

# 2018 Mobility Scorecard

TransitAlliance

Miami

Performance			April – September '18
On time 31%	2 – 5 minutes late	26%	Ghosts 17%
	5 – 10 minutes late	13%	
	10+ minutes late	8%	Bunched 5%

Ridership				
FY 2017	'16	'15	'14	'13
▼ 20 million	21.5	21.9	21.6	21

Fleet Replacement		09/18
34	102 rail cars remaining	

System Length	1985	2018	Planned
	22 miles	24.4 miles	0 miles

### Analysis

Metrorail performance remains at abysmal levels, with the department slackening official schedules to compensate for poor performance. With no concrete plans to expand or supplement the system, there is little hope of serving more riders, as Metrorail already suffers from a history of poor system planning and remains severely limited in reach.

- ### Recommendations
- Improve on-time performance, even new vehicles are facing en-route breakdowns
  - Create a near-term plan for system expansion on a corridor that has demonstrated demand and lacks dedicated infrastructure (eg. Beach, West, North)
  - Improve connectivity from stations to population centers with better bus and trolley connections, additional biking infrastructure, and crossing improvements for pedestrians
  - Aggressively up-zone and encourage development around existing stations
  - Operate the airport extension as an extension instead of an entirely separate line
  - Address chronic Metromover reliability issues – Metromover supports Metrorail ridership

Key Metrics	FY 2017	2016	2015	2014	2013
Ridership	▼ 58 million	65	72	76	78
Dedicated Lanes	▲ 20.4 miles	19.8	19.8	19.8	19.8
Miles Driven	▼ 28.2 million	28.8	29.0	28.4	29.2
Breakdown Interval	▼ 2,955 miles	3,109	3,474	3,903	4,391

Rider Experience				09/18	
Average Frequency	35 minutes	Fleet Age	11.2 years	Stops with Shelter	25%

Top 10 Routes	
Jan – Jun '17	Jan – Jun '18
11.9 million rides	▶ 10.7 million rides

Fleet Renewal		09/18
100	200 buses remaining	

### Analysis

Metrobus is facing an alarming exodus of riders. The department has responded solely with repeated service cuts instead of examining and addressing the core reasons for ridership decline. The system continues to be plagued by poor reliability, ineffective route planning, a lack of dedicated infrastructure, and free trolley services fragmenting the overall network.

- ### Recommendations
- Redesign the bus system to create a more effective route network – realigning circuitous routes, strengthening high frequency corridors, connecting major population/employment centers, creating effective route transfers, and aggressively integrating trolley services across the system to reduce overall service fragmentation
  - Create near-term plans for dedicated infrastructure along high ridership corridors (eg. Beach, West, North)
  - Comprehensively measure and improve on-time performance and bunching issues
  - Publish real-time bus arrival information to route planning apps like Google Maps

# Trolleys

A

B

C

D

F

Municipality	Ridership 2017	GPS Tracker	Hours/Interval	System Design	Cost/Rider	Our Rating
City of Miami	5,087,070	●	Fair	Poor	\$1.90	★ ★
City of Miami Beach	2,248,578	●	<b>Good</b>	Fair	\$0.79	★ ★ ★ ★
City of Coral Gables	1,120,774	●	Poor	<b>Good</b>	\$1.26	★ ★ ★
City of Doral	587,045	●	Fair	Poor	\$0.66	★ ★
City of North Miami	340,359	●	Poor	Poor	\$0.55	★
City of Aventura	265,532	●	Poor	Poor	\$1.12	★
City of Hialeah	261,902	●	Poor	Poor	\$8.46	★
City of Opa-locka	178,912	●	Poor	Poor	N/A	★
City of Homestead	137,692	●	Poor	Poor	\$0.78	★
City of Sweetwater	126,487	● ●	Poor	N/A	\$2.34	★
Sunny Isles Beach	122,158	●	Poor	Poor	\$4.07	★
North Miami Beach	85,593	●	Poor	Poor	\$4.29	★
Miami Gardens	83,338	●	Poor	Poor	\$10.89	★
Town of Cutler Bay	52,787	●	Poor	Poor	\$1.54	★
Village of Pinecrest	29,875	●	Poor	Poor	\$0.65	★
Town of Surfside	29,539	●	Poor	Poor	\$3.84	★
Town of Miami Lakes	22,041	●	Poor	Poor	\$2.79	★
City of Miami Springs	21,720	●	Poor	Poor	\$1.46	★
City of West Miami	12,750	●	Poor	Poor	\$1.44	★
Bal Harbour Village	11,627	●	Poor	Poor	\$9.42	★
Miami Shores	9,879	● ●	Poor	N/A	\$1.86	★
Bay Harbor Islands	7,850	●	Poor	Poor	\$5.70	★
Palmetto Bay	5,276	● ●	Poor	N/A	\$17.22	★
North Bay Village	2,600	●	Poor	Poor	\$11.28	★
Town of Medley	1,078	● ●	Poor	N/A	\$1.86	★



No route map or tracking



No tracking



Proprietary



Real-time on Google Maps

# Cycling & Walking

% of Road Miles with Bike Lanes		
2018 GIS Data	Countywide	1.69%
	City of Miami	2.76%
	Miami Beach	11.69%
	Coral Gables	4.21%

**Insufficient Data**

Prioritizing the safety of pedestrians and cyclists begins with clear goals and robust data. Miami-Dade has neither, and has yet to act on Vision Zero.

Progress
<p>Española Way Miami Beach</p> <p>Giralda Plaza Coral Gables</p> <p>Speed Limit Reductions Coral Gables</p> <p>Venetian Causeway Green Bike Lanes Miami-Dade County</p> <p>The Underline Friends of the Underline</p> <p>Plaza at Rue Vendome Miami Beach</p> <p>Miller Drive Sidewalk Bike Lane Miami-Dade County</p> <p>Gables Greenway Bike Lanes* Coral Gables</p> <p>SE/SW 1st Street (Complete Street)* City of Miami</p> <p>*Although welcome additions, these projects are framed as pilot projects, exacerbating Miami's longstanding addiction to temporary action without permanent improvement.</p>

Problems
<p>Biscayne Boulevard FDOT</p> <p>High speeds, poor pedestrian infrastructure, and nonsensical crosswalk timings in the heart of the urban core.</p>
<p>Calle Ocho (8th Street) FDOT</p> <p>Absurdly few pedestrian crossings on an untamed high speed corridor carved through a business community.</p>
<p>Bike Master Plan City of Miami</p> <p>Commissioned almost 10 years ago, the city remains completely unconnected and extremely hostile to cyclists.</p>
<p>Dockless Mobility Ban Various Cities</p> <p>Despite gaining immense popularity and filling a vital gap – dockless bicycles and scooters have been widely banned.</p>

# The Year Ahead

## Bus System Redesign

Transit Alliance is advocating for a complete network redesign of Miami-Dade's bus system. Our network is littered with circuitous routes, corridors that warrant strengthening, gaps in service, and missing connections. It also presents an opportunity to drive reliability goals, deploy dedicated infrastructure, reexamine our fare structure, and integrate the trolleys.

## SMART Plan

Transit Alliance **no longer supports** the SMART Plan. Once a beacon of hope for transit expansion, the plan has fallen victim to the prioritization of politics over practicality, an overabundance of studies, unrealistic targets, and flawed corridor designs repeating the same mistakes of the past. Worse, the extension of the 836 highway (which we strongly oppose) became a part of the plan, which was followed by a deployment of "demonstration projects" that do little to ease existing conditions or demonstrate any significant aspect of the plan. Transit Alliance is developing an alternate plan for transit expansion.

## Transit Authority

Transit Alliance is examining the possibility of forming a dedicated transit authority to oversee and operate all transit in the County. Currently this role rests with Miami-Dade Department of Transportation and Public Works, a newly combined department that lacks a dedicated source of funding. Top-level decision-making is fragmented among several more government entities, each vulnerable to a different set of political priorities. The combination of both has resulted in decades of mismanagement, stymieing hopes of expansion and relegating transit to the mercy of the current administration's priorities.

## Vision Zero

Transit Alliance is developing new campaigns to support the rapid implementation of improvements to cycling and pedestrian infrastructure, starting with the comprehensive adoption of Vision Zero.

**Disclaimer:** Although the analysis presented has been produced from sources believed to be reliable, Transit Alliance Miami makes no warranty or claims as to the accuracy of said data or the resulting analysis. All opinions are those of Transit Alliance Miami alone.