

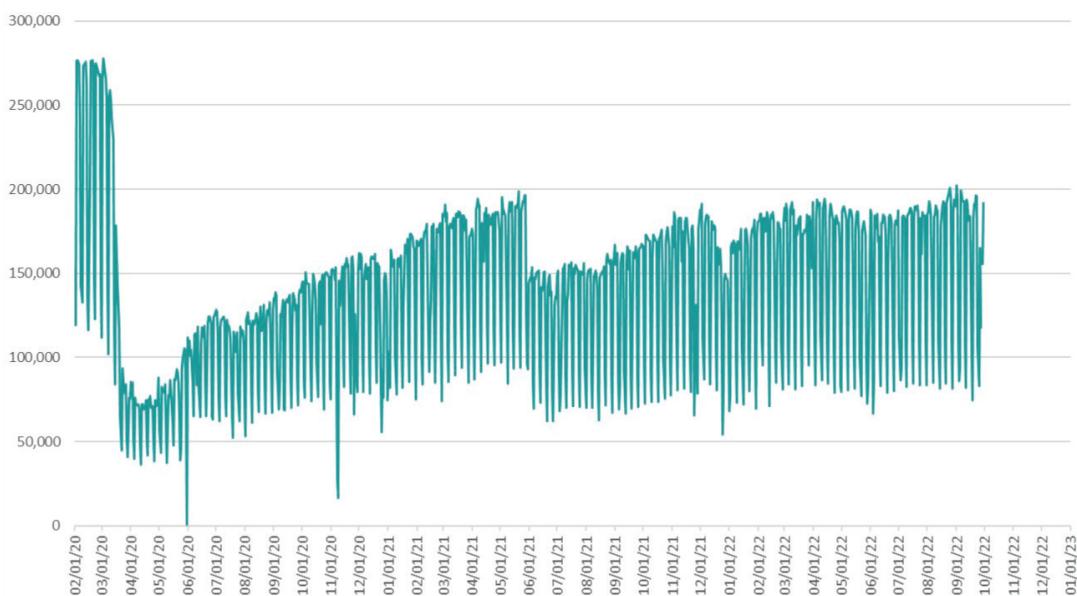


MIAMI-DADE COUNTY
2023 STATE OF TRANSIT REPORT
BY TRANSIT ALLIANCE MIAMI

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

STATE OF RIDERSHIP

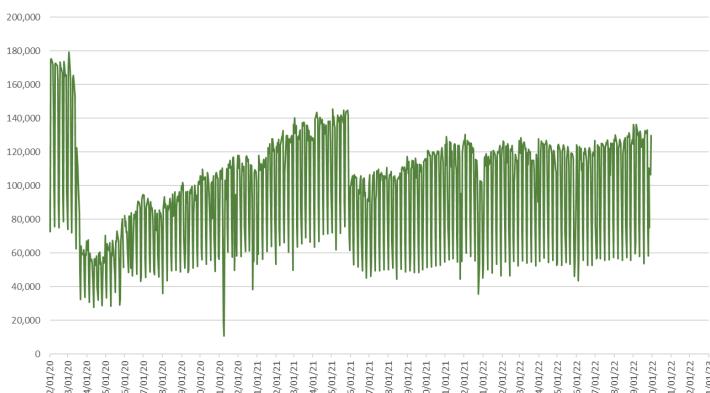
SYSTEM RIDERSHIP



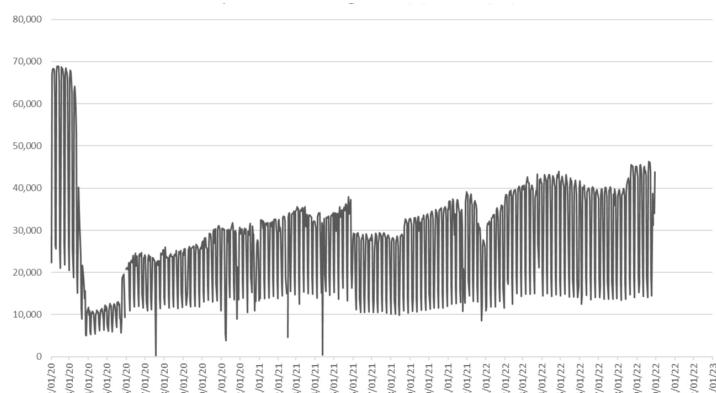
Note: COVID 19 has lowered ridership across the country. It has also led to cuts in service and staffing that have lowered service and made it more difficult for people to rely and return to the system.

DTPW is working to staff up, but having difficulty like many other transit agencies.

METROBUS RIDERSHIP



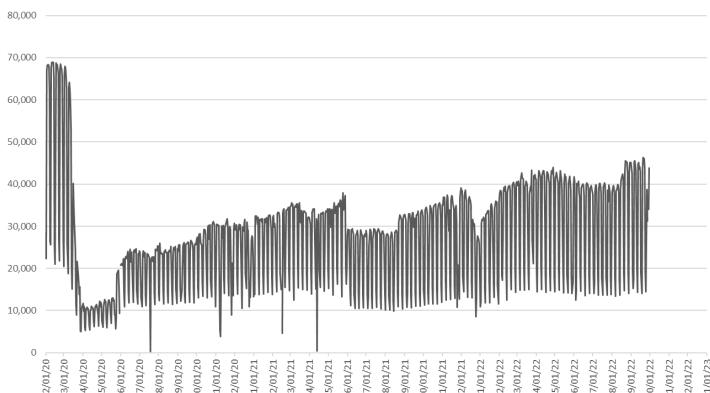
METRORAIL RIDERSHIP



Routes with highest Average Weekday Ridership:

| | | |
|---------|-------------|-------|
| 119 - S | Collins Ave | 6,566 |
| 11 | Flagler St | 6,364 |
| 112 - L | NW 79 ST | 5,978 |
| 77 | I-95 N | 5,568 |
| 27 | NW 27 Ave | 4,848 |

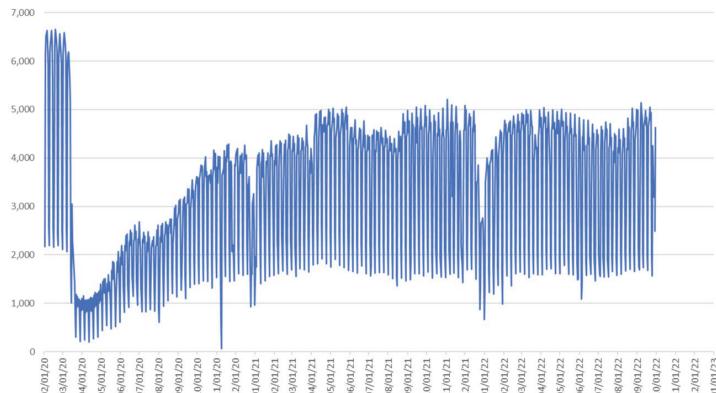
METROMOVER RIDERSHIP



Stations with highest Average Weekday Ridership:

| | |
|-------------------|-------|
| Government Center | 5,833 |
| Brickell | 4,442 |
| Dadeland North | 3,532 |
| Dadeland South | 3,919 |
| Civic Center | 3,612 |

STS RIDERSHIP

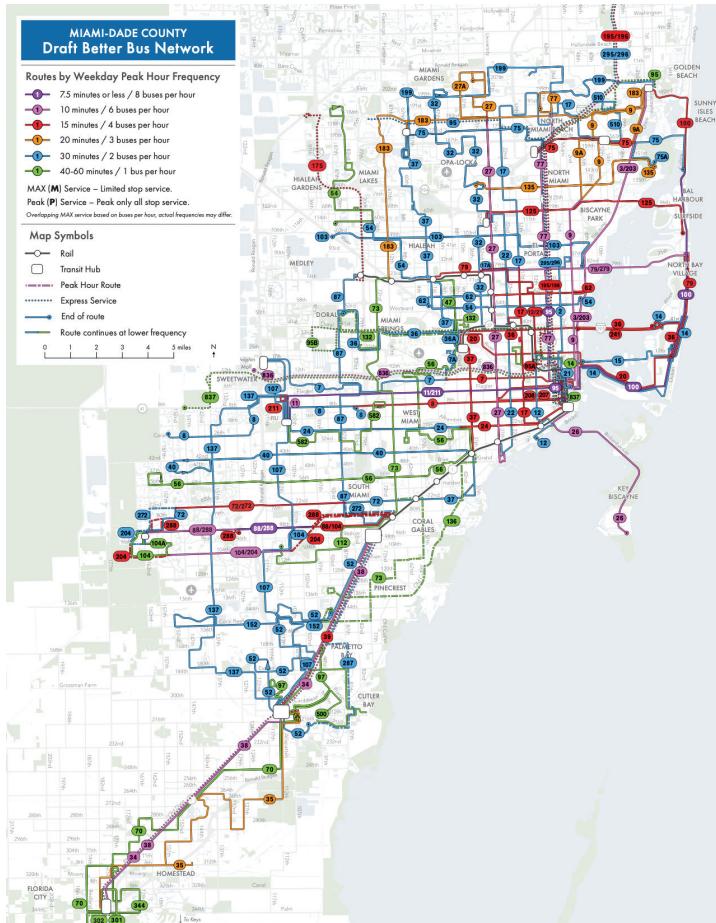


All Data from DTPW as of September 2022



METROBUS

Better Bus Network Redesign



Background

Metrobus is the backbone of our transit system, accounting for 2/3 of all transit boardings in the County. The bus system is currently 78% reliable in terms of on-time performance. Even so, many people in the County rely on it for basic needs like work, medical appointments, school, and groceries.

Better Bus Network

The Better Bus Network was adopted by the BCC in October 2021. It represents the first grassroots-led County bus redesign in the country initiated by Transit Alliance in 2018. As part of our extensive outreach efforts, Transit Alliance pitched and successfully executed a massive outreach campaign that included over 130 community events, 5,000 survey responses, 1,700 text conversations, and more.



The New Network Offers:

- Frequent bus service to an additional 350k people in our county, connecting them to jobs, services, and leisure.
- Doubles the number of seniors with access to frequent service.
- Increases frequent service to households without a car by 66%.
- A consistent 7-day service schedule to provide frequent service throughout the entire week – including Sundays.

Weekday System Comparison Table

| | Current Network | Better Bus Network |
|----------------------------|-----------------|--------------------|
| <15 Min Frequency Midday | 0 Routes | 4 Routes |
| 15 Min Frequency Midday | 4 Routes | 15 Routes |
| 20 Min Frequency Midday | 8 Routes | 3 Routes |
| 30 Min Frequency Midday | 42 Routes | 26 Routes |
| 40-60 Min Frequency Midday | 19 Routes | 11 Routes |

Current Status of Better Bus Network

Transit Alliance has been hired in part to conduct an outreach campaign throughout the year to inform and engage riders on the new system. We are working closely with the county to determine the best path forward.

Dedicated Bus Lanes

While service enhancements can help improve the reliability and usefulness of our bus network, one issue remains that can't be solved by making buses run faster – traffic. Currently in Miami-Dade County there is only 1 Dedicated Bus Lane.

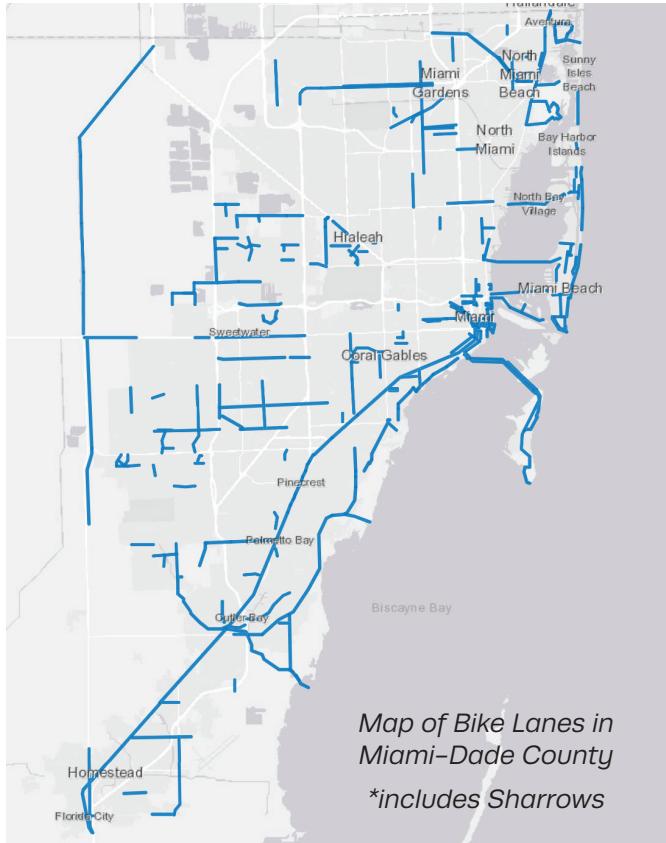
No matter how often the buses run, if they're stuck in traffic along with the rest of the cars on the road, the benefits of improved service will only be as useful as the current flow of car traffic will allow them to be. Providing a dedicated lane ensures service enhancements are fully provided to transit users and improves overall performance and reliability, which in turn helps retain current transit users while incentivizing drivers to get out of their cars to get to where they need to go faster and more reliably.

Transit Alliance recommends pairing frequent routes with Dedicated Bus Lanes to optimize efficiency and service. On many routes, this requires close collaborations with FDOT or and/or municipalities.



BIKE NETWORK

Bikes, Scooters, and Dedicated Lanes



Background

Miami's cycling and micromobility network is fragmented and dangerous, and continues to act as a potent deterrent to cycling. A network of dedicated cycling infrastructure that can connect people, opportunities, and communities throughout Miami-Dade County should be prioritized.

Recommendations and Solutions

Starting with the urban core in the City of Miami and Miami Beach – both of which have incomplete Bike Master Plans – and moving on to connect Miami-Dade County as a whole, Transit Alliance is advocating for the creation and implementation of a Countywide Priority Bike Network in collaboration with municipal, county and state leadership. Ideally, this network can be coordinated with existing municipalities' existing masterplans to avoid redoing existing work.

A Word on "Sharrows" >>

A shared lane marking or "sharrow" is an icon of a bike on the ground with text indicating drivers should share the road. Sharrows are not bike lanes – and studies have shown they are ineffective at best and more dangerous than nothing at worst. Our analysis does not include sharrows, and TA will never consider them proper bicycle facilities.

City of Miami Priority Network Update

In 2009, the City of Miami adopted a comprehensive bike master plan – 11 years later, it remains incomplete. We have identified key priority corridors to complete a basic core network:

- Commodore Trail: From the Miami Bicycle Master Plan (Incomplete)
- SW 1st Ave & S Miami Ave (Brickell): From the DDA's Downtown Network (Incomplete)
- NE 15th St: From the DDA's Downtown Bike Network (Incomplete)
- NE 2nd Ave: From the Miami Bicycle Master Plan (Incomplete)

Miami Beach Master Plan Update

In 2015, the City of Miami Beach adopted a comprehensive bike master plan – 6 years later, the network is still incomplete.

What's incomplete?

6.8 miles of protected bike lanes
0.3 miles of conventional bike lanes

Miami-Dade County Bike Plan Update

Currently, Miami-Dade County has partnered with the City of Miami to build a micromobility network in the downtown core. Miami-Dade County has mainly been focused on the recreational side of cycling in terms of building extended routes. For example the County has been focused on the Commodore Trail and Old Cutler Bike trail. A change in focus is needed as E-Bikes have the potential to reshape urban transportation as a commuting option.

Types of Bike Lanes



Sharrows

Dedicated Lane

Protected Lane



MUNICIPAL TRANSIT

Trolleys, On-Demand Transit



Background

Since 2002, the Citizens Independent Transportation Trust (CITT) has been responsible for disbursing 20% of the half-penny surtax funds to Miami-Dade County's 34 municipalities based on size. Together, the municipalities received \$60 Million in 2020. Municipalities are required to use 20% of their funds for transit projects, while the rest can be used for roadway improvements, street lighting, etc.

The Problem

There are 3 critical issues that this system has created and perpetuated over the past 20 years:

1. Municipal transit services are often unreliable, duplicative of existing County bus service and do not provide cost effective service due to the high per-rider cost.
2. Residents of unincorporated areas are excluded from accessing municipal transit services and dollars even though they pay into the ½ penny surtax.
3. Municipalities have misused or failed to spend the PTP funds they receive. The most recent example of this is the City of Miami has left millions of dollars on the table, and was ultimately threatened with by the CITT that they would withhold funds if they remained unspent.

Recommendations and Solutions

CITT has been set up as another checkpoint for transit related projects and services. This should be reviewed to determine if this is the most effective way to bring transit services to county residents. Cities should also have better oversight to coordinate with DTPW on redundant, sometimes wasteful transit services.



POLICY ORDINANCES

Rapid Transit Zone, Parking, Fares

Background

Expanding mass transit alone is not enough to maximize ridership and reduce car dependency. Implementing transit oriented land-use scenarios that promote density and car-free lifestyles is crucial in creating neighborhoods where transit, cycling and pedestrianism are the most reliable, convenient modes of transportation.

Recommendations and Solutions

Here are a few examples of simple zoning code changes:

- Remove parking minimums in Urban Center Districts
- Review, update and expand Urban Center District regulations to allow increased density
- Identify County owned vacant lots suitable for new mixed-use TODs
- Expand Rapid Transit Zones to include areas along the South Corridor
- Expand zoning uses to allow for commercial use in all multi-family zoning types

RTZ Impact

The Rapid Transit Zone Ordinance was passed in August. While the RTZ only recently passed, the county should work with developers to approve more dense development near SMART corridor areas. Two areas that are significantly upzoned under the RTZ are the North Corridor and South Corridor which contain hundreds of acres of non-municipal land. Having the zoning in place is one major step, the next step is attracting smart development and raising more money for the SMART plan through TIF (tax-increment financing) programs.

In addition, the county should also be focused on creating multimodal streets on every street within a 1-mile radius of all transit stops to promote a more fluid 1st and last mile transition (see bike plan).



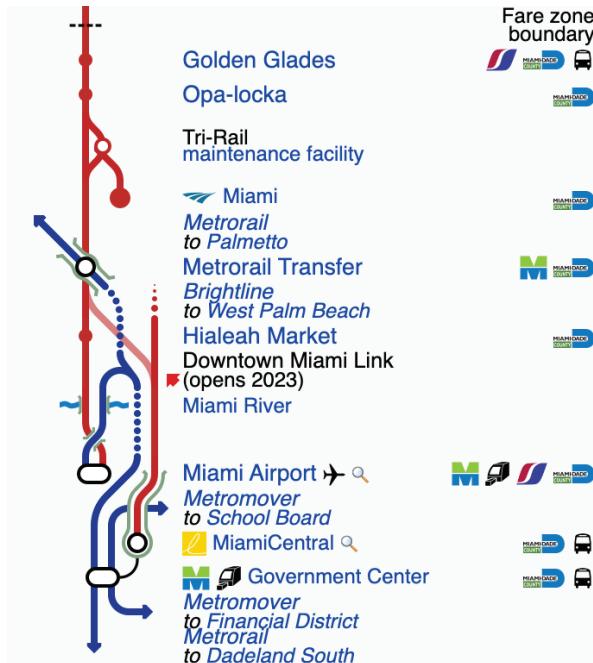
REGIONAL TRANSIT

Tri-Rail, Brightline

Background

South Florida Regional Transportation Authority manages regional transportation services between Miami-Dade, Broward, and Palm Beach counties. They currently only operate Tri-Rail, a commuter rail service operating between Miami International Airport and West Palm Beach.

Tri-Rail Miami-Dade County Station Map



Brightline Connection

Brightline is a private high-speed train company that purchased the Florida East Coast Railway track right of way. They currently operate a train between Downtown Miami and Downtown West Palm Beach with stops in Aventura, Ft. Lauderdale, and Boca Raton. The Aventura station was built with funds from Miami-Dade County. Brightline currently has plans to expand to Orlando in 2023 and Tampa in the future.

After Brightline's purchase of the FEC corridor, they opened a lease for Tri-Rail use of the tracks. Since then, it has been a slog of engineering and training mishaps that have slowed down this process. The Downtown Link connecting Tri-Rail to the Downtown FEC tracks is planned to be completed and begin operations in 2023. This would allow those who get on Tri-Rail in Broward and Palm Beach to have a direct connection to Downtown Miami, and not just M.I.A..

In addition, there are stations planned in Midtown, Miami Shores, North Miami, and Hollywood, bringing true regional transit to some of the densest parts of the county. While Tri-Rail was initially interested in running these commuter stations, a final agreement has not been reached. Currently, a Brightline ride from Aventura to Downtown Miami is \$6.50 each way, which would be \$260 per month for a daily commuter. An unlimited monthly pass on Tri-Rail costs \$155.00.



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