

A.R.T.

ALLIANCE FOR RELIABLE TRANSPORT

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Miami Beach, December 13, 2004

RESOLUTION: LOCAL CONTROL OF SOUTH BEACH CIRCULATOR

WHEREAS,

On March 15, 2004, the ART Steering Committee resolved that the City of Miami Beach should implement a bi-directional loop on South Beach, serving both the Alton Rd. and Washington Avenue corridors, as an integral part of the re-launch of the Electrowave shuttle (now called the Local); and

ART further resolved that the Miami-Dade Transit Agency (MDTA) should discontinue the infrequent W bus route and to contribute those expenses to the operating costs of a new South Beach loop service, following the route recommended for Baylink (and thus making the W route redundant); and

Since that time the Center for Urban Transportation Research (CUTR), University of South Florida, has studied this issue at the request of the MDTA and concluded in a report dated Sept. 8, 2004 that the MDTA could fully fund the expanded costs of a circulator that replaces the W bus service (scenario 4, pp. 38-9); and

ART has learned that the City of Miami Beach administration is contemplating a different alternative that could result in loss of local control of the Local circulator service, with potentially serious impacts on the quality, frequency, fares, and routing of service; and

ART continues to believe that a true circulator controlled by the City of Miami Beach will more effectively meet the needs of residents and visitors than either the current W and Local routes, and will furthermore help to confirm the optimum routing of the BayLink streetcar circulator that will eventually replace the Local bus service;

NOW THEREFORE BE IT RESOLVED,

The administration for the City of Miami Beach should actively negotiate expansion of the Local service as a low-fare, locally controlled circulator system, utilizing MDTA funding from absorbing the W bus service; and

Further, the administration should take no action of any kind that could lead to the loss of local control until the issues of quality, frequency, fares, and routing have been fully debated, including a formal presentation of the CUTR report and public debate at a special Commission workshop dedicated to this topic.

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The Alliance for Reliable Transport was formed in 2003 by Miami Beach residents who share an interest in improving public transportation. Monthly meetings are open to the public.