

Wave Goodbye to the Wave Streetcar fiasco

• NO TOURISM BOOST

The streetcar WILL NOT attract new visitors to downtown, Broward County says. *Yes ... Broward County!*

• RIDERSHIP WILL BE LOW, LOW, LOW!

An average of 3.6 people at any given time in a streetcar that has sitting/standing room for 155! The daily, projected ridership is 3,207 (1st year).

• BUS RIDERS WILL STICK WITH BUSES

Of the 3,207 riders, only 84 will be new “transit trips” downtown — and that’s regardless of whether we use streetcars or buses on the route.

• NO TRAFFIC RELIEF!

With few new transit riders, The Wave will slog through our clogged streets, making our bad traffic situation worse.

• CITY IS BLOSSOMING WITHOUT IT

They say streetcars attract developers. Does it look like we need to attract developers?

• THE WAVE’S DEEP, DARK SECRET

Wave documents fail to disclose that ALL of the infrastructure will have to be replaced in 25-30 years. This is NOT included in Wave estimates of maintenance costs. Expect to pay another \$200 million in 30 years.

• STREETCARS ARE SLOW, SLOW, SLOW!

Wave planners predict an average speed of 10.5 mph. Really? That’s 1/3 faster than the fastest U.S. system.

• FEES KEEP RIDERS AWAY

Daily ridership projection of 3,207 is “optimistic” with a \$1 fee. A study shows only Tuscon comes close with a similar fee — and it goes through a 45,000-student campus. (Broward College has 2,000 students.) Adding a \$1 fee cost Atlanta 58% of its riders. Portland charges \$2, but collects 11 cents due to discounts and passes.

• RIDERSHIP UNLIKELY TO GROW

Streetcar ridership is falling due to lower fuel prices & new ridesharing services. Driverless cars are coming!

• STREETCAR COSTS ARE INSANE!!

Five streetcars & parts cost \$28 million; five buses cost about \$4 million to cover the same lifespan. (Infrastructure not included.)

• BUS SYSTEMS ARE WAY CHEAPER!

The streetcars would cost \$4.9 million a year to run; identical bus service would cost \$2.1 million. You could expand bus service to one every five minutes for two-thirds the operating cost of the streetcars, or \$3.3 million.

• IT’S SO 19TH CENTURY

Streetcars largely went out when more flexible gas-powered buses came in. That was 1920!

• UNCLE SAM WILL WANT HIS \$\$ BACK!

If we build it, then cancel it, the Feds will want a big chunk of their grant money back! We’ll be stuck.