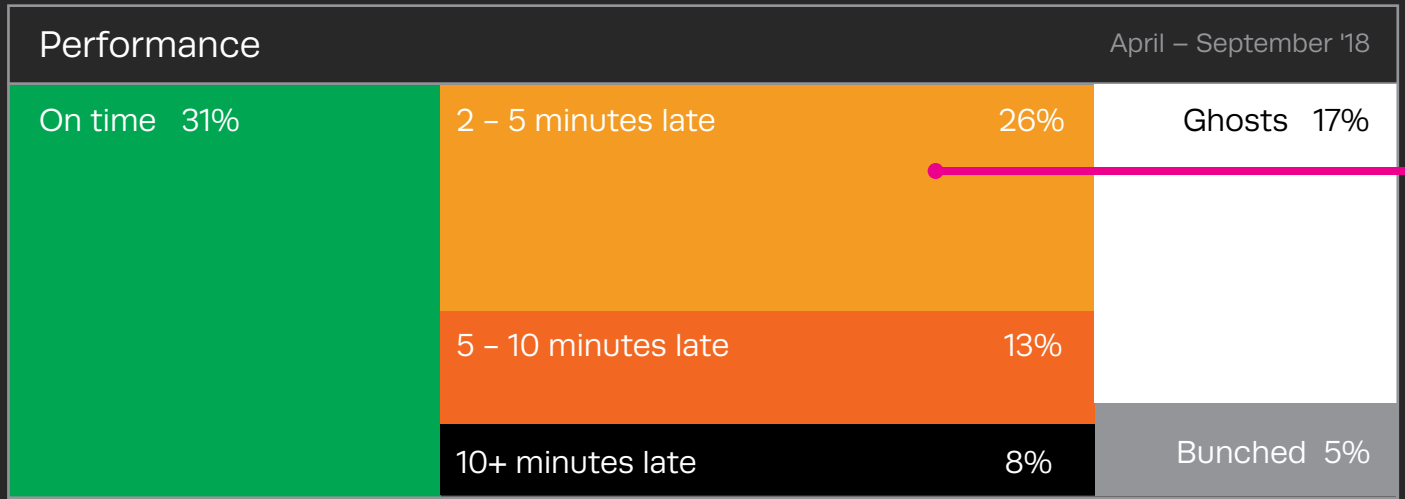


2018 Mobility Scorecard Notes

Metrorail

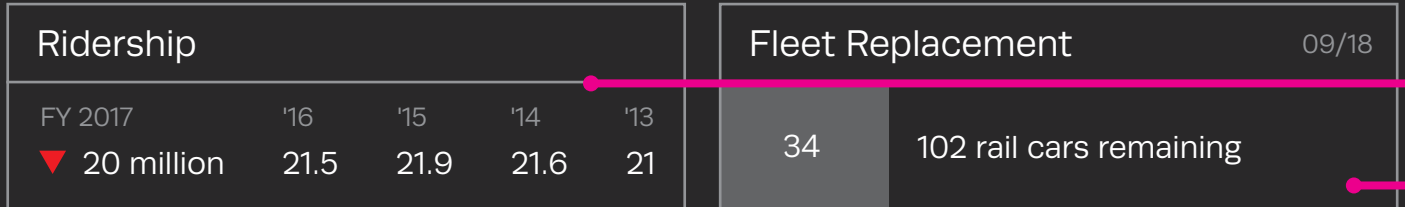


Grades are determined based on the performance data below, weighed against remedial action taken to improve them.

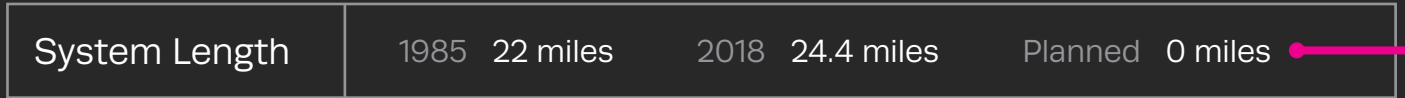


We measure the performance of Metrorail via our real-time audit, which tracks every train that arrives at Government Center every day. Performance is measured against headways specified in County budget documents.
Source: transitalliance.miami/audit

2017 was a hurricane year, which did have an impact on ridership.
Source: [Ridership Technical Reports](#)



Currently behind schedule. 56 cars were supposed to be delivered by 09/18.
Source: Miami-Dade Transit Inquiry & [Miami Herald](#)



Planned rail is defined as a fully funded project that is approved by all required legislative and regulatory bodies and has a construction start date.

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

Questions?
E-mail us at help@transitalliance.miami

Metrobus

A B C **D** F

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	Fleet Renewal		09/18
Jan – Jun '17	Jan – Jun '18	100	200 buses remaining
11.9 million rides	▶ 10.7 million rides		

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

Ridership:
[Ridership Technical Reports.](#)

Dedicated Infrastructure:
South-Dade Transitway (19.8 miles)
Complete Street in Downtown Miami (0.6 miles)

Miles Driven and Breakdown Interval:
[County Budget](#)

Average Frequency:
Calculated in-house using schedule data for every bus route for all hours.

Fleet Age:
[County Budget](#)

Stops with Shelter:
Calculated using [Miami-Dade GIS Data.](#)

Top 10 Routes:
Calculated from [Ridership Technical Reports.](#)

Fleet Renewal:
Miami-Dade Transit Inquiry

Learn More:
transitalliance.miami/bus

Questions?
E-mail us at help@transitalliance.miami

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	●	Good	Fair	\$0.79	★★★★
City of Coral Gables	1,120,774	●	Poor	Good	\$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	★

Ridership:
CITT Report

GPS Tracker:
Evaluated in-house by checking each trolley service

Hours/Interval:
Good
– Routes runs seven days a week
– Frequency of 20 minutes or less
– Service at least 16 hours per day

Fair
– Most routes achieve two out of three above

Poor
– Most routes achieve none of the above, or fall very short in one or more factor.

System Design:
Good
– Routes are straight and efficient, or –
– If the route is circular, it runs in both directions
– Clear connections between routes and other transit

Fair
– Most routes achieve two out of three above

Poor
– Most routes achieve none of the above, or fall very short in one or more factor.

Cost per Rider:
CITT Report

Our Rating:
Out of five stars, calculated by weighing all measurements preceding the rating.

●● No route map or tracking ● No tracking ● Proprietary ● Real-time on Google Maps

Questions?
E-mail us at help@transitalliance.miami

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.

We don't count sharrows or shared lanes, only separated bike lanes.

Most injury and fatality data is from 2014, and even that does not include incidents across all roadway systems (from local to state).

Progress

Española Way
Miami Beach

Giralda Plaza
Coral Gables

Speed Limit Reductions
Coral Gables

Venetian Causeway Green Bike Lanes
Miami-Dade County

The Underline
Friends of the Underline

Plaza at Rue Vendome
Miami Beach

Miller Drive Sidewalk Bike Lane
Miami-Dade County

Gables Greenway Bike Lanes*
Coral Gables

SE/SW 1st Street (Complete Street)*
City of Miami

*Although welcome additions, these projects are framed as pilot projects, exacerbating Miami's longstanding addiction to temporary action without permanent improvement.

Problems

Biscayne Boulevard
FDOT

High speeds, poor pedestrian infrastructure, and nonsensical crosswalk timings in the heart of the urban core.

Calle Ocho (8th Street)
FDOT

Absurdly few pedestrian crossings on an untamed high speed corridor carved through a business community.

Bike Master Plan
City of Miami

Commissioned almost 10 years ago, the city remains completely unconnected and extremely hostile to cyclists.

Dockless Mobility Ban
Various Cities

Despite gaining immense popularity and filling a vital gap – dockless bicycles and scooters have been widely banned.

Questions?
E-mail us at help@transitalliance.miami

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.

Learn More:
transitalliance.miami/better

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.

Is the 836 extension a part of the SMART Plan?

Although the TPO has not officially incorporated the highway extension into the plan, this project was sold as an addition to the SMART Plan by our highest elected leaders (including our County Mayor) in order to be approved. It's alignment to the East-West SMART corridor and the inclusion of the same dedicated bus infrastructure clearly demonstrates it as being a part of that corridor. Furthermore – several press releases, resolutions, presentations, promotional videos, and public testimony all emphasize that the Kendall Parkway should be considered a part of the SMART Plan.

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.

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**The
Miami
Foundation**

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Questions?
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