

ADD IT UP: WHY MIAMI BEACH NEEDS RELIABLE RAPID TRANSIT

An in-depth study of the linkage between downtown Miami and South Beach shows why bus transit is reaching its limits, and why new transit solutions are essential to preserve our quality of life. The facts speak for themselves.*



NEW DEVELOPMENTS IN SOUTH BEACH

Condos and hotels now under construction or in the approval process include:

- 2,099 new residential units
- 922 new hotel rooms
- Two new 16-story additions and two new 4- and 5-story additions



NEW TOURIST MAGNETS ON WATSON ISLAND

Annual visits per year to MacArthur Causeway attractions include:

- 500,000 for the new Parrot Jungle
- 250,000 for the new Children's Museum
- Even more for planned hotel, marina, and commercial developments...



EXPLOSIVE GROWTH DOWNTOWN

Brand new developments underway or in the approval process include:

- New Performing Arts Centers
- New Museum Park plan (science and arts museums in Bicentennial Park)
- 3,852 new residential units and 300 new hotel units
- 1.4 million sq. ft. of new offices and 338,000 sq. ft. of new retail



CONGESTED ROADS AND BUSES ALREADY FAILING

Key intersections are failing now, and every traffic light in South Beach is projected to soon reach Level "F" during peak hours:

- Buses are already 31-33% off-schedule – and worse in our congested area
- 30-minute delays are "common in both directions" on the Miami Beach "S" route – the bus with the county's highest ridership
- The study found that "crowding, unpredictable schedule and [lengthy] travel times detract greatly from the travel experience"



MORE CARS, MORE BUSES, MORE CONGESTION, MORE FAILURE OF A TRANSIT SYSTEM TRAPPED IN GRIDLOCK

If we ignore these facts, Miami Beach roadways will become increasingly intolerable with no reliable alternative – degrading the quality of life for all, and risking serious damage to our tourism and economic health.

* Source: All data is taken directly from the Draft Environmental Impact Statement, Miami - Miami Beach Transportation Corridor Study (Bay Link DEIS) (Final, October 2002), Sections 4.2.3 and 4.2.4, and Tables 4-2 and 5-7.

A.R.T.

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