

Attachment A

RESOLUTION NO. 2019-31073

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE, AT ITS OCTOBER 23, 2019 MEETING, TO APPROVE THE RIDERSHIP CONCEPT OF THE BETTER BUS PROJECT, PROVIDED THAT THE SOUTH BEACH TROLLEY SERVICE TO BELLE ISLE IS RETAINED.

WHEREAS, according to the 2019 Miami Beach Resident Survey, 75% of residents are satisfied with the City's trolley service; however, 63% of residents are using their personal automobiles for trips within Miami Beach; and

WHEREAS, the 2019 Miami Beach Business Survey rates transportation as one of the four most significant challenges for the future growth and stability of businesses; and

WHEREAS, according to the same survey, 48% of businesses are satisfied with the effectiveness of public transit for employee commuting; and

WHEREAS, the Better Bus Project is an advocacy-led and community-driven bus system redesign, led by Transit Alliance Miami and the Miami-Dade Department of Transportation and Public Works; and

WHEREAS, Transit Alliance is a local, non-profit organization advocating for walkable streets, bikeable neighborhoods, and better public transit in Miami-Dade County; and

WHEREAS, the Better Bus Project effort began in June of 2019 and it is an intensive two-year project; and

WHEREAS, the final plan will be voted on by the Board of County Commissioners between February and March of 2020; and

WHEREAS, a goal of the redesign is to position the system for ridership growth by creating a more effective service while remaining budget neutral; and

WHEREAS, an overall network stands to benefit from several key system-wide improvements such as the increase in high-frequency routes, creating more viable connections, better serving high population/employment centers, resolving low productivity and circuitous routes, and integrating key municipal trolley services; and

WHEREAS, some of these routes, such as the 119 (S) and the 120 (Beach Express), are among the routes with the highest ridership in the County; however, there has been a steady decline in ridership over the past several years; and

WHEREAS, while the Better Bus Project is focusing on the County bus network, it also looks at improvements to trolley services in the cities of Miami, Miami Beach, and Coral Gables, which account for 70% of trolley ridership in the county; and

WHEREAS, last month, two network concepts were released by Transit Alliance (coverage concept and ridership concept); and

WHEREAS, the coverage concept creates more high-frequency bus services in the urban core by better integrating county and municipal services, primarily in the City of Miami while ensuring that everyone who currently has access to transit service remains within a quarter mile of service; and

WHEREAS, the ridership concept is designed to maximize access to jobs and frequent service by shifting service away from low density areas and low performing routes to high density areas and high performing routes; and

WHEREAS, as it relates to the City's trolley service, both the coverage concept and the ridership concept have been designed to keep the existing service hours and for the changes to be budget neutral to the City; and

WHEREAS, both concepts assume a wider stop spacing of about every two blocks to provide faster service; and

WHEREAS, the key issues the Administration has identified are fares, transfers and longer walking distance and extensive coordination between participating agencies; and

WHEREAS, given that city trolleys are free to ride and county buses require a \$2.25 fare, if some of the changes to the City's trolley routes are implemented as suggested in the Better Bus Project, some riders who are currently riding the trolley for free will need to pay a fare to ride the County bus; and

WHEREAS, eliminating segments of the City's existing trolley routes will require that some residents transfer from trolley to bus and vice-versa or walk longer distances to complete their trip; and

WHEREAS, to achieve the intended goal of the Better Bus Project, means changing municipal trolley routes and the County bus network based on the direction of the City of Miami Beach, City of Miami, and Miami-Dade County and will require intergovernmental cooperation and collaboration; and

WHEREAS, Better Bus Project intends to maximize ridership potential of the County's bus system and represents a collaborative planning process between regional and local services that improves access to opportunities for residents, regional access for workers, and access to frequent service; and

WHEREAS, "Design a Better Bus Network" is action item 13 in Resilient 305; and

WHEREAS, the Administration supports changes to the County bus service that would maximize access to jobs, increase ridership, and establish more frequent service for the residents, workforce, and visitors of Miami Beach; and


WHEREAS, the Administration supports various recommendations in the Better Bus Project, including the elimination of the Via 11 Street Loop, increasing service frequency for South Beach Trolley and Collins Express and reducing duplication between the Middle Beach Trolley and Collins Express routes; and

WHEREAS, the Administration does not agree with eliminating the Middle Beach trolley in the ridership concept and eliminating South Beach trolley service to the Collins Park neighborhood in both concepts; and

WHEREAS, at its October 23, 2019 meeting, the Neighborhood/Community Affairs Committee endorsed the ridership concept of the Better Bus Project, provided that the South Beach trolley service to Belle Isle is retained.

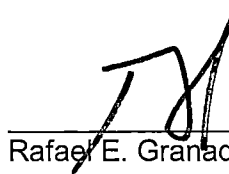
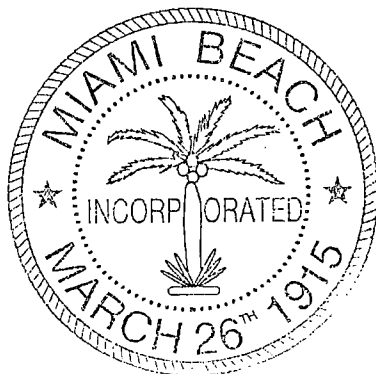
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendation of the Neighborhood/Community Affairs Committee, at its October 23, 2019 meeting, to approve the ridership concept of the Better Bus Project, provided that the South Beach trolley service to Belle Isle is retained.

PASSED and ADOPTED this 30th day of October 2019.



Dan Gelber, Mayor

ATTEST:


10/1/19
Rafael E. Granado, City Clerk

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney

10/25/19
Date