

A.R.T.

ALLIANCE FOR RELIABLE TRANSPORT

ON THE WEB AT [HTTP://WWW.PROTRANSIT.ORG](http://www.protransit.org)

NEWSLETTER & MEETING AGENDA

Monday, December 4, 2006

6:30 – 8:00pm

at The Seymour, 945 Pennsylvania Avenue, Miami Beach

Agenda

1 Welcome and Introductions

2 Guest Speaker: Wilson Fernandez

Mr. Fernandez, project manager of the Metropolitan Planning Organization (MPO), will be delivering a general overview of the Miami-Dade transportation plans particularly of concern to ART. His position on the MPO allows a unique ability and perspective to update these projects concisely.

3 Discussion: *Reorganization Update*

Putting the ART mission—to promote multiple, inter-connected and environmentally sound transportation solutions for our community—into effect.

12-Month 3-Part Goals/Coordinators:

- 'Branding' the Miami Beach circulator; citing possible maintenance areas for the MB circulator/Gabrielle
- Develop Miami Beach strategy for streetcars in conjunction with local partners/Mark
- Gauging the Miami Beach business community's depth of support, and identifying commercial allies/Tobias
- Meeting with commissioners to advance consensus and determine political will/Dan Rosenberg
- Examining the MDT's recent discussions with Mt Sinai for use as an intermodal center/Jeffrey
- Advancing collaboration and neighborhood-based solutions, and UEL "Hold The Line" status/Denis, Dano

4 "5-Minute Quickie" Updates: South Florida East Coast Corridor Study

Sierra Club; CTAC/Mike

Bus Improvements/Jeffrey

5 Old/New Business

* * * *

In The News:

Northern New Jersey: Light Rail's Spectacular Comeback

Until the late 1940s, northern New Jersey had one of the most extensive light rail transit (LRT) networks in the world. Streetcars and interurban railways, operated predominantly by Public Service Coordinated Transport, interlaced hundreds of miles throughout the region, on streets and roadways but also on private rights-of-way and grade-separated structures like the famous

A.R.T.

ALLIANCE FOR RELIABLE TRANSPORT

ON THE WEB AT [HTTP://WWW.PROTRANSIT.ORG](http://www.protransit.org)

Hoboken El (Elevated). With its massive two-level terminal at Hoboken's then-busy Erie-Lackawanna regional railway terminal, the Hoboken light rail terminal served as a hub for regional commuter trains, rapid transit, ferries, and the light rail services which interconnected the region.

All that was wrecked, of course, in the era of the North American Transit Holocaust (predominantly the 1930s-1950s). In this period, an anti-transit consortium of highway industries, motor vehicle manufacturers, and government officials ("Highways, Inc."), influencing local planners and politicians, succeeded in their campaign to move transit out of the way of the private automobile – permanently (so they thought). Over a couple of decades, North Jersey's extensive fabric of efficient light railways, including the Hoboken El and the huge Erie-Lackawanna trolley terminal, as well as lines serving Newark's Public Service Terminal and the Cedar St. subway, was destroyed; only a tiny remnant – Newark's intrepid little City Subway line, utilizing streetcars in a short subway-surface operation – was preserved.

But, in recent years, that seemingly relentless trend of grim decline has been reversed – first, with a program of consistent upgrades (and, more recently, extensions) to the Newark City Subway line; then, with the installation of a totally new LRT system, the Hudson-Bergen LRT, beginning in 2000. With communities throughout the region clamoring to be linked with the burgeoning new LRT system, the prospect for re-establishing at least some semblance of a North Jersey LRT network is beginning to emerge.

Quite an extensive story; click on http://www.lightrailnow.org/news/n_nj001.htm, and check out the maps of Jersey's light rail system—it shows more lines than a map depicting all of Florida's hurricanes!

New York, New York

Once upon a time, from 1900 to about 1935, they were the kings of NYC streets. But then, they were driven out by a relentless government campaign to replace them with cars and buses. But...other cities like Boston and Philadelphia still have them, and they may yet rule the roads of NYC again. We're talking trolleys.

And check this out:



A.R.T.

ALLIANCE FOR RELIABLE TRANSPORT

ON THE WEB AT [HTTP://WWW.PROTRANSIT.ORG](http://www.protransit.org)

Probably the fanciest trolley shelter ever made still stands at Prospect Park's northernmost point, on Flatbush Avenue at Grand Army Plaza. It sports Doric columns and marblework.

Source: <http://www.forgotten-ny.com/TROLLEYS/trolleyterminal/stations.html>

Fancy schmantzy... but waddaya expect from New Yawk?

JHB

* * * *

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