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MIAMIBEACH

NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE MEETING
ADDENDUM MATERIAL 2
COMMISSION CHAMBER, 3RD FLOOR, CITY HALL
APRIL 21, 2015 AT 1:00PM

Neighborhood/Community Affairs Committee
Commissioner Edward L. Tobin, Chairperson
Commissioner Micky Steinberg, Vice-Chairperson
Commissioner Michael Grieco, Member
Commissioner Deede Weithorn, Alternate

ADDENDUM MATERIAL 2

DISCUSSION REGARDING THE CONTINUATION OF THE ALTON-WEST TROLLEY ROUTE
Commission Item C7K, January 14, 2015
(Requested by Commissioner Malakoff)

Jose Gonzalez, Transportation Director

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OFFICE OF THE CITY MANAGER

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee

FROM: Jimmy L. Morales, City Manager

DATE: April 21, 2015

SUBJECT: **DISCUSSION REGARDING THE CONTINUATION OF THE ALTON-WEST TROLLEY ROUTE**

BACKGROUND

On February 5, 2014, the City launched the Alton-West Trolley as a means of improving mobility and mitigating parking impacts to the businesses along the Alton Road and West Avenue corridors in South Beach as a result of the Florida Department of Transportation (FDOT) Alton Road reconstruction project.

The Alton-West Trolley service was approved by Miami-Dade County as a temporary traffic mitigation strategy in connection with the FDOT Alton Road reconstruction project. The temporary certificate of transportation issued by Miami-Dade County authorizes the City to operate the Alton-West Trolley service within the limits of the FDOT Alton Road project and until completion of the project.

At the January 15, 2015 City Commission meeting, the City Commission approved a resolution authorizing the City Manager to execute the sole 6-month term renewal option of the Agreement between the City and Limousines of South Florida Inc. (LSF) to continue the provision of the Alton-West Trolley services through the final completion of the Alton Road reconstruction project on July 31, 2015. The Committee also referred the Alton-West Loop to the Neighborhood/Community Affairs Committee (NCAC) and Finance and Citywide Projects Committee (FCWPC) to discuss the potential operation of this service beyond the expiration of the recently approved 6-month renewal term.

At the January 30, 2015 NCAC meeting, the Administration provided an overview of all the actions and approvals required in order to establish a permanent trolley route in South Beach once the current Alton-West Trolley service is terminated on July 31, 2015. The NCAC passed a motion requesting that the Administration explore alternative route alignments to provide trolley service in South Beach and bring the item back before the NCAC for further discussion.

On April 6, 2015, the Transportation Department presented a proposed South Beach Trolley route and service plan to the Transportation, Parking and Bicycle-Pedestrian Facilities Committee (TPBPFC) for input/feedback. The TPBPFC made recommendations and requested that the revised route be brought back to the committee for further input at its May meeting. Both alternatives presented here incorporate the initial feedback provided by the TPBPFC.

ANALYSIS

Pursuant to Miami-Dade County Code, the County has jurisdiction over transit service within Miami-Dade County, even within municipalities. As such, extensive coordination with the County is required in order to develop a municipal circulator route/system that minimizes duplication of service. Additionally, an Interlocal Agreement between the County and the City, subject to both City Commission and Board of County Commissioners (BCC) approval, is required for permanent operation of municipal circulator service.

The City's Transportation Department has held various discussions with Miami-Dade Transit (MDT) regarding the establishment of a permanent South Beach Trolley route after the Alton-West Trolley service is terminated. MDT staff has highlighted the importance of avoiding duplication of service and competition with the existing circulator service (i.e., the South Beach Local). Both alternatives presented herein have been presented by the City's Transportation Department to MDT and incorporate their comments. MDT has not expressed any concerns with the proposed alternatives and has advised that full support will be given to any route alignment that complements the existing circulator service, thus providing additional mobility options and promoting ridership.

The existing South Beach Local (SBL) circulator is a circulator service operated by Miami-Dade Transit and partially funded by the City of Miami Beach through the City's share of the People's Transportation Plan funds received by the City on an annual basis. The City has an existing Interlocal Agreement with Miami-Dade County for the provision of this service. The Agreement, dated February 21, 2012, has an initial term of five (5) years with an option for renewal at the City's discretion. This service operates 365 days per year with 13-minute headways during peak hours and 20-minute headways during off-peak hours. The route is eight (8) miles long and provides a connection between high activity areas in South Beach including Collins Park, Sunset Harbour, Belle Isle, West Avenue, South Pointe, and Washington Avenue. The route operates in two directions with a fleet of eleven (11) vehicles. The weekday average ridership of the SBL is approximately 3,500 passengers. The fare is $0.25; however, only 65% of the riders pay a full fare as the other 35% of the riders are granted partial or full discounts depending on age and educational status. More than 25% of the SBL users are over the age of 65 and have a County-issued Golden Passport.

The Administration is proposing two (2) alternative alignments for the South Beach Trolley that would complement the SBL by filling a gap in service. Currently, the SBL operates as a bidirectional loop providing a connection between two major business corridors, Alton Road and Washington Avenue, as well as high density residential areas, such as West Avenue and Collins Park. However, the connection between both corridors is not direct, as the SBL travels a circuitous loop and enters many local streets within various neighborhoods. The Administration believes that the best way to complement the SBL is to provide a more direct connection between Collins Avenue and Alton Road. Doing this through 17 Street allows for a connection to the 17 Street Garage and the proposed Middle Beach Trolley route. The Administration also believes that a more efficient service can be provided if the route is operated as a bidirectional loop, which will ensure the patronage of users in both directions.

Alternative No.1 (Attachment A) is the shortest option in length that provides a direct connection between Collins Avenue and Alton Road. Two sub alternatives (1a and 1b) have been included in Attachment A to compare service/cost of unidirectional service versus bidirectional service (the route alignment remains the same for both 1a and 1b). Alternative 1a operates in the counterclockwise direction (with four (4) vehicles) while Alternative 1b operates in both the clockwise and counterclockwise directions, thus requiring a larger fleet (with six (6) vehicles). This route alignment provides a connection to various parking garages including the 17 Street Garage and the Fifth and Alton Garage. Note that this route provides similar coverage as the Alton-West Trolley along Alton Road; however, service is extended south to provide service to the Miami Beach Marina for a connection to future water taxi services as well as to connect to the Rebecca Towers senior

complex. This route is anticipated to operate with a frequency of 15 minutes.

Alternative No.2 (Attachment B) increases the coverage area by incorporating the 5th Street corridor and Collins Avenue south of 11th Street. This route is anticipated to operate with a frequency of 15 minutes and will require a fleet of six (6) vehicles.

Maps of each of the proposed alternatives have been attached for reference. Please note that all proposed route alignments takes into consideration land use/density. This ensures the highest ridership potential and best use of the City's resources. The proposed South Beach Trolley service is anticipated to operate Monday through Saturday from 6:00 AM to 12:00 AM and Sundays from 8:00 AM to 12:00 AM with a frequency of 15 minutes. The proposed South Beach Trolley service will operate with low-floor vehicles pursuant to the direction received from City Commission at the April 15, 2015 City Commission meeting.

Upon approval of the final route alignment and service plan by the City Commission, the Administration will enter into an Interlocal Agreement with Miami-Dade County. Based on the process timelines, the Administration anticipates bringing an Interlocal Agreement to the City Commission in May or June 2015 and final execution by Miami-Dade County by September 2015. A contract amendment with the City's trolley operator would be required and anticipated in June 2015 and permanent service could begin as early as January 2016 depending on the number of low floor trolley vehicles required and associated manufacturing/delivery times.

Should the City Commission desire to implement the proposed service in the immediate term, upon final completion of the FDOT Aton Road Project in August 2015 and consequential termination of the temporary Alton-West Trolley service, the Administration could re-assign the two (2) trolley vehicles currently operating the Alton-West Trolley route to operate the proposed South Beach Trolley route in the interim. It is important to note that headways would be approximately 30 minutes as only 2 vehicles would be in service until the fleet of permanent new low floor trolley vehicles are manufactured, delivered, and placed into service.

COST AND FUNDING

Alternative 1a (Attachment A):
The anticipated annual cost of maintenance and operation of this alternative is $1.9 Million. Funding will be provided from the Resort Tax Quality of Life Transportation fund.

Alternative 1b (Attachment A):
The anticipated annual cost of maintenance and operation of this alternative is $2.9 Million. Funding will be provided from the Resort Tax Quality of Life Transportation fund.

Alternative 2 (Attachment B):
The anticipated annual cost of maintenance and operation of this alternative is $2.9 Million. Funding will be provided from the Resort Tax Quality of Life Transportation fund.

CONCLUSION

The South Beach Trolley route is anticipated to have a significant impact on citywide mobility by enhancing/expanding the citywide circulator network. The provision of the South Beach Trolley services is anticipated to also have a significant impact on the awareness and promotion of public transportation while enhancing the current South Beach Local service.

The above information is provided to the members of the NCAC for discussion.

Attachments:

A- Alternative No.1 (a and b)
B- Alternative No.2

KGB/JRG/JFG

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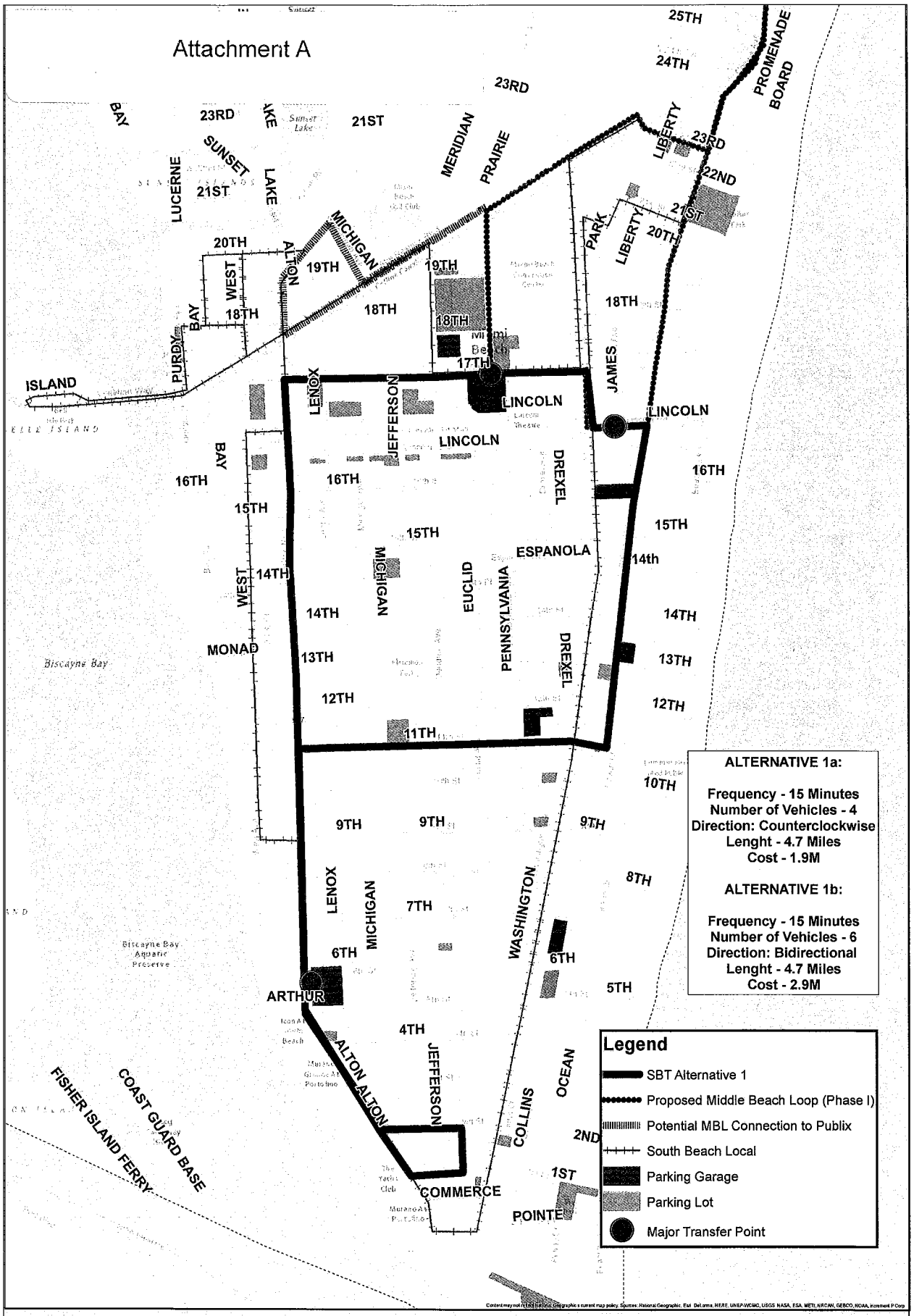
Attachment A



PRELIMINARY
SOUTH BEACH TROLLEY
ALTERNATIVE 1 (a and b)

N

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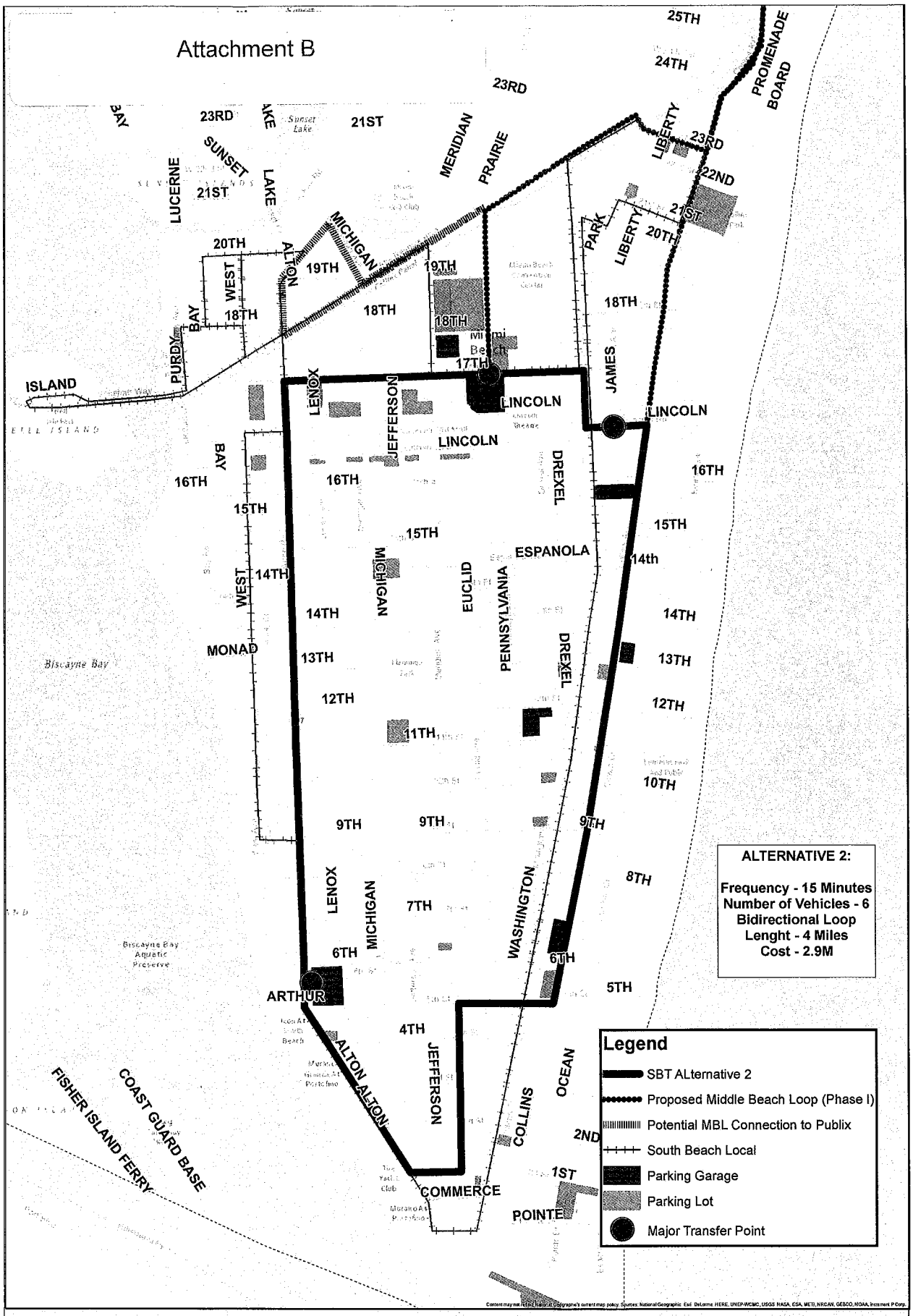
Feet

Attachment B



PRELIMINARY
SOUTH BEACH TROLLEY
ALTERNATIVE 2