when jitney service did begin the headway was very high, falling only to 45 minutes by 10:00 AM. Between 11:00 AM and 12:00 Noon there was no service, but by 1:00 PM the headway had risen to 60 minutes. After 1:00 PM jitney frequency continued increasing but headway had only reached 48 min. by 3:00 p.m.

On beginning the inbound trip from the Westland Mall, 25 percent of the jitneys headed either north or south instead of heading east along the route. These deviant jitneys generally traveled to nearby communities to discharge passengers before heading east on N.W. 103 Street.

Route 6

By linking two primary corridors together at the C.B.D, route 6 becomes the largest jitney route that was observed. The southwestern portion of this route stepped up from S.W. 8 Street to W. Flagler Street. The northeast portion of the route traveled from the C.B.D to 71 Street at Collins Avenue

on Miami Beach. The route traveled along the Mac Arthur Causeway between downtown and the beach.

Although there were 4 jitneys on this route throughout the day, the length of the route made the frequency difficult to detect within the observation periods. From 8:00 AM to 12:00 Noon, headway appeared to be 75 minutes. After that time, the route appeared to be inactive.

ORF System

The ORF Minibus System is a small company operating 10 jitneys on two routes along three primary jitney corridors. General service areas are downtown, Miami Beach and North Miami. Notice was obtained from MOA administrators that this company is to be incorporated into the MOA.

Route 1

ORF System route 1 runs between downtown and the east side of Hialeah by way of Miami Beach. At the southern end of the route Miami Beach is connected to the mainland via the Mac Author Causeway. The north end of the route connects Miami Beach with Hialeah by traveling along N.E./N.W. 79t St. The Miami Beach segment of the route is primarily along Collins Avenue. From 7:00 AM to 10:00 AM the headway was steady at 36 minutes, rising to about 40 minutes for the remainder of the observation periods.

Deviations occurred nonsystematically over the entire route at 18 percent. Along NW 79 St. between N. Miami Avenue and N.W. 27 Ave. deviations were at an addition at 46 percent . There highly sporadic and brief deviations were a result of jitneys weaving across NW 79 St. from one residential area to another.

Route 2

Route 2 is ORF's connection between the C.B.D and Aventura Mall, running mostly on Biscayne Boulevard with a large loop Downtown. South on N.E. 2 Avenue to N.E. 3 Street then North on North Miami Avenue to N.E. 15 Street.

From 7:00 AM to 8:00 AM, service was almost nonexistent. By 9:00 AM, however, headway had fallen to 40 minutes. From 10:00 AM to 12:00 Noon, headway were at 120 minutes, dropping again to 44 minutes by 2:00 PM to 3:00 PM.

Power Shuttle

The Power Shuttle group operates between downtown and North Miami along two routes. They ran at the high end of the normal size operators, operating seventeen jitneys which are, however, in a state of disrepair.

Route 1

Power Shuttle route 1 commences its outbound trip going west on Flagler Street in the C.B.D then north on N.W. 1 Avenue, it then meanders northeast to N.E. 2 Avenue. At N.E. 62 Street, it turns east to Biscayne Boulevard, and then north to Aventura Mall. The exact route or deviations thereof through parts of Overtown was not observed.

From 7:00 AM to 10:00 AM, the average headway for the entire route was estimated at 25 minutes. There appeared to be 50 percent more activity on the segments north of N.E. 79 Street, and yet only 30 percent of those trips extended as far north as Aventura Mall, with most going only to N.E. 163 Street. From 11:00 AM to 3:00 PM the average headway for the entire route was 30 minutes.

Route 2

Power Shuttle route 2, like route 1, is a simple route. Route 2, however, runs mostly along the North-South primary jitney corridor of N.E. 2 Ave. Inter lining between routes 1 and 2 occurred during 11% of all trips along both routes combined. The interlining segment was either N.E. 54 St. or N.E. 36 St.

For the entire morning, jitney service appeared to be occurring primarily between N.E. 14 St. and N.E. 54 St. Within this route segment there was a headway of 60 minutes between 7:00 AM and 10:00 AM. During this time frame jitneys outside of this area was nonexistent. From 10:00 AM to 12:00 Noon, all jitney service ceased. Service commenced again just after 12:00 Noon, climbing steadily through 3:00 PM. At 3:00 PM, jitneys were maintaining a headway of only 45 minutes. Deviations along this route were for all practical purposes nonexistent.

Unknown Operators

The Unknown Operators are a compilation of both the independently owned and operated jitney and those very small companies for which very little data was obtainable. The very small organized companies that were observed operated four to seven jitneys, some of whom go by the names of Action jitneys, Mayflower Minibus, TriRail Connection, Metro Van, and Sun Jitneys. However these and the other small companies account for only 35% of the total number of jitneys falling under the unknown operators heading.

It is the individually owned and operated jitneys who account for the remaining 65% of these jitneys. There was no company name or company designated identification number present anywhere on the independent jitneys. The identification was made based on the type of jitney and the driver's mannerisms. Within the jitney industry the individually owned and operated jitneys have the least accountability of all to their patrons. These jitneys function more as ride sharing taxicabs when compared to how the rest of the industry operates. They generally adhere less to their basic route than other operators.

Route 1

70 percent of the unknown operators operated on route 1. Route 1 runs northbound from the C.B.D along Biscayne Blvd and across to Miami Beach along the Broad Causeway at N.E. 123 Street. Outbound Miami Beach travel went South on Collins ave to Lincoln Road and looped around Washington ave. Inbound jitney travel follows the same path as outbound travel back to the center of downtown Miami.

Daily frequencies were observed to vary little from the morning to the afternoon. From 7:00 AM to 10:00 AM a headway of 26 minutes was maintained over the entire route. Just after 10:00 AM the headway began increasing and leveled off at 33 minutes by 11:00 AM. This 33 minute headway was maintained from 11:00 AM through 3:00 PM.

Deviations resulted mainly from having many causeway options. Where as over 50 percent of the total number of trips crossed to and from Miami Beach along the Broad Causeway, 22 percent did so along the 79 Street Causeway while 23 percent did so along the Julia Tuttle Causeway. While on Miami Beach, 15 percent of both the outbound and inbound trips appeared to be looping around Collins Avenue and Alton Road between 71 Street and 5 Street.

Route 2

Route 2 is much shorter than route 1 and much less visible. The main service corridor of route 2 is N. Miami Avenue from the C.B.D to N.W. 103 Street. From N.W. 103 Street the route loops to the west in a counterclockwise fashion to N.W. 22 Avenue, then south to N.W. 79 Street turning east before heading inbound toward the C.B.D along N. Miami Avenue.

Service began slowly in the morning with an observed 7:00 AM headway of 60 minutes. By 8:00 AM, however jitney headways had reached the morning's average of 32 minutes. Between 10:00 AM and 11:00 AM service dropped off slightly to a headway of 38 minutes, which jitneys maintained through 3:00 PM.

Deviations along route 2 were negligible except in the vicinity of the downtown area. Within the downtown area deviations were approximately 40 percent.

Route 3

Route 3 is a North Miami route concentrating on moving residents within the locality. Route 3 is basically characterized by looping back and forth across N.E./N.W. 79 Street between N.E. 8 Avenue and N.W. 42 Avenue, with large loops north to N.W. 103 Street and south to N.W. 46 Street. From 7:00 AM to 10:00 AM route 3 jitneys maintained an average headway of 33 minutes. The morning's frequency level was by far the days peak dropping between 10:00 AM and 11:00 AM. Jitneys maintained a headway of 85 minutes from 11:00 AM through 3:00 PM. The majority of the route 3 activity occurs south of and including N.E./N.W. 79 Street.

5. NOTES ON SELECT ROUTES

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Fantasy Minibus Routes

Both Fantasy Minibus routes have a 1300 segment with on endpoint at N.E. 36th Street. There was no visual confirmation at this point. It was chosen as segment endpoint because many fantasy jitneys appeared to be interlining between routes 1 & 2 in the vicinity of this street. At this point jitneys were either on 1300 outbound or 1200 inbound. The frequency for these segments is low because jitneys were said to be there only if they had been seen at the opposite ends of both 1200 and 1300 and their driving time was under twenty five minutes. If a jitney did not meet this criteria it was considered "lost" until respotted. While a jitney was lost it was most likely traveling on either N. Miami Avenue or N.W. 2nd Avenue.

Fantasy Minibus Route 1

For the frequency drop in 1301 outbound, reference should be made to the discussion of NE 36th Street as an interlining segment. The reason for the loss of frequency in segment 1401 between it's outbound beginning and that of 1501 is due to short-turning. (The act of changing bounds within the segment).

Approximately 20 percentage of the jitneys played a "model" role in abiding by their routes. The route acted as a magnet for 40 percentage of jitneys as they oscillated from side to side but were always pulled back. The other 40 percentage favored a particular area by looping around fifty to one hundred block segments of the route not corresponding to the mapped segments. In doing this they gave an inaccurate frequency count. These areas corresponded with the large frequency discrepancies and generally with the areas of greatest service demands. 1601 and 1701 act more as appendages to, than as segments of route 1. They were included as segments because the only other option was to discard the data. There was not enough data pointed towards 1601 and 1701 being part of some other route. All data collected for 1601 and 1701 was from jitneys who at all other times were on the rest of route 1.

Fantasy Minibus Route 2

The majority of jitneys on route 2 are servicing those residents who work or shop in the Biscayne Blvd. area of N.E. 79th Street. Jitneys are looping around Biscayne Blvd. between N.E. 36th Street and N.E. 125th Street with occasional trips to Downtown or the Aventura Mall.

Minibus Owners Association (MOA) Route 1

There are consistently large discrepancies in frequencies between 1301 outbound and 1401 outbound and also between 1701 inbound and 1501 outbound. Before giving alternative route suggestions some comments need to be made regarding the N.E. 2nd Avenue and N.E. 79th Street intersection. A large portion of the jitneys service passengers live and work within this area. Therefore these people require numerous short, irregular trips from the jitneys that serve this area. In accordance with demand, jitneys may enter segment 1401 several times while looping around to serve local needs.

In this case and many similar instances, frequency discrepancies are not due to a "missed" segment but are a working definition of the term jitneys. These jitneys did eventually return to route. Thought was given as to whether or not these multiple unisegmental loops should be included in the frequency data. Conclusion was made that they should because at least a true assessment of the magnitude of this service is given. The other options available were deemed unfeasible. Option one called for mapping each small deviation as a unique route. Following this procedure would have called for more data and resulted in approximately 1200 maps. Option two called for discarding all non-conforming data. This practice would have resulted in severely underestimating the number of jitneys on the road. Therefore what conclusive data there was, was included as is.

Metro Jitneys Route 2

S.W. 22nd Street, Eastbound is a viable alternative route for 1106 inbound. The corridor appears to have no jitney service. It is, however, a viable option because it offers very substantial retail shopping and service-oriented businesses. Frequencies indicate that jitneys conforming to this option returned to route just west of N.W. 27th Avenue.

Absence of jitney service along 1206 outbound is due to jitneys weaving between N.W. 7th Street and W. Flagler Street as they traveled westward. Weaving between N.W. 7th Street, W. Flagler Street and S.W. 8th Street is a very likely jitney practice and should be kept in mind while analyzing any routes involving one or more of these corridors. These three corridors between Downtown and S.W. 67th Avenue encompass a major portion of Miami's retail and service businesses attracting many people to the area. These people produce a lot of local jitney business and subsequent competition causing more eclecticism in service patterns.

Power Shuttle Route 1

The Downtown loop shown on Route 1 is a loop used by many jitneys regardless of their route. Downtown loops or turnarounds are however unique to each jitney each trip. (A trip in this context would mean traveling the entire route once). In the case of this route, it seems as though jitneys were weaving across the frame work of the mapped downtown route segments.

Inconsistencies at the start of 1301 and 1401 outbound result from the lack of available visual confirmation at those points. Frequencies shown for these segments are for those jitneys that proved to be adhering to the route based on a driving time of less than sixteen minutes between N.E. 2nd Avenue and Biscayne Blvd. Frequency discrepancies should be expected for all route segments where visual confirmation was not available. All frequencies shown for these segments meet the criteria of a similar time schedule as that stated above.

Power Shuttle Route 2

Absence of 1402 outbound indicates that jitneys were not known to be on that segment beyond a reasonable doubt. There were never field personnel stationed at that location and jitneys did not prove to be on that segment based upon the minimal time method. However, jitneys on this route were seen northbound prior to and once passing the N.E. 79th Street and N.E. 2nd Avenue checkpoint.

Frequency discrepancies between 1302 and 1202 inbound are a result of two situations that occurred in other routes as well. The first situation is the lack of visual affirmation at the beginning of the segment as is the case for 1302. The second, is the fact that a jitney was seen on route at the opposite end of the that segment and beginning 1202. One must conclude that the jitneys entered the segment somewhere between the two endpoints. Therefore, 1402 just south of N.E. 12th Street to 1302 just north of N.E. 12th Street should be termed "most probable route".

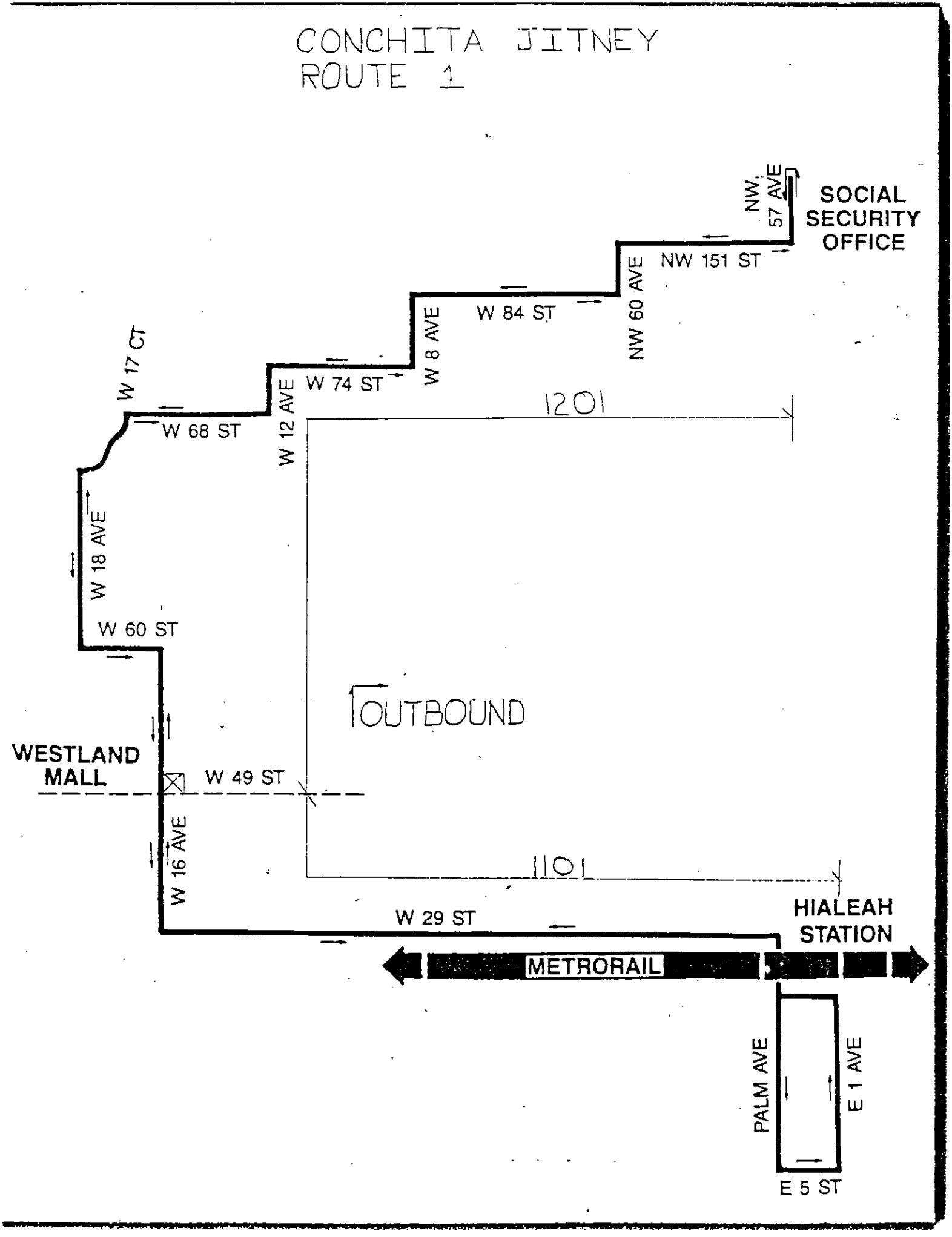
Unknown Routes 1 and 2

The jitneys on these routes were either the very small certified operators or the unauthorized operators. Little data is available for these operators due to their size. However, what was observed was consistent, scheduled jitney service. The large deviations in frequencies from segment to segment are due to the unauthorized jitney operators. All of these are one man, one van operations for which only one or two data records were obtained. The route of each of these operators if any, would be similar to one of the two routes shown. Each of these two routes consists of many major corridors upon which the most jitney business would be available.

APPENDIX - FIELD DATA

APPENDIX - FIELD DATA

CONCHITA JITNEY
ROUTE 1



CONCHITA MINIBUS

ROUTE 1 BOUND: IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	1	1	2	5	2	3	2	4	11	16
ALL	1	1	2	5	2	3	2	4	11	16

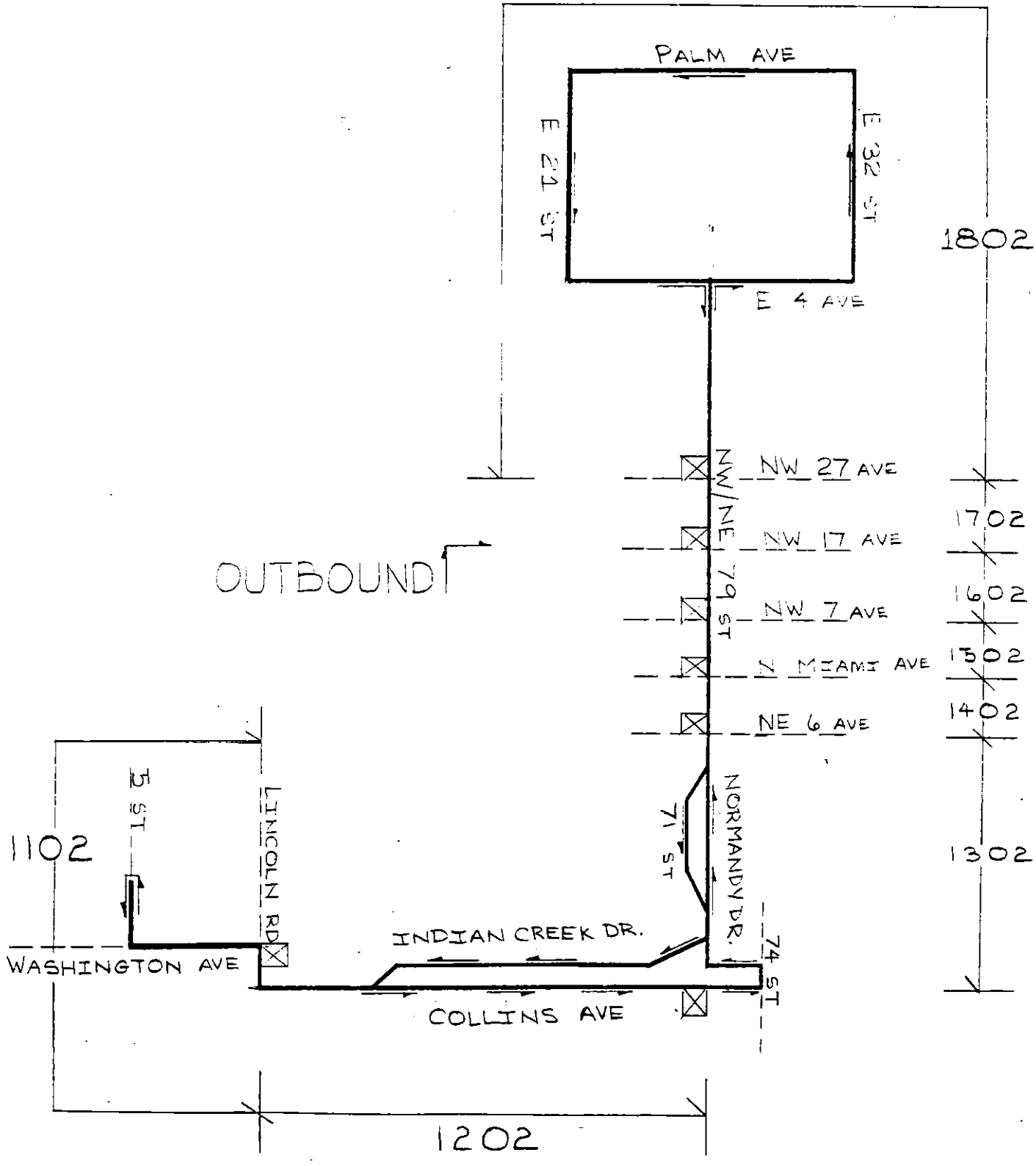
CONCHITA MINIBUS

ROUTE 1 BOUND: OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	0	1	4	5	3	2	4	2	11	16
ALL	0	1	4	5	3	2	4	2	11	16

CONCHITA JITNEY
ROUTE 2



CONCHITA MINIBUS

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	1	0	2	3	2	0	0	0	2	5
1202	2	1	2	5	2	0	0	0	2	7
1302	3	1	1	5	0	1	1	0	2	7
1402	2	1	1	4	0	2	1	1	4	8
1502	0	1	1	2	0	1	1	1	2	4
1602	1	1	2	4	1	1	1	1	4	8
1702	0	2	0	2	0	1	1	1	3	5
ALL	9	7	9	25	5	6	4	4	19	44

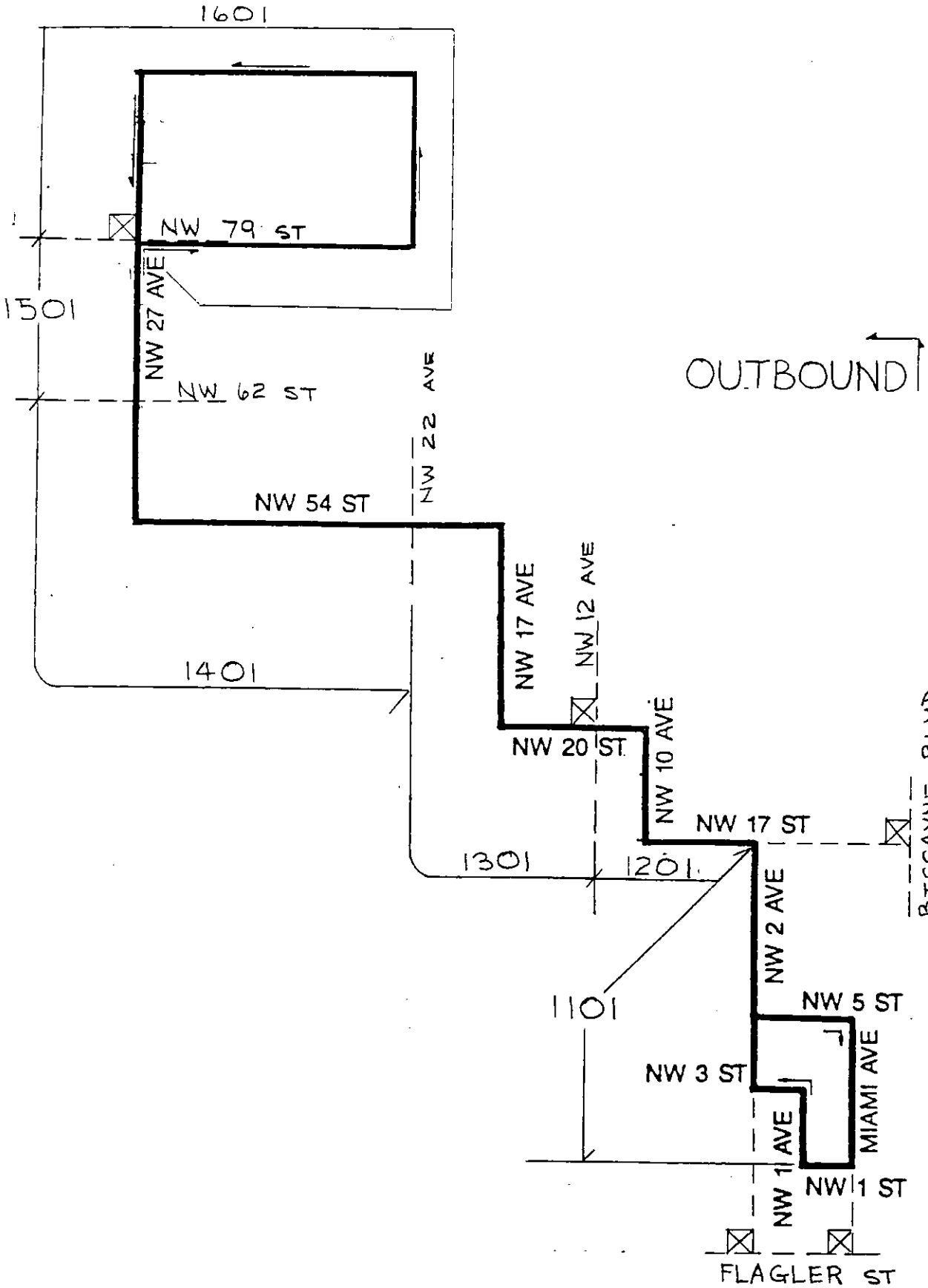
CONCHITA MINIBUS

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1202	2	0	0	2	1	0	1	1	3	5
1302	0	1	1	2	1	0	0	0	1	3
1402	0	1	2	3	2	1	1	1	5	8
1502	2	1	1	4	1	1	1	0	3	7
1602	1	1	1	3	0	2	0	0	2	5
1702	1	2	0	3	2	0	0	1	3	6
1802	1	1	1	3	0	2	0	1	3	6
ALL	7	7	6	20	7	6	3	4	20	40

DADE JITNEY
ROUTE 1



DADE JITNEY

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: operator
Rows: segment Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	1	3	2	6	1	2	3	2	5	11
1201	1	3	3	7	3	2	4	1	10	17
1301	2	2	1	5	1	1	2	0	4	9
1401	4	2	4	10	3	4	4	3	14	24
1501	1	1	3	5	2	4	4	3	13	18
1601	1	2	2	5	0	3	2	2	7	12
ALL	10	13	15	38	10	16	18	9	53	91

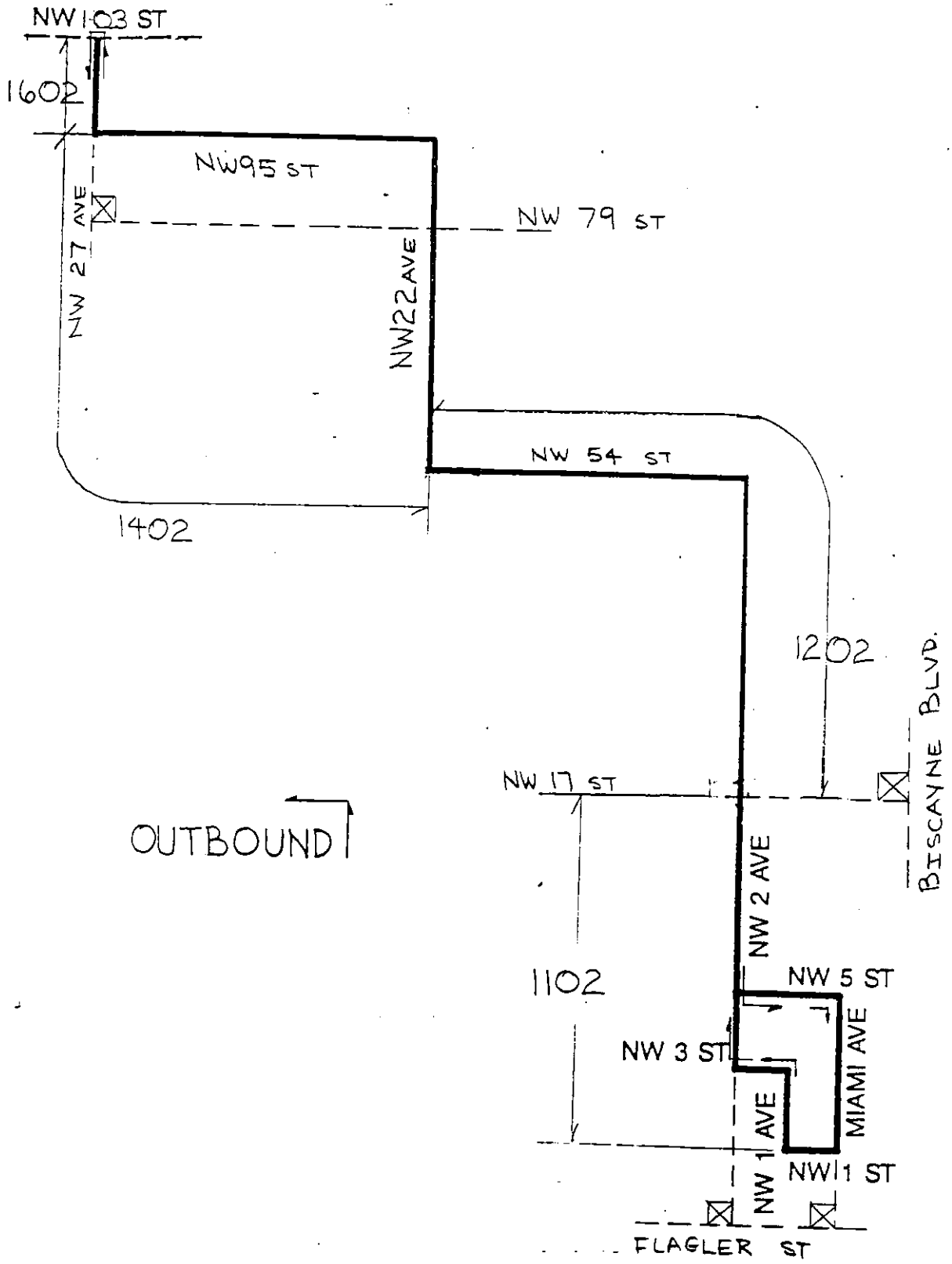
DADE JITNEY

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: operator
Rows: segment Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	0	3	3	6	1	3	4	2	10	16
1201	0	3	3	6	0	3	4	3	10	16
1301	0	2	2	4	2	4	3	4	13	17
1401	0	3	0	3	1	3	2	3	9	12
1501	2	3	1	6	4	3	3	3	13	19
ALL	2	14	9	25	8	16	16	15	55	80

DADE JITNEY
ROUTE 2



DADE JITNEY

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: operator
Rows: segment Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	1	0	0	1	4	2	5	1	12	13
1202	1	1	0	2	5	3	5	1	14	16
1402	0	0	0	0	3	2	3	1	9	9
1602	0	0	0	0	0	3	1	1	5	5
ALL	2	1	0	3	12	10	14	4	37	43

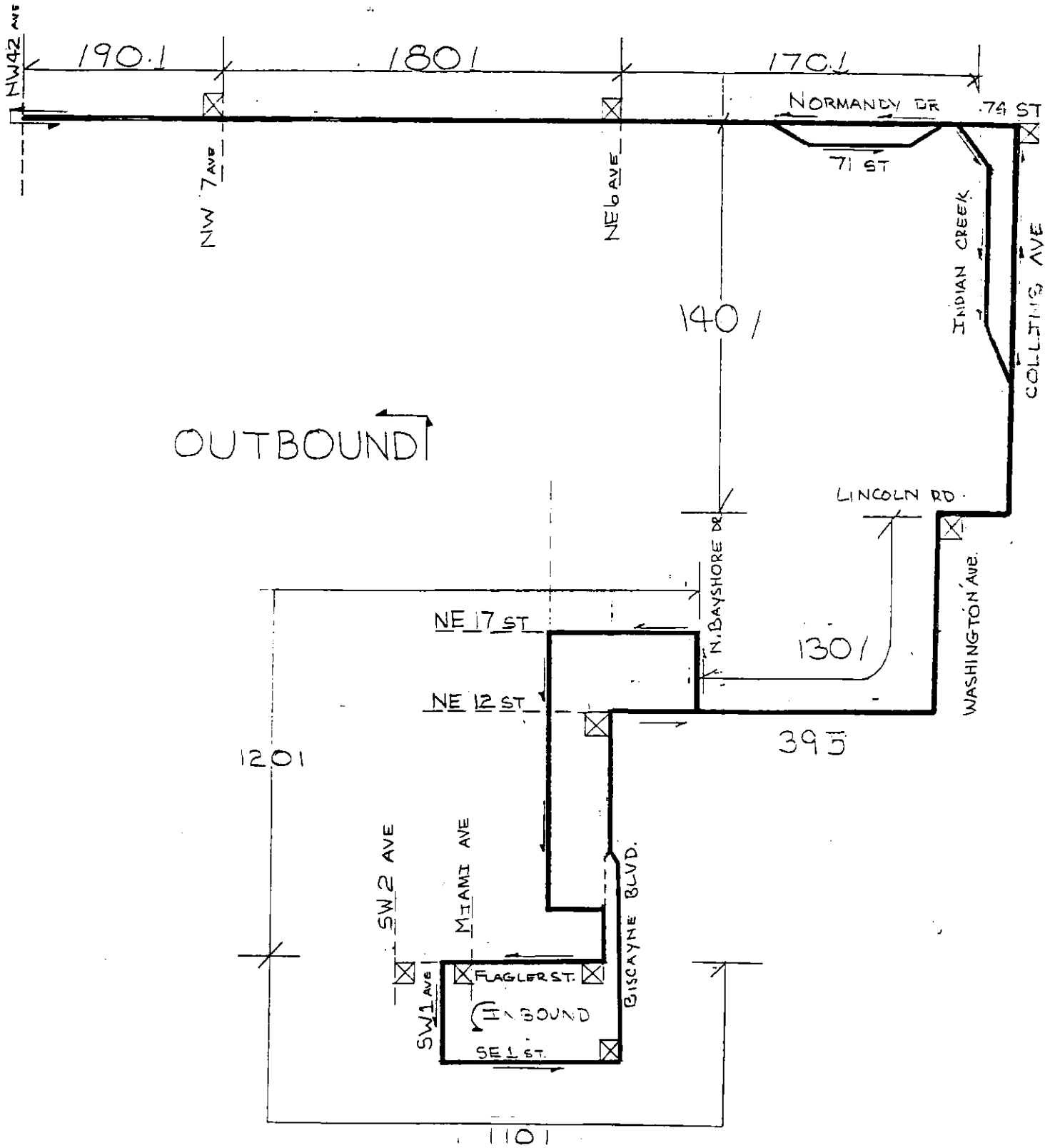
DADE JITNEY

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: operator
Rows: segment Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	0	1	0	1	1	3	3	0	7	8
1202	0	1	0	1	4	2	2	3	11	12
1402	0	0	1	1	1	5	2	4	12	13
1602	0	0	0	0	0	3	1	1	5	5
ALL	0	2	1	3	6	13	8	8	35	38

DOLPHIN JITNEY
ROUTE 1



DOLPHIN MINIBUS

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	0	2	2	4	0	1	0	1	2	6
1201	1	1	1	3	0	1	0	0	1	4
1301	1	1	1	3	1	0	0	1	2	5
1401	1	1	0	2	0	3	0	0	3	5
1701	1	1	0	2	0	3	0	0	3	5
1801	0	0	0	0	0	0	0	1	1	1
ALL	4	6	5	15	1	7	0	3	11	26

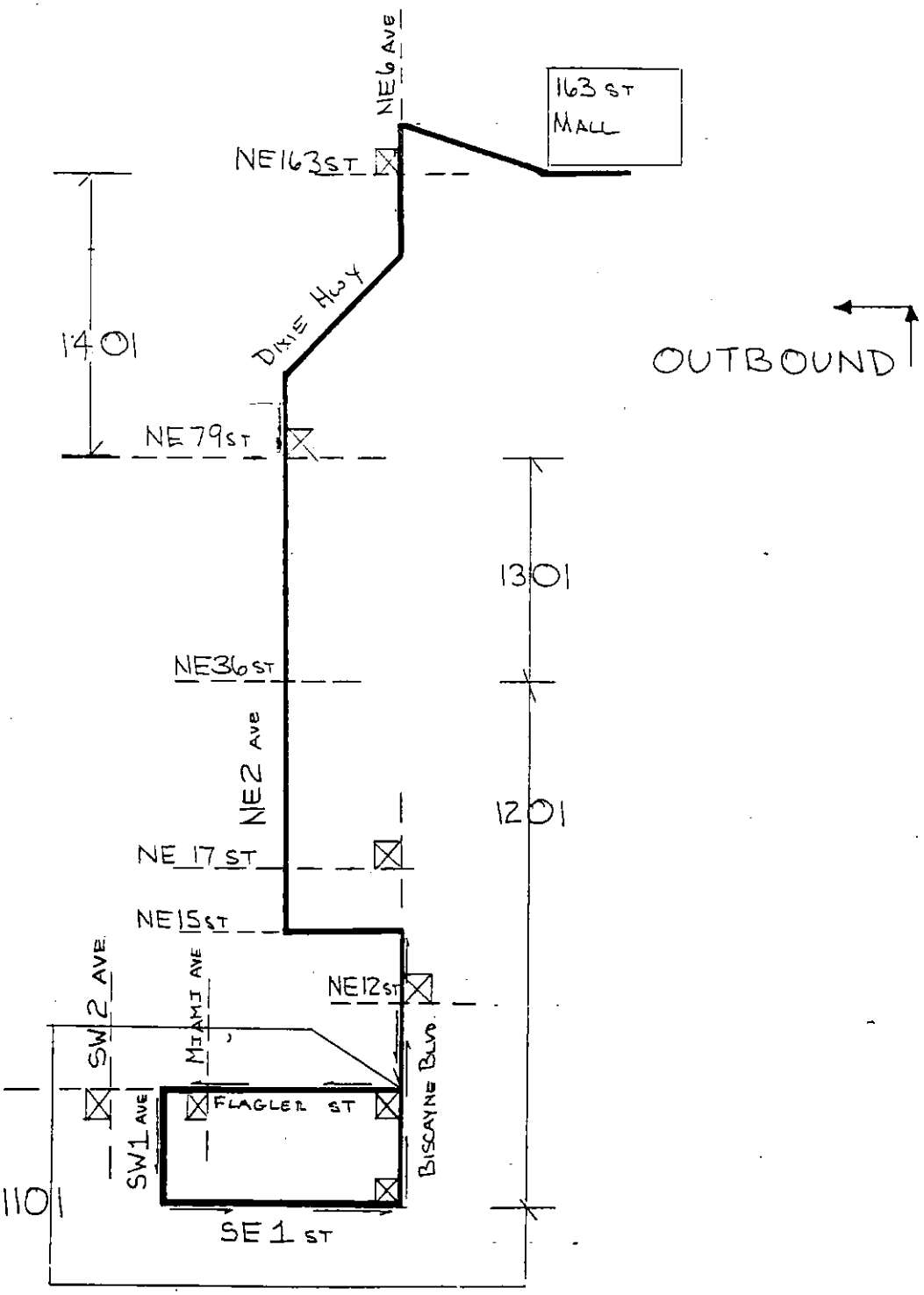
DOLPHIN MINIBUS

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	2	4	0	6	1	0	0	0	1	7
1301	2	3	0	4	0	0	1	0	1	5
1401	0	2	0	2	0	0	2	0	2	4
1701	0	0	1	1	0	0	1	0	1	2
1801	0	0	0	0	1	0	3	1	4	4
1901	1	0	0	1	0	0	0	0	0	1
ALL	5	9	1	14	2	0	6	1	9	23

FANTASY MINIBUS
ROUTE 1



FANTASY MINIBUS

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	2	3	2	7	2	2	2	1	7	14
1201	2	3	2	7	1	3	1	2	7	14
1301	4	1	3	8	2	3	2	4	11	19
1401	1	1	1	3	2	1	1	2	6	9
1501	1	1	1	3	2	1	1	2	6	9
1601	0	0	0	0	0	1	1	0	2	2
1701	0	0	0	0	0	0	1	0	1	1
ALL	10	9	9	28	9	11	9	11	40	68

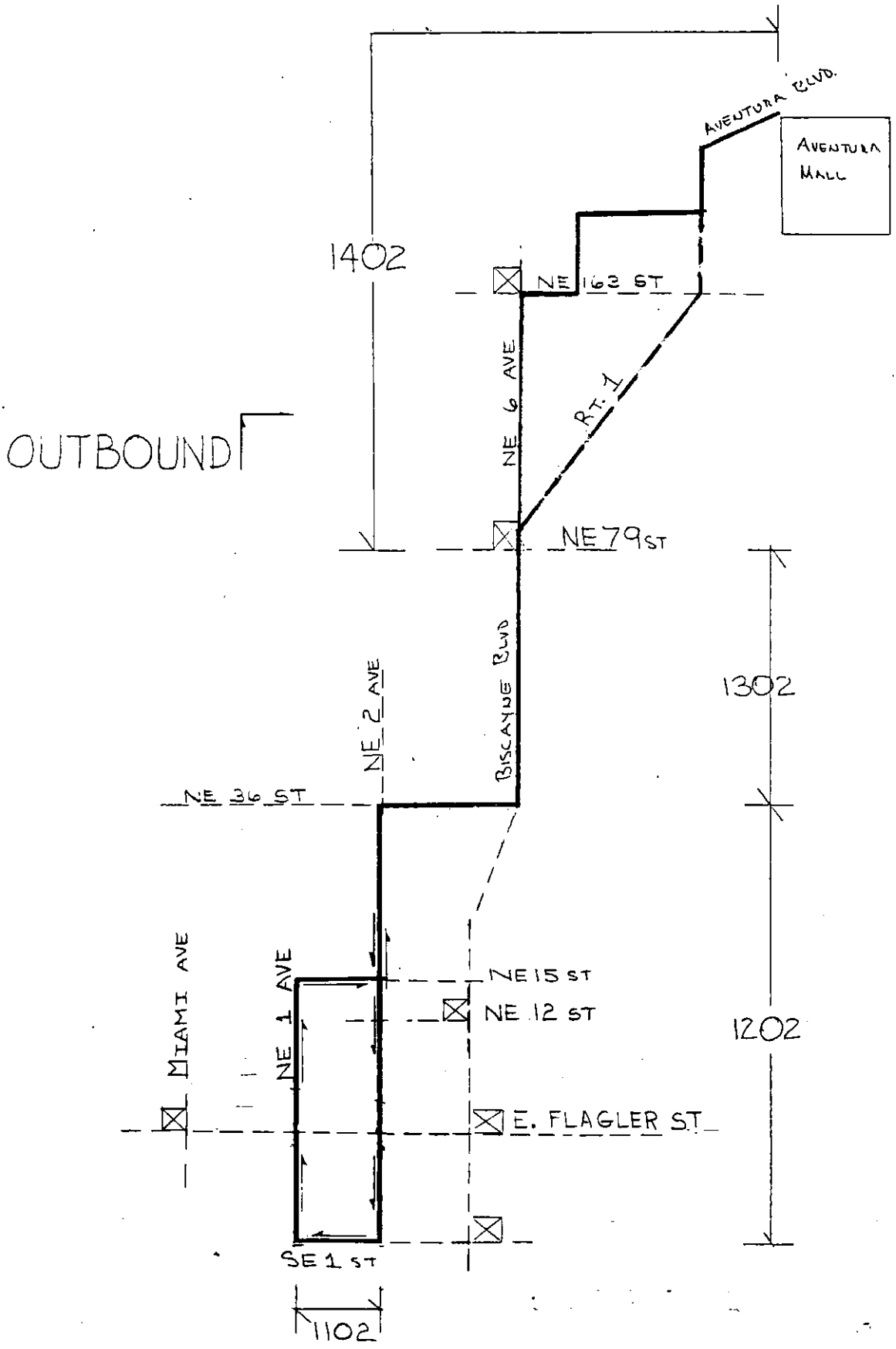
FANTASY MINIBUS

ROUTE 1 BOUND (OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	3	2	3	7	1	3	1	2	7	14
1301	4	3	2	9	1	3	1	1	6	15
1401	5	2	2	9	1	1	3	3	13	22
1501	1	1	0	2	3	2	2	1	8	10
1601	1	1	0	2	0	2	0	1	3	5
1701	1	1	2	4	0	1	1	0	2	6
ALL	15	10	9	33	9	12	10	8	39	72

FANTASY MINIBUS
ROUTE 2



FANTASY MINIBUS

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	0	0	0	0	1	0	1	0	2	2
1202	0	3	2	5	1	0	1	2	4	9
1302	0	4	3	7	2	0	1	3	6	13
ALL	0	7	5	12	4	0	3	5	12	24

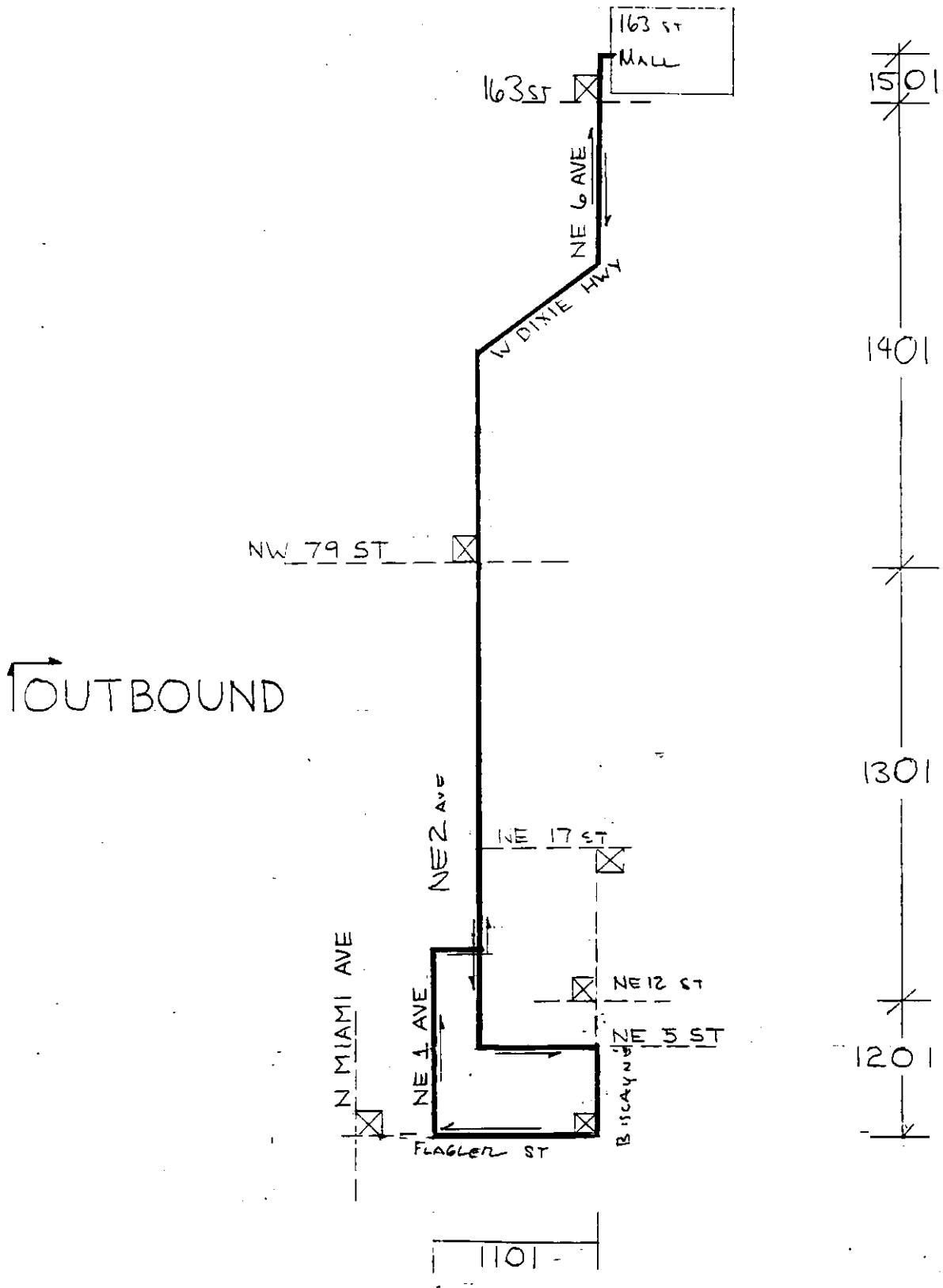
FANTASY MINIBUS

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1202	2	2	1	5	0	1	1	1	3	8
1302	3	3	1	7	0	1	1	0	2	9
1402	3	3	2	8	0	1	2	0	3	11
ALL	8	8	4	10	0	4	3	0	8	28

FLORIDA MINIBUS
ROUTE 1



FLORIDA MINIBUS

ROUTE 1 BOUND: IN

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	2	1	2	5	0	0	1	1	2	7
1201	2	1	2	5	2	2	0	2	6	11
1301	2	1	2	5	3	4	1	1	9	14
1401	1	1	2	4	2	2	0	2	6	10
1501	0	0	1	1	2	1	0	0	3	4
ALL	7	4	9	20	9	9	2	6	26	46

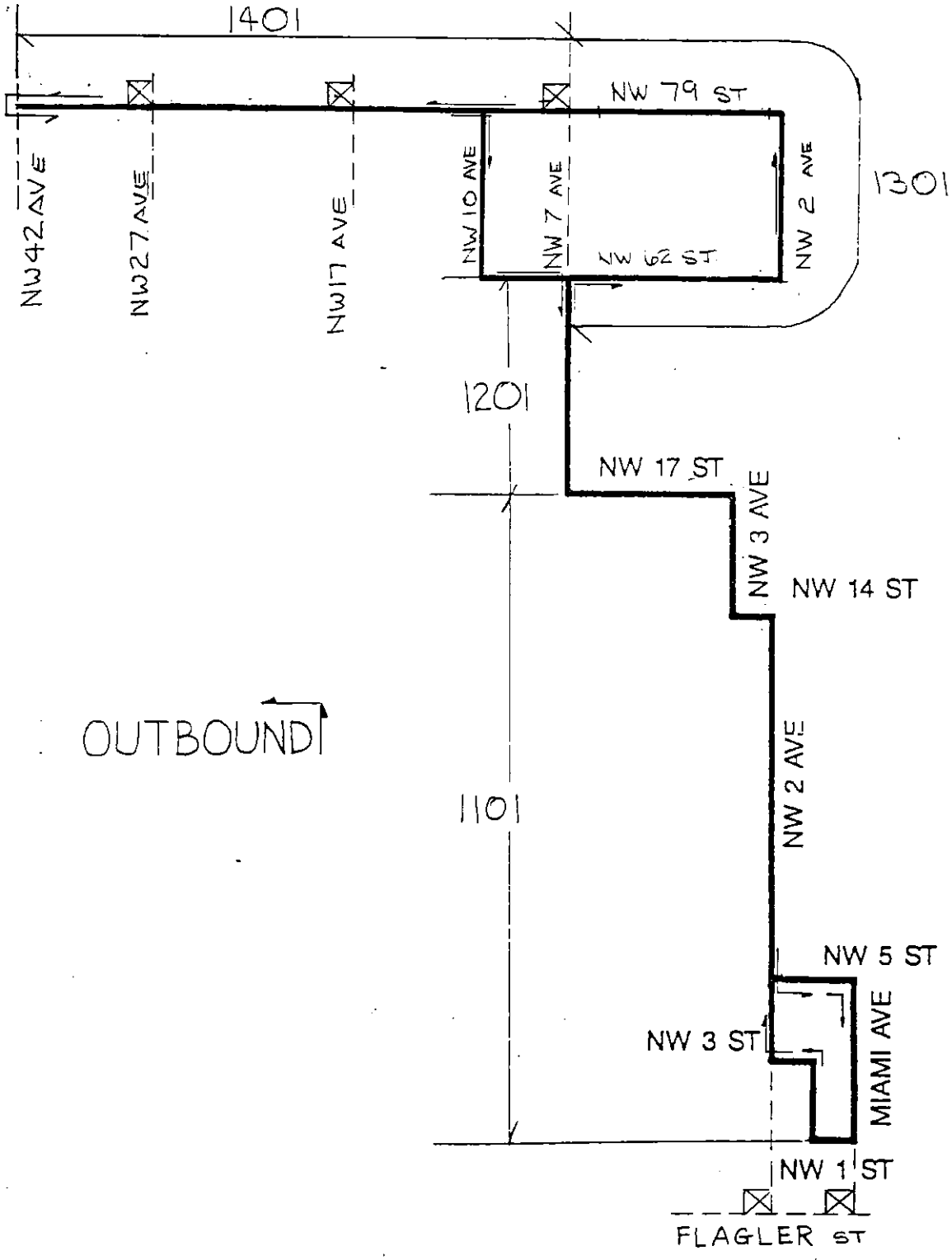
FLORIDA MINIBUS

ROUTE 1 BOUND: OUT

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	2	1	1	4	2	1	1	0	4	8
1301	1	2	1	4	3	2	1	0	6	10
1401	0	1	3	4	4	2	1	0	7	11
1501	0	1	2	3	3	2	1	1	7	10
ALL	3	5	7	15	12	7	4	1	24	39

KING JITNEY
ROUTE 1



ROUTE 1 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	0	3	2	5	0	1	1	0	2	9
1201	2	2	3	7	1	1	1	0	3	10
1301	2	1	3	6	2	1	1	0	4	10
1401	3	1	4	8	2	2	1	0	5	13
ALL	7	7	12	26	5	5	4	1	14	42

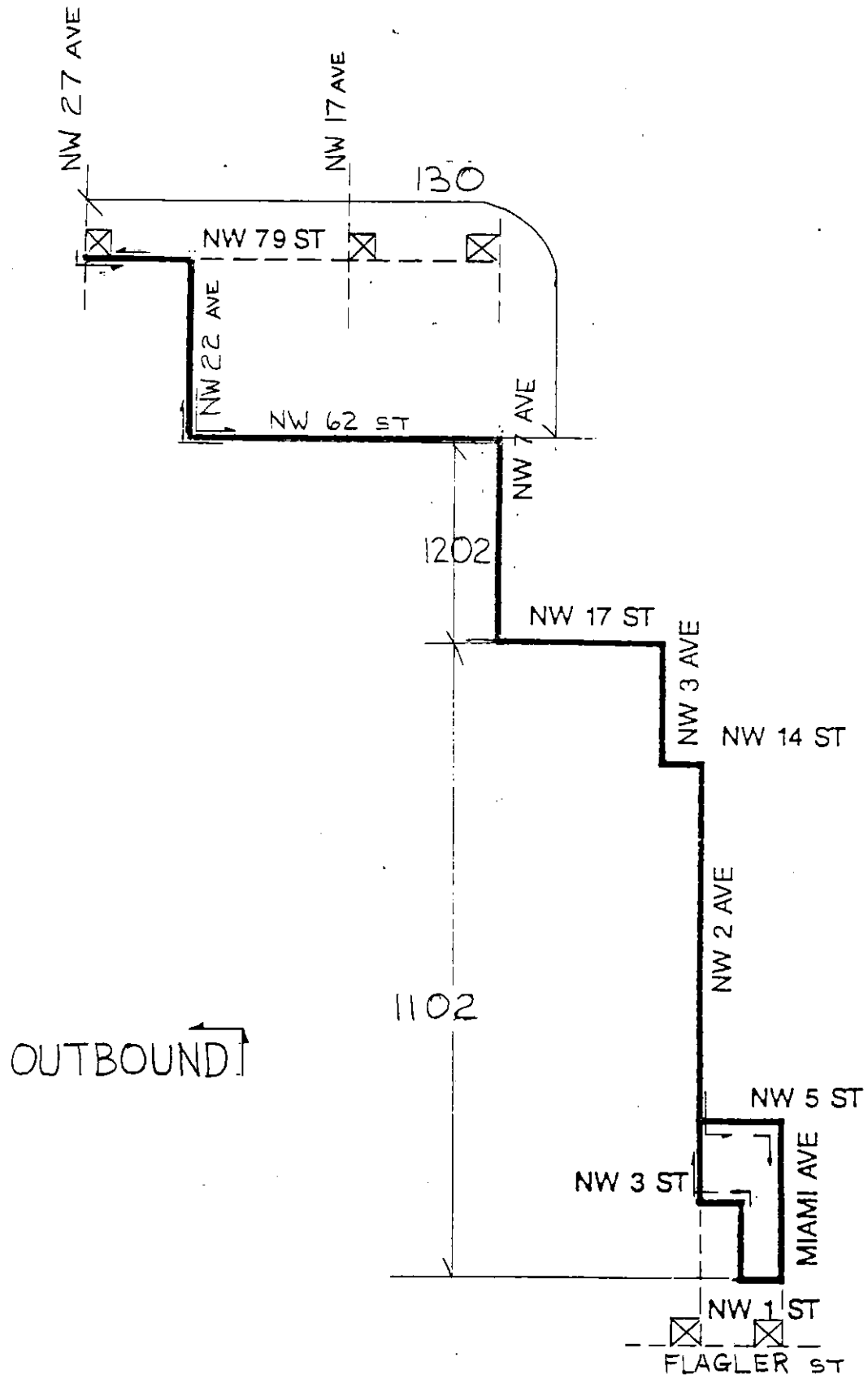
KING JITNEY

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	2	2	2	6	1	2	1	0	3	9
1201	2	3	3	8	2	2	1	0	5	13
1301	2	2	3	7	2	2	1	0	5	12
1401	3	2	4	9	3	2	1	2	8	17
ALL	9	9	12	30	8	8	4	2	21	51

KING JITNEY
ROUTE 2



KING JITNEY

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	2	2	1	5	1	4	2	1	8	13
1203	2	3	0	5	2	4	1	1	8	13
1303	3	3	4	10	3	2	1	1	7	17
ALL	7	8	5	20	7	10	4	3	23	43

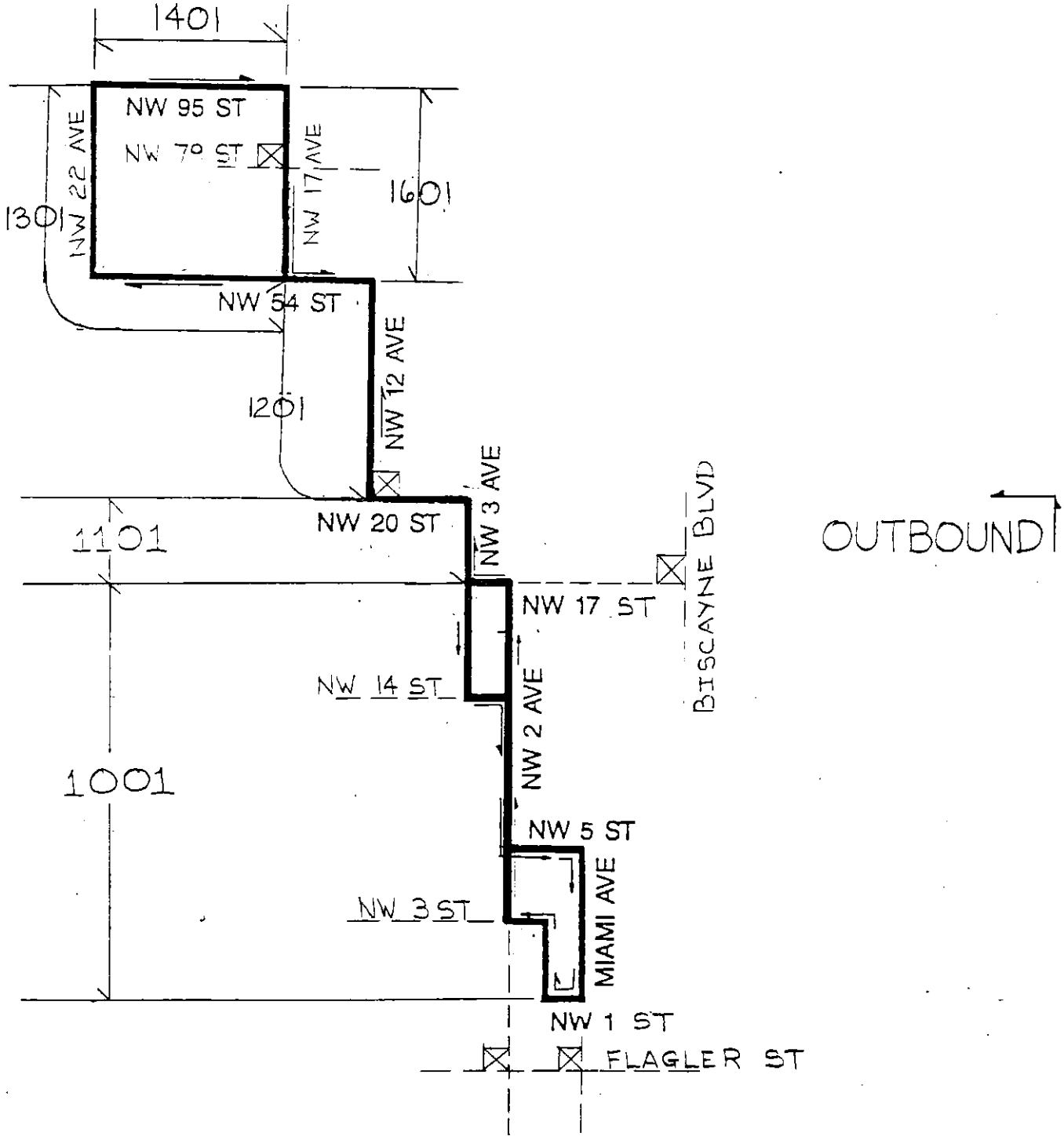
KING JITNEY

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	1	3	1	5	0	4	4	1	9	14
1203	0	3	2	5	0	3	4	1	8	13
1303	0	3	3	6	1	3	3	2	9	15
ALL	1	9	6	16	1	10	11	4	26	42

LIBERTY JITNEY
ROUTE 1



LIBERTY CITY JITNEY

ROUTE 1 BOUND(IN

Summary: @COUNT Field: OPERATOR
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1001	4	4	1	9	2	2	4	0	8	17
1101	4	4	4	12	2	4	3	0	9	21
1201	1	5	3	9	2	4	3	0	9	18
1401	1	2	4	7	1	3	3	4	11	18
1601	2	2	4	8	1	2	4	4	11	19
ALL	12	17	16	45	8	15	17	8	48	93

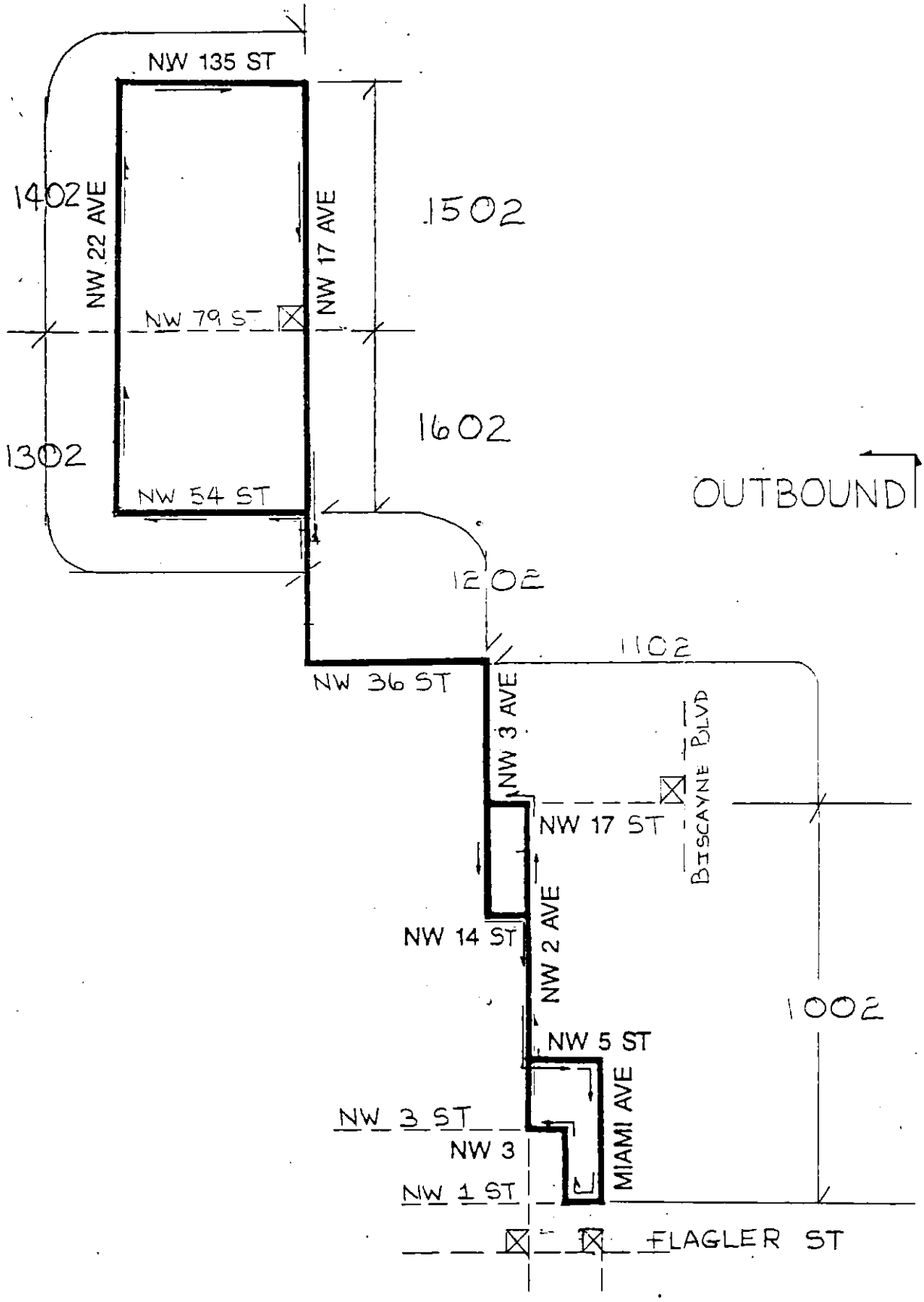
LIBERTY CITY JITNEY

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: OPERATOR
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1001	2	6	1	9	2	1	3	3	9	18
1101	2	4	1	7	2	1	1	5	9	16
1201	2	4	1	7	3	2	1	5	11	18
1301	2	3	1	6	2	2	2	3	9	15
ALL	8	17	4	29	9	6	7	16	38	67

LIBERTY JITNEY
ROUTE 2



LIBERTY CITY JITNEY

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: OPERATOR
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1002	1	1	0	2	0	2	2	0	5	7
1102	1	1	0	2	2	3	2	2	9	11
1202	1	0	1	2	2	3	3	2	10	12
1302	0	2	1	3	1	3	3	1	8	11
1402	1	1	2	4	1	4	2	1	8	12
1502	0	1	2	3	4	3	1	0	11	14
1602	3	2	3	8	5	4	1	1	11	19
ALL	7	8	9	25	15	22	14	7	62	86

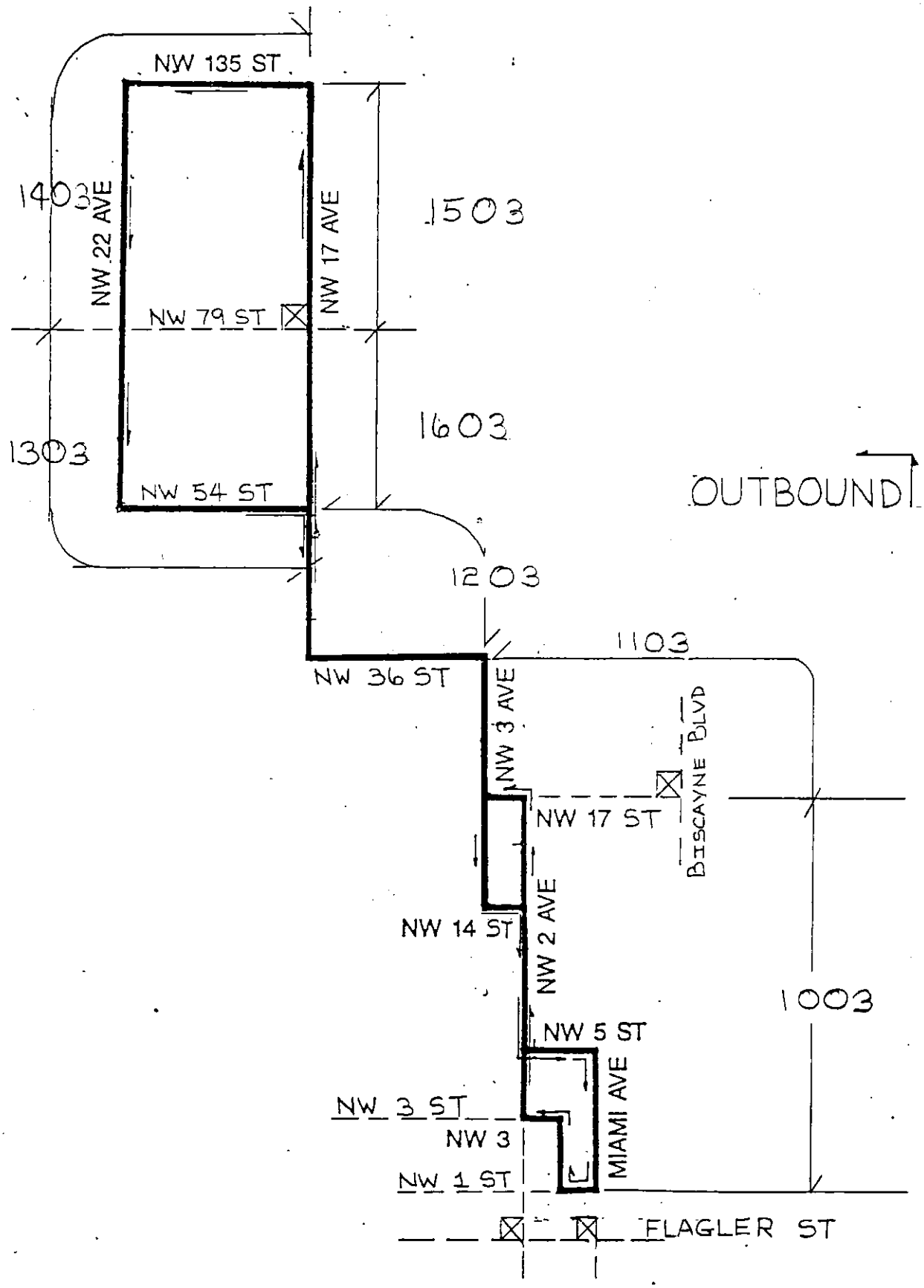
LIBERTY CITY JITNEY

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: OPERATOR
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1002	0	1	0	1	1	2	2	1	6	7
1102	1	2	0	3	2	4	2	3	11	14
1202	0	2	1	3	2	4	3	2	11	14
1302	0	2	2	4	3	4	3	2	12	16
1402	1	4	0	5	3	2	2	1	8	13
ALL	2	11	3	16	11	16	12	9	48	64

LIBERTY JITNEY
ROUTE 3



LIBERTY JITNEY

ROUTE 3 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1003	1	1	1	3	1	2	2	1	6	9
1103	2	0	1	3	2	3	3	2	10	13
1203	2	1	0	3	2	3	3	2	10	13
1303	0	2	1	3	1	3	3	1	8	11
1403	1	1	2	4	1	4	2	1	8	12
ALL	6	5	5	16	7	15	13	7	42	58

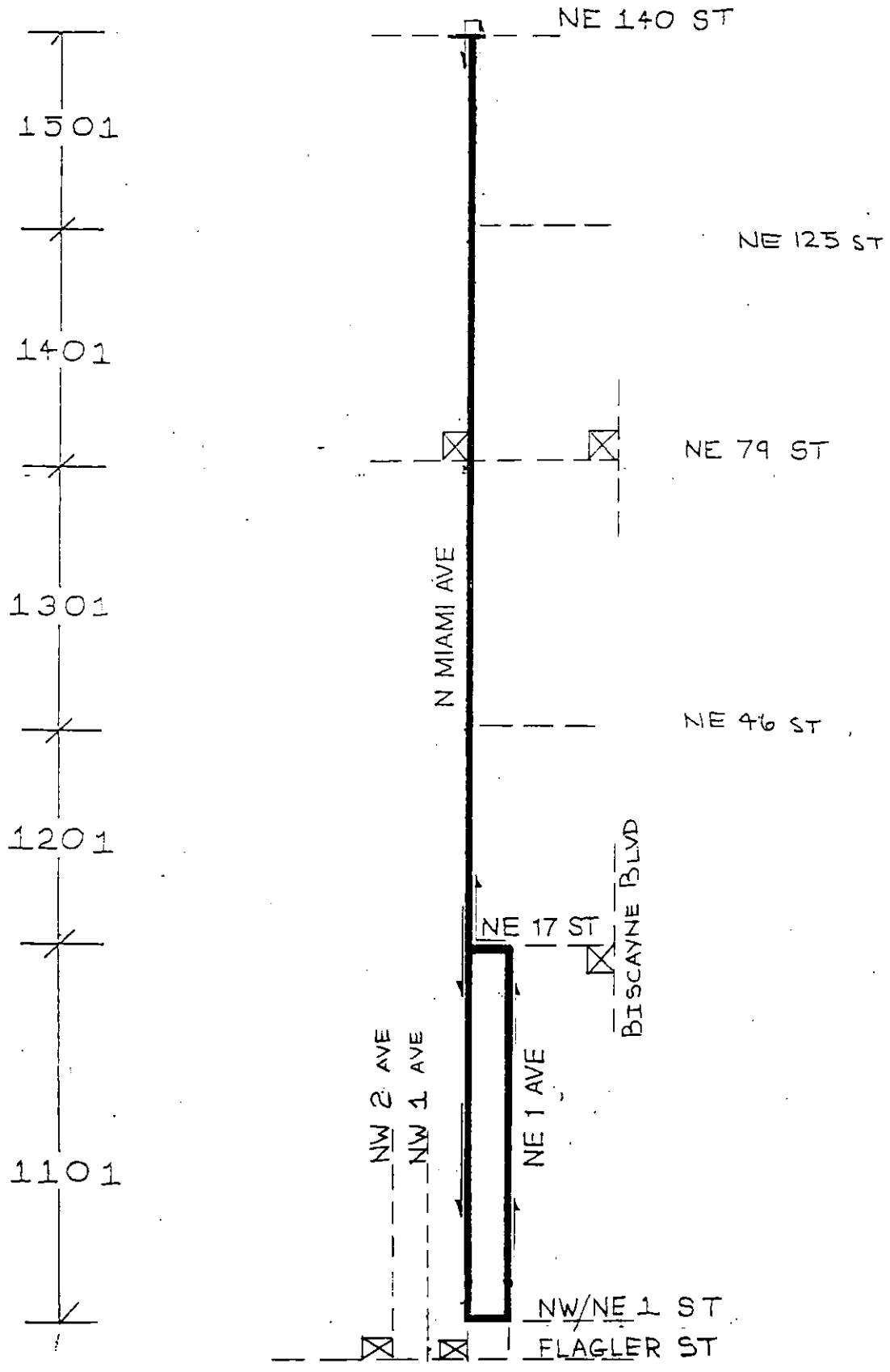
LIBERTY JITNEY

ROUTE 3 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1003	1	2	1	3	1	2	3	0	6	9
1103	0	3	1	4	0	6	3	1	10	14
1203	1	2	1	4	0	5	3	3	11	15
1503	2	3	1	6	2	4	2	0	8	14
1603	2	2	3	7	5	3	5	4	17	24
ALL	6	12	7	24	8	20	16	8	52	76

MARCELLO JITNEY ROUTE 1



ROUTE 1 BOUND(IN)

Summary: @COUNT Field: OPERATOR
Rows: SEGMENT Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	1	0	0	1	2	0	2	0	4	5
1201	2	2	3	7	5	1	2	3	11	18
1301	3	4	4	11	3	1	5	2	11	22
1401	1	2	3	6	0	3	4	1	8	14
1501	0	3	1	4	1	2	2	0	5	9
ALL	7	11	11	29	11	7	15	6	39	68

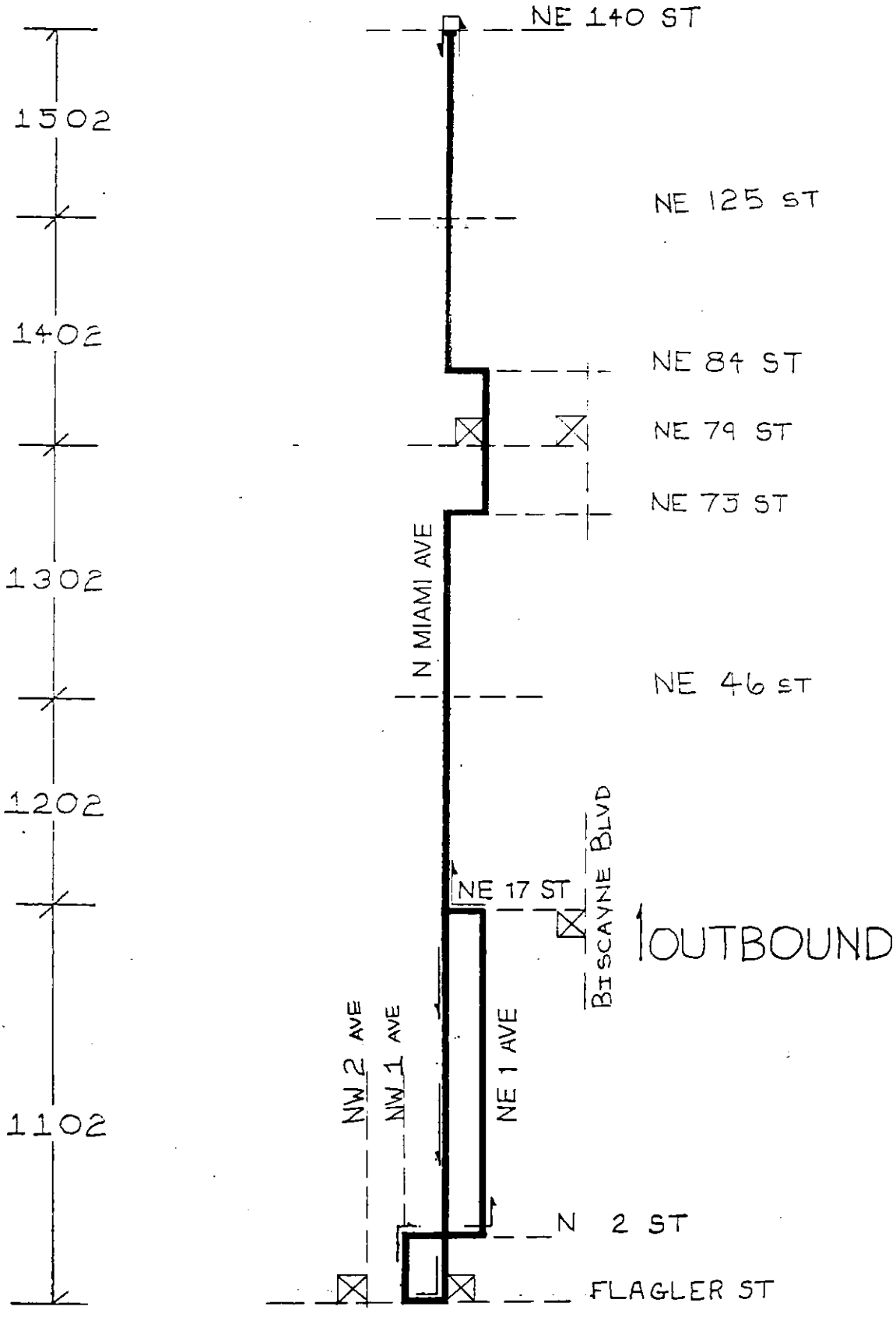
MARCELLO JITNEY

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: OPERATOR
Rows: SEGMENT Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	0	1	0	1	1	1	1	1	4	5
1201	1	3	3	7	2	4	1	3	10	17
1301	1	2	4	7	1	5	3	2	11	18
1401	2	3	4	9	2	5	2	2	11	20
1501	2	1	1	4	1	3	1	0	5	9
ALL	6	10	12	28	7	18	8	8	41	69

MARCELLO JITNEY
ROUTE 2



MARCELLO JITNEY

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: OPERATOR
Rows: SEGMENT Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	0	1	1	2	1	2	1	1	5	7
1202	0	2	1	3	1	2	2	1	6	9
1302	0	3	1	4	2	2	3	3	10	14
1402	0	1	1	2	1	3	3	1	8	10
1502	0	1	0	1	0	0	0	0	0	1
ALL	0	8	4	12	5	9	9	6	29	41

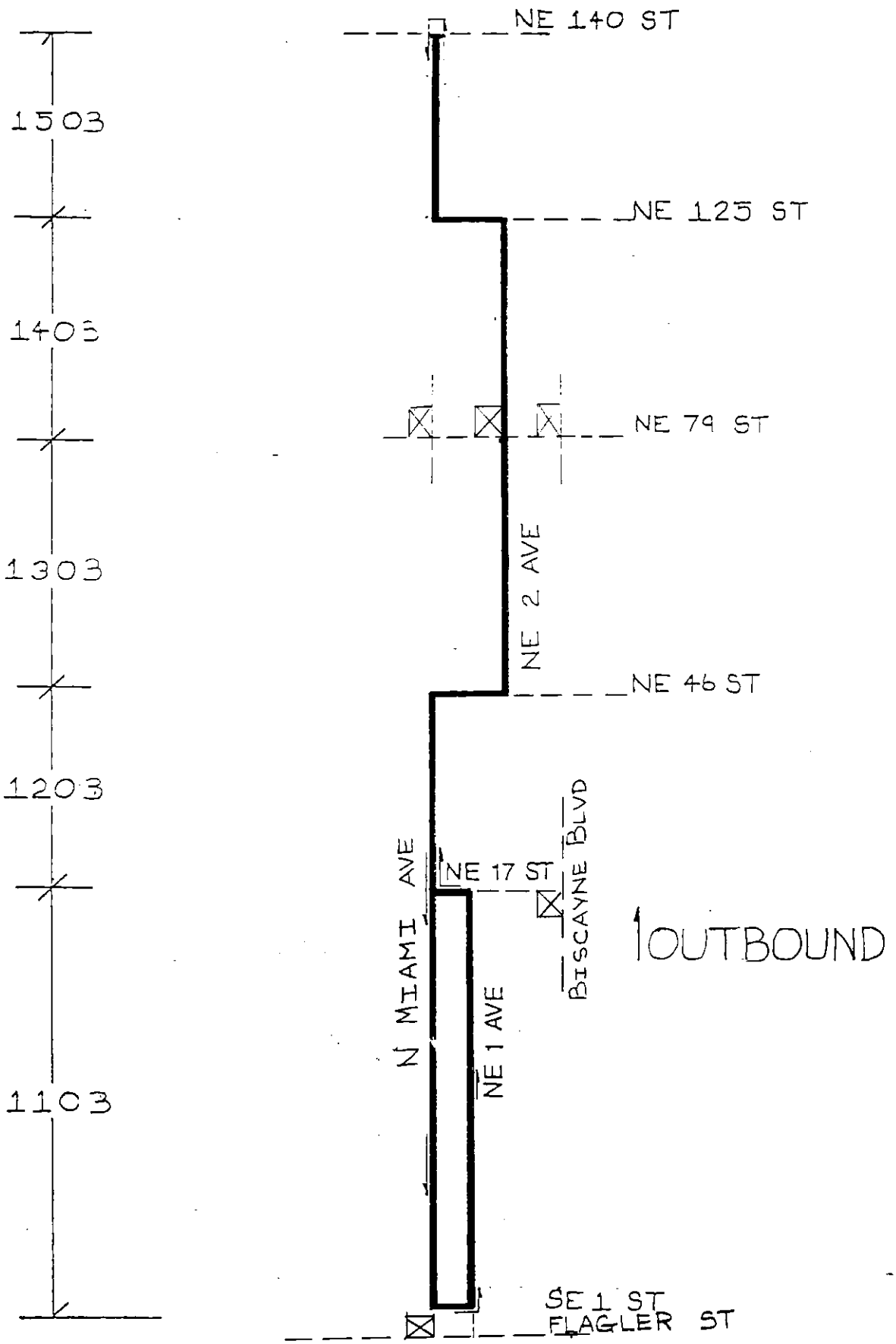
MARCELLO JITNEY

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: OPERATOR
Rows: SEGMENT Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	1	2	0	3	1	2	1	0	4	7
1202	1	2	2	5	1	2	1	1	5	10
1302	2	3	2	7	1	2	2	2	7	14
1402	3	2	1	6	1	3	2	2	8	14
1502	0	1	0	1	0	0	0	0	0	1
ALL	7	10	5	22	4	9	6	5	24	46

MARCELLO JITNEY
ROUTE 3



MARCELLO JITNEY

ROUTE 3 BOUND(IN)

Summary: @COUNT Field: OPERATOR
Rows: SEGMENT Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	0	1	2	3	1	0	1	1	3	6
1203	1	1	1	3	1	1	0	1	3	6
1303	1	1	2	4	2	1	0	0	3	7
1403	2	0	1	3	1	1	0	0	2	5
1503	0	0	1	1	0	1	1	0	2	3
ALL	4	3	7	14	5	4	2	2	13	27

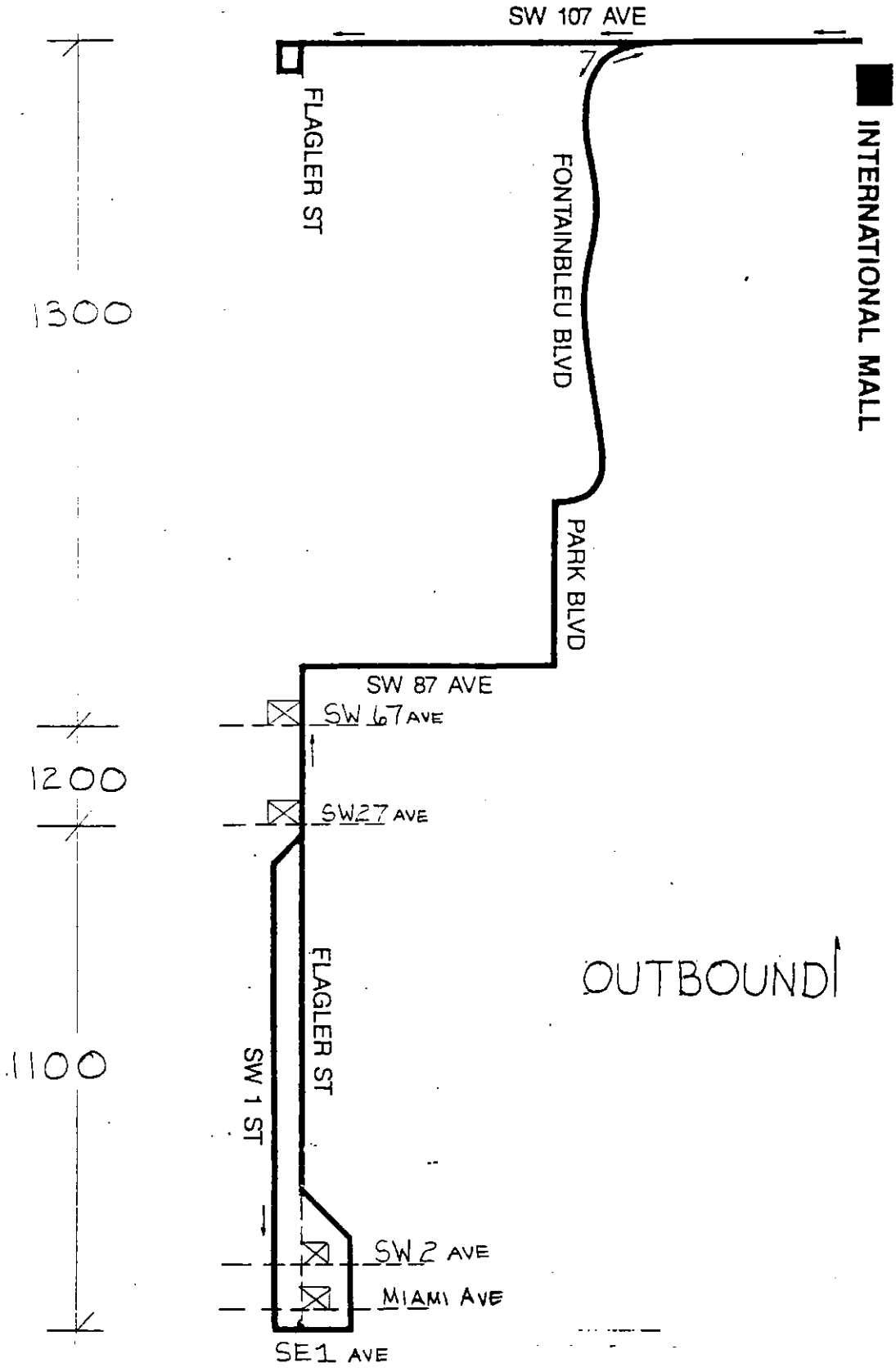
MARCELLO JITNEY

ROUTE 3 BOUND(OUT)

Summary: @COUNT Field: OPERATOR
Rows: SEGMENT Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	1	2	1	4	2	1	1	1	5	9
1203	2	1	0	3	1	0	1	0	2	5
1303	1	1	0	2	2	0	1	0	3	5
1403	1	1	0	2	2	0	2	0	4	6
1503	0	1	0	1	1	0	1	0	2	3
ALL	5	6	1	12	8	1	6	1	16	28

METRO JITNEY
ROUTE 1



METRO JITNEY

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1100	5	5	6	16	4	4	5	2	15	31
1200	5	5	6	16	3	4	6	3	16	32
1300	0	12	3	15	3	6	3	2	14	29
ALL	10	22	15	47	10	14	14	7	45	92

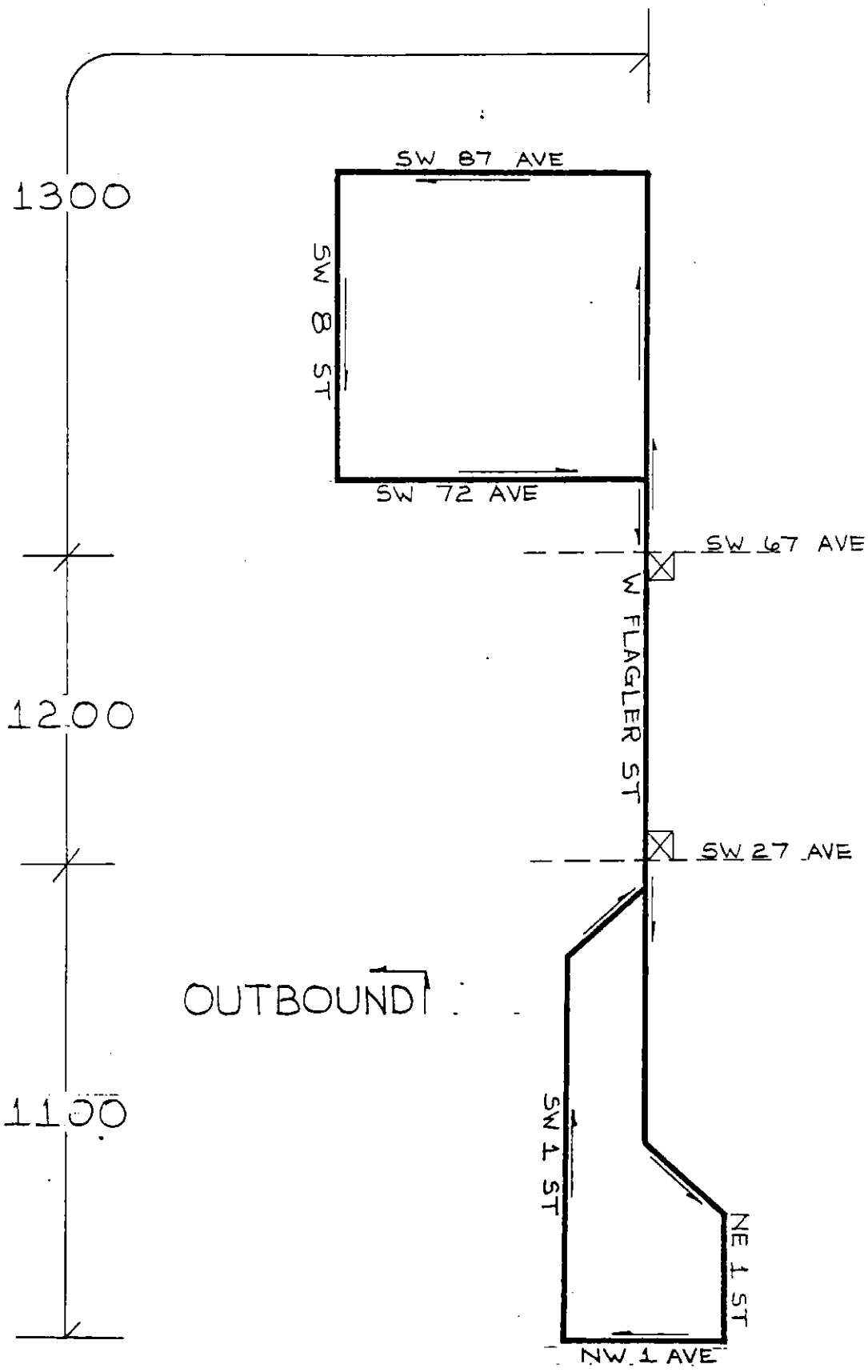
METRO JITNEY

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1100	3	5	4	12	4	3	3	1	11	23
1200	5	6	5	16	5	6	6	2	19	35
1300	4	5	6	15	4	5	4	4	17	32
ALL	12	16	15	43	13	14	13	7	47	90

METRO JITNEY
ROUTE 1A



METRO JITNEY

ROUTE 1A BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1100	4	6	6	16	6	8	8	3	25	41
1200	4	6	6	16	6	9	8	4	27	43
ALL	8	12	12	32	12	17	16	7	52	84

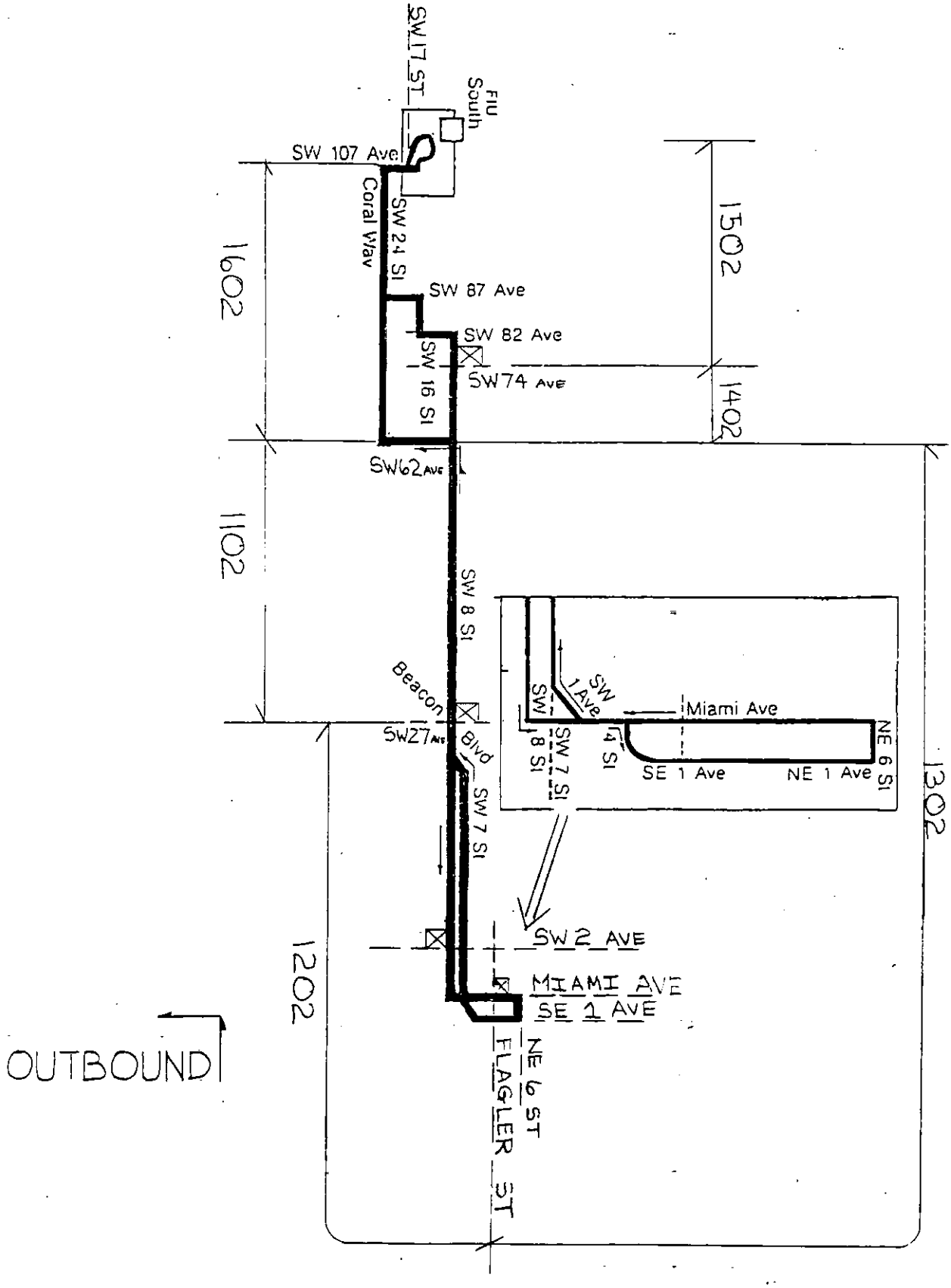
METRO JITNEY

ROUTE 1A BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1100	3	4	4	11	4	4	4	2	14	25
1200	5	6	5	16	8	9	8	4	29	45
1300	3	4	4	11	7	6	7	4	24	35
ALL	11	14	13	38	19	19	19	10	67	105

METRO JITNEY
ROUTE 2



METRO JITNEY

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	2	4	4	10	4	4	4	4	16	26
1202	5	3	4	12	3	5	3	5	16	28
1402	1	5	1	7	2	0	2	2	6	13
1502	2	2	1	5	0	2	1	2	5	10
ALL	10	14	10	34	9	11	10	13	43	77

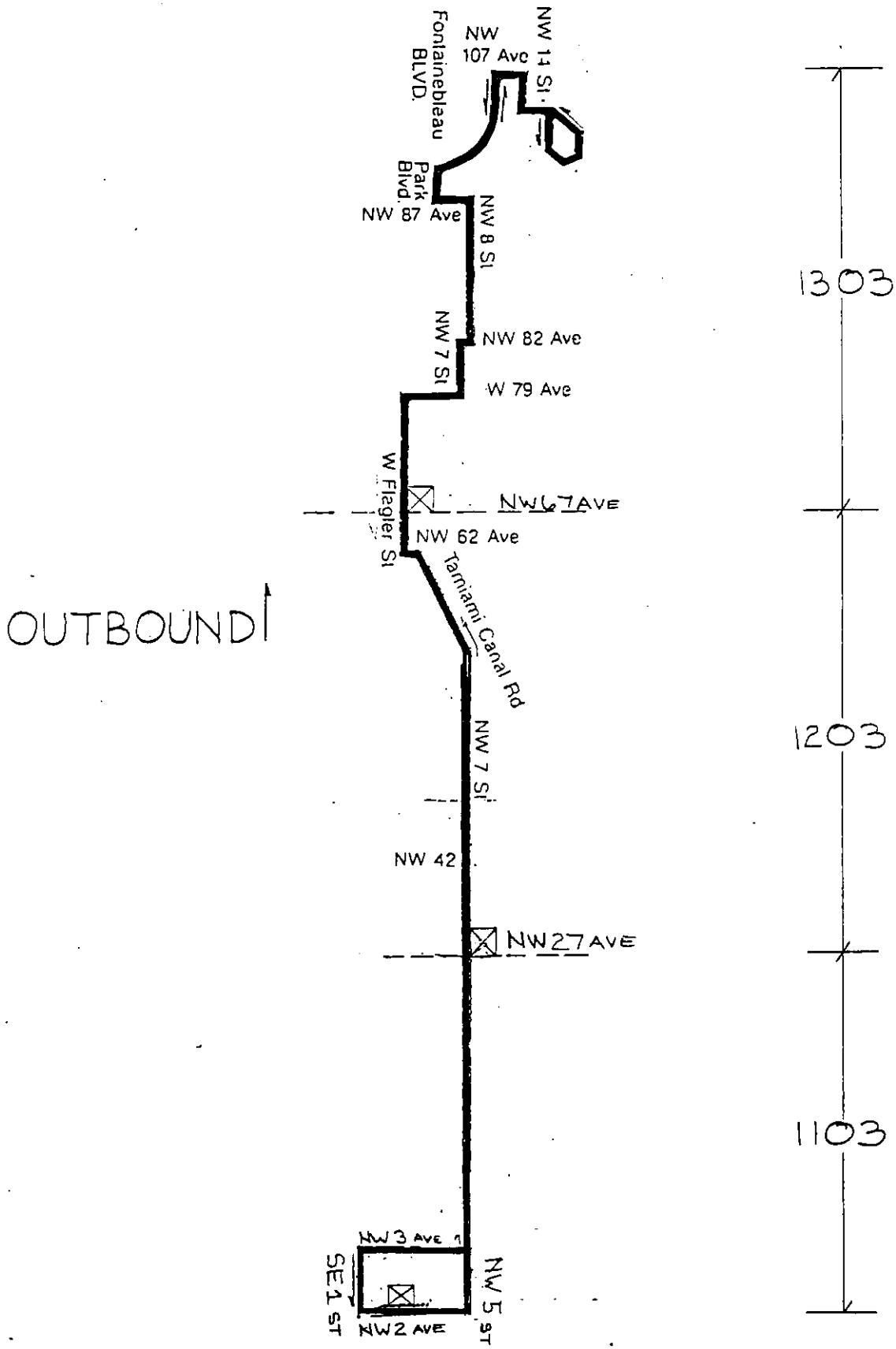
METRO JITNEY

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1302	3	1	5	9	3	5	2	5	15	24
1602	4	1	2	7	1	4	2	5	12	19
ALL	7	2	7	16	4	9	4	10	27	43

METRO JITNEY
ROUTE 3



OUTBOUND

METRO JITNEY

ROUTE 3 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	1	2	3	6	3	2	3	3	11	17
1203	2	3	3	8	4	2	2	2	10	18
1303	0	2	2	4	1	2	1	0	4	8
ALL	3	7	8	18	8	6	6	5	25	43

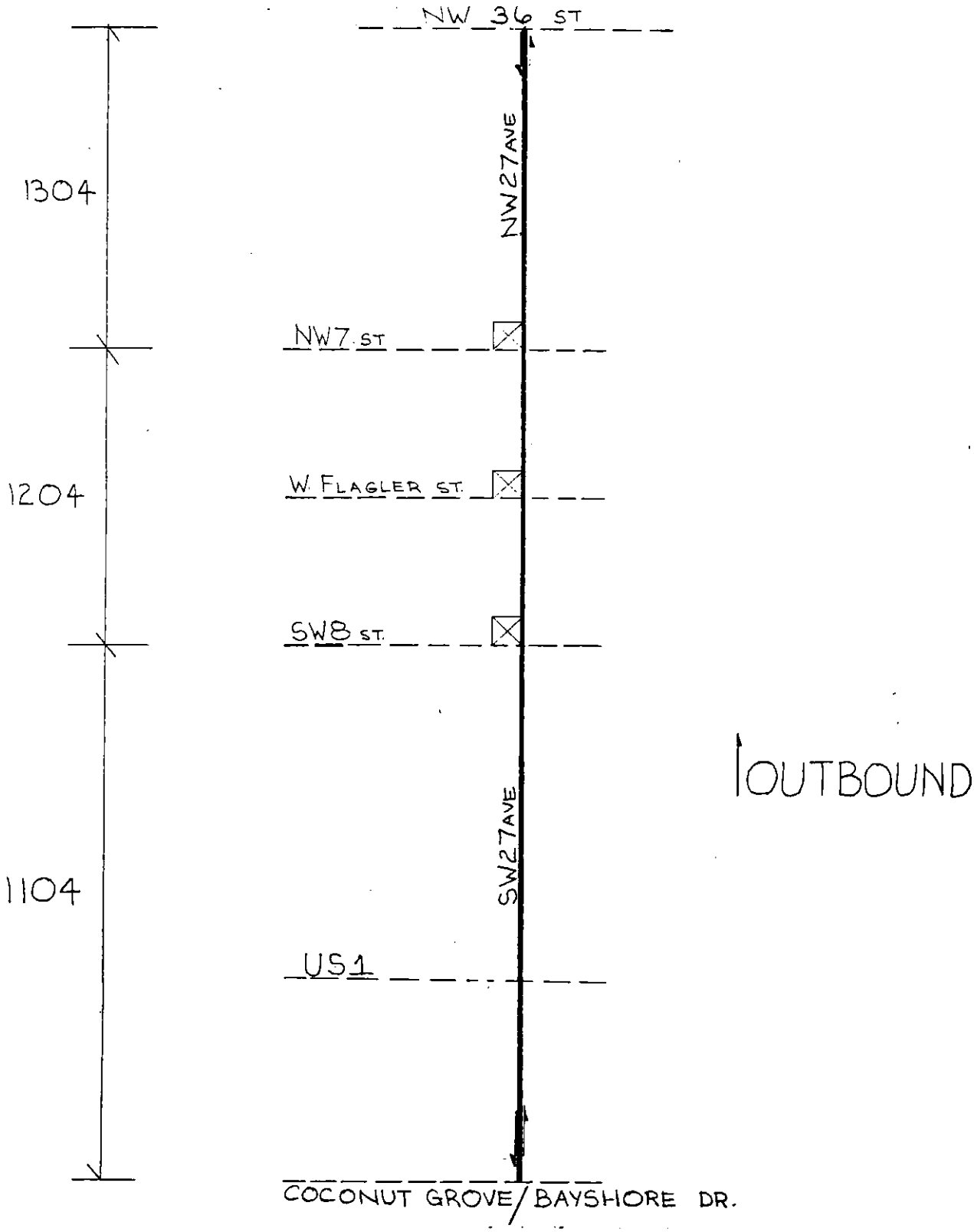
METRO JITNEY

ROUTE 3 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	1	1	2	4	2	0	3	1	6	10
1203	2	3	2	7	3	1	1	4	9	16
1303	1	3	2	6	3	2	1	1	7	13
ALL	4	7	6	17	8	3	5	6	22	39

METRO JITNEY
ROUTE 4



METRO JITNEY

ROUTE 4 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1104	2	2	2	6	2	2	1	2	7	13
1204	2	2	1	5	1	1	1	1	4	9
1304	1	2	1	4	1	1	1	0	3	7
ALL	5	6	4	15	4	4	3	3	14	29

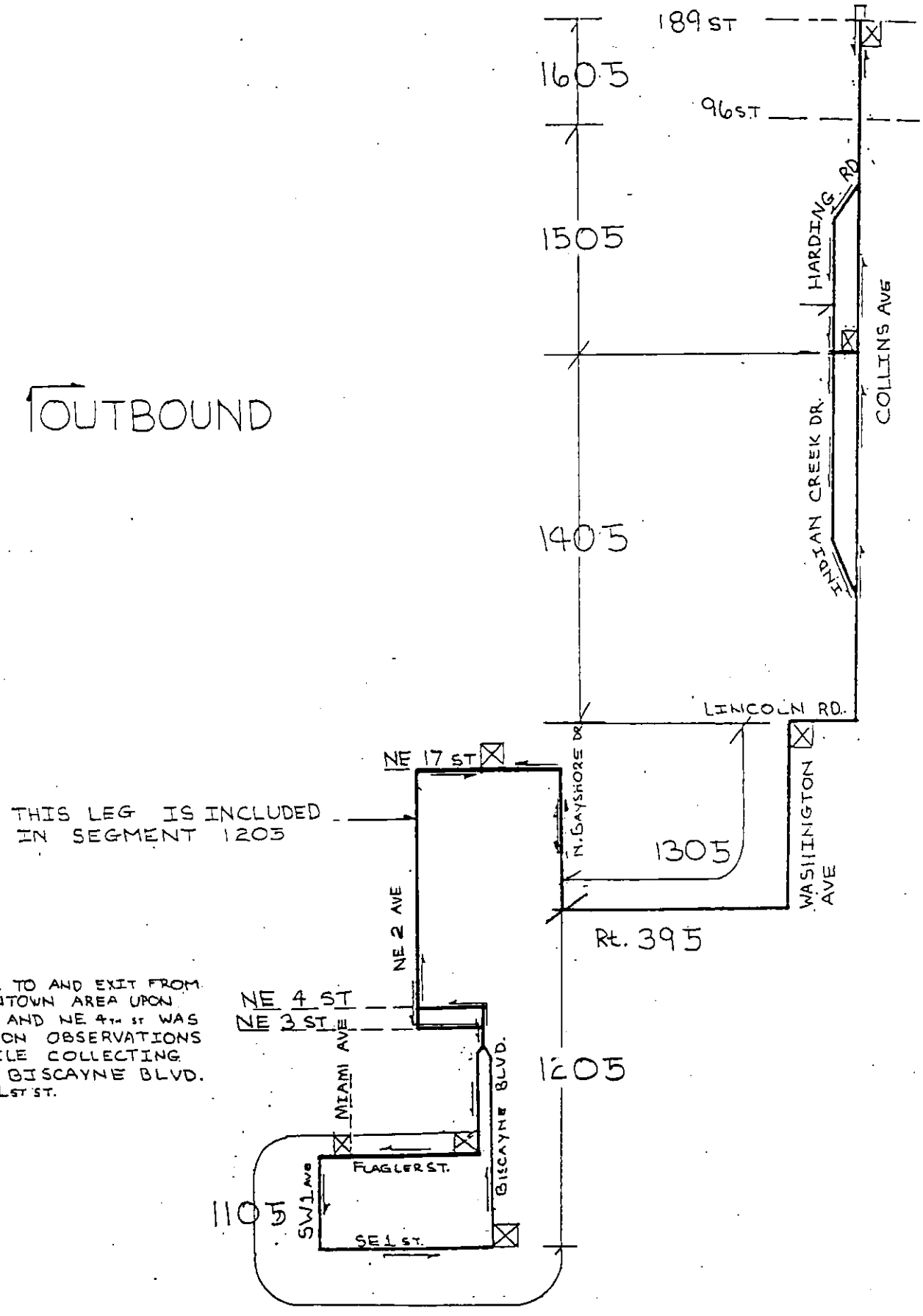
METRO JITNEY

ROUTE 4 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1104	2	2	1	5	2	2	1	0	5	10
1204	2	2	2	6	2	2	1	2	7	13
1304	2	2	2	6	2	1	1	1	5	11
ALL	6	6	5	17	6	5	3	3	17	34

METRO JITNEY ROUTE 5



ENTRANCE TO AND EXIT FROM THE DOWNTOWN AREA UPON NE 3rd ST AND NE 4th ST WAS BASED UPON OBSERVATIONS MADE WHILE COLLECTING DATA AT BISCAYNE BLVD. AND SE 1st ST.

METRO JITNEY

ROUTE 5 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1105	0	3	5	8	10	6	8	5	29	37
1205	1	6	3	10	6	7	9	3	25	35
1305	3	5	7	15	6	3	7	4	20	35
1405	2	5	6	13	6	6	9	2	23	36
1505	2	4	10	16	7	6	6	3	22	38
ALL	8	23	31	62	35	28	39	18	119	181

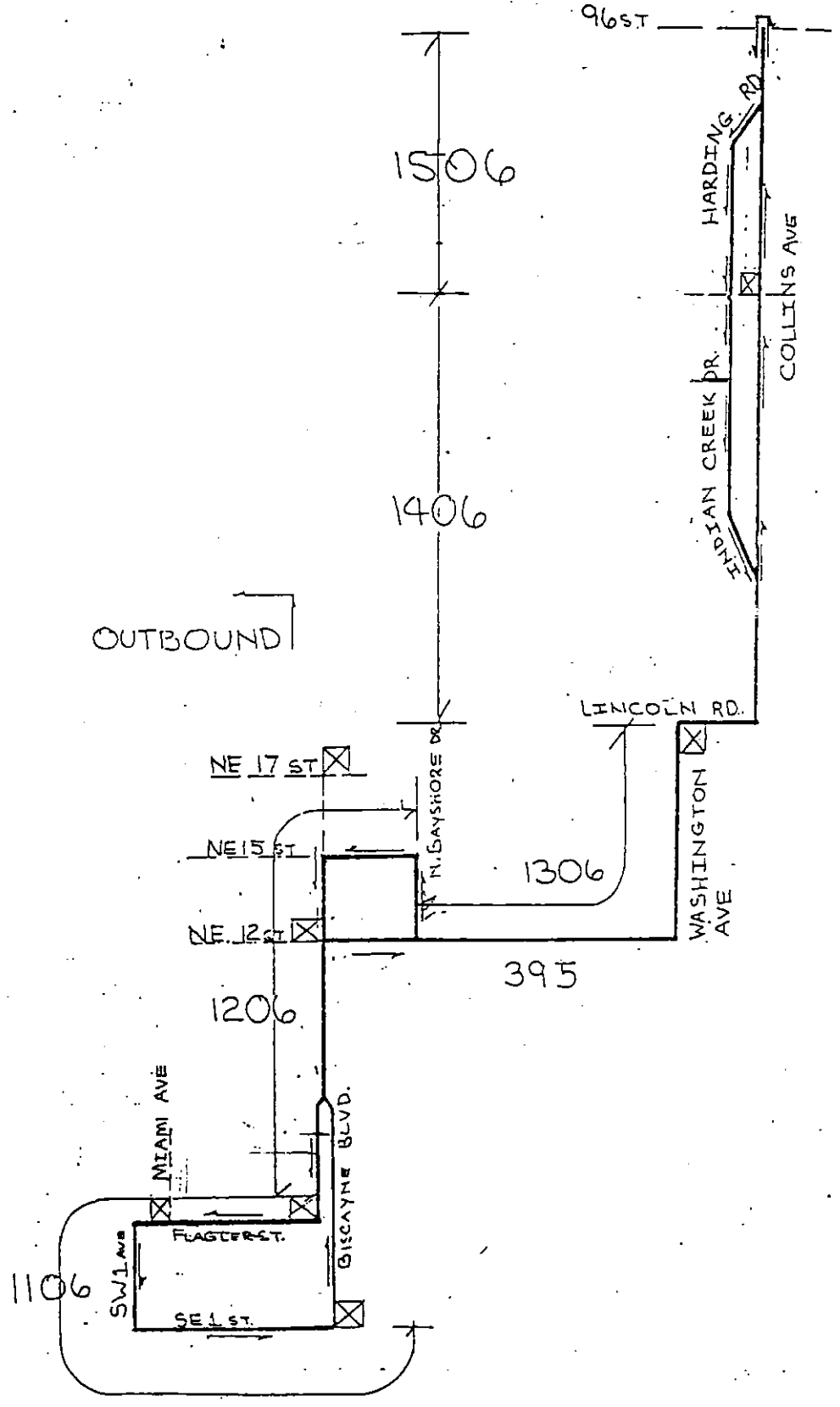
METRO JITNEY

ROUTE 5 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1205	1	7	7	15	8	6	9	6	29	44
1305	1	5	7	13	6	8	7	7	28	41
1405	4	6	9	19	7	9	6	8	30	49
1505	2	5	10	17	5	9	4	6	24	41
ALL	8	23	33	64	26	32	26	27	111	175

METRO JITNEY
ROUTE 6



METRO JITNEY

ROUTE 6 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1106	7	12	8	28	7	2	5	1	15	43
1206	9	13	7	29	8	1	7	8	24	53
1306	8	9	5	22	5	4	1	1	16	38
1406	2	3	1	6	1	5	2	0	8	13
1506	2	3	0	5	1	4	3	0	8	1
ALL	28	40	21	90	22	16	18	10	71	162

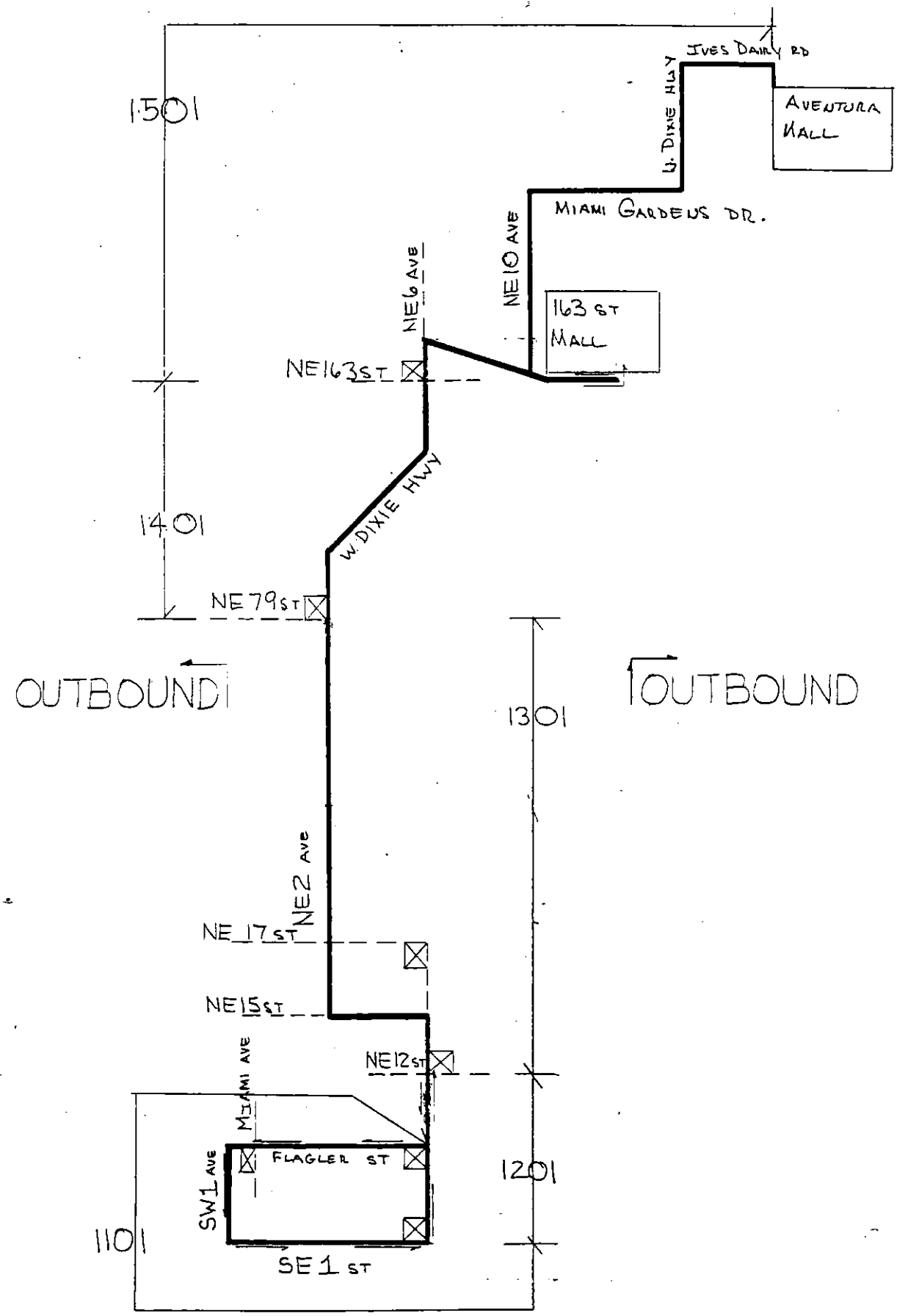
METRO JITNEY

ROUTE 6 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1206	10	7	6	23	6	2	2	3	13	36
1306	10	6	4	20	6	4	6	7	23	43
1406	6	5	5	16	2	3	2	3	10	26
1506	3	4	2	10	4	3	1	2	10	20
ALL	29	22	17	69	18	12	11	15	56	125

MIAMI MINIBUS ROUTE 1



MIAMI MINIBUS

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	0	0	0	0	0	1	0	2	3	3
1201	1	0	0	1	0	0	0	0	0	1
1301	10	12	8	30	6	3	9	7	25	55
1401	4	8	10	22	4	6	5	6	21	43
1501	0	1	2	3	0	1	0	0	1	4
ALL	15	21	20	56	10	11	14	15	50	106

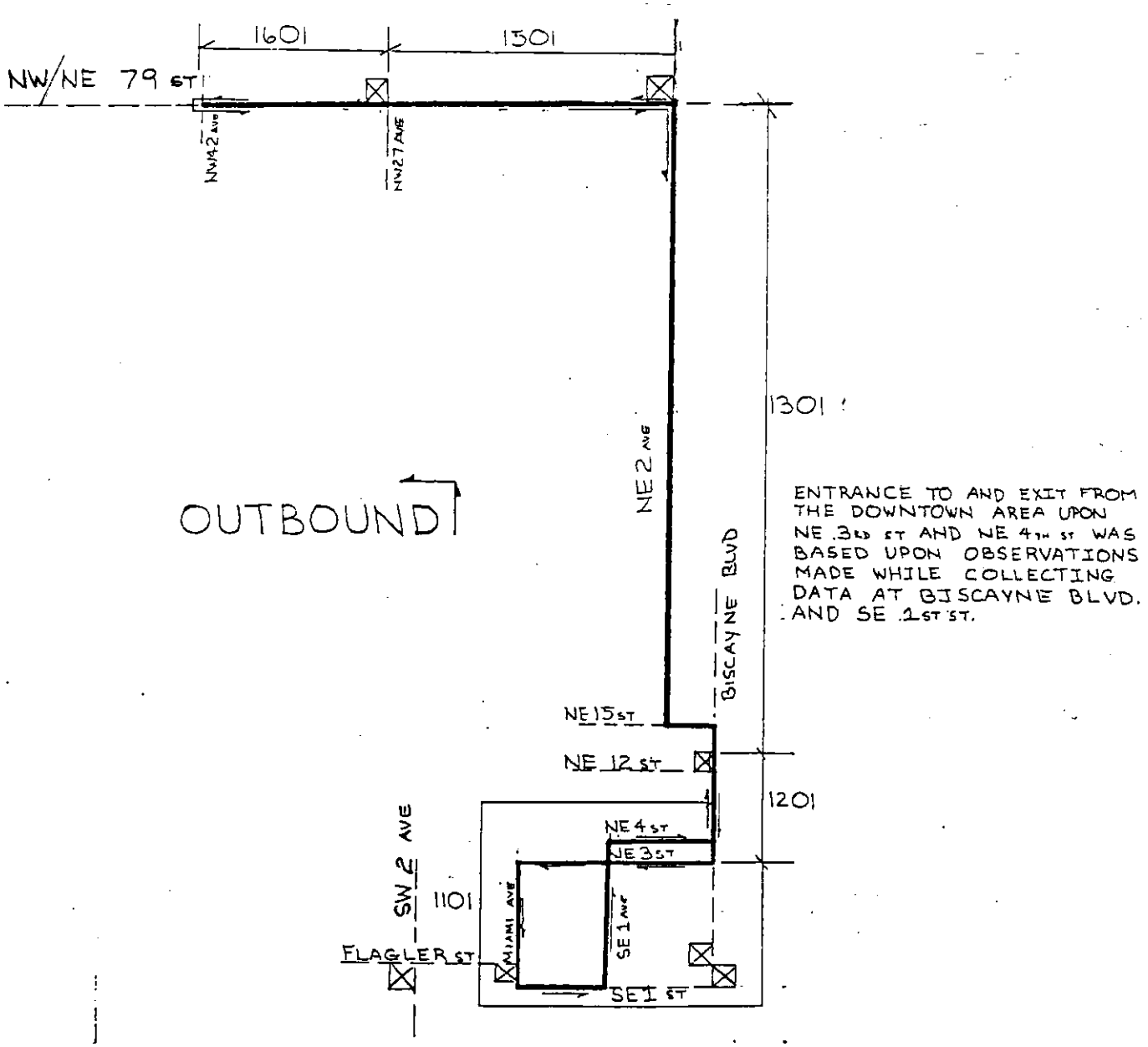
MIAMI MINIBUS

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1401	6	15	7	28	5	10	6	8	29	57
1501	3	9	9	21	5	6	3	6	20	41
ALL	9	24	16	49	10	16	9	14	49	98

MINIBUS ONWNERS ASSOC.
ROUTE 1



ENTRANCE TO AND EXIT FROM THE DOWNTOWN AREA UPON NE 3rd ST AND NE 4th ST WAS BASED UPON OBSERVATIONS MADE WHILE COLLECTING DATA AT BISCAYNE BLVD. AND SE 1ST ST.

MINIBUS OWNERS ASSOCIATION

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	3	2	4	9	1	2	1	3	7	16
1201	9	11	9	29	9	3	6	8	26	55
1301	3	7	5	15	2	7	2	4	15	30
1401	1	0	0	1	2	1	2	2	7	8
1501	4	3	9	16	6	4	7	3	20	36
1601	2	2	3	7	3	1	2	0	6	13
ALL	22	25	30	77	23	18	20	20	81	158

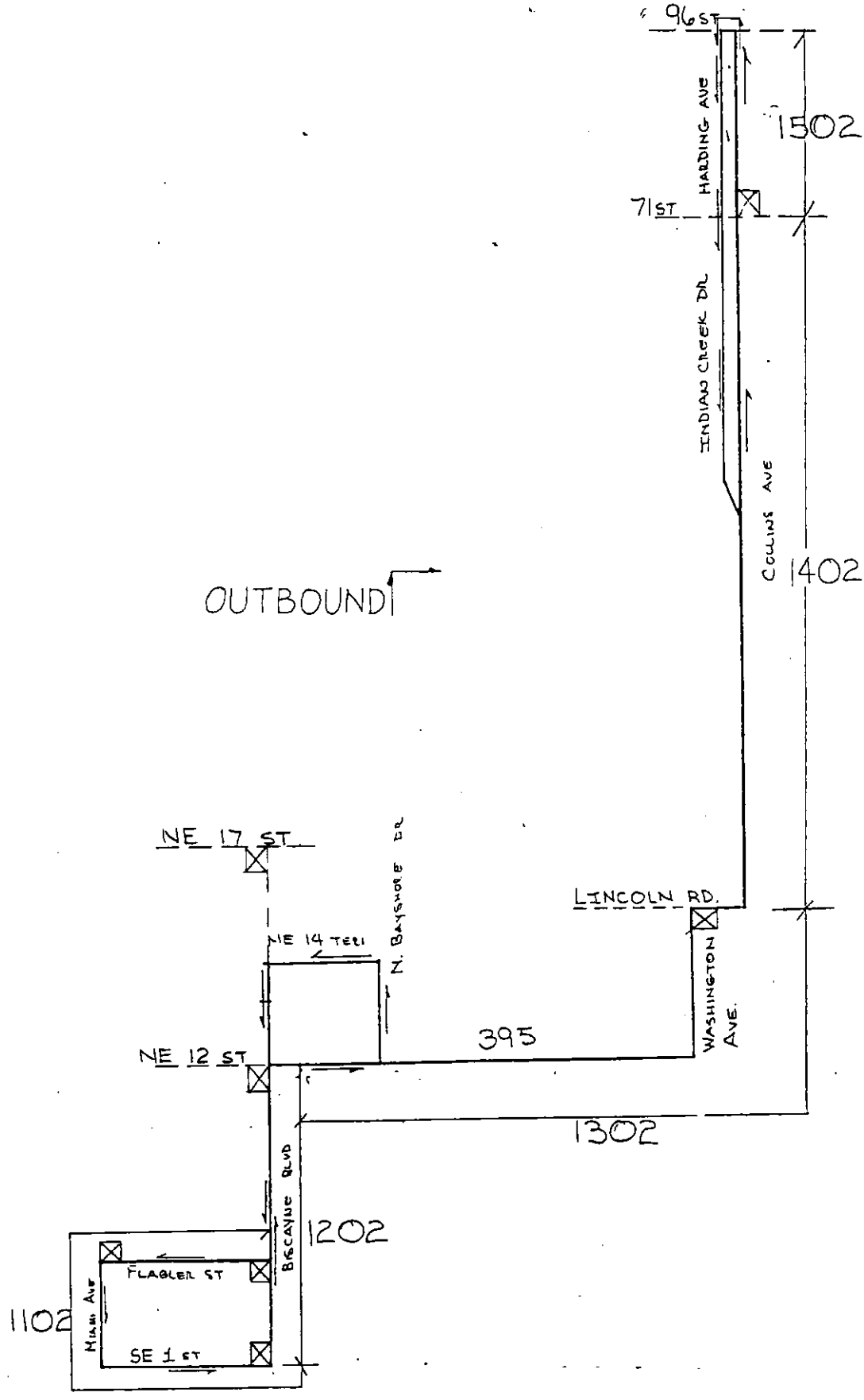
MINIBUS OWNERS ASSOCIATION

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	5	7	4	16	4	4	5	4	17	33
1301	3	2	2	7	0	1	1	1	3	10
1401	10	6	11	27	8	8	5	4	25	52
1501	12	10	5	27	11	7	2	11	31	58
1601	6	1	5	12	6	2	2	5	15	27
ALL	36	26	27	89	29	22	15	25	91	180

MINIBUS OWNERS ASSOC.
ROUTE 2



MINIBUS OWNERS ASSOCIATION

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	3	3	10	16	5	3	4	4	16	32
1202	0	2	4	6	4	2	3	2	11	17
1302	2	2	5	9	4	6	3	3	16	25
1402	0	2	4	6	1	4	1	3	9	15
1502	0	3	1	4	0	1	2	0	3	7
ALL	5	12	24	41	14	16	13	12	55	96

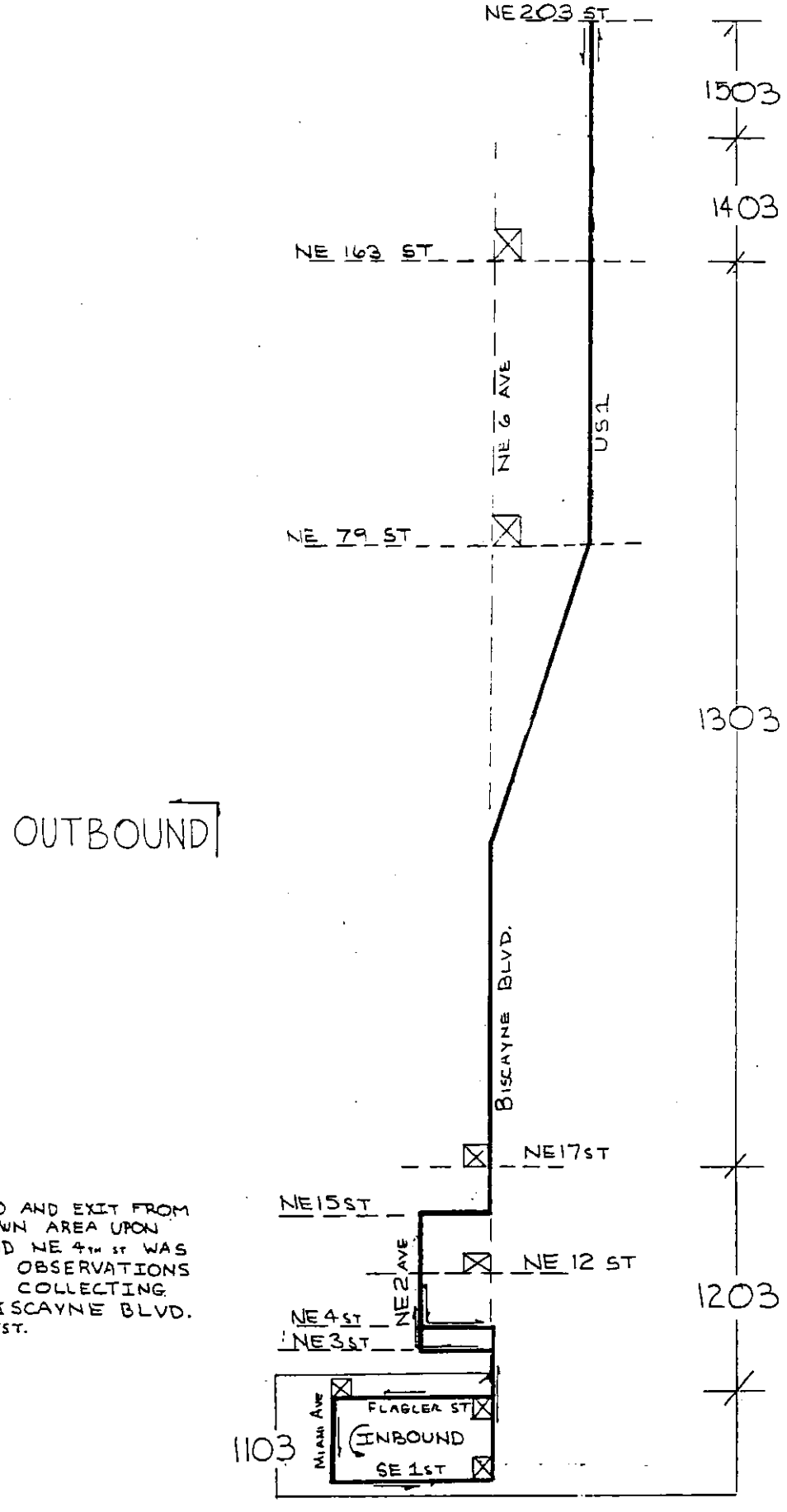
MINIBUS OWNERS ASSOCIATION

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1202	6	3	5	14	2	3	6	6	17	31
1302	1	2	2	5	3	4	3	3	13	18
1402	0	9	1	10	4	4	2	3	13	23
1502	0	6	2	8	3	0	4	1	8	16
ALL	7	20	10	37	12	11	15	13	51	88

MINIBUS OWNERS ASSOC.
ROUTE 3



ENTRANCE TO AND EXIT FROM THE DOWNTOWN AREA UPON NE 3rd ST AND NE 4th ST WAS BASED UPON OBSERVATIONS MADE WHILE COLLECTING DATA AT BISCAYNE BLVD. AND SE 1st ST.

MINIBUS OWNERS ASSOCIATION

ROUTE 3 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	1	4	7	12	1	3	0	1	5	17
1203	1	1	0	2	3	3	0	5	11	13
1303	1	0	2	3	3	1	0	1	5	8
1403	0	0	0	0	3	0	0	1	4	4
1503	0	0	0	0	1	0	0	0	1	1
ALL	3	5	9	17	11	7	0	8	26	43

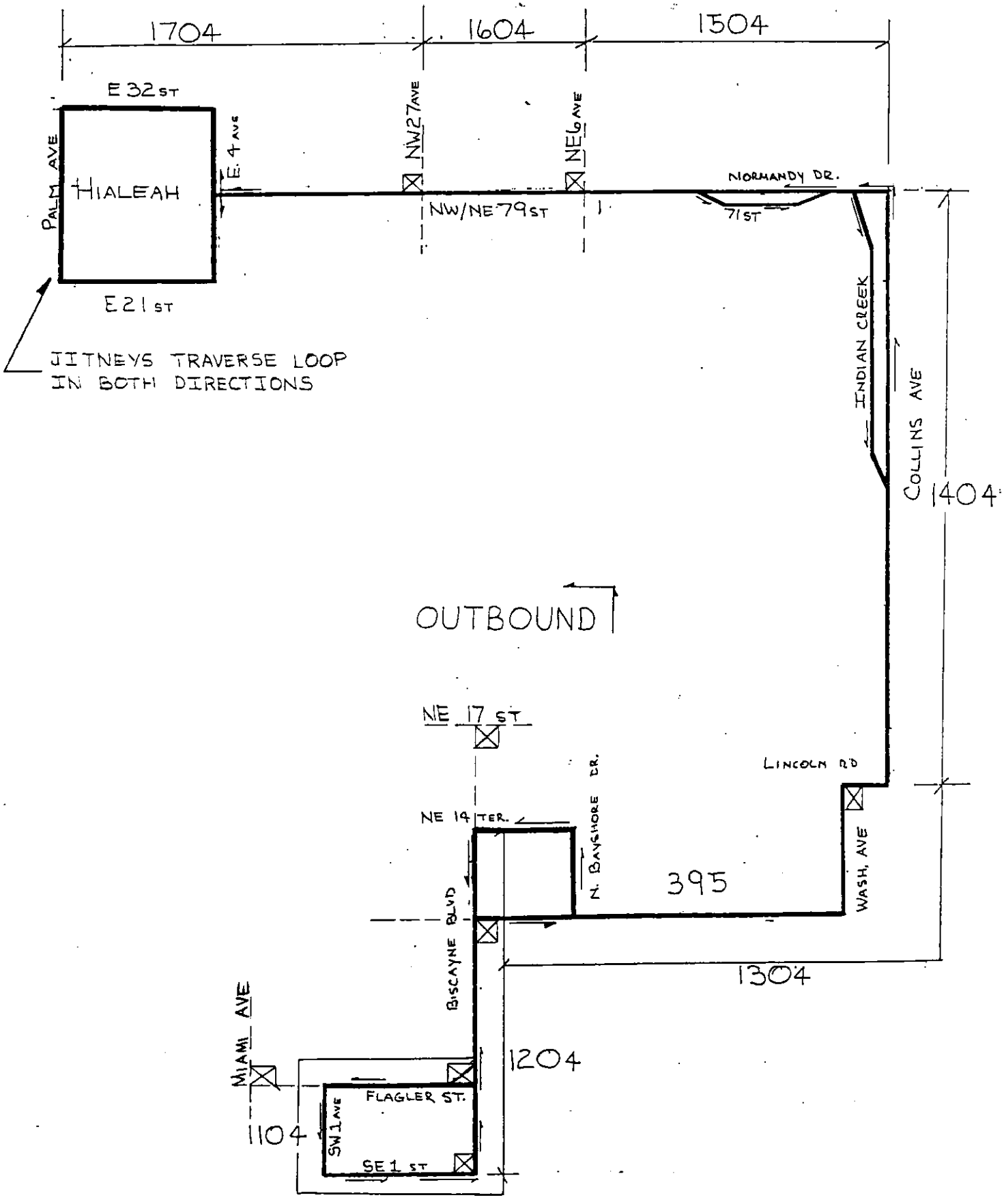
MINIBUS OWNERS ASSOCIATION

ROUTE 3 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1203	3	3	5	11	3	1	1	0	5	16
1303	2	3	1	6	1	1	0	2	4	10
1403	2	2	5	9	3	4	1	3	11	20
1503	0	0	0	0	1	0	0	1	2	2
ALL	7	8	11	26	8	6	2	6	22	48

MINIBUS OWNERS ASSOC.
ROUTE 4



MINIBUS OWNERS ASSOCIATION

ROUTE 4 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1104	1	5	3	9	1	4	1	1	7	16
1204	3	4	1	8	2	1	1	0	4	12
1304	4	7	1	12	4	4	4	3	15	27
1404	5	6	0	11	3	3	2	1	9	20
1504	5	4	3	12	4	2	3	5	14	26
1604	4	3	2	9	1	4	3	2	10	19
1704	3	0	1	4	1	0	0	2	3	7
ALL	28	32	12	72	16	18	14	14	62	127

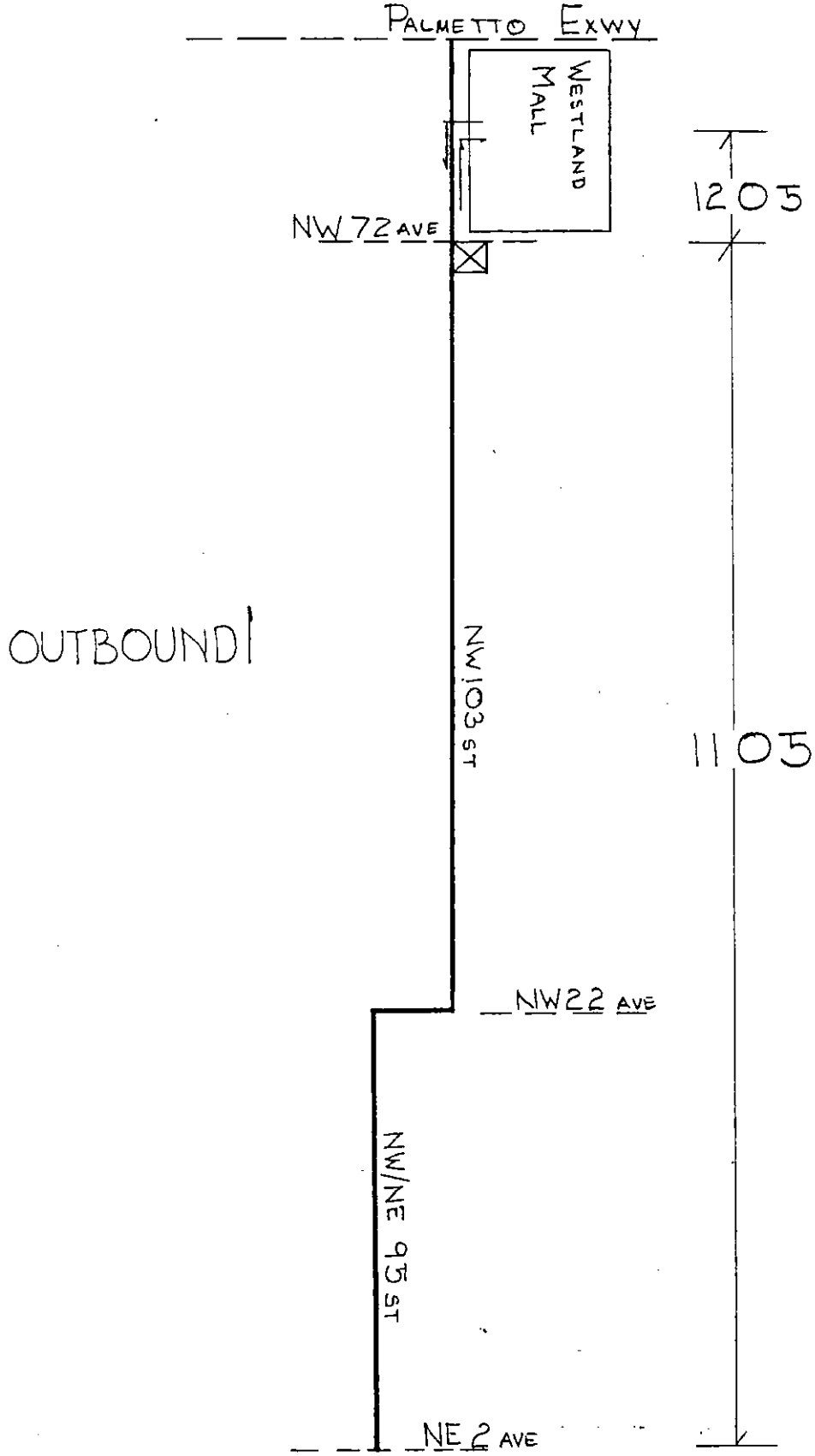
MINIBUS OWNERS ASSOCIATION

ROUTE 4 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1204	2	3	1	6	1	4	0	3	8	14
1304	2	3	3	8	1	3	1	4	9	17
1404	7	3	6	16	1	6	3	4	14	30
1504	3	3	6	12	0	2	4	2	8	20
1604	4	3	2	9	1	4	3	2	10	19
1704	3	0	1	4	1	0	0	2	3	7
ALL	21	15	19	55	5	19	11	17	52	107

MINIBUS OWNERS ASSOC.
ROUTE 5



MINIBUS OWNERS ASSOCIATION

ROUTE 5 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1105	1	0	2	3	0	0	1	1	2	5
1205	0	0	2	2	0	1	0	1	2	4
ALL	1	0	4	5	0	1	1	2	4	9

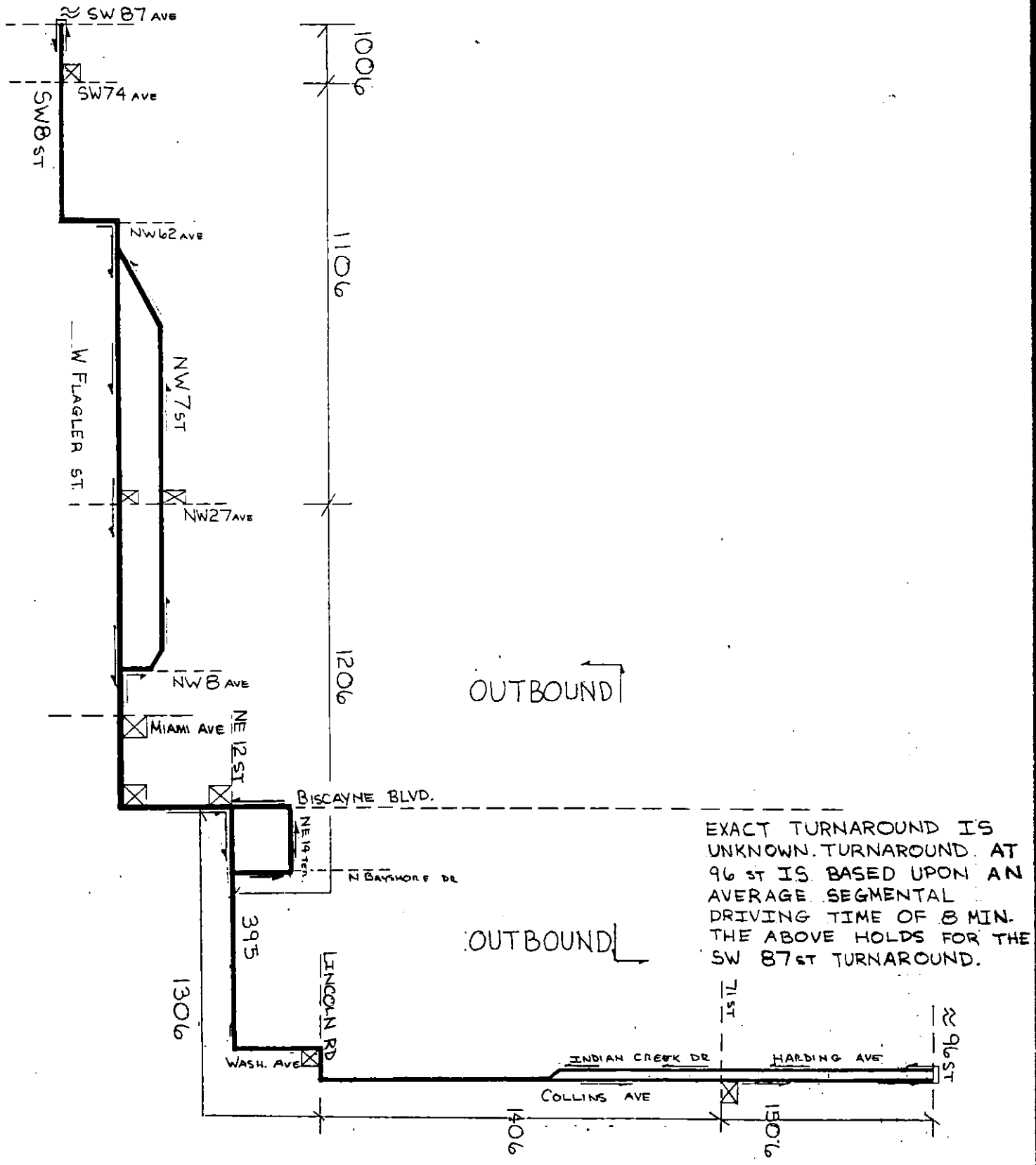
MINIBUS OWNERS ASSOCIATION

ROUTE 5 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1205	0	1	1	2	1	1	0	2	4	6
ALL	0	1	1	2	1	1	0	2	4	6

MINIBUS OWNERS ASSOC.
ROUTE 6



EXACT TURNAROUND IS UNKNOWN. TURNAROUND AT 96 ST IS BASED UPON AN AVERAGE SEGMENTAL DRIVING TIME OF 8 MIN. THE ABOVE HOLDS FOR THE SW 87 ST TURNAROUND.

MINIBUS OWNERS ASSOCIATION

ROUTE 6 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1006	0	1	0	1	0	0	0	0	0	1
1206	0	2	1	3	1	0	0	0	1	4
1306	0	1	1	2	0	0	0	0	0	2
1406	0	0	1	1	0	0	0	0	0	1
1506	0	0	1	1	0	0	0	0	0	1
ALL	0	4	4	8	1	0	0	0	1	9

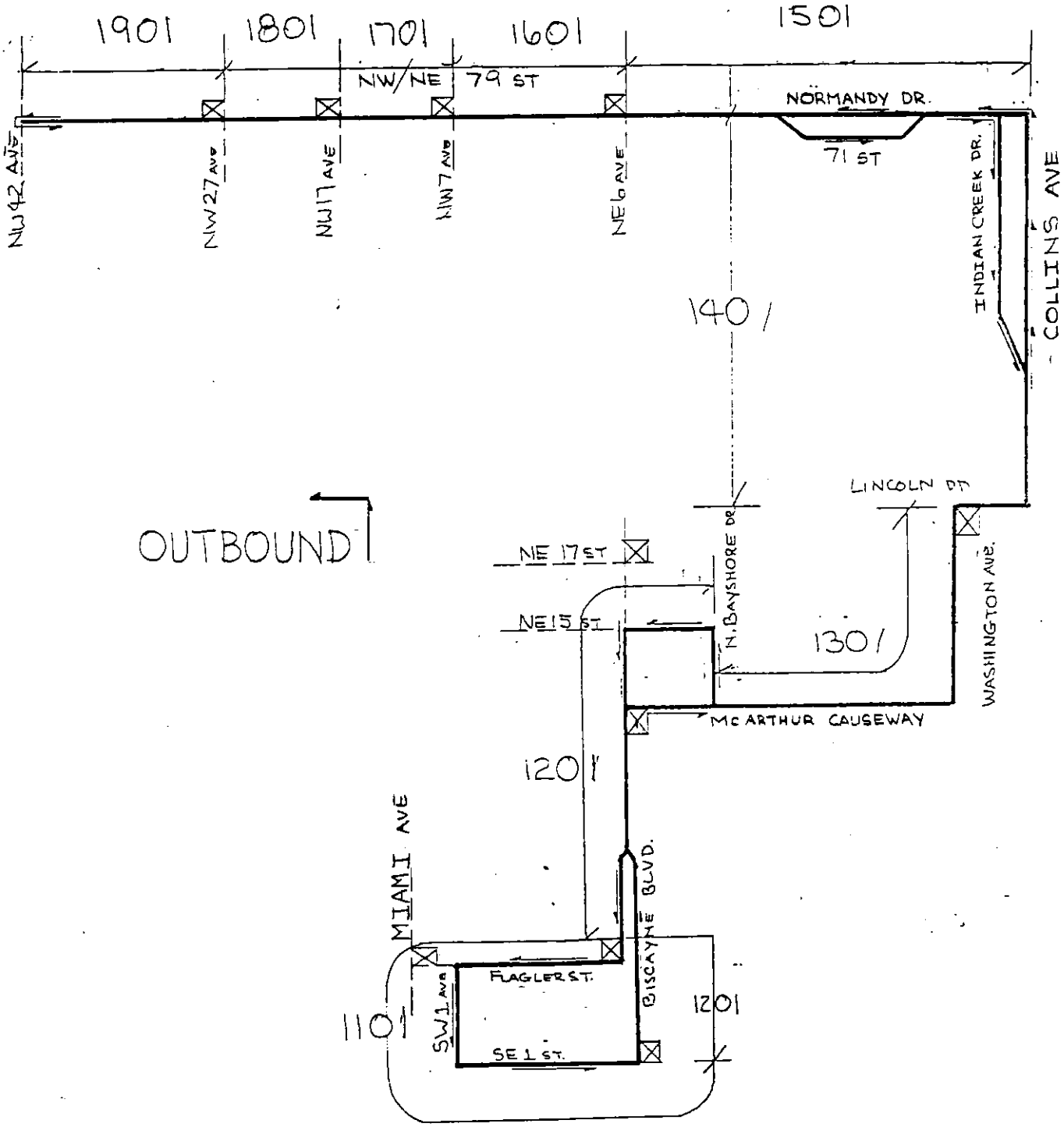
MINIBUS OWNERS ASSOCIATION

ROUTE 6 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1006	1	0	0	1	0	0	0	0	0	1
1106	2	1	0	3	0	0	0	1	1	4
1306	0	1	0	1	0	0	0	0	0	1
1406	0	1	0	1	0	1	0	0	1	2
1506	0	0	1	1	0	0	0	0	0	1
ALL	3	3	1	7	0	1	0	1	2	9

ORF SYSTEM
ROUTE 1



ORF MINIBUS SYSTEMS

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

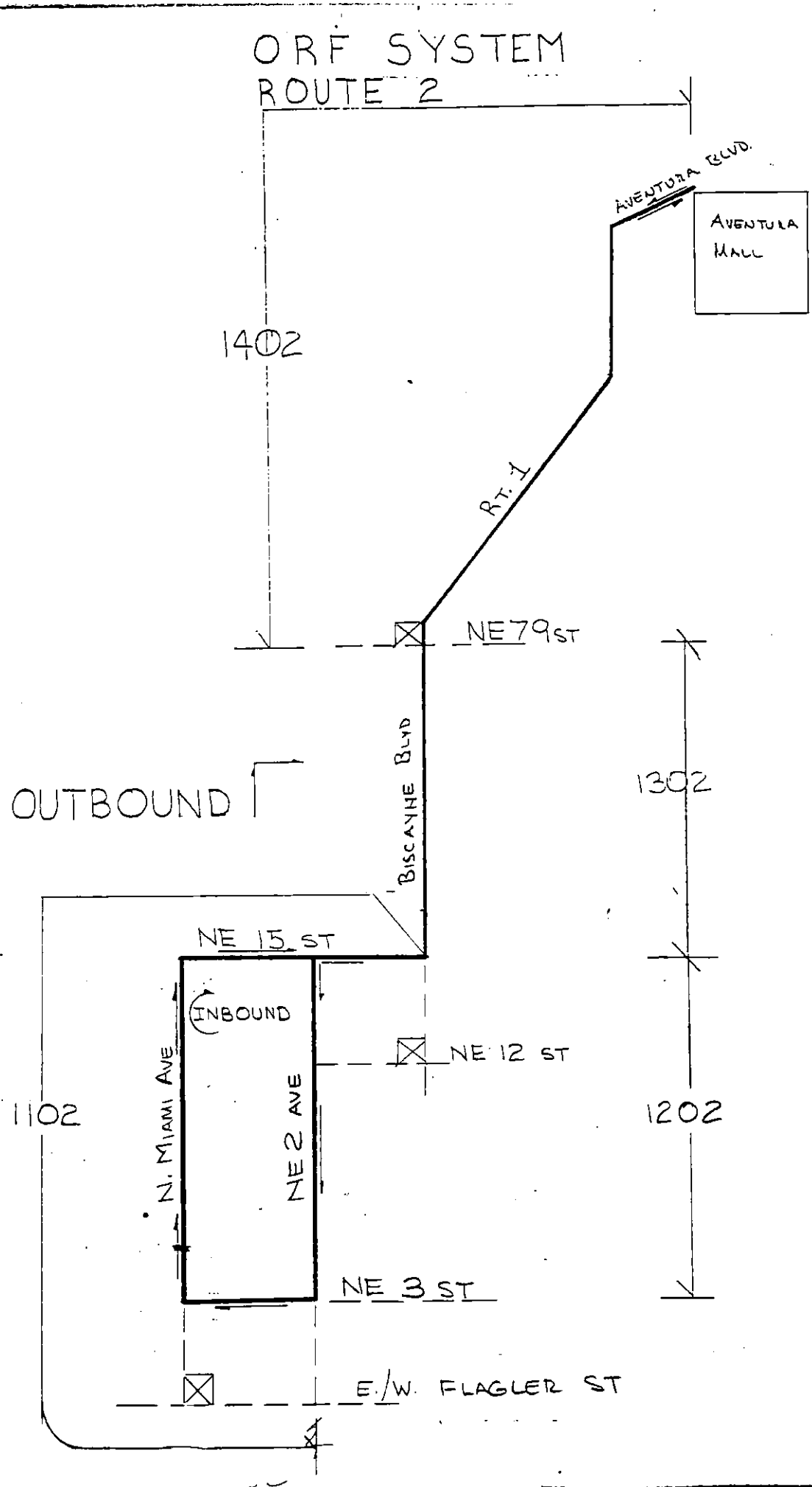
	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	0	2	0	2	0	1	1	1	3	5
1201	1	0	0	1	0	0	0	0	0	1
1301	1	0	1	2	1	1	0	0	2	4
1401	1	0	0	1	0	0	0	0	0	1
1501	2	1	2	8	1	1	0	1	3	12
1601	1	1	1	3	2	0	1	1	4	7
1701	3	0	1	4	3	1	0	2	6	10
1801	3	0	1	4	1	1	0	3	5	9
1901	0	0	0	0	1	0	0	0	1	1
ALL	12	4	6	25	9	5	2	8	24	49

ORF MINIBUS SYSTEMS

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	1	1	0	2	0	0	2	0	2	4
1301	0	0	0	0	0	0	1	0	1	1
1401	0	0	0	0	0	0	1	0	1	1
1501	0	1	1	2	0	0	2	0	2	4
1601	2	3	2	7	2	1	2	1	6	13
1701	1	0	1	2	1	1	1	0	2	5
1801	0	3	1	4	3	0	1	2	6	10
1901	1	2	1	4	2	1	1	3	7	11
ALL	5	10	6	21	8	3	11	6	28	49


ORF SYSTEM
ROUTE 2
AVENTURA BLVD.
AVENTULA MALL
1402
RT. 1
NE 79 ST
BISCAYNE BLVD
1302
OUTBOUND
NE 15 ST
INBOUND
NE 12 ST
1102
N. MIAMI AVE
NE 2 AVE
1202
NE 3 ST
E./W. FLAGLER ST

ORF MINIBUS SYSTEMS

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	1	1	1	3	1	1	1	0	3	6
1202	1	0	1	2	0	1	1	1	3	5
1302	1	0	1	2	1	2	1	1	5	7
1402	0	2	1	3	1	1	1	1	4	7
ALL	3	2	4	10	1	4	2	2	15	25

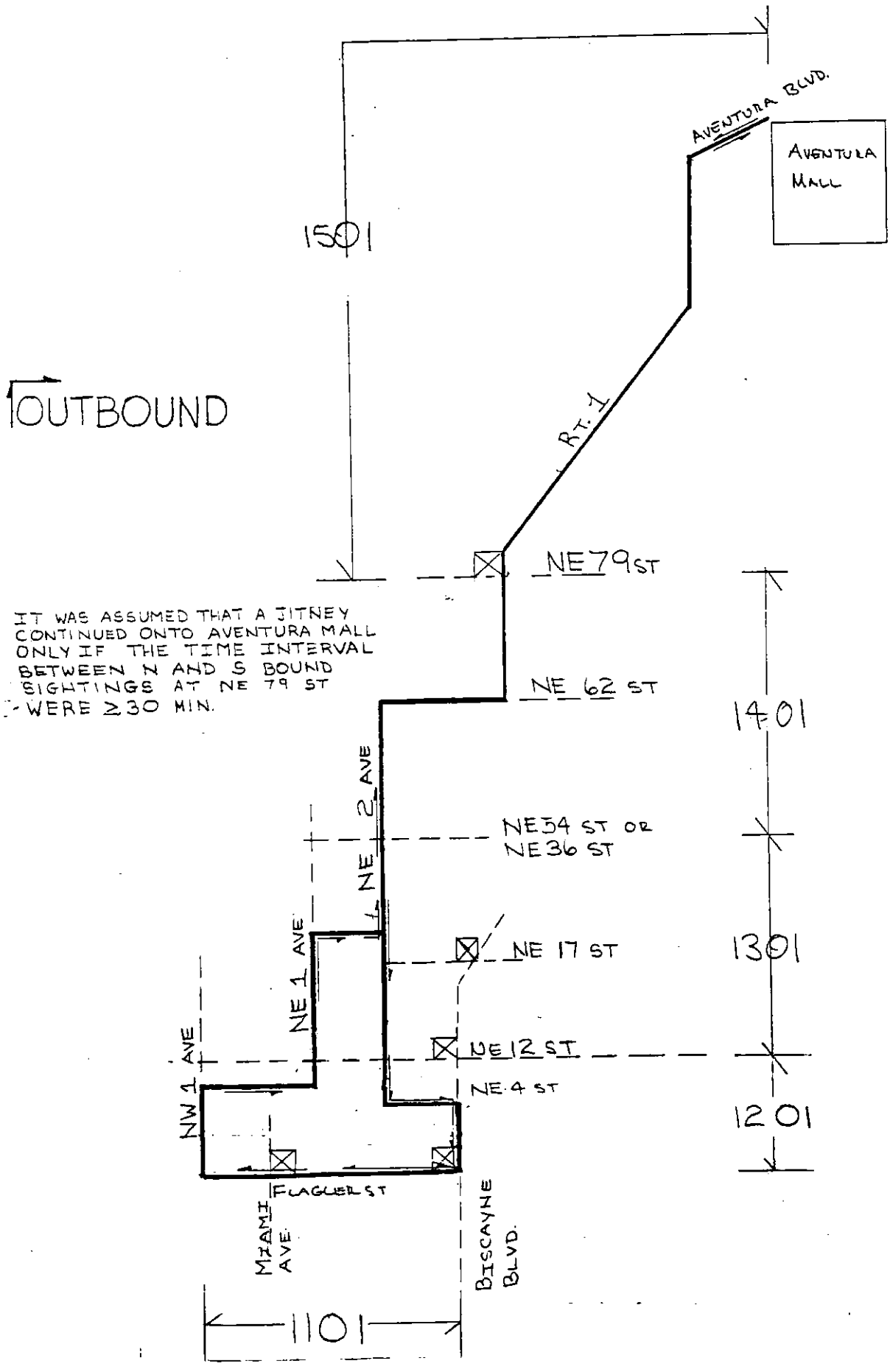
ORF MINIBUS SYSTEMS

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1302	0	1	1	2	0	1	1	2	2	4
1402	0	1	3	4	0	0	1	2	3	7
ALL	0	2	4	6	0	1	2	2	5	11

POWER SHUTTLE ROUTE 1



IT WAS ASSUMED THAT A JITNEY CONTINUED ONTO AVENTURA MALL ONLY IF THE TIME INTERVAL BETWEEN N AND S BOUND SIGHTINGS AT NE 79 ST WERE ≥ 30 MIN.

POWER SHUTTLE

ROUTE 1 BOUND(IN)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1101	2	3	3	8	4	2	1	1	8	16
1201	2	2	2	6	2	2	2	4	10	16
1301	2	2	2	6	3	4	3	1	11	17
1401	2	3	4	9	4	4	3	3	14	23
1501	0	1	0	1	0	2	1	1	4	5
ALL	8	11	11	30	13	14	10	10	47	77

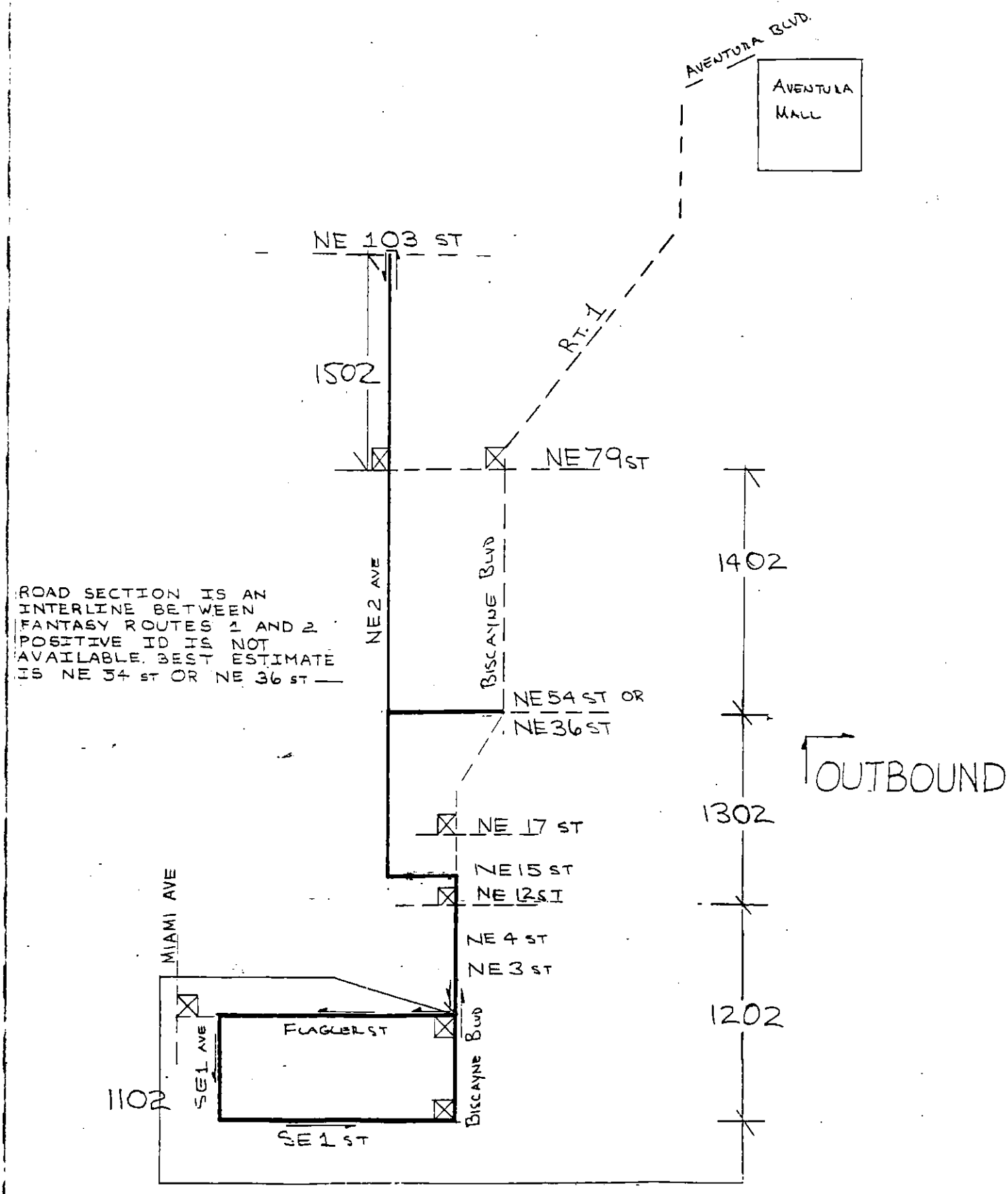
POWER SHUTTLE

ROUTE 1 BOUND(OUT)

Summary: @COUNT Field: 0
Rows: S Columns: TIME*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1201	4	0	2	6	0	1	2	1	4	10
1301	5	1	2	8	1	3	3	2	9	15
1401	6	4	2	12	3	3	3	2	11	22
1501	4	5	5	14	3	4	5	1	13	27
ALL	19	10	11	34	7	11	13	6	35	74

POWER SHUTTLE ROUTE 2



POWER SHUTTLE

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: 0
Rows: 5 Columns: TIME#

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1102	0	0	1	1	0	1	0	0	1	2
1202	1	2	1	4	1	0	2	0	3	7
1302	0	0	0	0	1	1	0	1	3	3
1402	0	0	0	0	2	2	1	0	5	5
1502	0	0	0	0	0	3	2	0	5	5
ALL	1	2	2	5	4	7	5	1	17	20

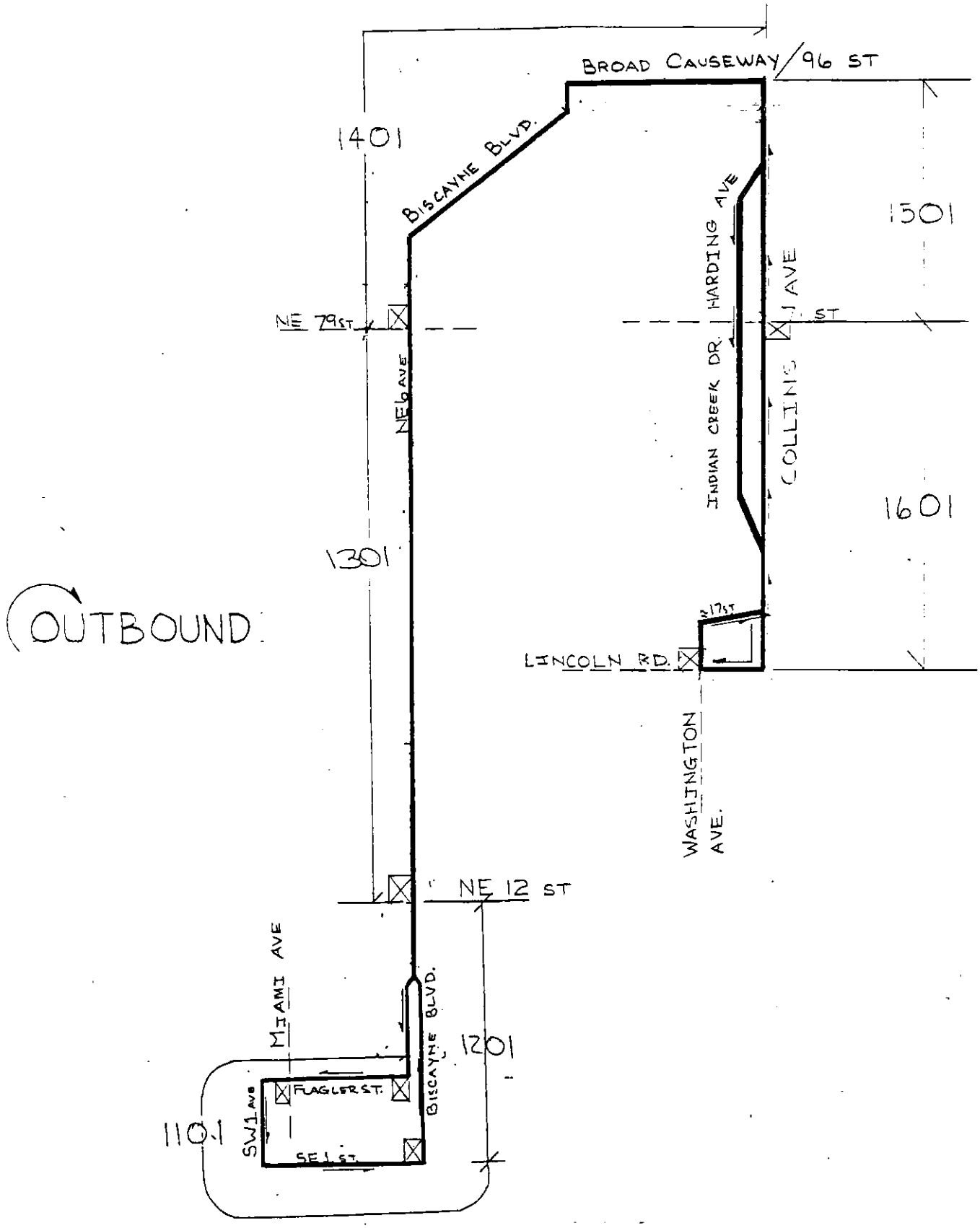
POWER SHUTTLE

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: 0
Rows: 5 Columns: TIME#

	700 TO 800	800 TO 900	900 TO 1000	700 — 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1202	2	1	0	3	0	0	2	2	4	7
1302	0	2	0	2	0	1	0	2	3	5
1402	0	0	0	0	0	1	2	1	4	4
1502	0	0	0	0	0	1	2	1	4	4
ALL	2	3	0	5	0	3	6	6	15	20

UNKNOWN JITNEYS
ROUTE 1



UNKNOWN OPERATORS

ROUTE 1 BOUND: IN

Summary: @COUNT Field: trip
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 15	ALL
1101	0	0	0	0	3	1	5	7	17	17
1201	1	2	2	5	1	3	[illegible]	[illegible]	7	12
1301	2	3	4	9	0	5	0	5	10	19
1401	1	3	3	7	3	3	2	1	9	16
1501	5	10	5	20	3	3	3	2	11	31
1601	5	4	3	12	3	3	2	3	11	23
ALL	14	22	17	53	13	18	13	21	65	118

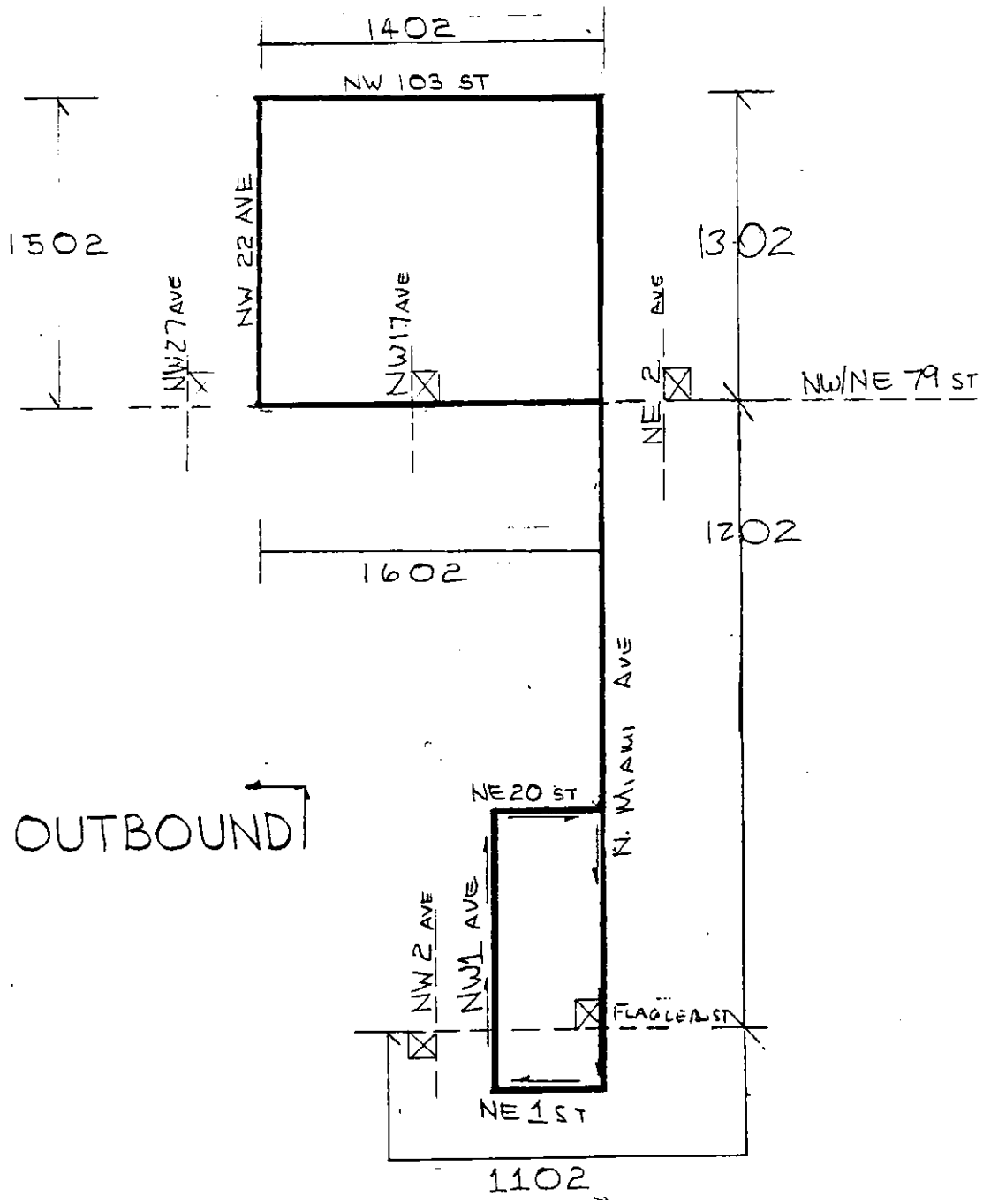
UNKNOWN OPERATORS

ROUTE 1 BOUND: OUT

Summary: @COUNT Field: trip
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 15	ALL
1201	1	0	2	3	13	9	6	2	30	33
1301	1	3	2	6	2	2	1	2	7	13
1401	1	3	2	6	2	2	1	0	5	11
1501	2	5	3	10	3	2	2	1	8	18
1601	3	5	4	12	4	3	2	2	11	23
ALL	8	16	13	37	24	18	12	7	61	98

UNKNOWN JITNEYS
ROUTE 2



UNKNOWN OPERATORS

ROUTE 2 BOUND(IN)

Summary: @COUNT Field: trip
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 15	ALL
1202	1	3	4	7	1	2	1	2	6	13
1502	1	2	2	5	1	1	2	1	5	10
1602	1	2	1	4	1	1	1	1	4	8
ALL	3	7	7	16	3	4	4	4	15	31

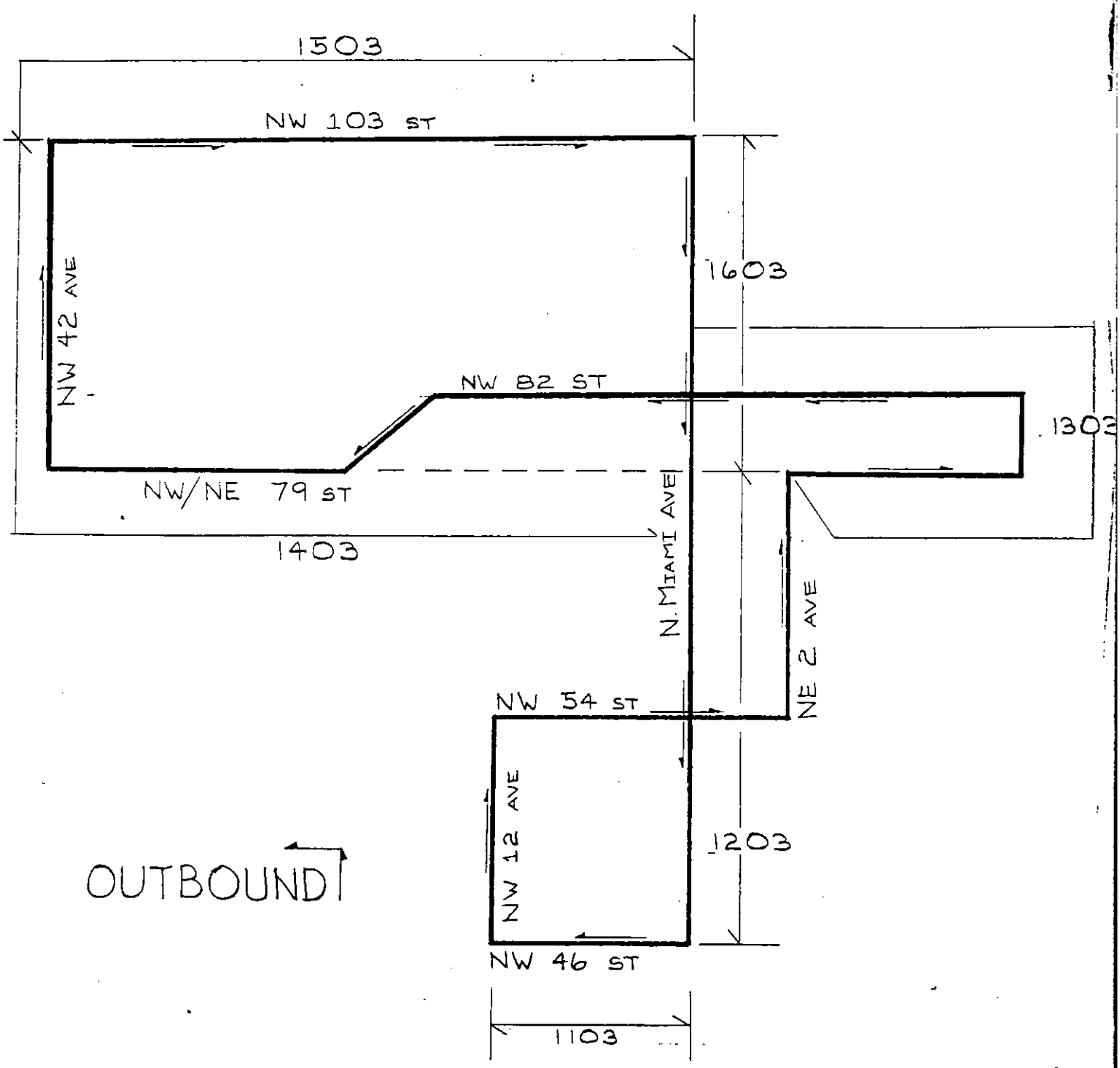
UNKNOWN OPERATORS

ROUTE 2 BOUND(OUT)

Summary: @COUNT Field: trip
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 100	700 -- 100	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 15	ALL
1102	1	0	1	2	1	1	1	2	5	7
1202	1	0	1	2	0	1	1	1	3	5
1302	1	2	3	6	3	2	4	4	13	19
1402	1	2	2	5	2	2	3	2	9	14
ALL	4	4	7	15	5	6	9	9	30	45

UNKNOWN OPERATORS
ROUTE 3



UNKNOWN OPERATORS

ROUTE 3 BOUND(IN)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1203	1	2	3	6	1	0	1	0	2	8
1503	3	2	0	5	0	1	0	1	2	7
1603	1	3	4	8	0	0	1	0	1	9
ALL	5	7	7	19	1	1	2	1	5	24

UNKNOWN OPERATORS

ROUTE 3 BOUND(OUT)

Summary: @COUNT Field: o
Rows: s Columns: time*

	700 TO 800	800 TO 900	900 TO 1000	700 -- 1000	1100 TO 1200	1200 TO 1300	1300 TO 1400	1400 -- 1500	1100 -- 1500	ALL
1103	1	2	2	5	1	0	1	0	2	7
1203	1	2	2	5	1	1	0	1	3	8
1303	1	2	1	4	1	2	0	1	4	8
1403	1	3	0	4	0	1	1	1	3	7
ALL	4	9	5	18	3	4	2	3	12	30