

Condensed Title:

A Resolution of the Mayor and City Commission of the City of Miami Beach, Florida, approving a preferred North Beach Local route alignment; and requesting its implementation by Miami-Dade Transit (MDT) as part of the April 2009 bus route selection process; and further requesting MDT to maintain bus routes currently served by the K and R Routes for the active regional ridership of the North Beach residents.

Key Intended Outcome Supported:

Improve or maintain traffic flow.

Supporting Data (Surveys, Environmental Scan, etc.):

Residents in the 2007 Community Satisfaction Survey cited traffic congestion as the second most important factor affecting their quality of life in the City. 24% of residents rated traffic flow excellent or good, and 37% as poor.

Issue:

Should the City Commission approve the Resolution?

Item Summary/Recommendation:

The Municipal Mobility Plan, Coastal Communities Transportation Master Plan, and Coastal Communities Transit Study propose a local transit bus circulator in the North Beach Neighborhood of Miami Beach called the North Beach Local (NBL). The City initiated the planning of the NBL route in coordination with MDT and residents in the North Beach Neighborhood. City staff and MDT presented the revised NBL route at the Transportation and Parking Committee (TPC) subcommittee meeting on December 16, 2008. Continued planning discussions amongst City staff resulted in a more compact route that would shorten the headways between buses. This proposed NBL route was presented to representatives of the TPC and residents of the North Beach Neighborhood. The proposed route was also presented at a Mayor on the Move meeting on January 13, 2009. The attendees of the Mayor on the Move meeting expressed support of the proposed NBL route as a starting point. Many residents expressed a desire for the NBL to service additional neighborhoods in North Beach at some time in the future if additional funding becomes available. MDT is able to provide the buses, but has not confirmed if they will provide funding to operate the buses.

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE RESOLUTION.

Advisory Board Recommendation:

N/A

Financial Information:

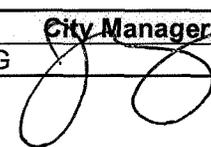
Source of Funds:		Amount	Account
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	2		
	3		
	Total		

Financial Impact Summary:

City Clerk's Office Legislative Tracking:

Fernando Vazquez, City Engineer, x.6399

Sign-Offs:

Department Director	Assistant City Manager	City Manager
RCM	RCM 	JMG 

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COMMISSION MEMORANDUM

TO: Mayor Matti Herrera Bower and Members of the City Commission

FROM: City Manager Jorge M. Gonzalez

DATE: January 28, 2009

SUBJECT: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING A PREFERRED NORTH BEACH LOCAL ROUTE ALIGNMENT; AND REQUESTING ITS IMPLEMENTATION BY MIAMI-DADE TRANSIT (MDT) AS PART OF THE APRIL 2009 BUS ROUTE SELECTION PROCESS; AND FURTHER REQUESTING MDT TO MAINTAIN BUS ROUTES CURRENTLY SERVED BY THE K AND R ROUTES FOR THE ACTIVE REGIONAL RIDERSHIP OF THE NORTH BEACH RESIDENTS.**

ADMINISTRATION RECOMMENDATION

Adopt the Resolution.

BACKGROUND

The Municipal Mobility Plan (MMP), adopted by the City Commission in 1998, and the Coastal Communities Transportation Master Plan (CCTMP) and Coastal Communities Transit Study (CCTS), both developed in 2006, propose a local transit bus circulator in the North Beach neighborhood of Miami Beach called the North Beach Local (NBL). These plans established the City's vision for transportation and transit and identified projects that provide strategies for addressing mobility issues. They also reflect a comprehensive approach towards the issue of transportation by addressing the needs for all types of mobility, including automobiles, transit, pedestrians, bicycles, and other non-motorized vehicles.

The MMP, CCTMP, and CCTS envisioned the NBL as a complementary service to circulators in Middle and South Beach to provide local access throughout the City while contributing to congestion relief. The proposed NBL would provide new transit service to connect commercial and recreational activity centers with the high density residential neighborhoods in North Beach. The NBL would provide the advantages of small buses with short headways and low-cost fares to attract riders who would otherwise contribute to traffic congestion and parking shortages by driving. It would also provide affordable transit service to low income population that may not own vehicles. The local circulator is expected to support existing businesses and provide an incentive to new development in the Town Center.

ANALYSIS

In recent discussions with the City, Miami-Dade Transit (MDT) relayed a verbal commitment to the implementation of the NBL pursuant to the recommendations of the CCTS. MDT suggested the NBL implementation would be effective for the County April 2009 bus route selection process. However, during the past couple of weeks, MDT has relayed to the City that, as a result of budgetary constraints, the County may be required to reduce the current transit miles by 2,000,000 miles of transit service this fiscal year. MDT suggested that as a result of this reduction the NBL may not be a viable option at this time. Moreover, on January 5, 2009 the City received a letter from Mayor Carlos Alvarez stating that due to a lack of available funding, MDT may not be able to expand and enhance the existing transit system (please see Attachment 1, Letter from Mayor Alvarez). On January 22, 2009, MDT informed City staff that the County would not be able to provide funding for the implementation of the NBL in April. The City may need the support of the Mayor and City Commission to negotiate the funding of the NBL route with MDT.

In the interest of remaining proactive, the City continued with the planning of the NBL route with residents in the North Beach Neighborhood. The City, together with residents from the community, has looked at ways of maintaining minimum headways in order to avoid incurring additional operating costs.

PUBLIC PROCESS

On July 14, 2008, the City Commission held a special workshop on Transportation and Growth Management. At this workshop, the members of the City Commission agreed that the proposed local bus circulator in North Beach should be a priority project for the City. On October 20, 2008, City staff met with MDT to discuss issues related to the NBL. At the meeting MDT indicated that they had received a copy of the CCTS and would be looking for opportunities to integrate the NBL with the transit services that the agency is currently evaluating in Miami Beach. On November 18, 2008, City staff met with MDT as a follow up from the October meeting. At this meeting, MDT stated that the implementation of the NBL may result in route consolidation of existing services of the Route K and Route R. The NBL would not create added capital costs, and operational costs are expected to be reduced from the route consolidation. MDT presented a draft route for the NBL which included stops extending into Middle Beach. The CCTS recommended implementing a separate bus circulator in Middle Beach.

On November 24, 2008 the Public Works Department presented the Middle and North Beach route to the Neighborhoods and Community Affairs Committee. The committee made a motion in support of three (3) separate circulators in Miami Beach: the existing South Beach Local, a new Middle Beach Local, and a new North Beach Local. The Neighborhoods Committee included in their motion a requirement of a minimum of 12 minute headways and a preferred fare of 25 cents. A higher priority was assigned by the Committee to establish the NBL as the first circulator added.

Under the direction of the motion made at the Neighborhoods Committee, City staff began planning a revised route for the NBL in coordination with MDT and the community, and based on the following criterion:

- Inventory of existing bus routes.
- Inventory of census data, such as household densities and car ownership.
- Inventory of destination points, such as parks, shopping, schools, libraries, etc.
- Identification of less congested roadways and intersections.
- Achievable headways.

City staff and MDT presented the revised NBL route at the Transportation and Parking Committee (TPC) subcommittee meeting on December 16, 2008. Based on the results of this

meeting, City staff further revised the NBL route. Continued planning discussions amongst City staff resulted in a more compact route that would shorten the headways between buses. The route proposes to extend the northern limits to 81st Street, the southern limits to 69th Street, and the western limits to Trouville Esplanade. The route is a bi-directional loop that would travel on Dickens Avenue as well as along Collins and Harding and Normandy Drive and 71st Street as one-way pairs (please see Attachment 2, Proposed NBL Route). Some portion of the Route R and Route K, which run along Hawthorne, would therefore be required to maintain transit service to the residents in that area.

This proposed NBL route was presented to representatives of the TPC, residents of the North Beach Neighborhood, and Mayor Bower. The proposed route was also presented at a Mayor on the Move meeting on January 13, 2009. The attendees of the Mayor on the Move meeting expressed support of the proposed NBL route as a starting point. Many residents expressed a desire for the NBL to service additional neighborhoods in North Beach at some time in the future if additional funding becomes available.

CONCLUSION AND RECOMMENDATIONS

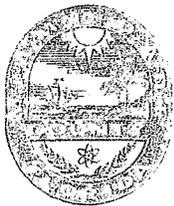
The North Beach Local will improve mobility, is important for economic development, and will enhance the quality of life for local residents and visitors. The Administration recommends the North Beach Local route for approval and adoption by the City Commission.

Attachments:

1. Letter from Mayor Alvarez
2. Proposed North Beach Local Route

JMG/RM/FV/XF/CB

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OFFICE OF THE MAYOR
MIAMI-DADE COUNTY, FLORIDA

CARLOS ALVAREZ
MAYOR

RECEIVED
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PUBLIC WORKS DEPARTMENT

January 5, 2009

Mr. Xavier Falconi
Transportation Manager
City Hall
1700 Convention Center Drive
Miami Beach, FL 33139

Dear Mr. Falconi:

Thank you for attending the People's Transportation Plan Summit at the Miami Mart Airport Hotel on November 15, 2008. During the public comments portion of the meeting, you noted that the Coastal Communities Transit Study, a joint project of the City of Miami Beach and Miami-Dade Transit, calls for the implementation of bus circulator service in the north and the middle beach areas of the city, patterned after the successful South Beach Local.

I have been informed that Miami-Dade Transit (MDT) staff has been meeting with you and other City officials and residents to review the options delineated in the study. However, it is important that you keep in mind that the central issue presented at the Transit Summit was the lack of available funding to expand and enhance the existing transit system. Prospective transit improvements, such as many of the recommendations in the Coastal Community Transit Study, need to be evaluated within this context.

Again, I would like to thank you for attending the Transit Summit and for providing information on your work with the Coastal Communities Transit Study.

Sincerely,

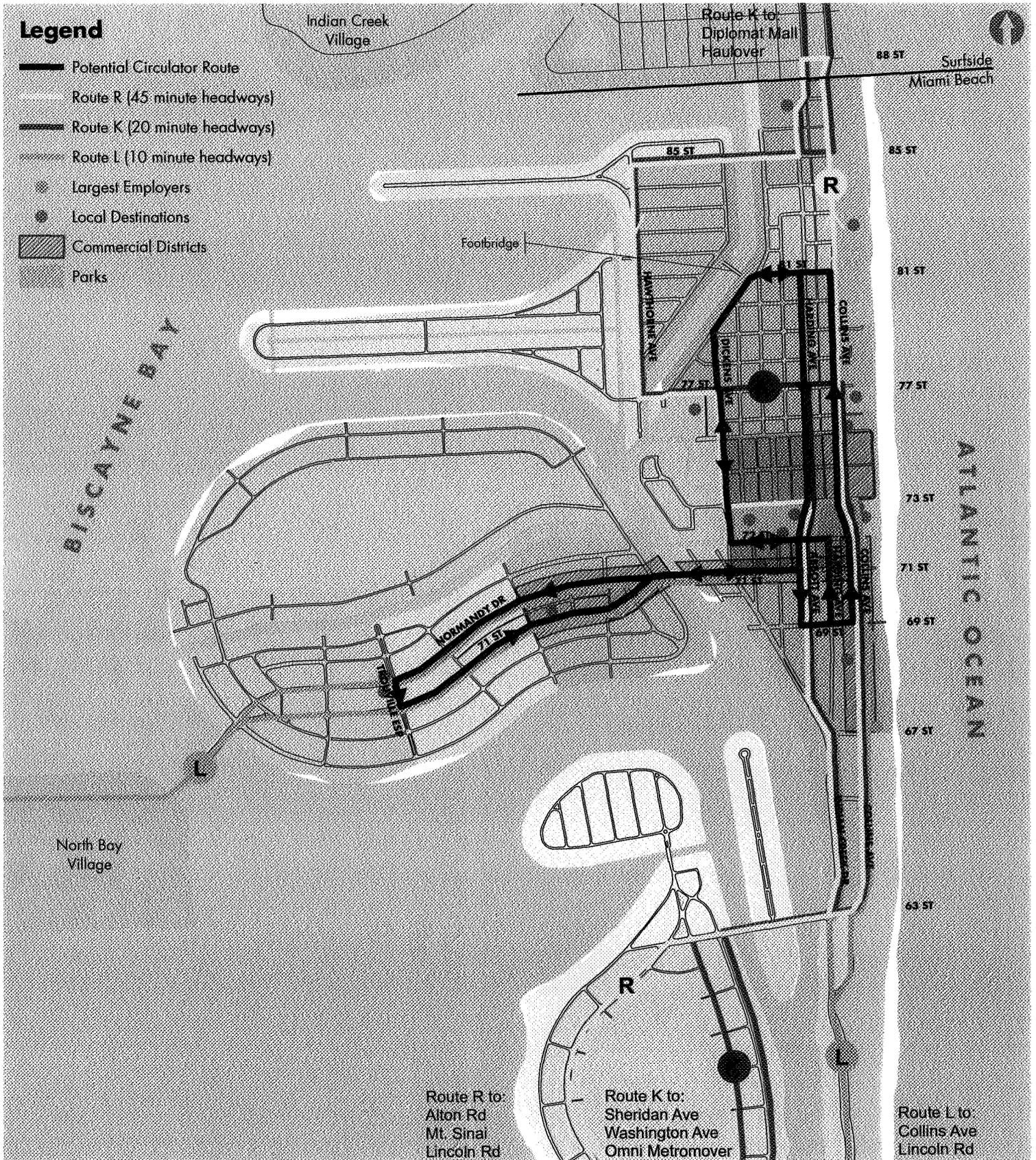
Carlos A. Alvarez
Mayor

c: George M. Burgess, County Manager
Denis Morales, Chief of Staff, Office of the Mayor
Ysela Llort, Assistant County Manager
Harpal S. Kapoor, Director, Miami-Dade Transit

POTENTIAL CIRCULATOR ROUTE

Legend

-  Potential Circulator Route
-  Route R (45 minute headways)
-  Route K (20 minute headways)
-  Route L (10 minute headways)
-  Largest Employers
-  Local Destinations
-  Commercial Districts
-  Parks



Route R to:
Alton Rd
Mt. Sinai
Lincoln Rd

Route K to:
Sheridan Ave
Washington Ave
Omni Metromover

Route L to:
Collins Ave
Lincoln Rd

RESOLUTION TO BE SUBMITTED