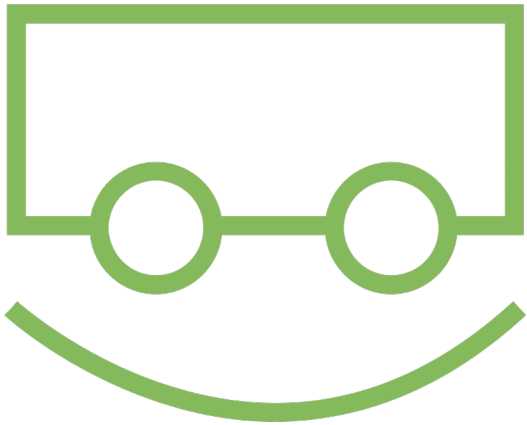


CITT Municipal Workshop

# Better Bus Network – Final Plan



**November 1, 2021**  
**2:00pm**

# MIAMI-DADE COUNTY Draft Better Bus Network

## Routes by Weekday Peak Hour Frequency

- 7.5 minutes or less / 8 buses per hour
- 10 minutes / 6 buses per hour
- 15 minutes / 4 buses per hour
- 20 minutes / 3 buses per hour
- 30 minutes / 2 buses per hour
- 40-60 minutes / 1 bus per hour

MAX (M) Service – Limited stop service.

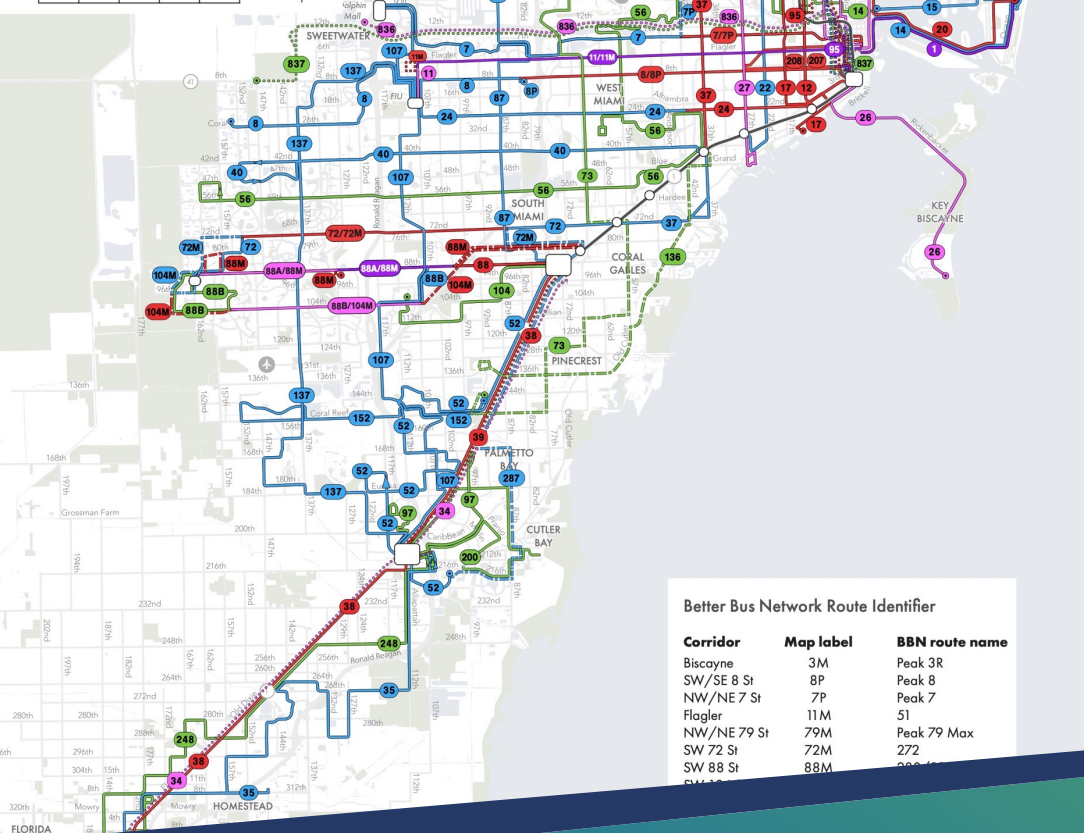
Peak (P) Service – Peak only all stop service.

Overlapping MAX service based on buses per hour, actual frequencies may differ.

## Map Symbols

- Rail
- Transit Hub
- Peak Hour Route
- Express Service
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles



## Better Bus Network Route Identifier

Corridor	Map label	BBN route name
Biscayne	3M	Peak 3R
SW/SE 8 St	8P	Peak 8
NW/NE 7 St	7P	Peak 7
Flagler	11M	51
NW/NE 79 St	79M	Peak 79 Max
SW 72 St	72M	272
SW 88 St	88M	888

# BETTER BUS NETWORK

- Community-led full network redesign
- No major changes since start of Metrorail in 1986
- Re-imagined bus network
  - Increased access to frequent bus routes
  - Improved off-peak service
  - Faster journeys
- An increase in service hours of ~~7%~~ <sup>10%</sup>
  - (~\$21M annualized costs)

~~\$21M~~  
**\$27M**

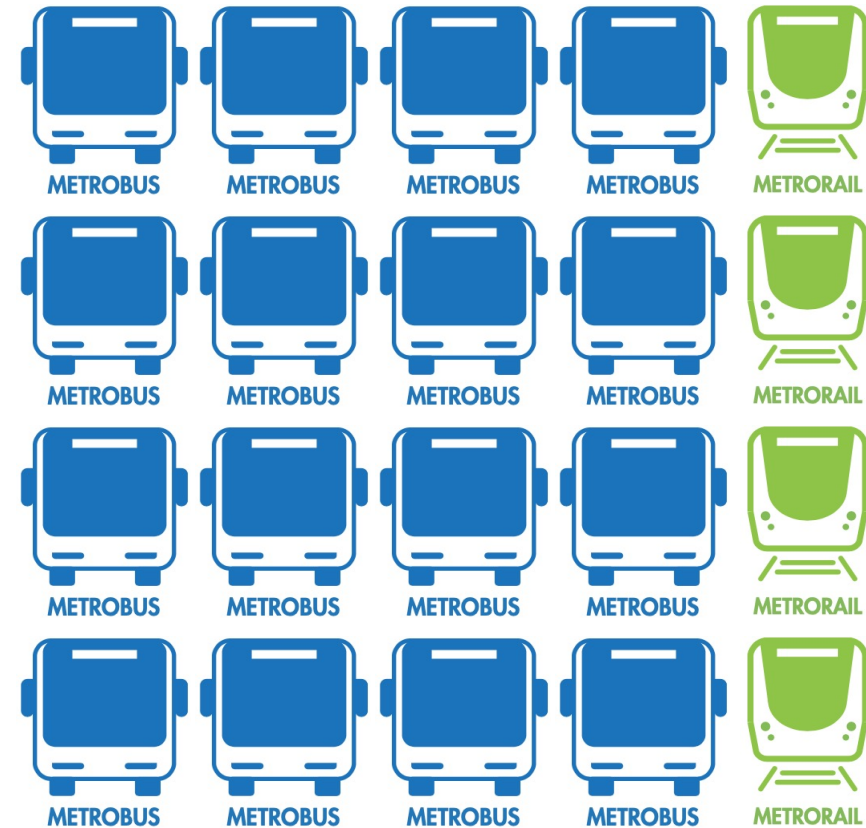
Better  
Bus  
Network



MIAMI-DADE  
COUNTY

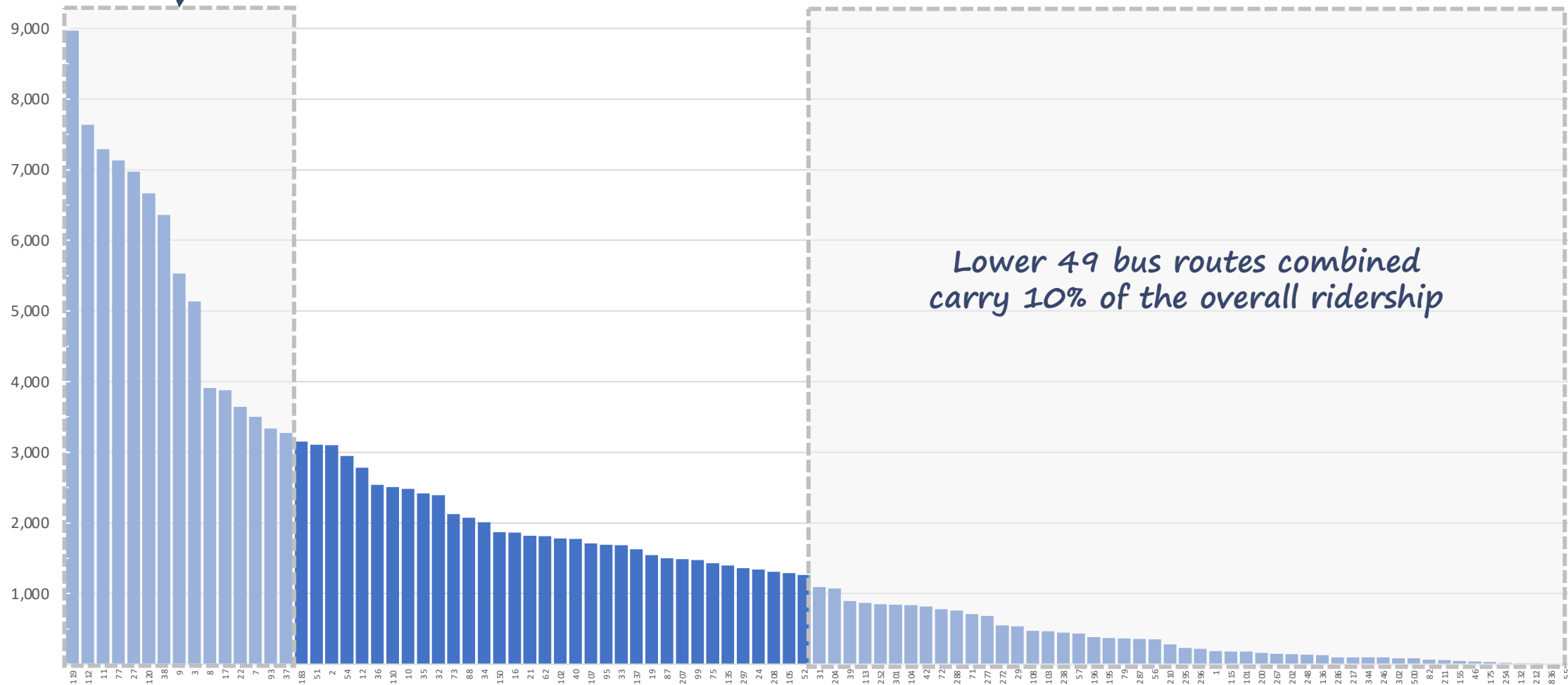
# WHY FOCUS ON OUR BUS SERVICE?

**4** out of 5  
passengers are  
riding the bus\*



\* when considering only Metrobus and Metrorail services

Top 15 bus routes combined carry 50% of the overall ridership



\* Data obtained from the Technical Ridership Reports published through DTPW's webpage

# WHAT'S THE PROBLEM?

Where the Jobs Are: Employer Access to Labor by Transit

Metropolitan Policy Program  
at BROOKINGS

Miami-Fort Lauderdale-Pompano Beach, FL Metro Area

## Why Transit Access Matters

The suburbanization of jobs obstructs transit's ability to connect workers to opportunity and jobs to local labor pools. As metro leaders continue to grapple with limited financial resources, it is critical for transit investment decisions to simultaneously address suburban coverage gaps as well as disconnected neighborhoods.

For more information, read the full report at [brookings.edu/transitandlabor](https://brookings.edu/transitandlabor) or email [rhharvey@brookings.edu](mailto:rhharvey@brookings.edu).

## Transit Coverage in Miami

The share of jobs in the metropolitan area that are in neighborhoods with public transit service.

ENTIRE METRO AREA  
**91.7%** RANK 5  
CITIES ONLY 100.0% SUBURBS ONLY 89.9%

## Labor Access Rate in Miami

The share of the metropolitan population that the typical job can reach in 90 minutes via public transit.

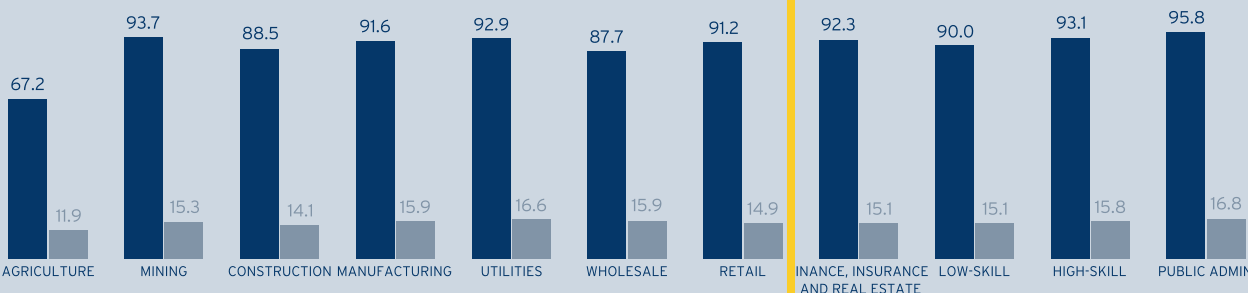
ENTIRE METRO AREA  
**15.5%** RANK 85  
CITIES ONLY 20.8% SUBURBS ONLY 14.3%

Among very large metro areas

Only 15.5% of people can access jobs with a transit commute of 90 minutes or less

## Transit Coverage and Labor Access, by Industry

COVERAGE LABOR ACCESS



Transit Coverage

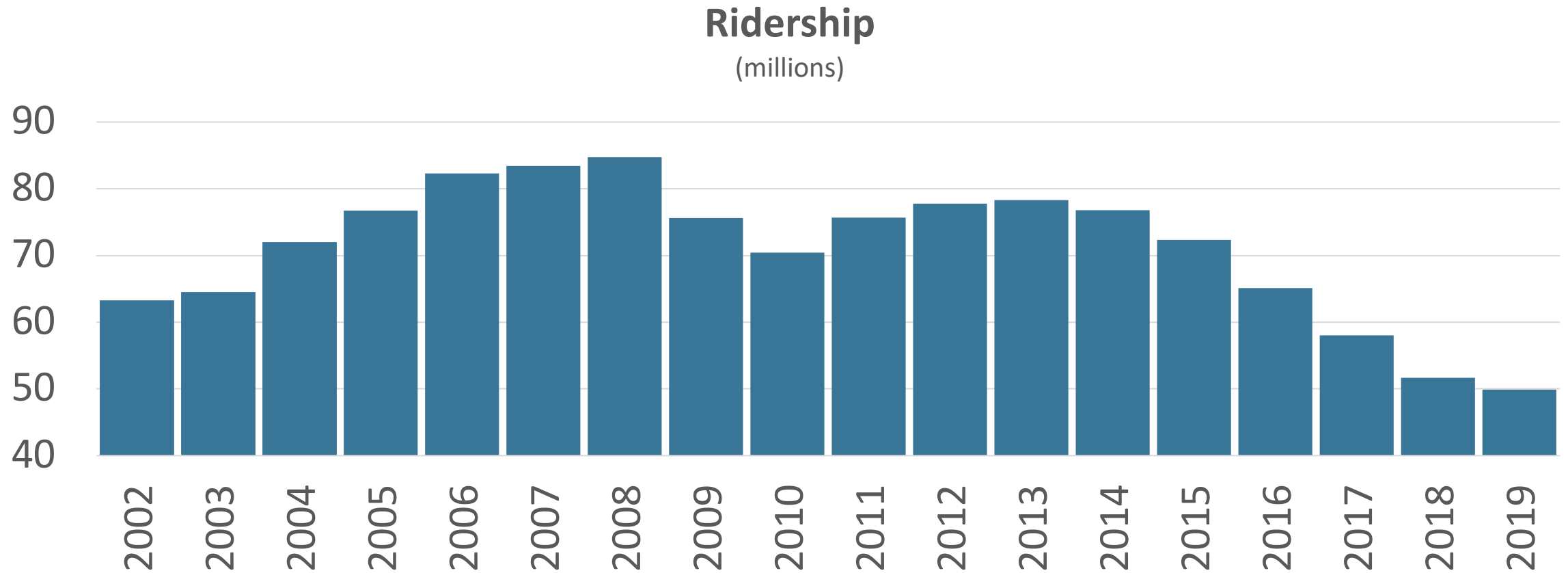
source: Where the Jobs Are: Employer Access to Labor by Transit | 2012 | Brookings Institute

Better  
Bus  
Network



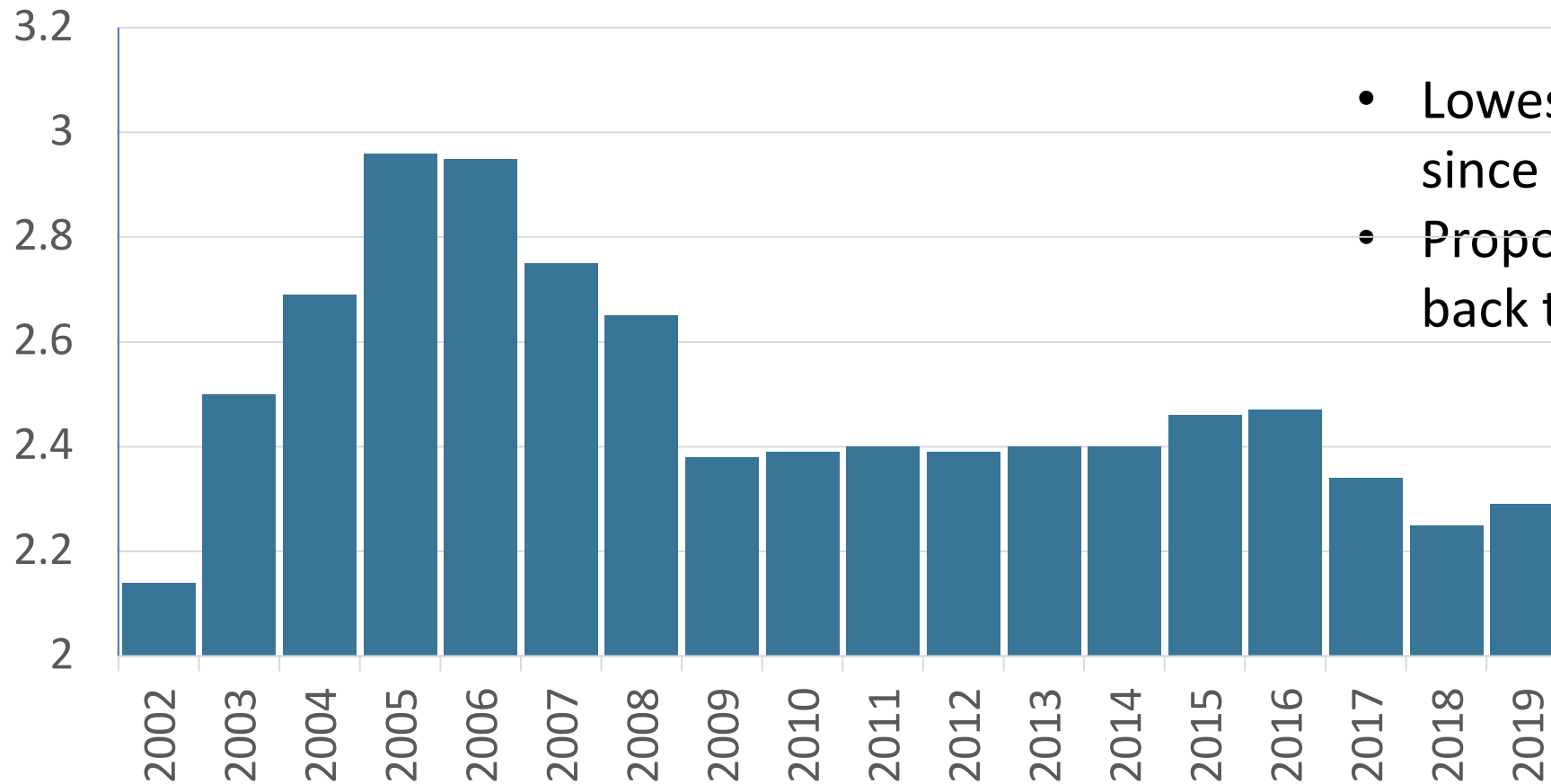
MIAMI-DADE  
COUNTY

# WHAT'S THE PROBLEM?



# HOW DID WE GET HERE?

Annualized Revenue Hours (millions)



- Lowest level of service hours since 2003
- Proposed Network brings us back to around 2015 levels

# COLLABORATIVE EFFORT



Transit  
Alliance



Jarrett  
Walker &  
Associates

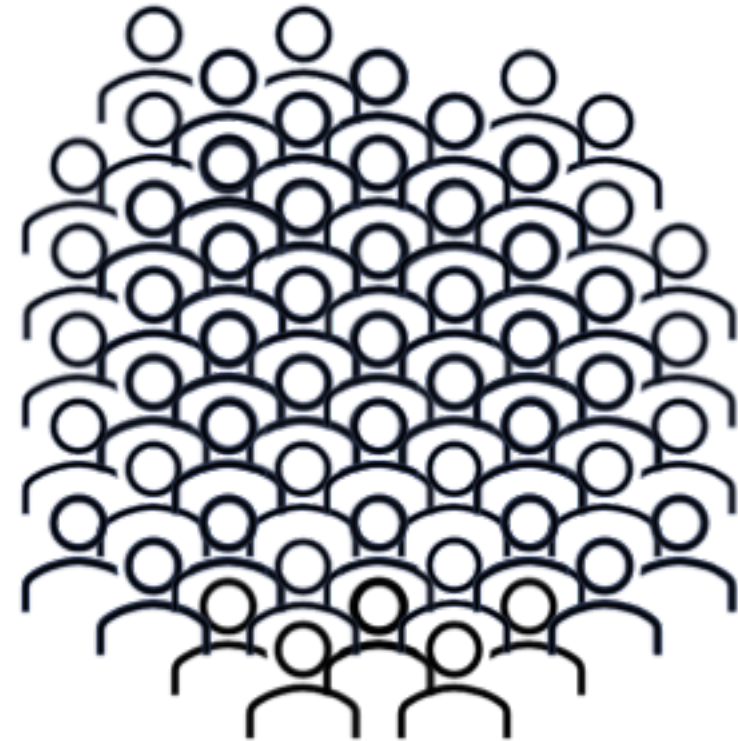


Department of  
Transportation  
and Public Works

...



Local stakeholders  
and partner  
agencies



**Riders and Residents**



# PUBLIC ENGAGEMENT

- Online Survey
- Community Meetings
- Stakeholder Meetings
- Text Message Line
- Phone Scheduler
- Email Desk
- At Stop

# 2019 SURVEY RESULTS // DESIRE TO CHANGE

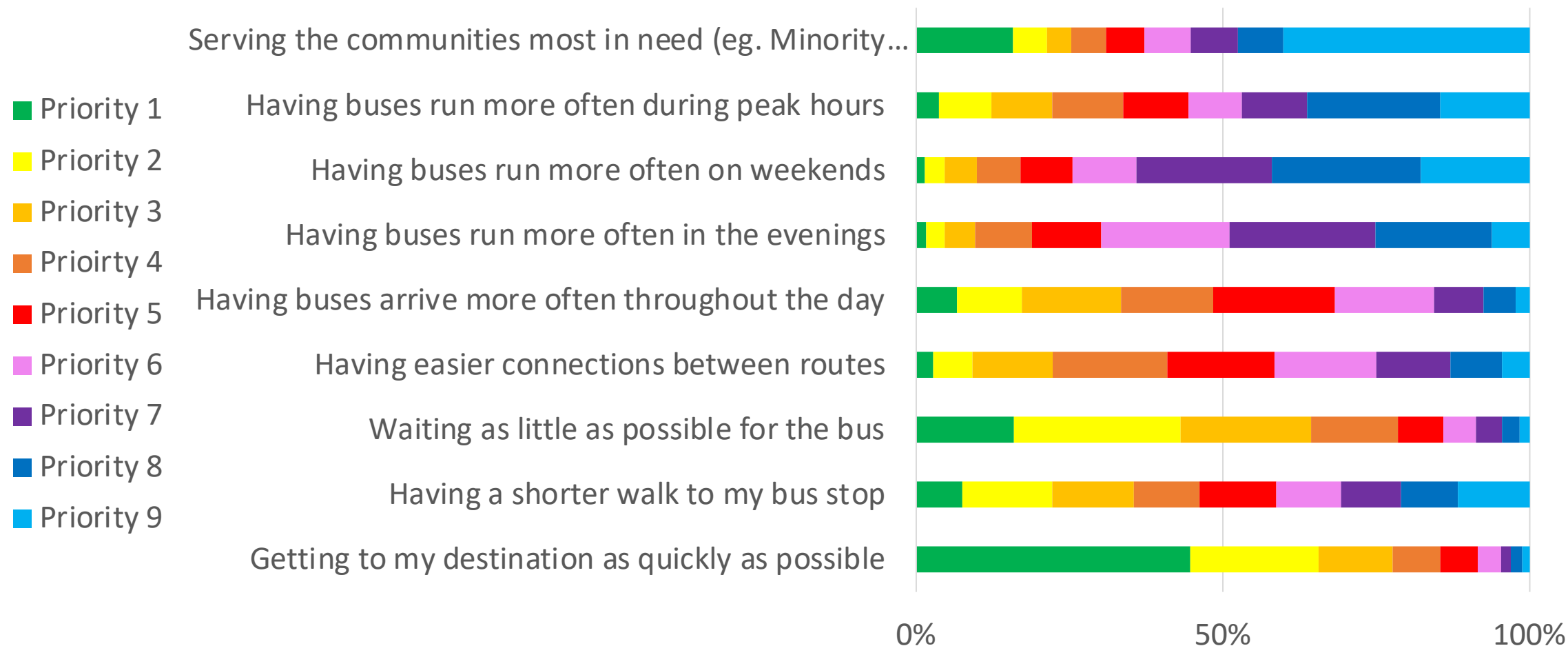
**Should we change the bus system so more people can get to more places more quickly?**

**84% Agree**



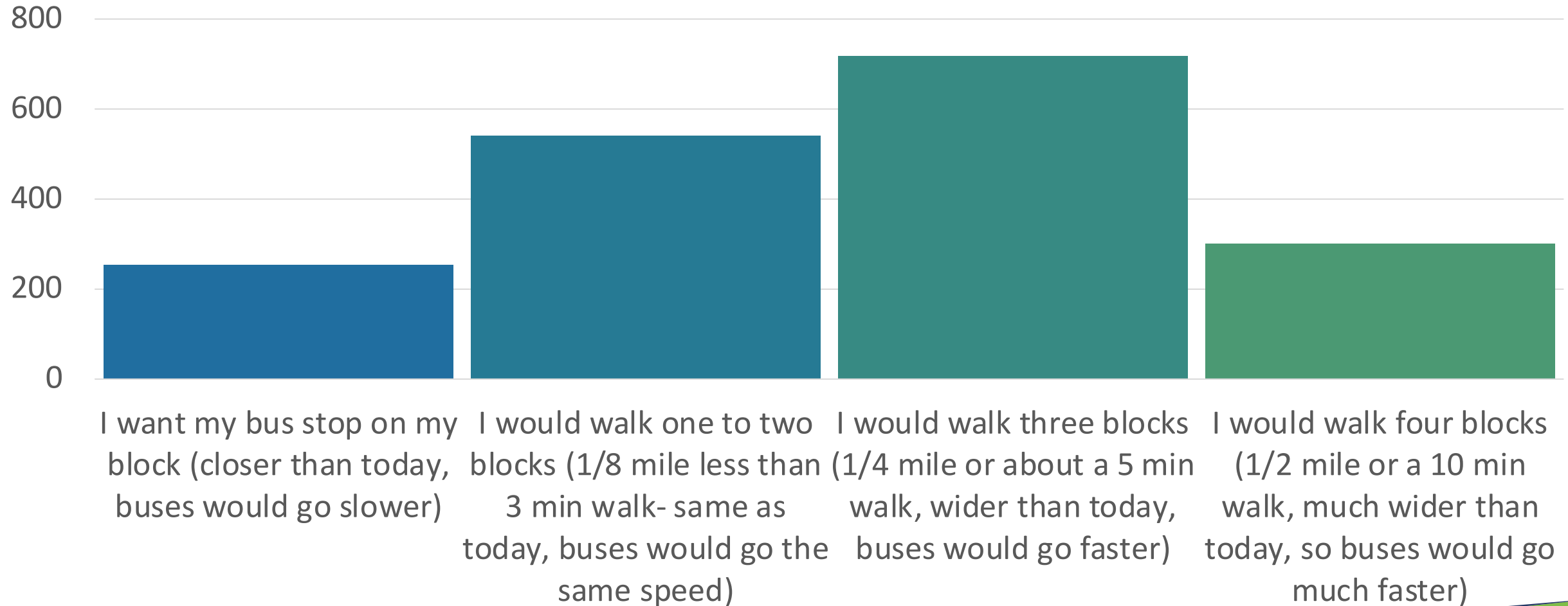
(From >5,000 transit user respondents)

# 2021 SURVEY RESULTS // RIDER PREFERENCES

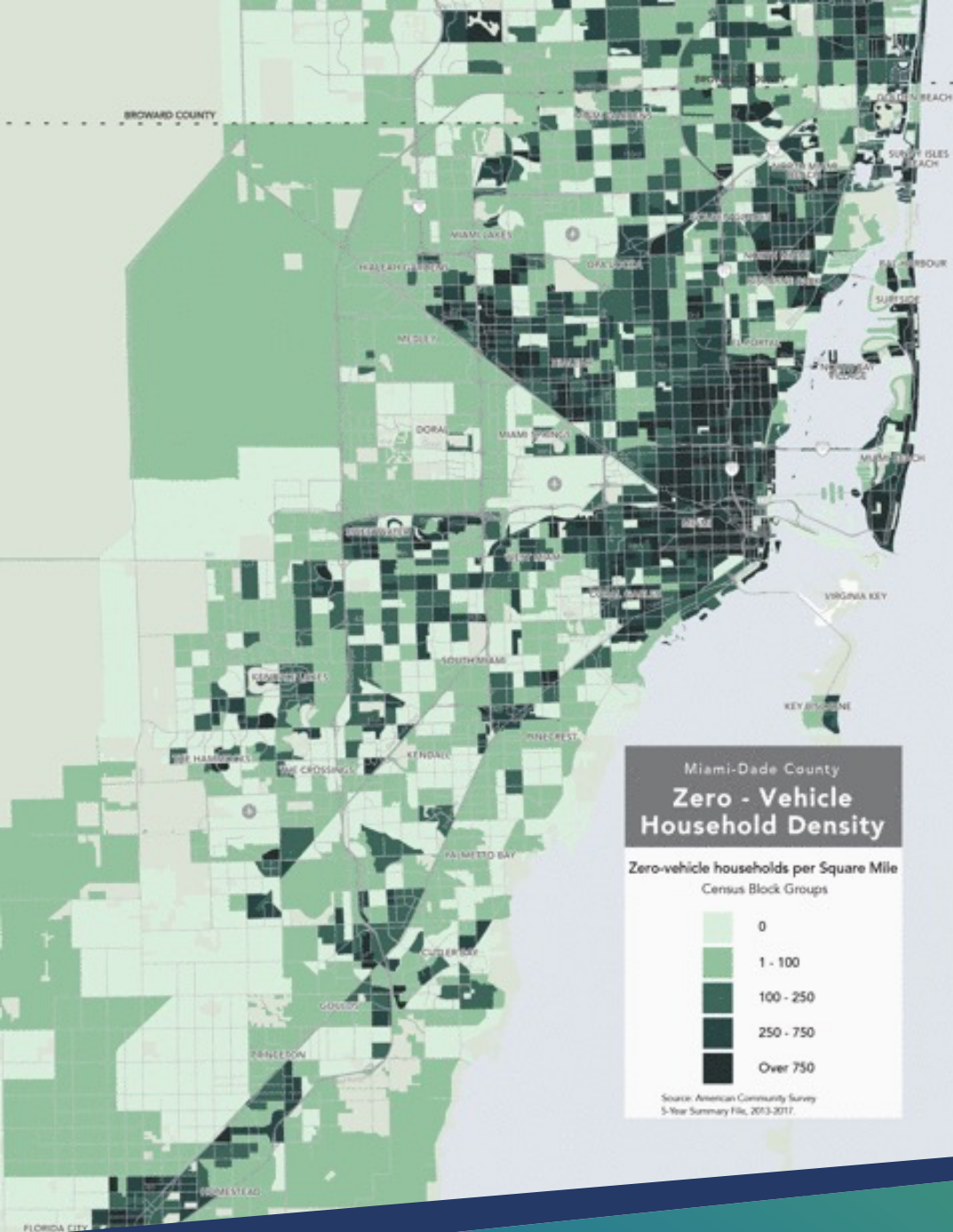


(From >1,800 transit user respondents)

# 2021 SURVEY RESULTS // BUS STOP SPACING



(From >1,800 transit user respondents)



# DENSITY ANALYSIS

- low-income
- zero-car household
- senior
- racial
- residential
- jobs
- activity

# MIAMI-DADE COUNTY Existing Network

## Routes by Weekday Peak Hour Frequency

- 7.5 minutes or less / 8 buses per hour
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- 20 minutes / 3 buses per hour
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- 40-60 minutes / 1 bus per hour

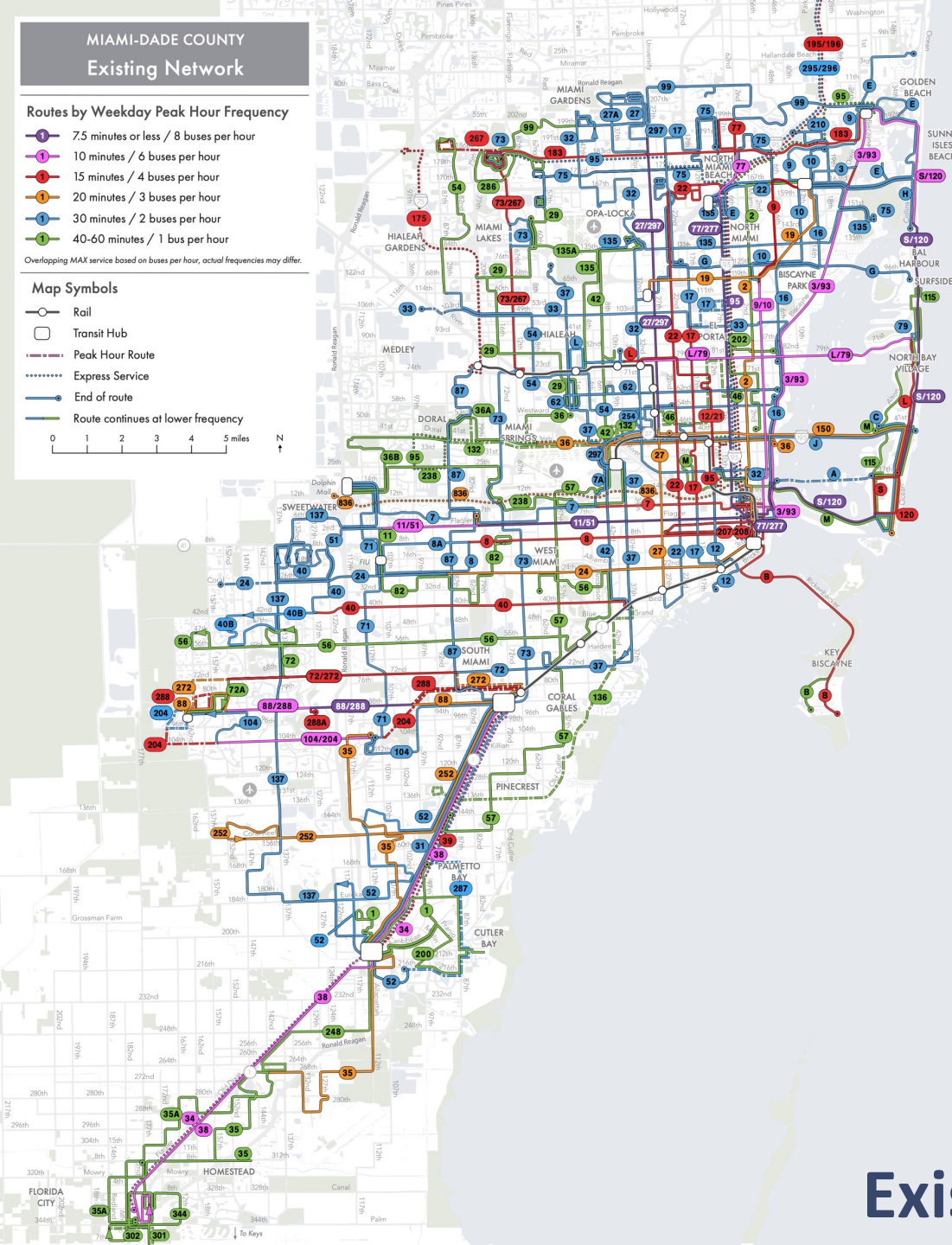
Overlapping MAX service based on buses per hour, actual frequencies may differ.

## Map Symbols

- Rail
- Transit Hub
- Peak Hour Route
- Express Service
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles

N



Existing

# MIAMI-DADE COUNTY Draft Better Bus Network

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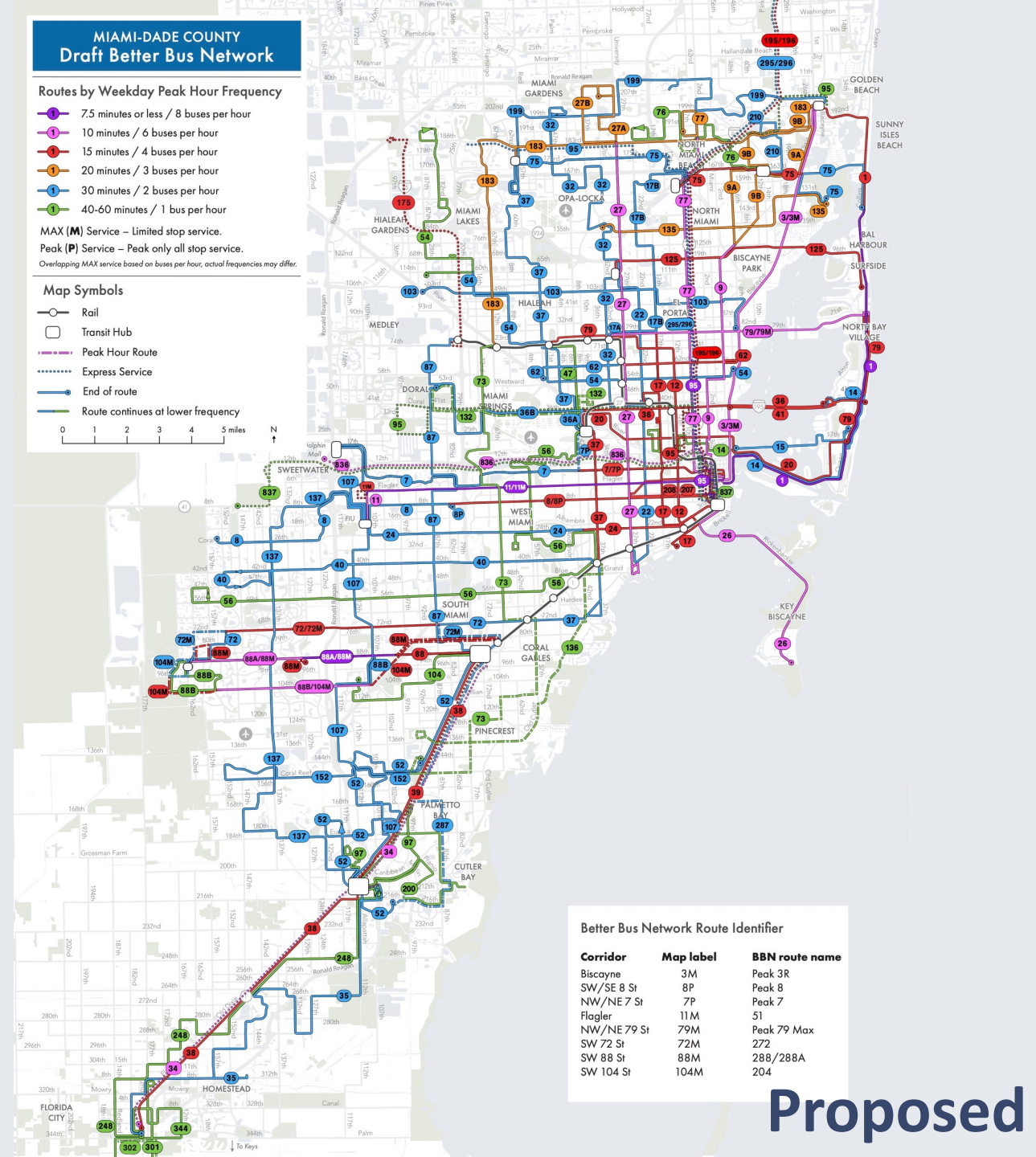
Overlapping MAX service based on buses per hour, actual frequencies may differ.

## Map Symbols

- Rail
- Transit Hub
- Peak Hour Route
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- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles

N



## Better Bus Network Route Identifier

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SW/SE 8 St	8P	Peak 8
NW/NE 7 St	7P	Peak 7
Flagler	11M	51
NW/NE 79 St	79M	Peak 79 Max
SW 72 St	72M	272
SW 88 St	88M	288/288A
SW 104 St	104M	204

Proposed

## MIAMI-DADE COUNTY Existing Network

### Routes by Weekday Midday Frequency

- 7.5 minutes or less / 8 buses per hour
- 10 minutes / 6 buses per hour
- 15 minutes / 4 buses per hour
- 20 minutes / 3 buses per hour
- 30 minutes / 2 buses per hour
- 40-60 minutes / 1 bus per hour

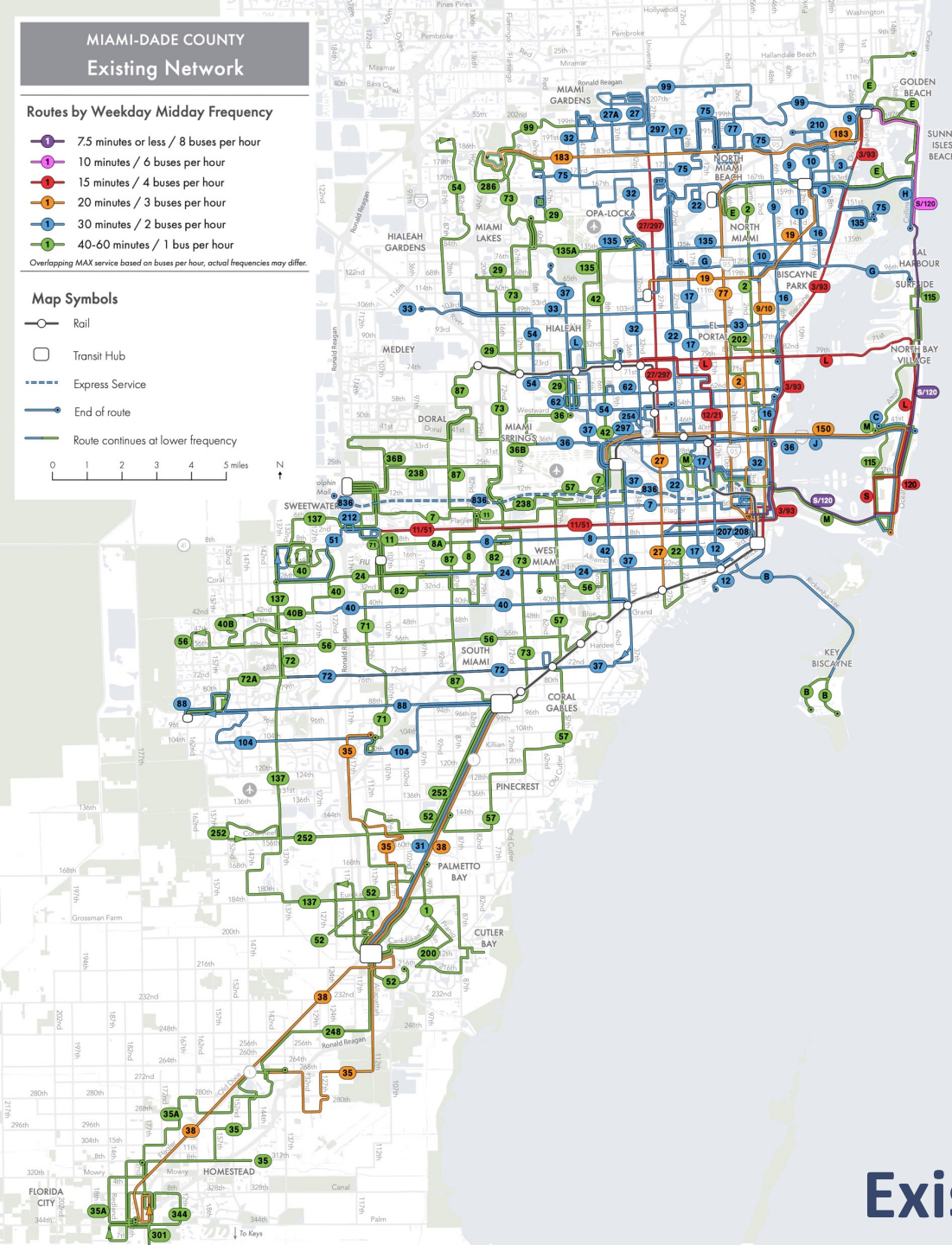
Overlapping MAX service based on buses per hour, actual frequencies may differ.

### Map Symbols

- Rail
- Transit Hub
- Express Service
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles

N



Existing

## MIAMI-DADE COUNTY Draft Better Bus Network

### Routes by Weekday Midday Frequency

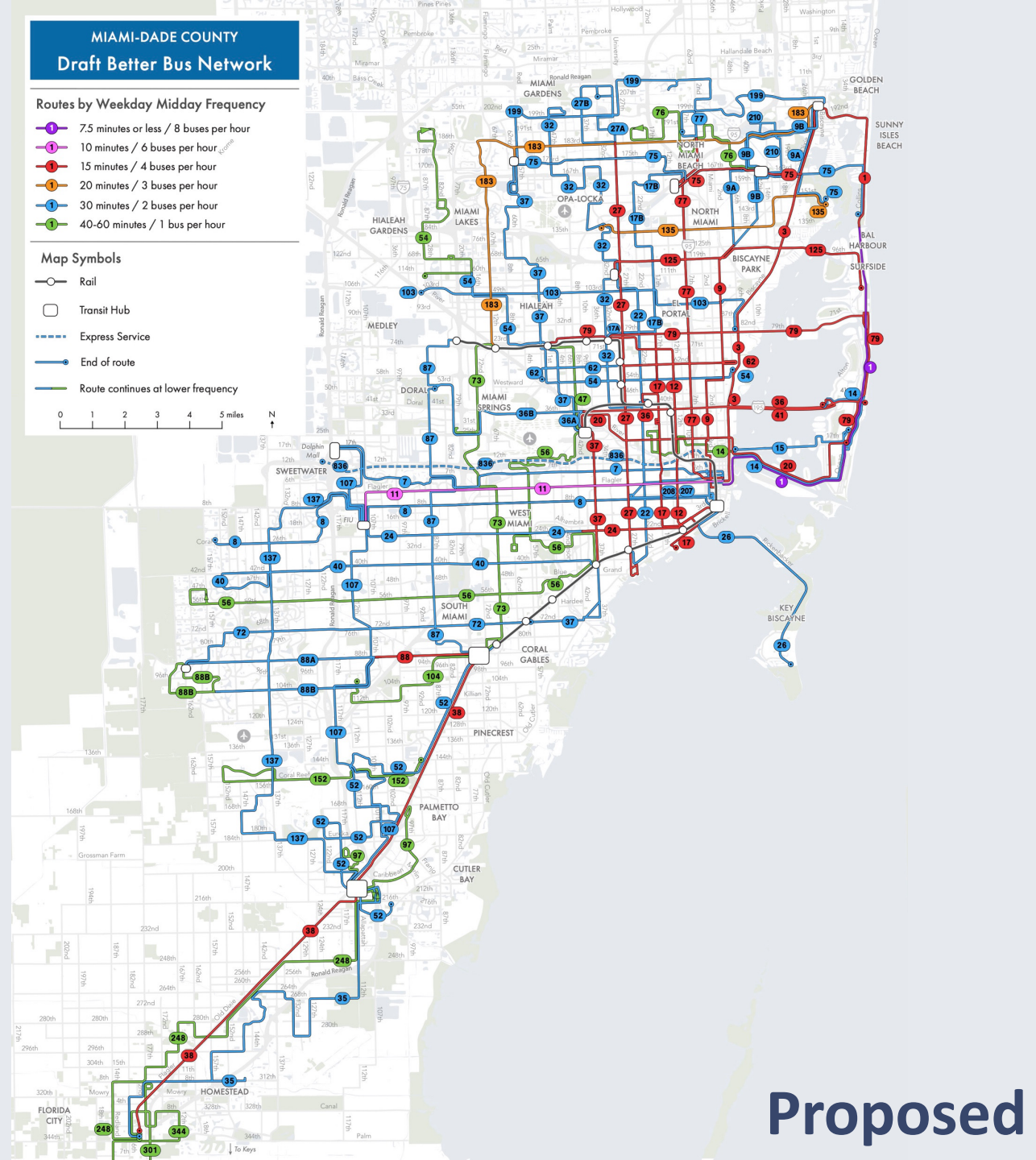
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- 30 minutes / 2 buses per hour
- 40-60 minutes / 1 bus per hour

### Map Symbols

- Rail
- Transit Hub
- Express Service
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles

N



Proposed

# KEY IMPROVEMENTS

- Direct connection from Government Center to Miami Beach every 7.5 minutes all day
- 15-minute all day frequency on north/south corridors such as 37<sup>th</sup> Avenue, 27<sup>th</sup> Avenue, 17<sup>th</sup> Avenue, NW 2<sup>nd</sup> Avenue (up to 54<sup>th</sup> Street, NE 2<sup>nd</sup> Avenue, and Biscayne Boulevard
- 15-minute all day frequency on east/west corridors such as Coral Way, Flagler Street (10 minutes), N 20<sup>th</sup> Street, N 36<sup>th</sup> Street, N 62<sup>nd</sup> Street, 79<sup>th</sup> Street, 125<sup>th</sup> Street, and 163<sup>rd</sup> Street
- 20-minute all day service on NW 67<sup>th</sup> Avenue north of Okeechobee Station
- Maintaining service south of US 1 on both 37<sup>th</sup> Avenue and 57<sup>th</sup> Avenue (peak only)
- Maintaining coverage in South Dade and improving service on the Transitway

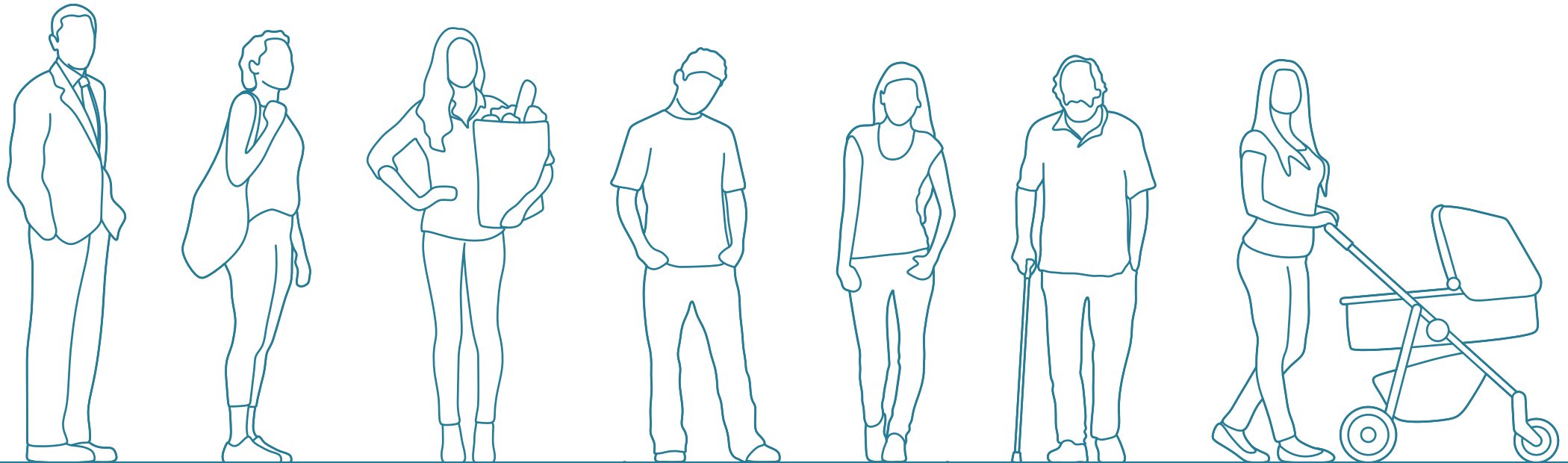
# NEW FREQUENCIES AND SPANS



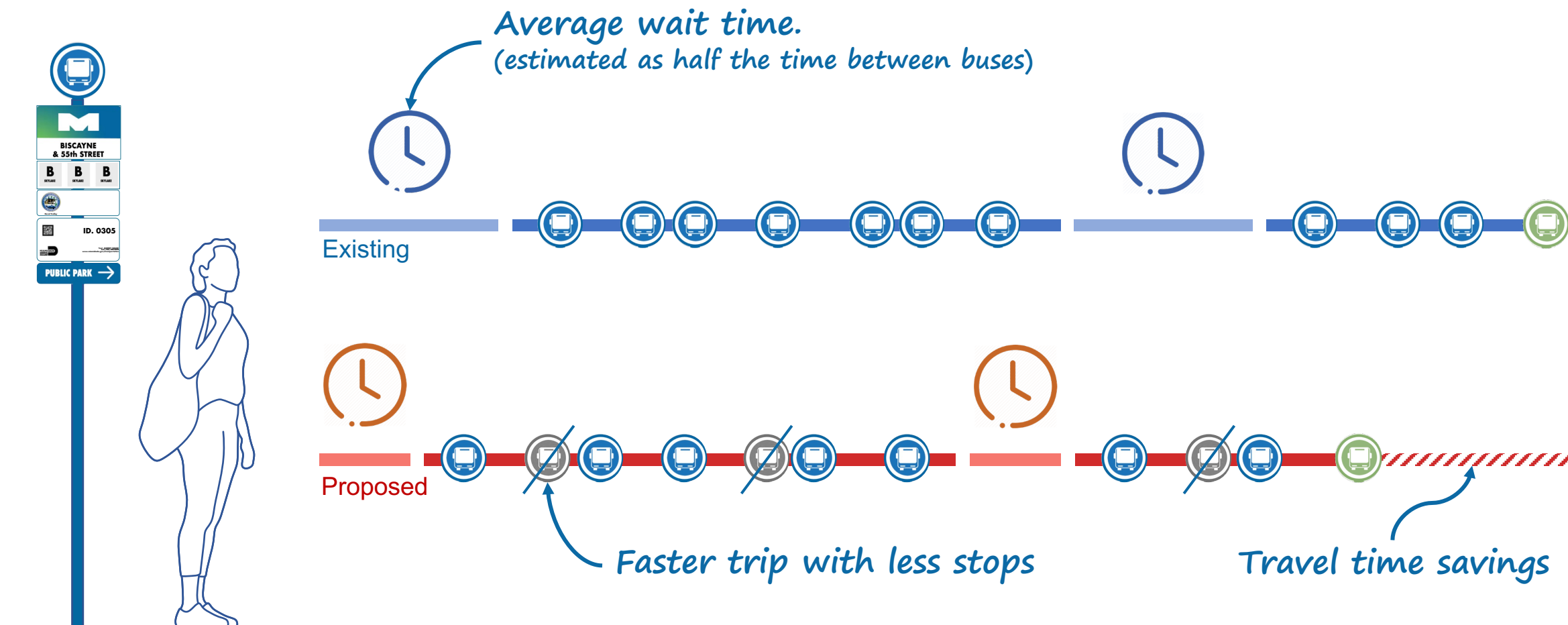
*Consistent Frequency  
of Service All-Day*

- Frequent Service
- Better Midday and Weekend Service
- Longer operator runs

# more service beyond the 8:00a.m. to 5:00p.m. commute



# FASTER JOURNEYS



# STOP SPACING



260 ft

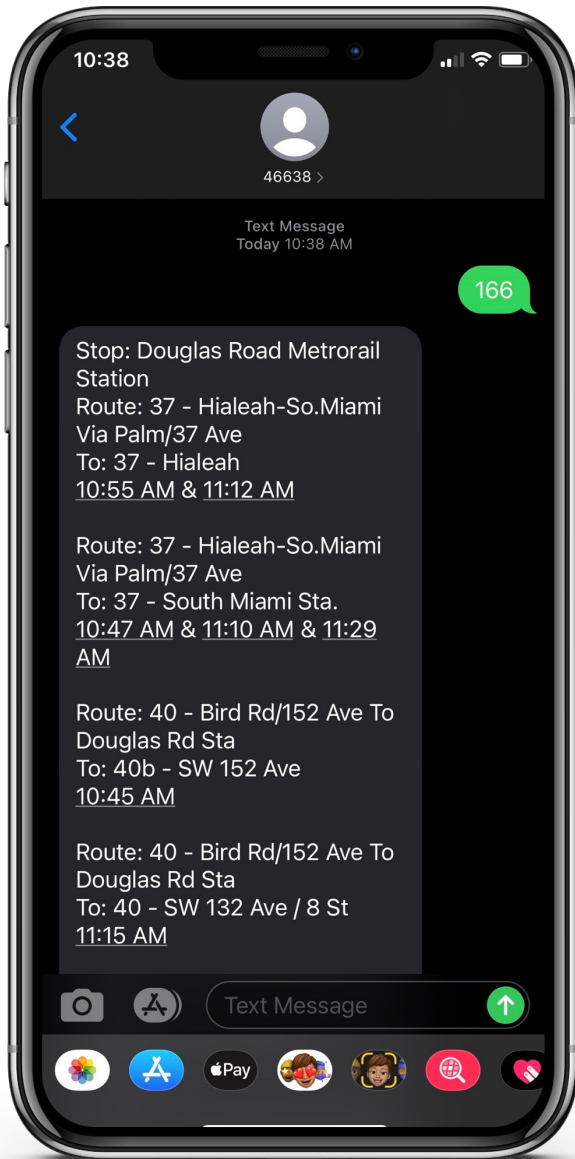


Ruler

Path Polygon Circle 3D path 3D polygon

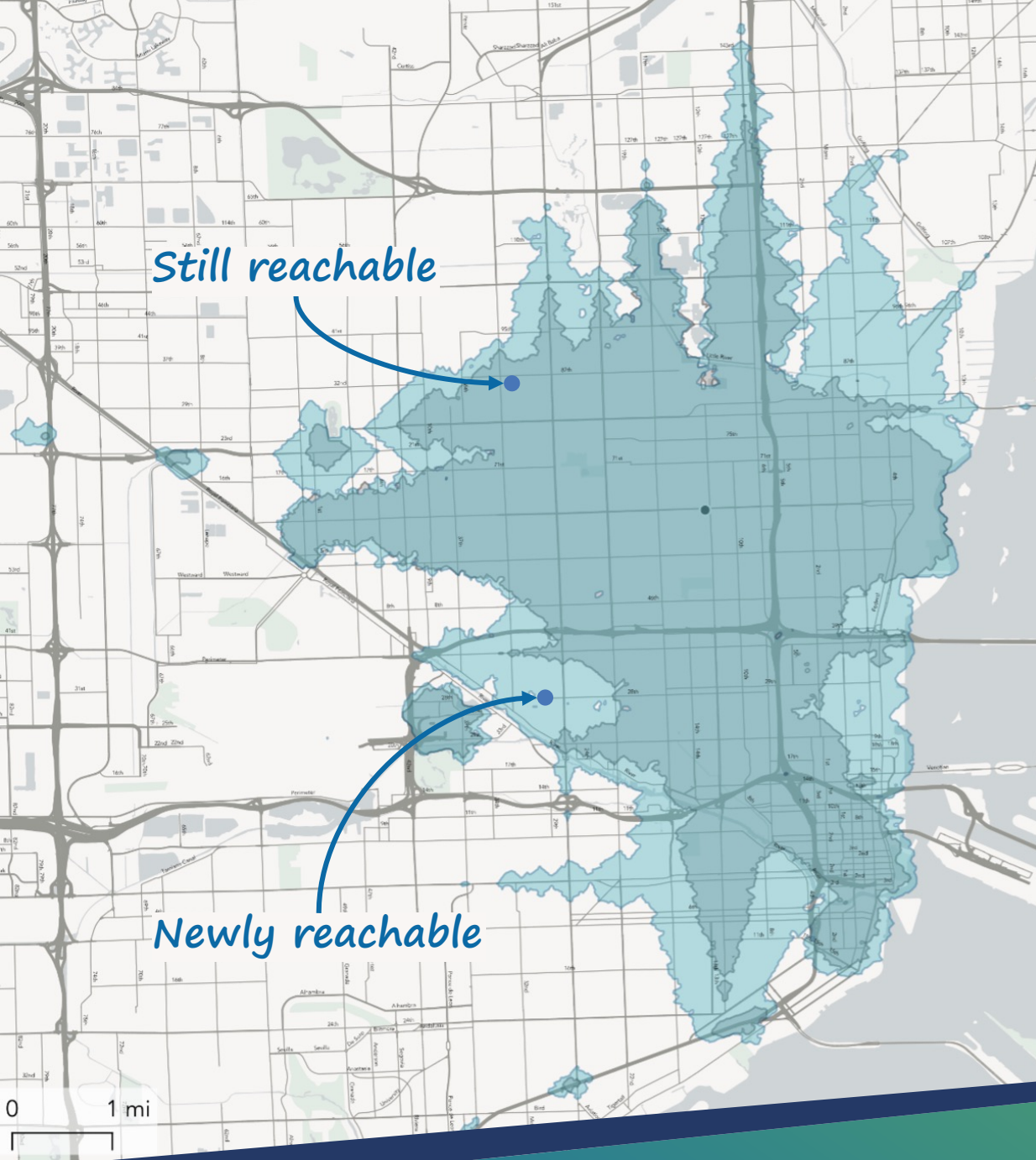
Measure the distance between two points on the ground

Map Length:	262.68	Feet	↕
Ground Length:	262.68		
Heading:	177.65	degrees	



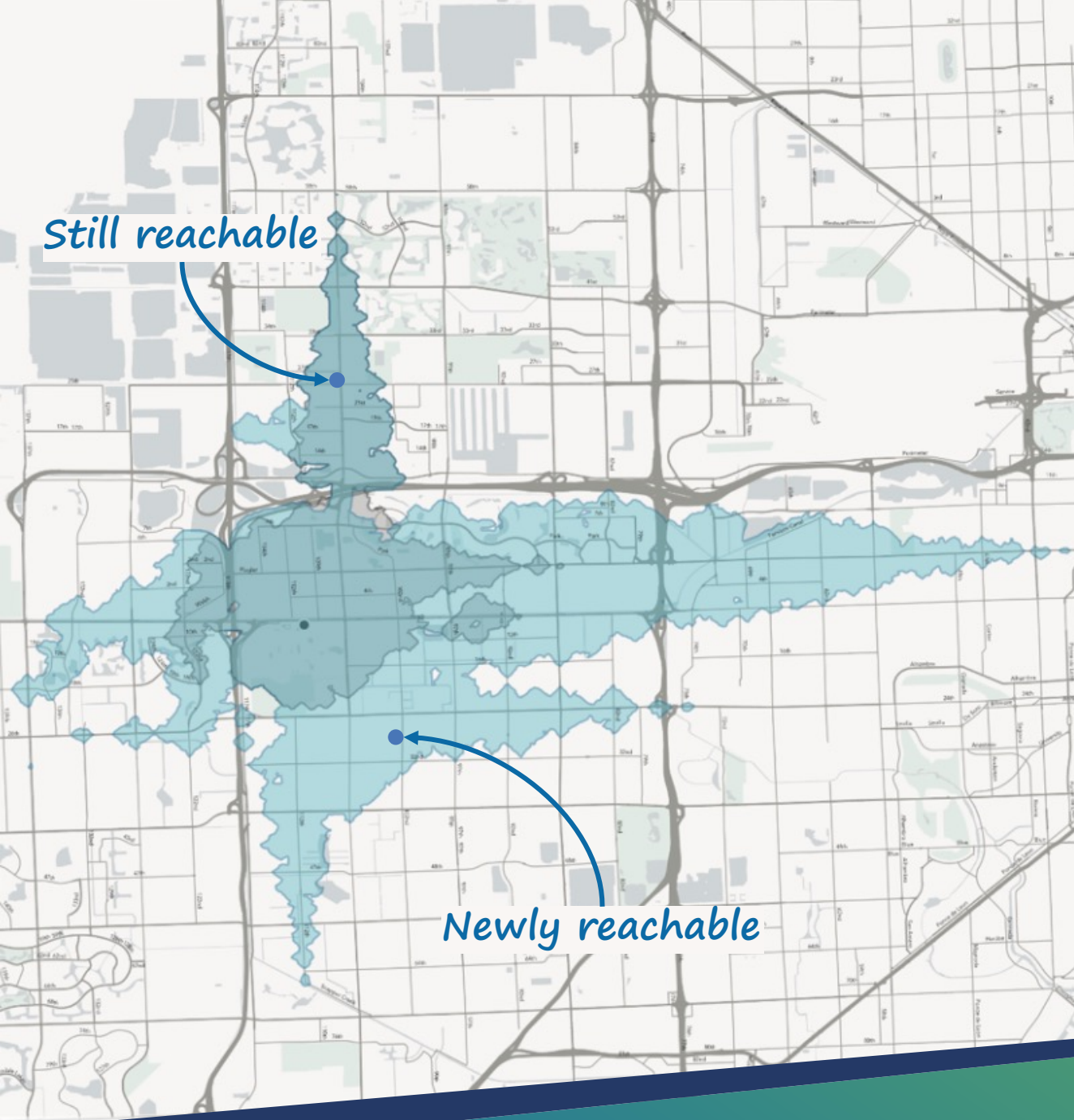
## GO MIAMI-DADE TRANSIT (MDT) TEXTS

- Metrobus riders can access real-time tracking information by texting their bus stop number to GOMDT (46638).
- There is also an interactive voice service available for riders that rather call.



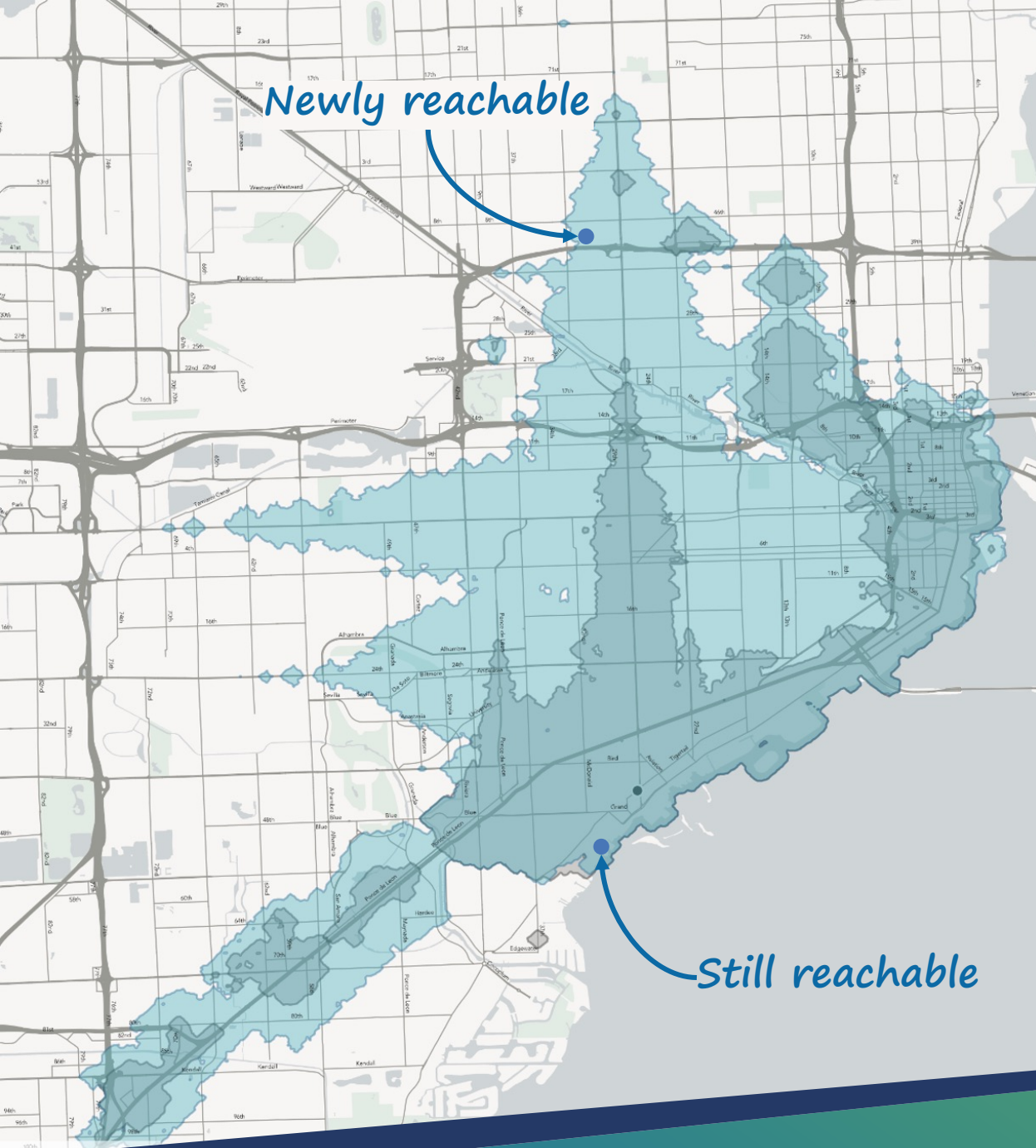
How far can I travel in  
**45 minutes** from  
**Liberty Square** at  
noon?

**60%** more jobs  
**50%** more residents



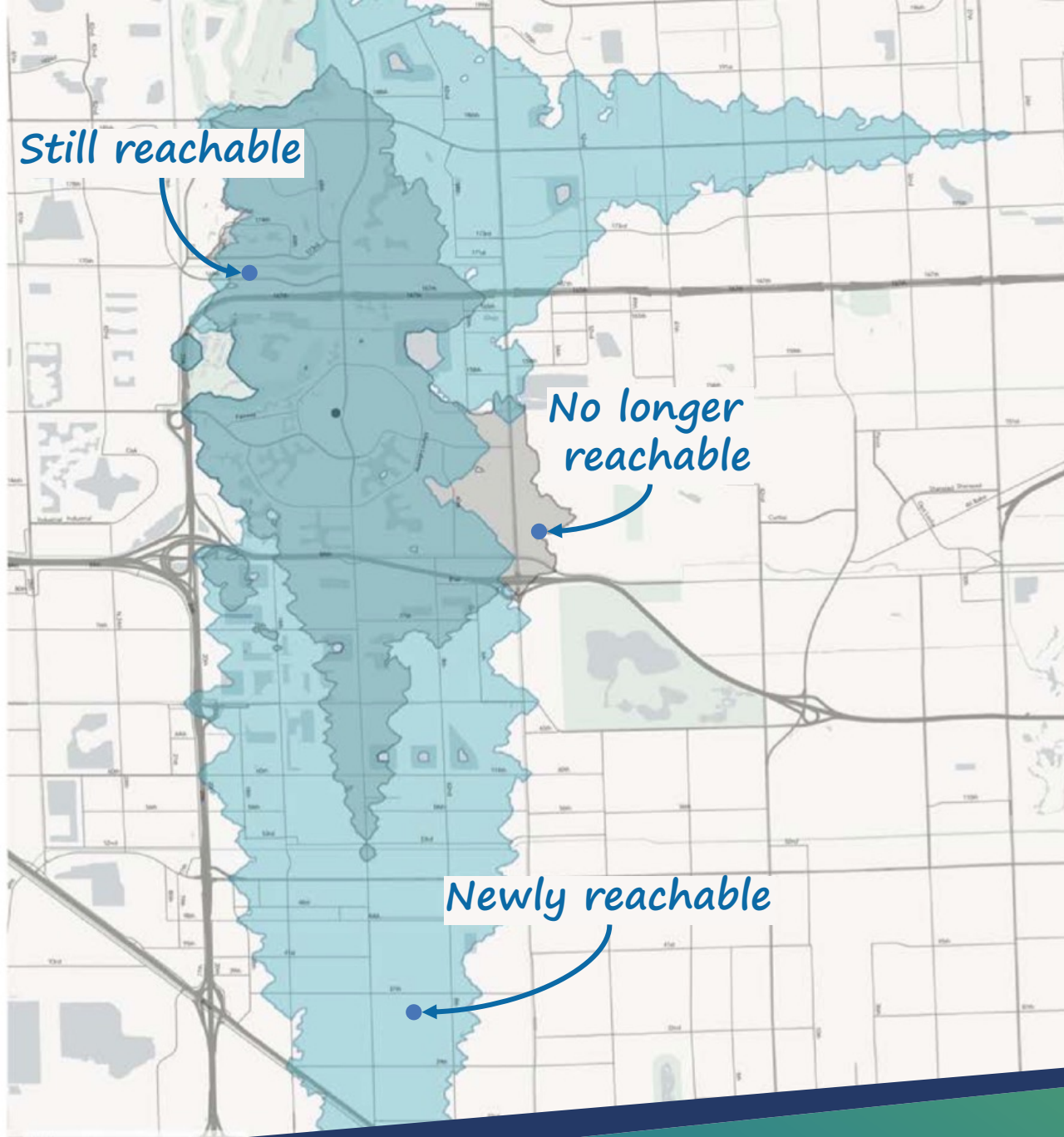
How far can I travel in  
**45 minutes** from  
**Florida International**  
**University** at noon?

**95%** more jobs  
**220%** more residents



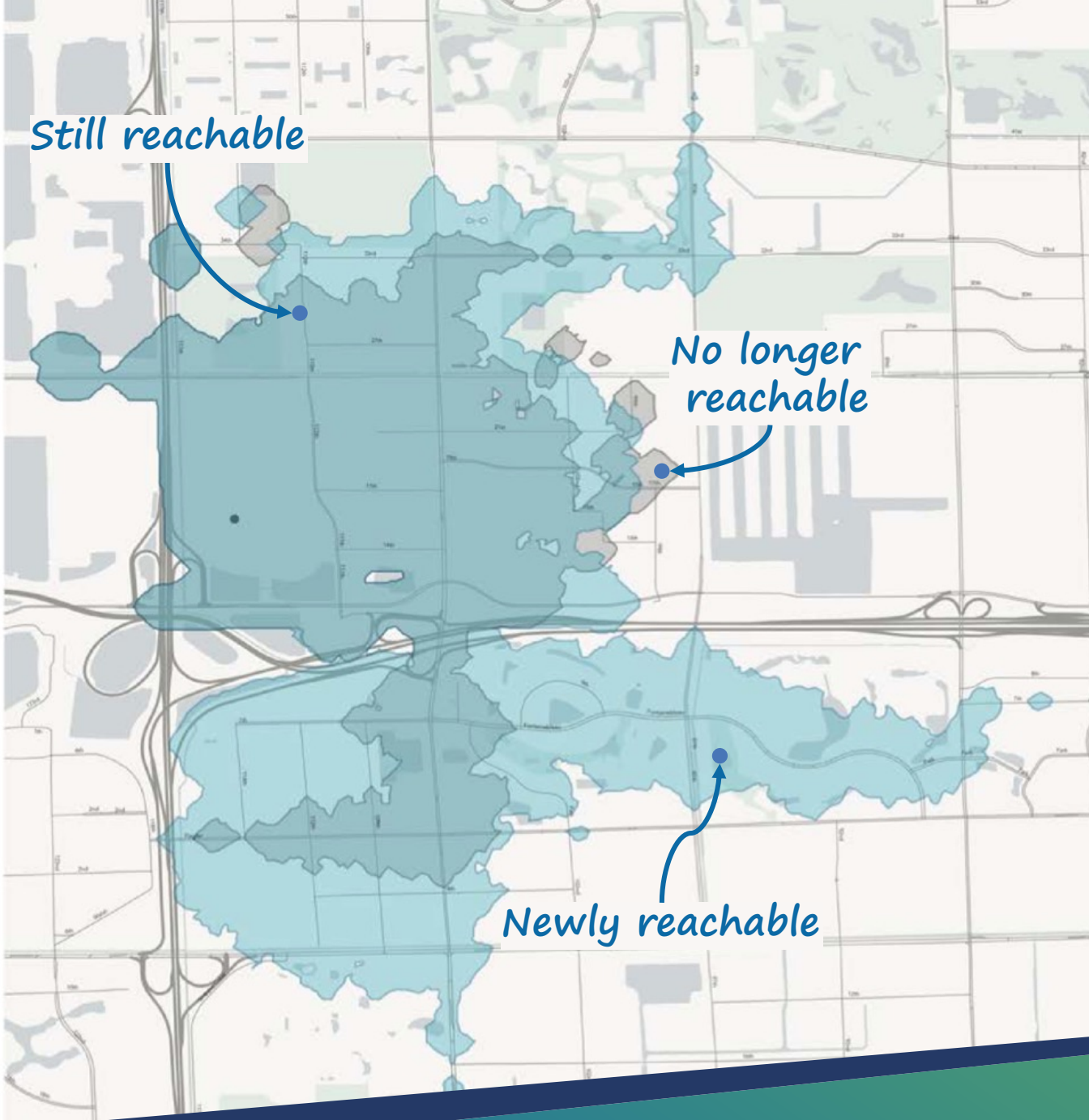
How far can I travel in  
**45 minutes** from  
**Coconut Grove** at  
noon?

**60%** more jobs  
**165%** more residents



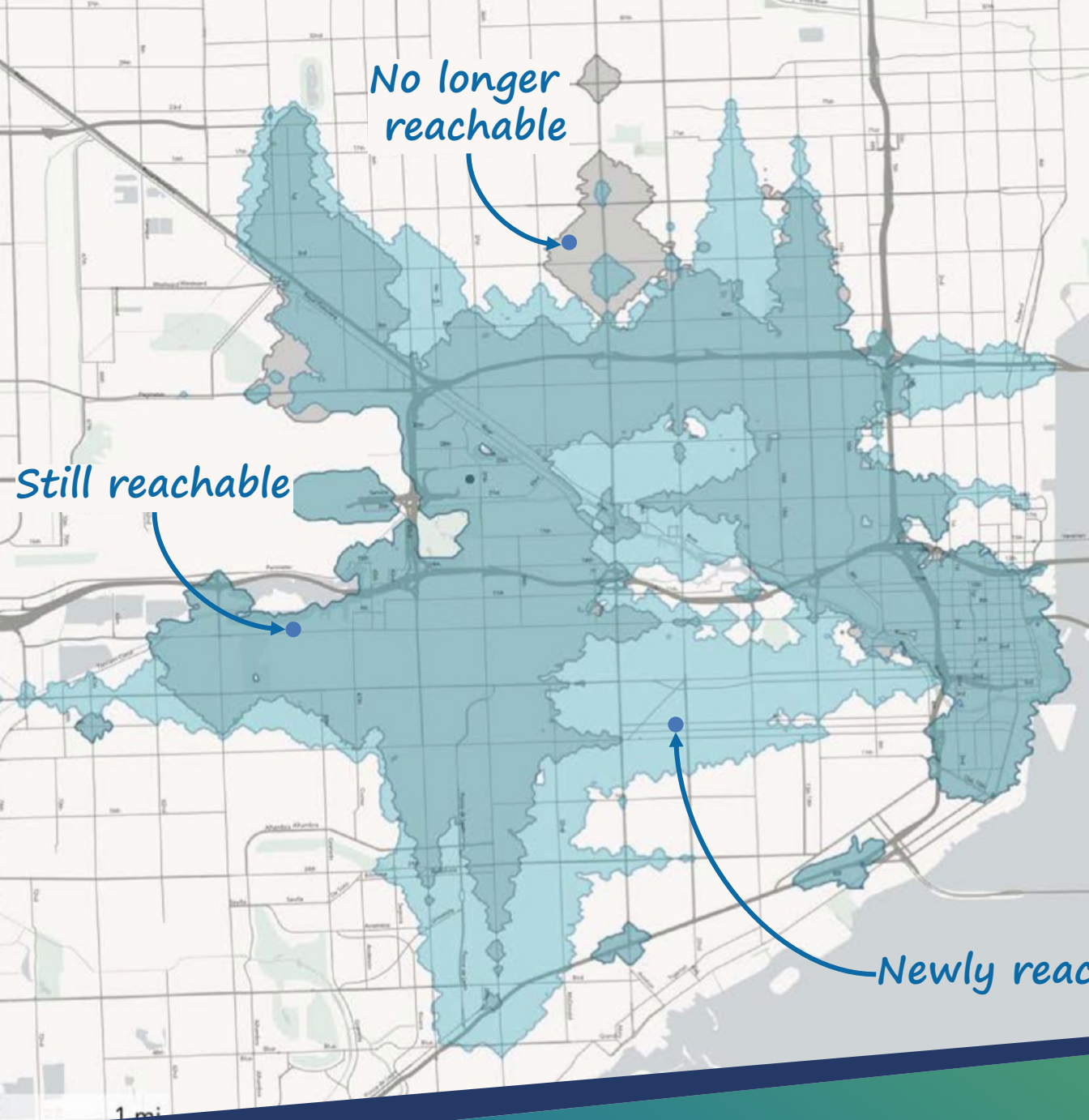
How far can I travel in  
**45 minutes** from  
**Miami Lakes**  
**Downtown** at noon?

**120%** more jobs  
**185%** more residents



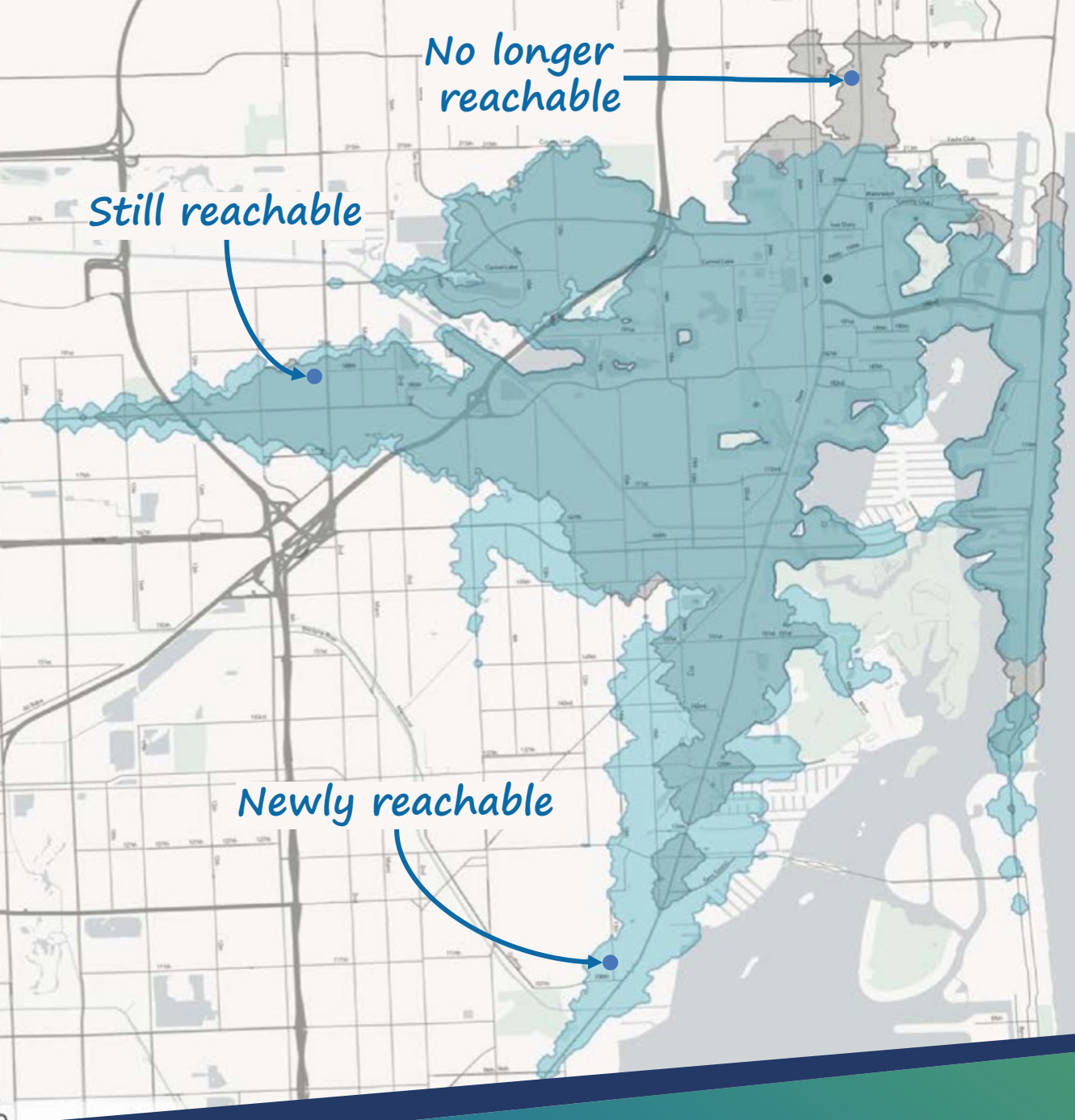
How far can I travel in  
**45 minutes** from  
**Dolphin Mall** at noon?

**35%** more jobs  
**360%** more residents



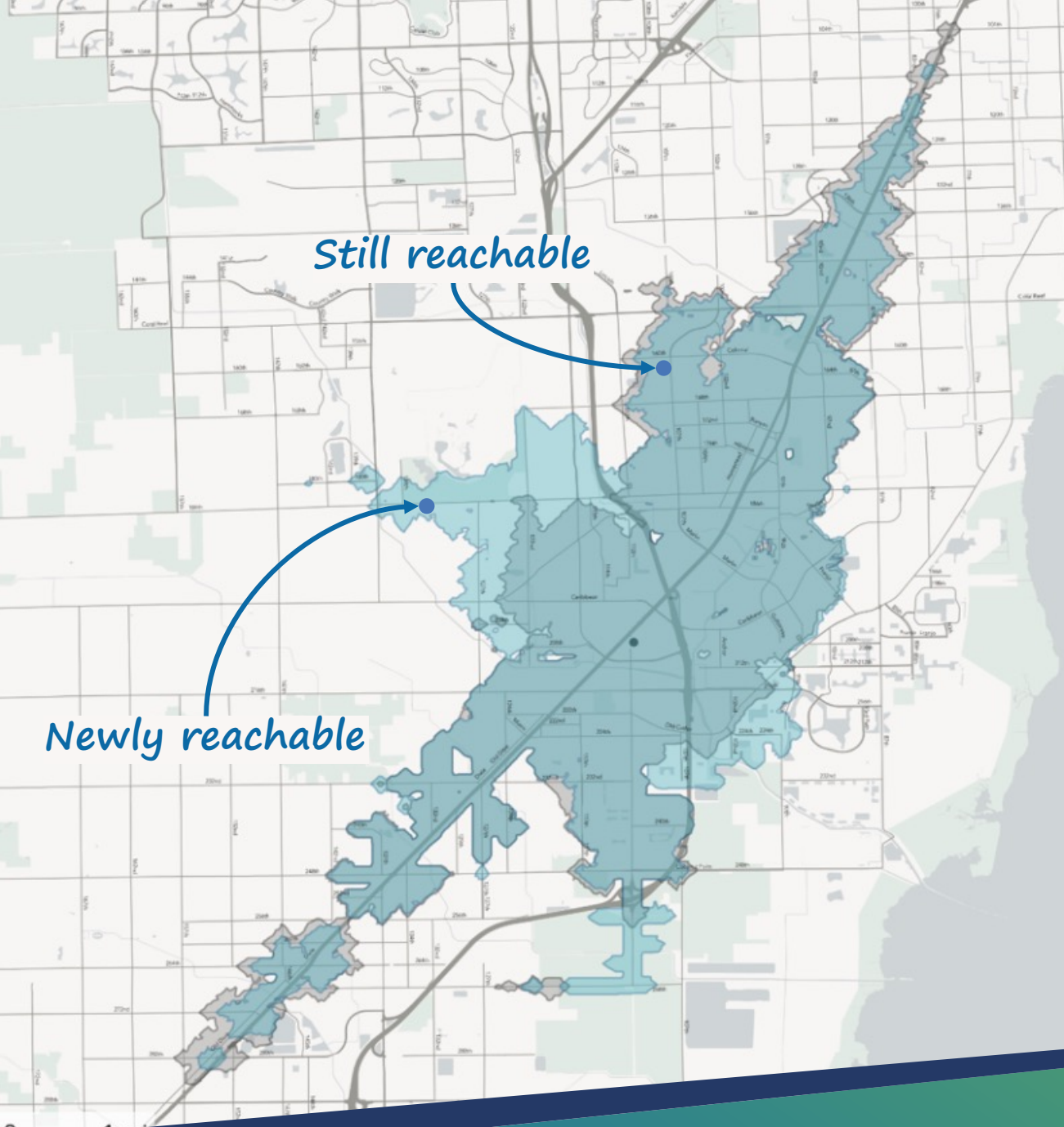
How far can I travel in  
**45 minutes** from  
**Miami Intermodal  
Center** at noon?

**25%** more jobs  
**60%** more residents



How far can I travel in  
**45 minutes** from  
**Aventura Mall** at noon?

**15%** more jobs  
**20%** more residents

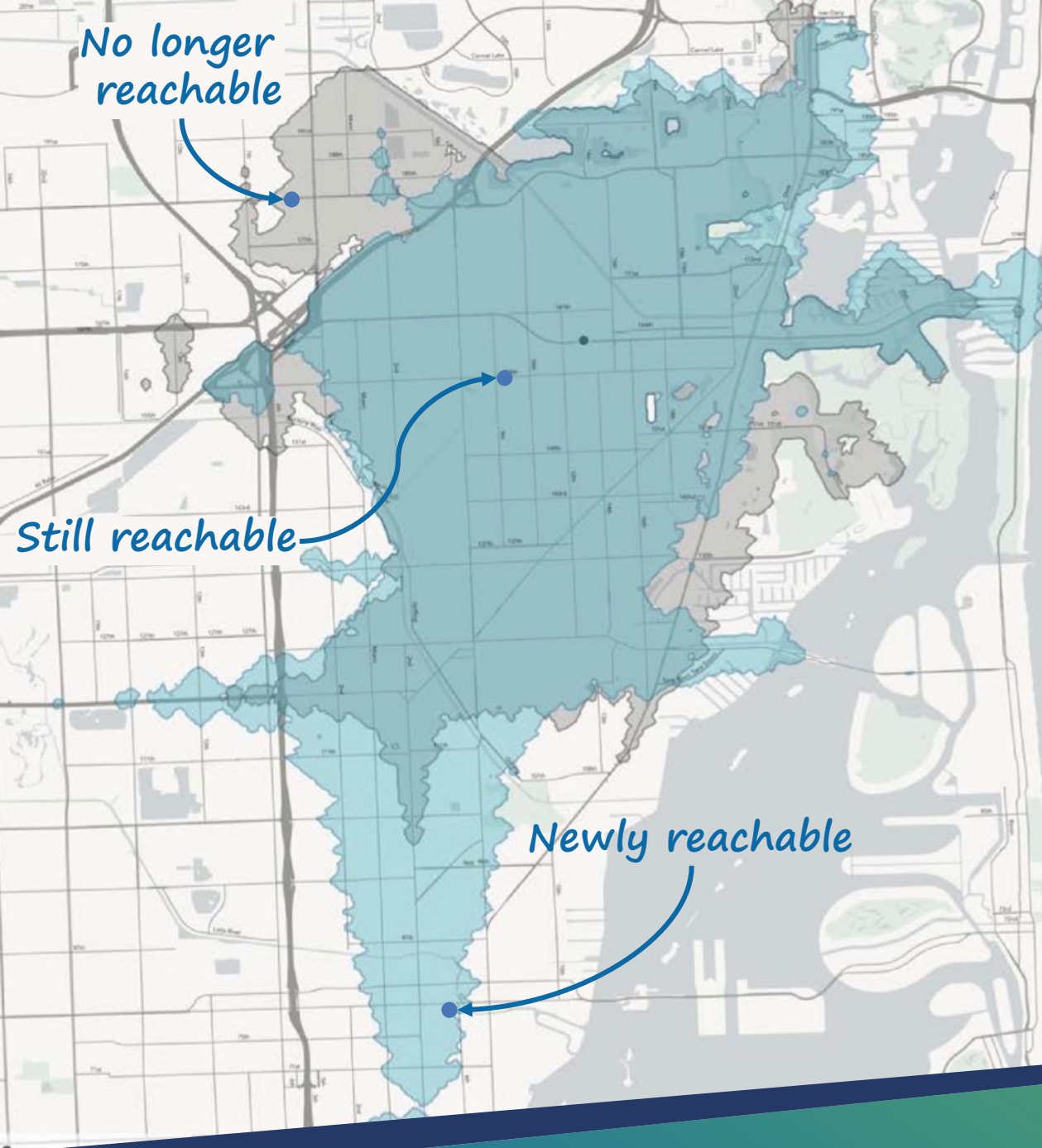


Still reachable

Newly reachable

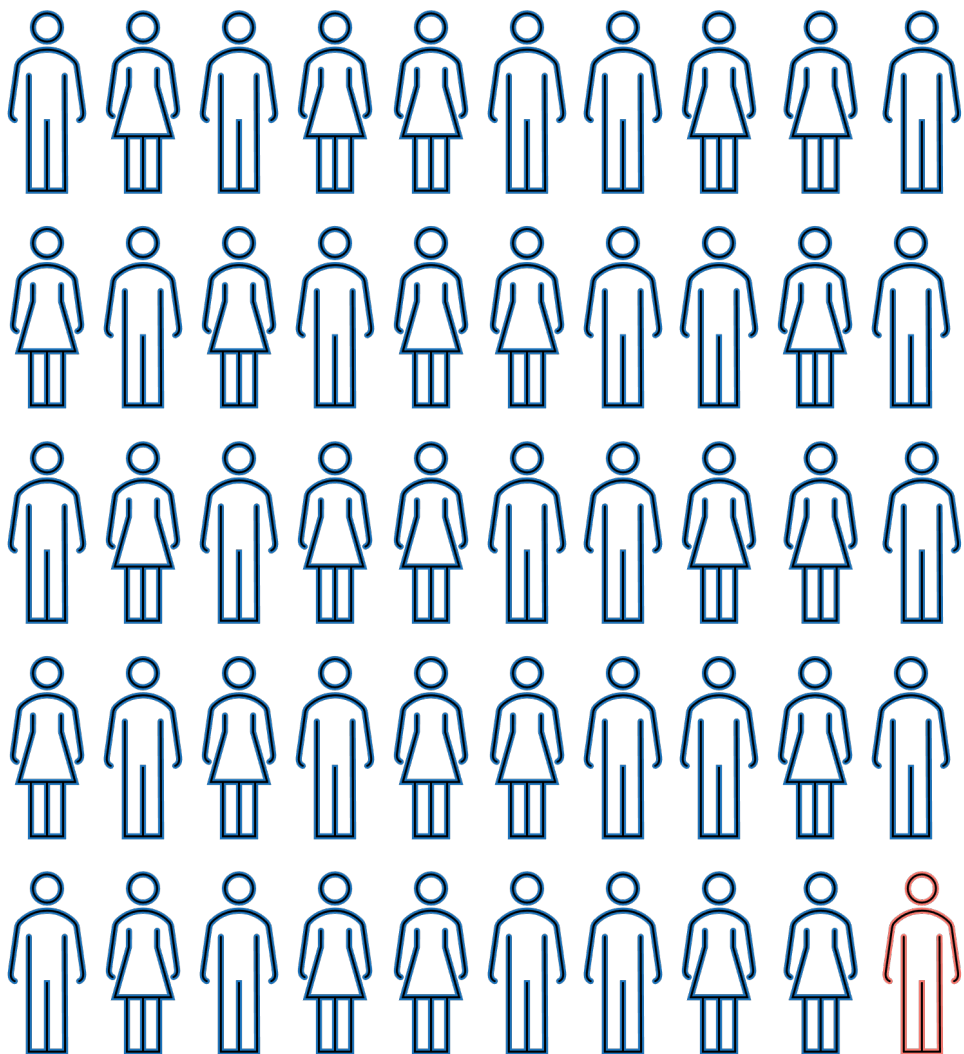
How far can I travel in  
**45 minutes** from  
**Southland Mall** at  
noon?

**0%** more jobs  
**10%** more residents



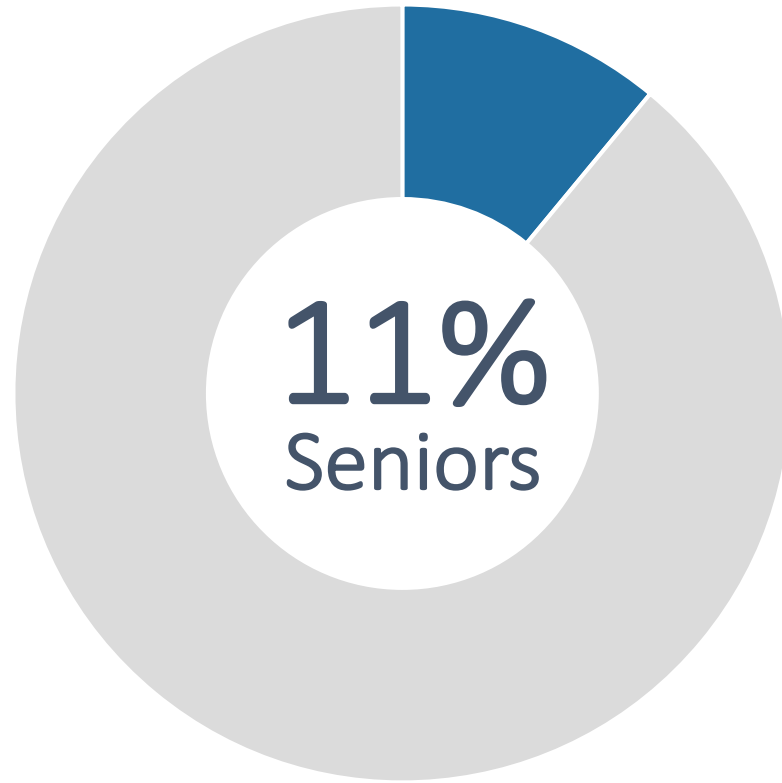
How far can I travel in  
**45 minutes** from  
**The Mall at 163rd  
Street** at noon?

**15%** more jobs  
**15%** more residents



**49** out of  
every 50  
will have same or  
better transit service

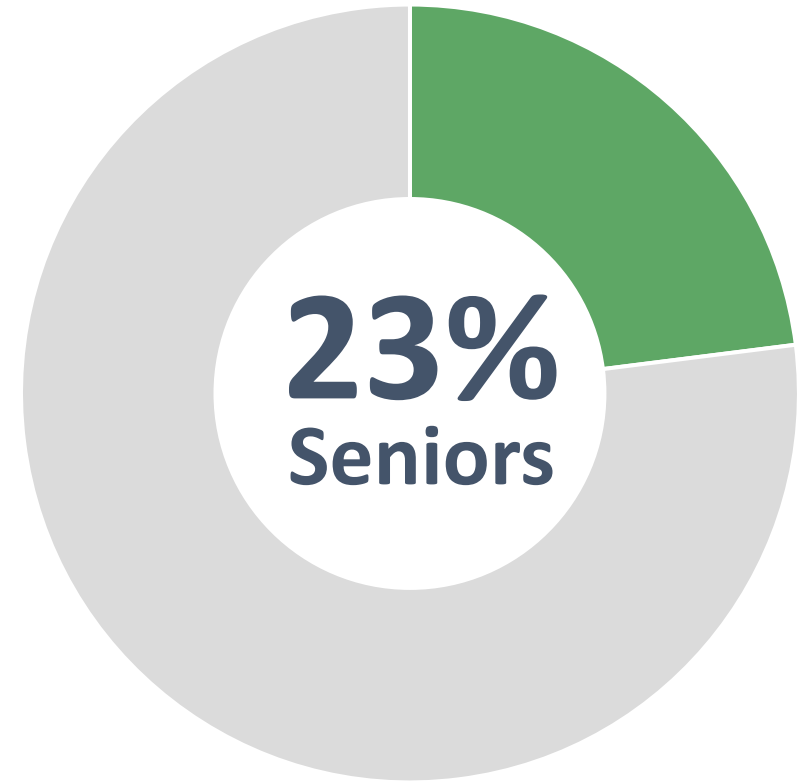
# WHO HAS ACCESS TO HIGH FREQUENT SERVICE?



Existing

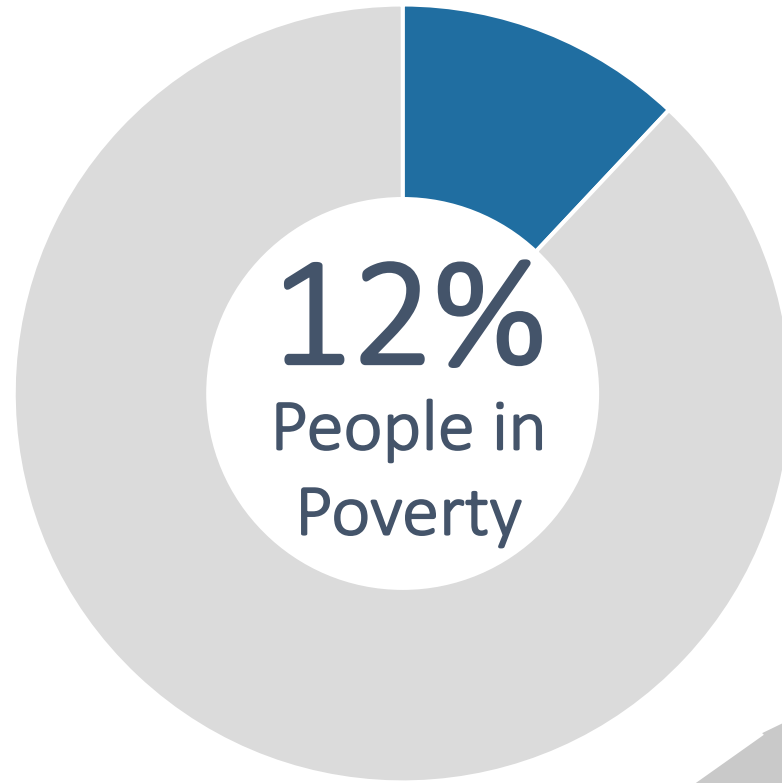


5-minute  
walk



Proposed

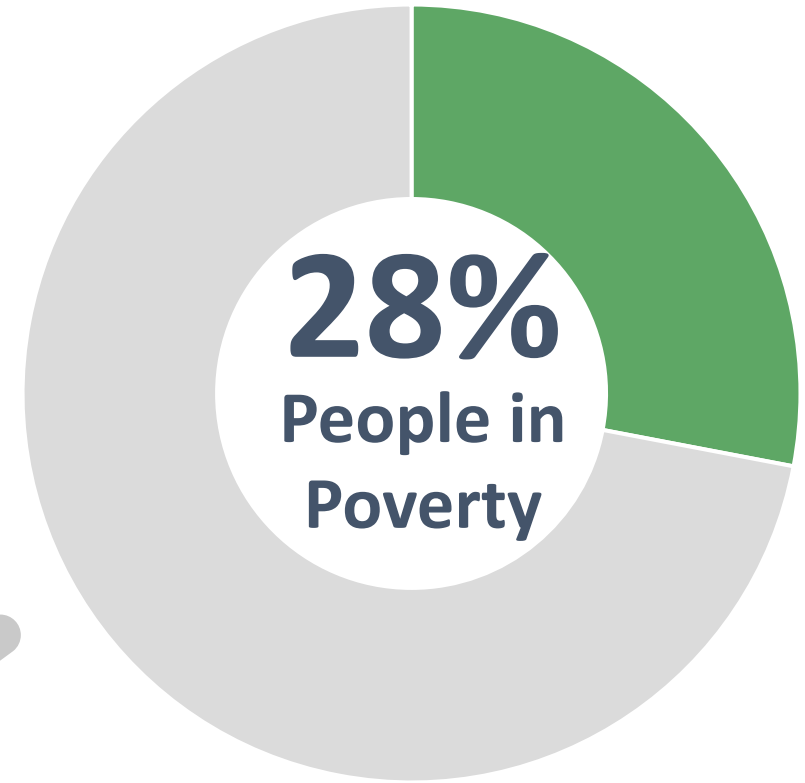
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Existing

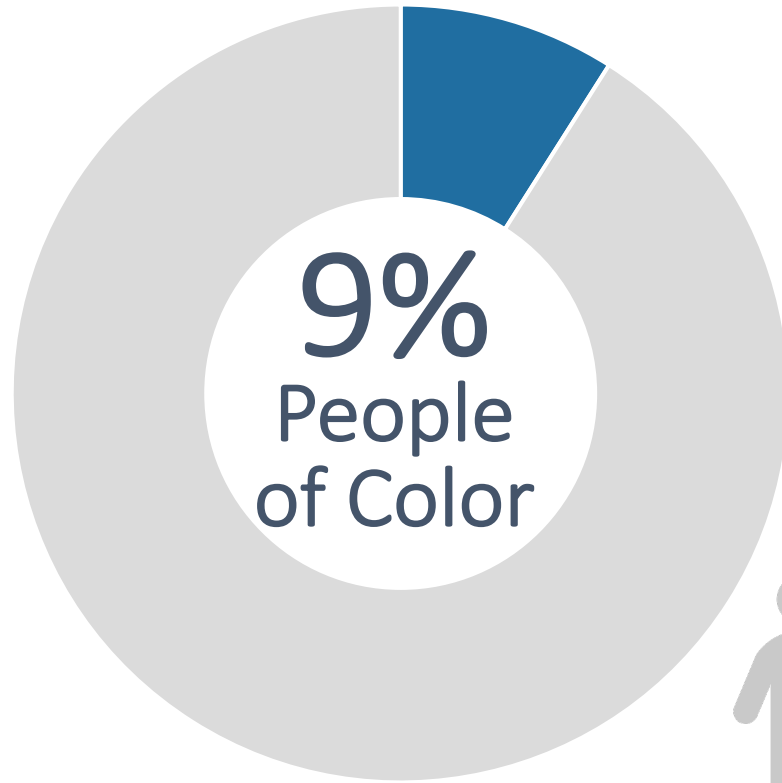


5-minute  
walk

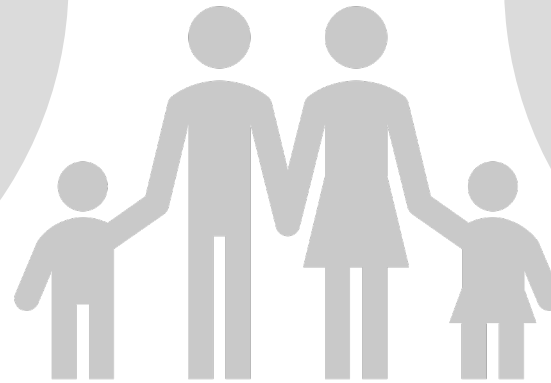


Proposed

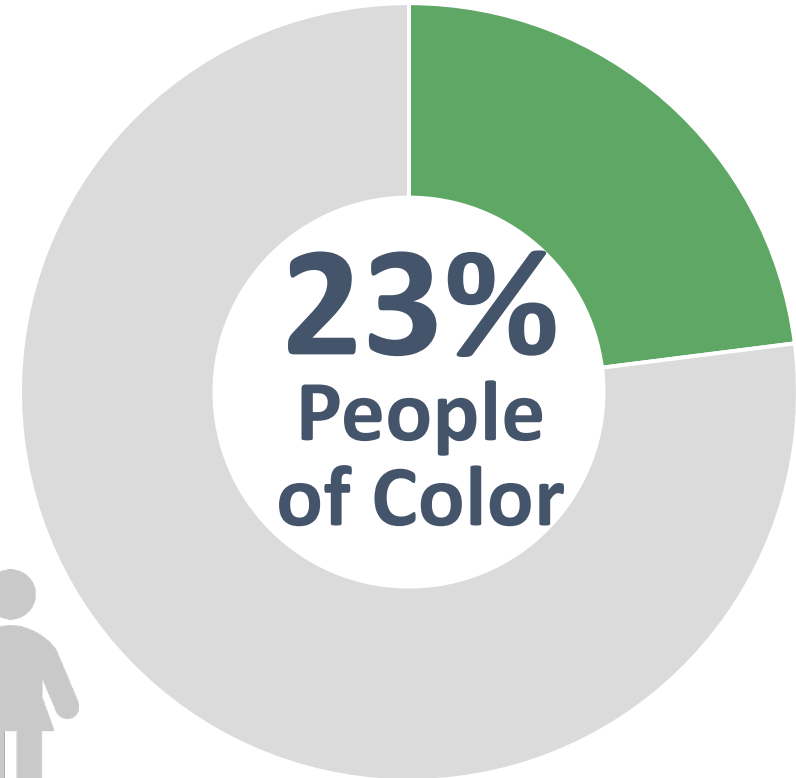
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Existing

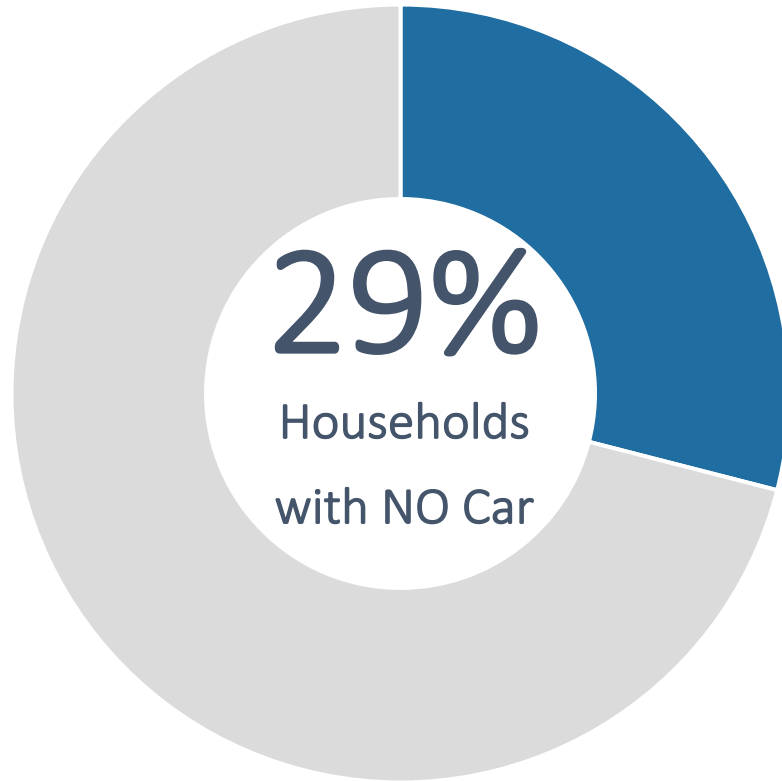


5-minute  
walk

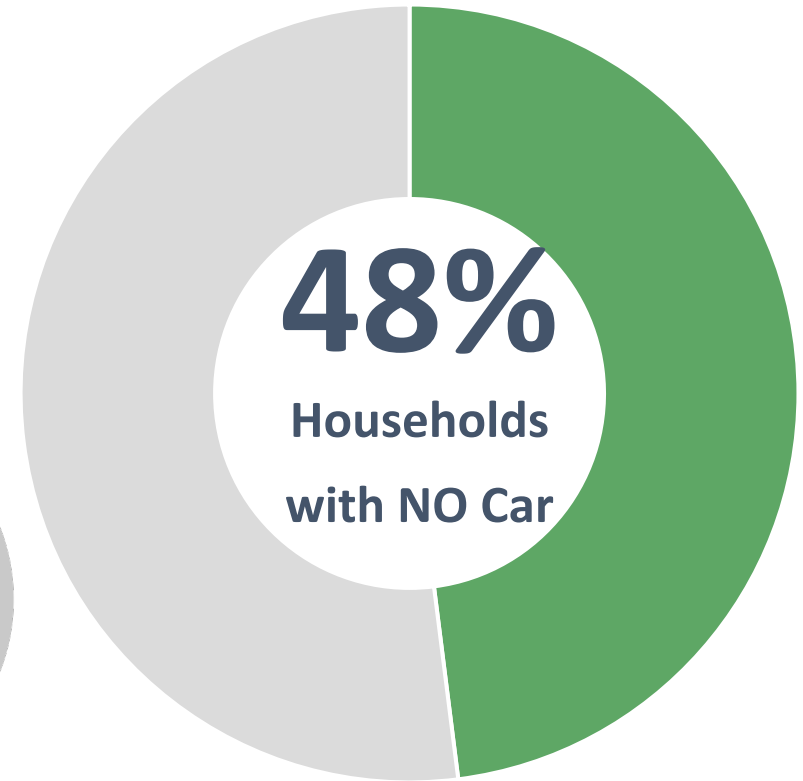


Proposed

# WHO HAS ACCESS TO HIGH FREQUENT SERVICE?



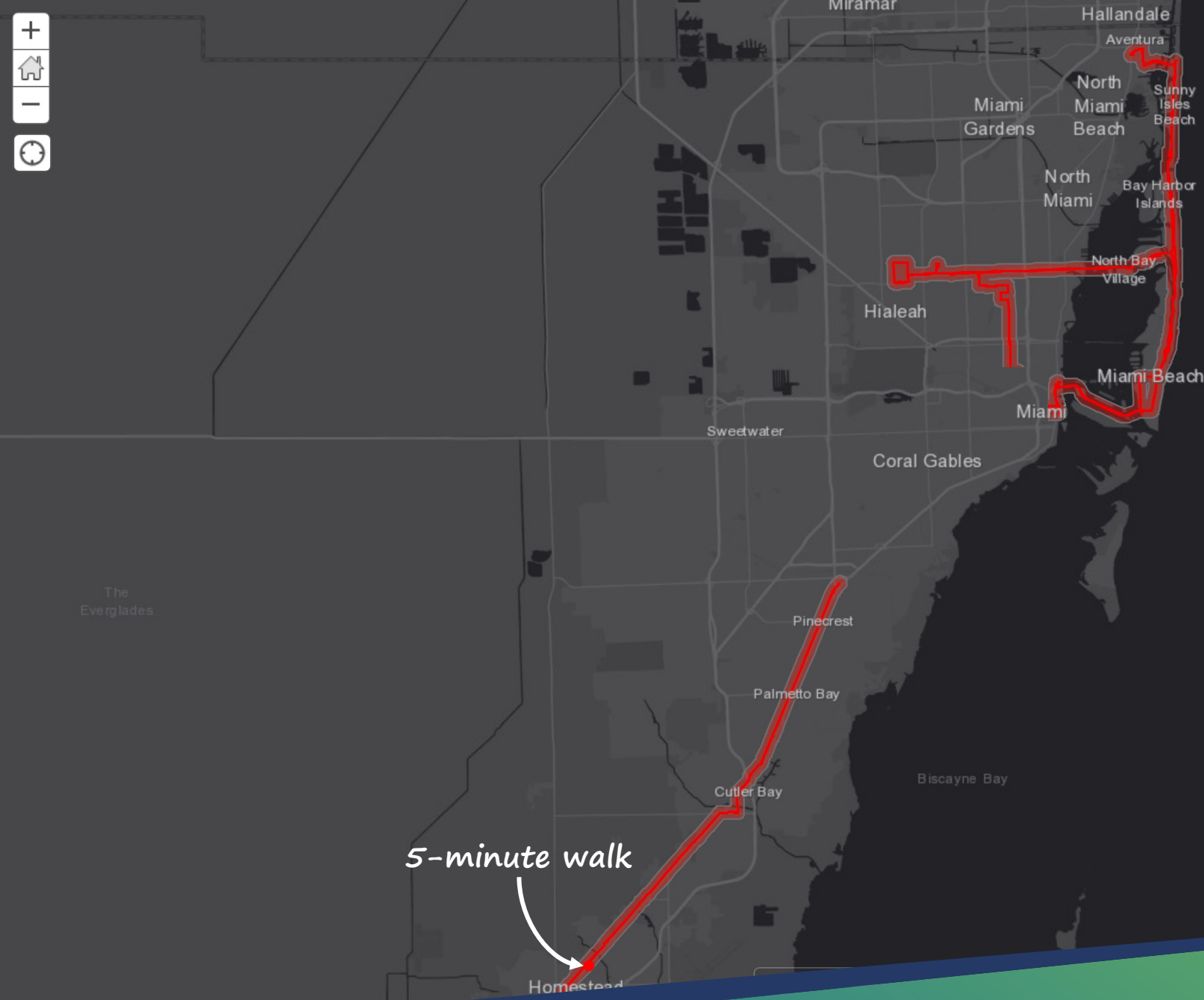
Existing



Proposed



5-minute  
walk



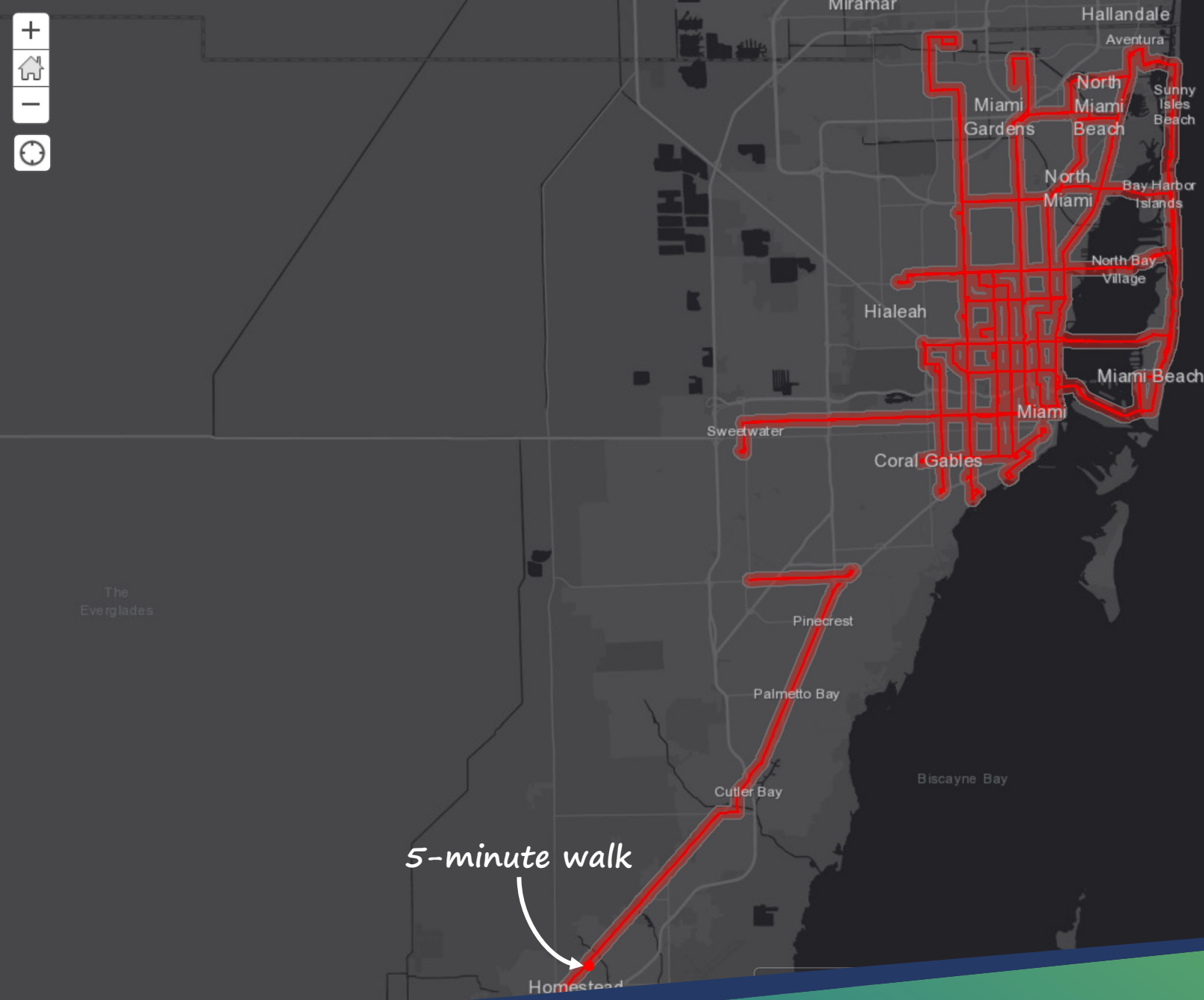
# 15mins

EXISTING FREQUENT  
CORRIDORS WITH A  
0.25 MILE BUFFER

Better  
Bus  
Network



MIAMI-DADE  
COUNTY



# 15mins

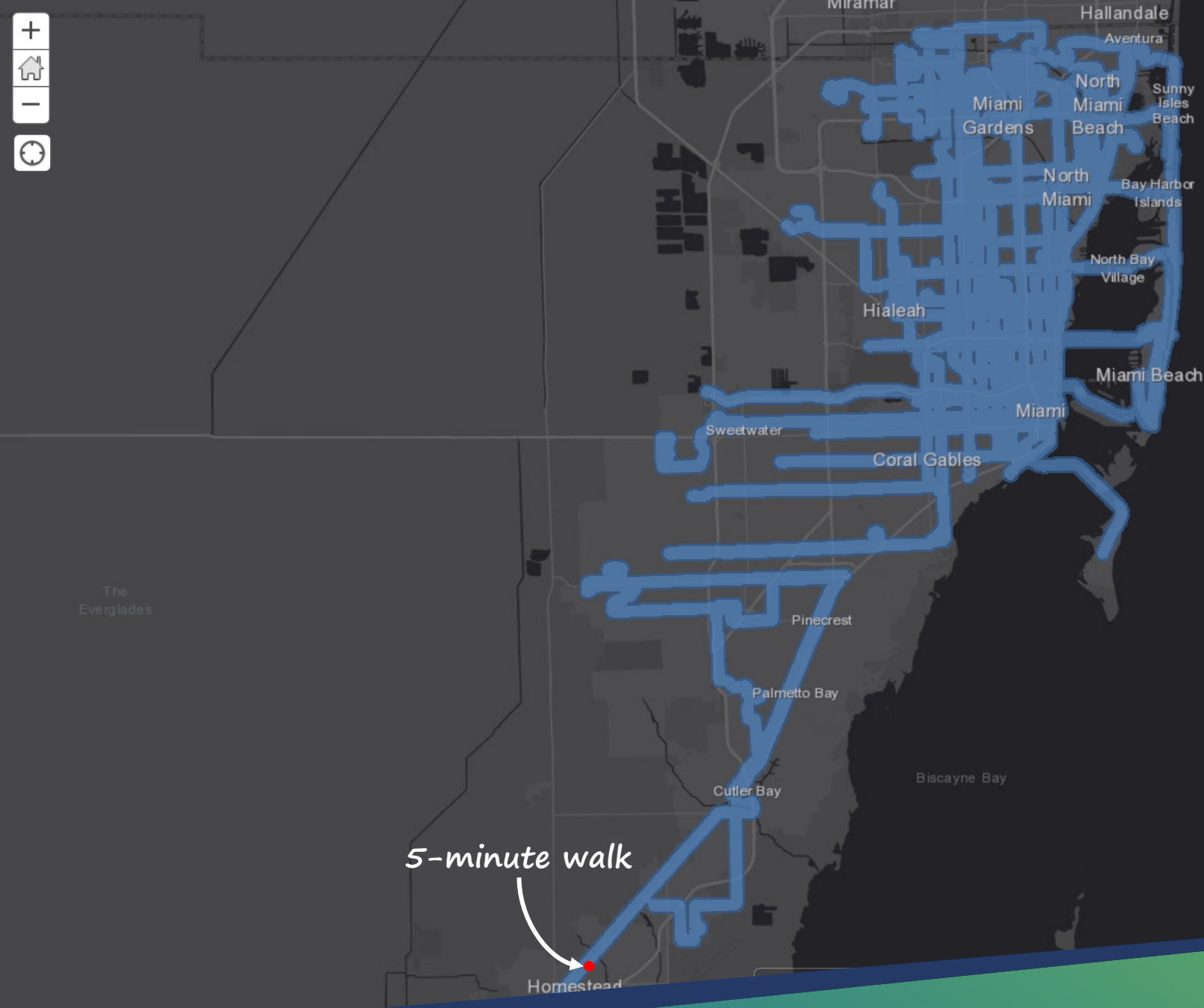
PROPOSED FREQUENT  
CORRIDORS WITH A  
0.25 MILE BUFFER

5-minute walk

Better  
Bus  
Network



MIAMI-DADE  
COUNTY



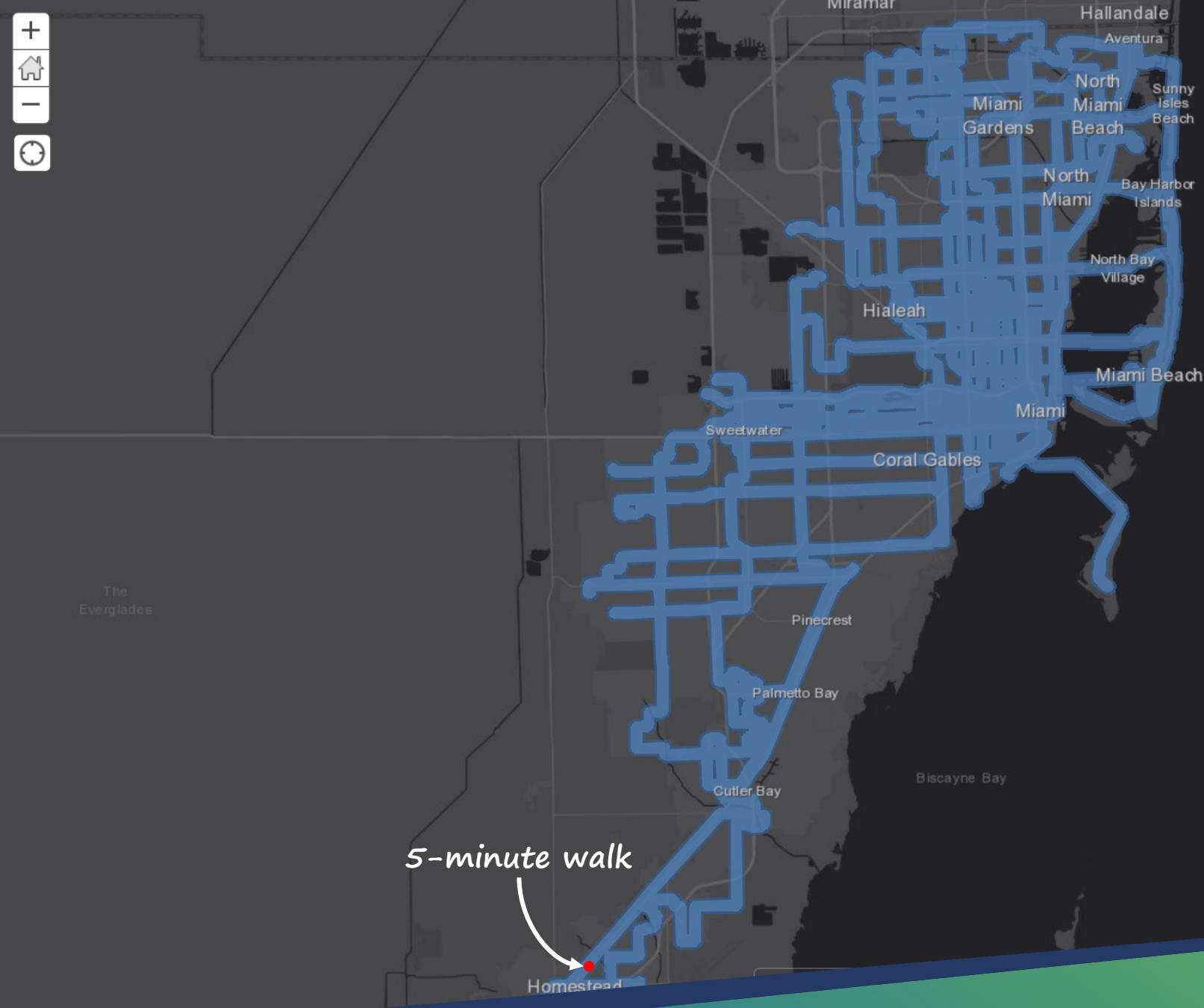
# 30mins

EXISTING FREQUENT  
CORRIDORS WITH A  
0.25 MILE BUFFER

Better  
Bus  
Network



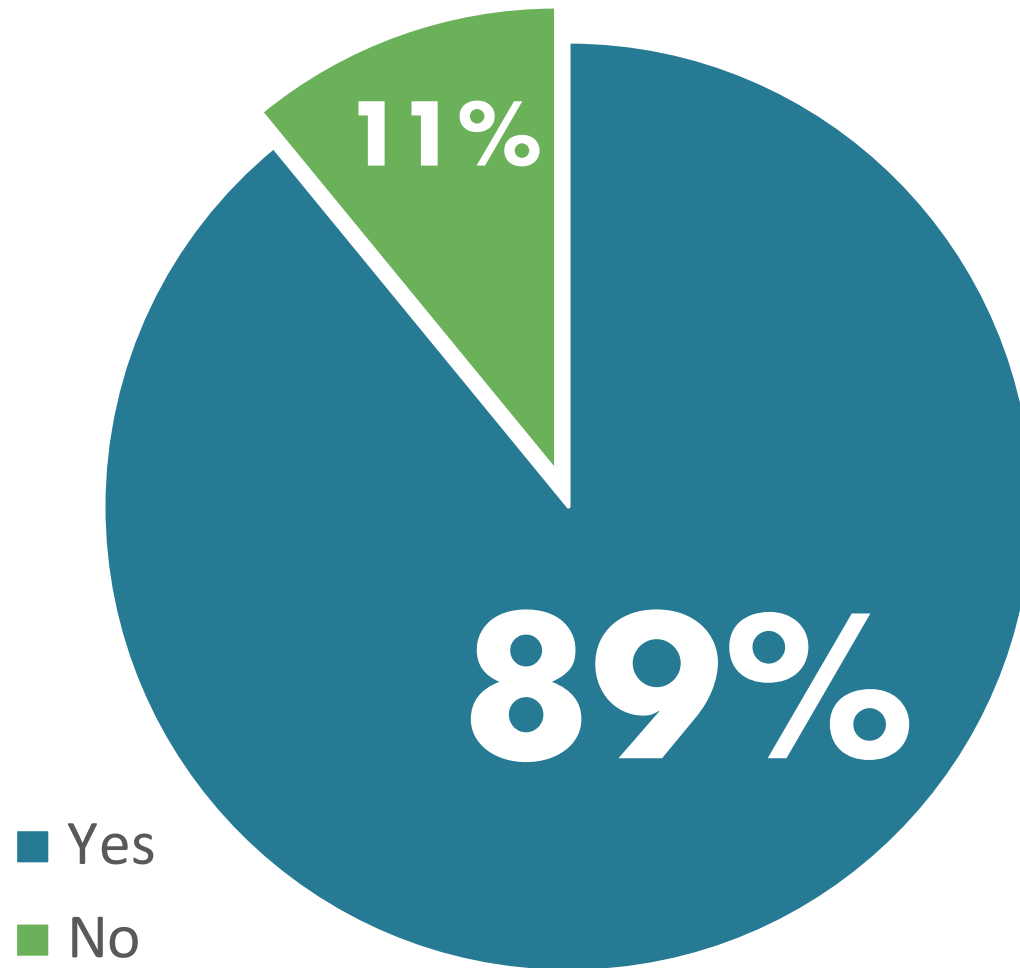
MIAMI-DADE  
COUNTY



# 30mins

PROPOSED FREQUENT  
CORRIDORS WITH A  
0.25 MILE BUFFER

# 2021 SURVEY RESULTS



Having reviewed the proposed Better Bus Network, would you like to see the changes implemented?

(From >1,800 transit user respondents)

## MIAMI-DADE COUNTY Draft Better Bus Network

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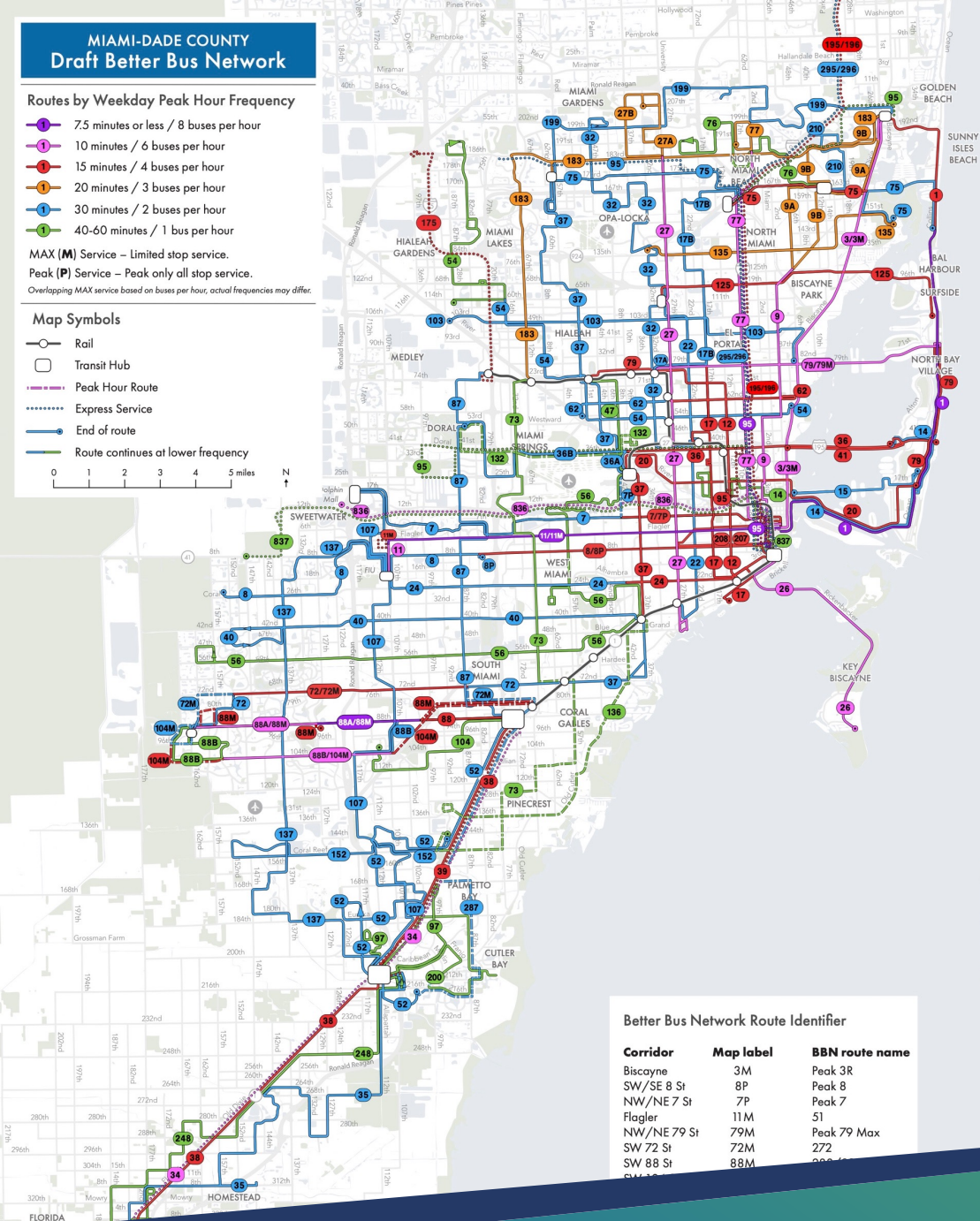
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Flagler	11M	51
NW/NE 79 St	79M	Peak 79 Max
SW 72 St	72M	272
SW 88 St	88M	888

# BETTER BUS NETWORK

- All-day high frequency service in dense minority and low-income areas
- High frequency on all causeways
- Routes consolidated to reduce duplication, simplify, and improve service
- Bus stop consolidation to help speed up service
- Frequent service that runs later into the evening
- More accessibility to key locations throughout the County

**JUN  
2018**

**Campaign Launches**

Where's my Bus?  
Campaign Launches

**JUL  
2019**

**Choices Report  
is Released**

Choices Report is released  
To every County Commissioner  
– Live and on Transit

**JUN  
2019**

**Better Bus  
Project**

Better Bus  
Projects Officially  
Launches

**SEP  
2019**

**Board of County  
Commissioners Update**

Two Network Concepts  
were Presented

Better Bus Project  
Concepts Release

**MAR 2021**

**Stakeholder Engagemen  
& Public Outreach**

Kick-off Outreach Activities for the  
Better Bus Network Implementation

**FALL 2021**

**Transportation, Mobility and Planning  
Committee Meeting/Public Hearing**

Discussion of the Better Bus Network  
Implementation

**Board of County  
Commissioners Meeting**

Better Bus Network Implementation on the  
Agenda for Adoption

**FEB  
2020**

**Draft of  
New Network**

Draft of New Network is  
Unveiled to the Public and  
Presented at Cambridge  
Innovation Center Miami

**OCT  
2020**

**Final Network  
& Report Released**

A Virtual Live Presentation to  
Meet the Final Network

The Board of County Commissioners Votes to  
Accept the Final Report of the Better Bus Project

**2021**

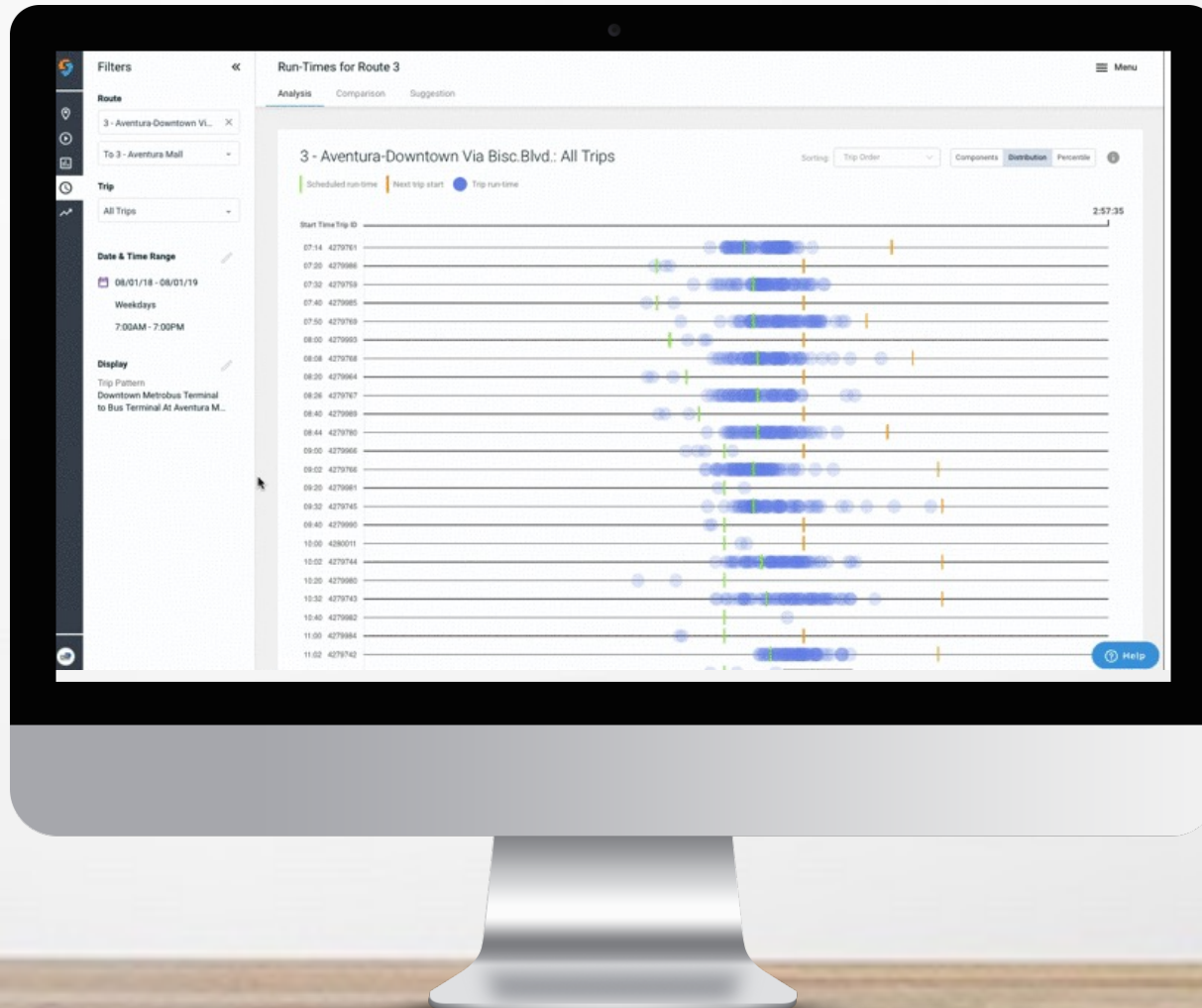
**Implementation  
2022**

**NEXT STEPS**

Better  
Bus  
Network



MIAMI-DADE  
COUNTY



# Monitor. Identify. Adjust.

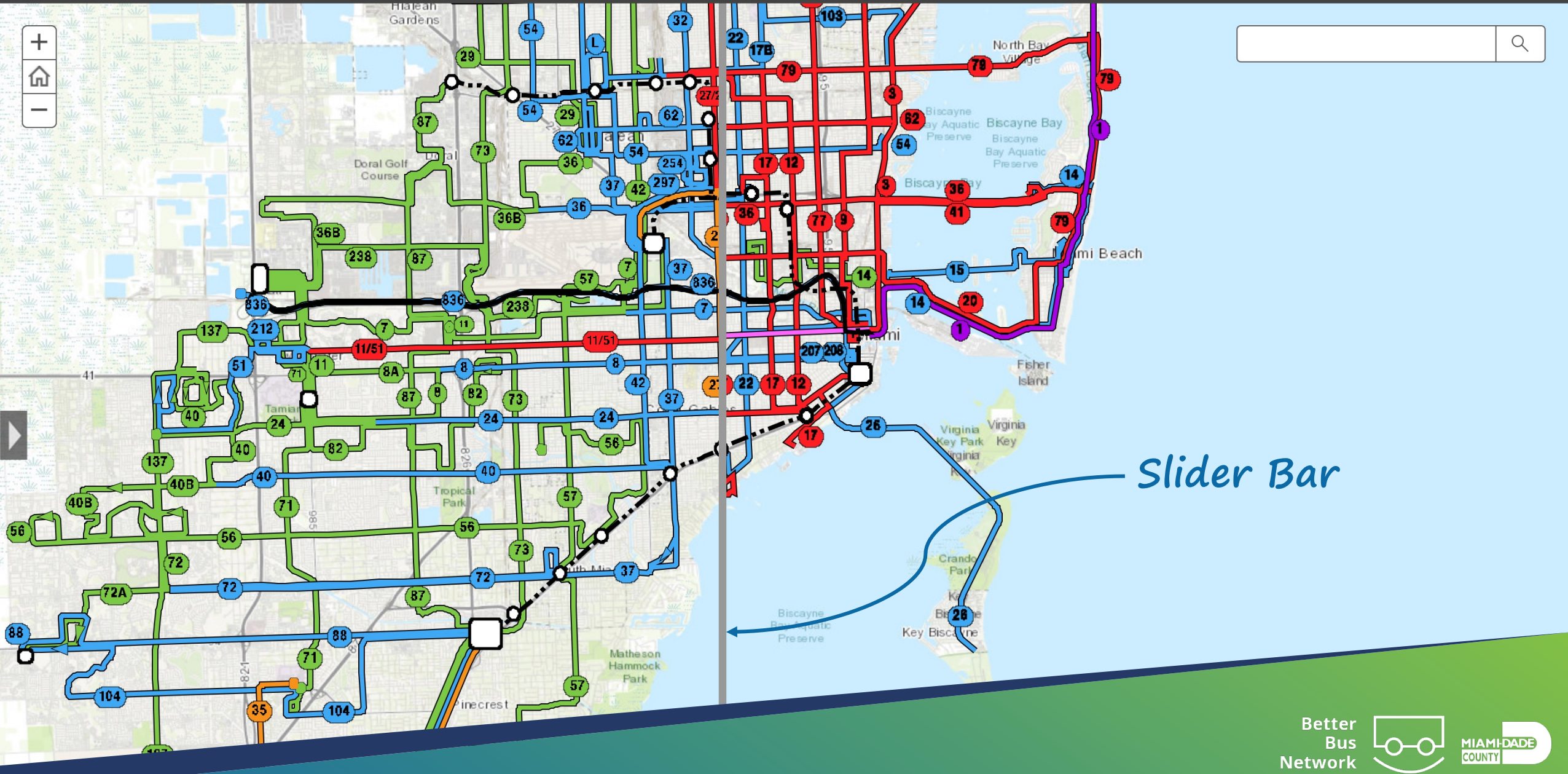


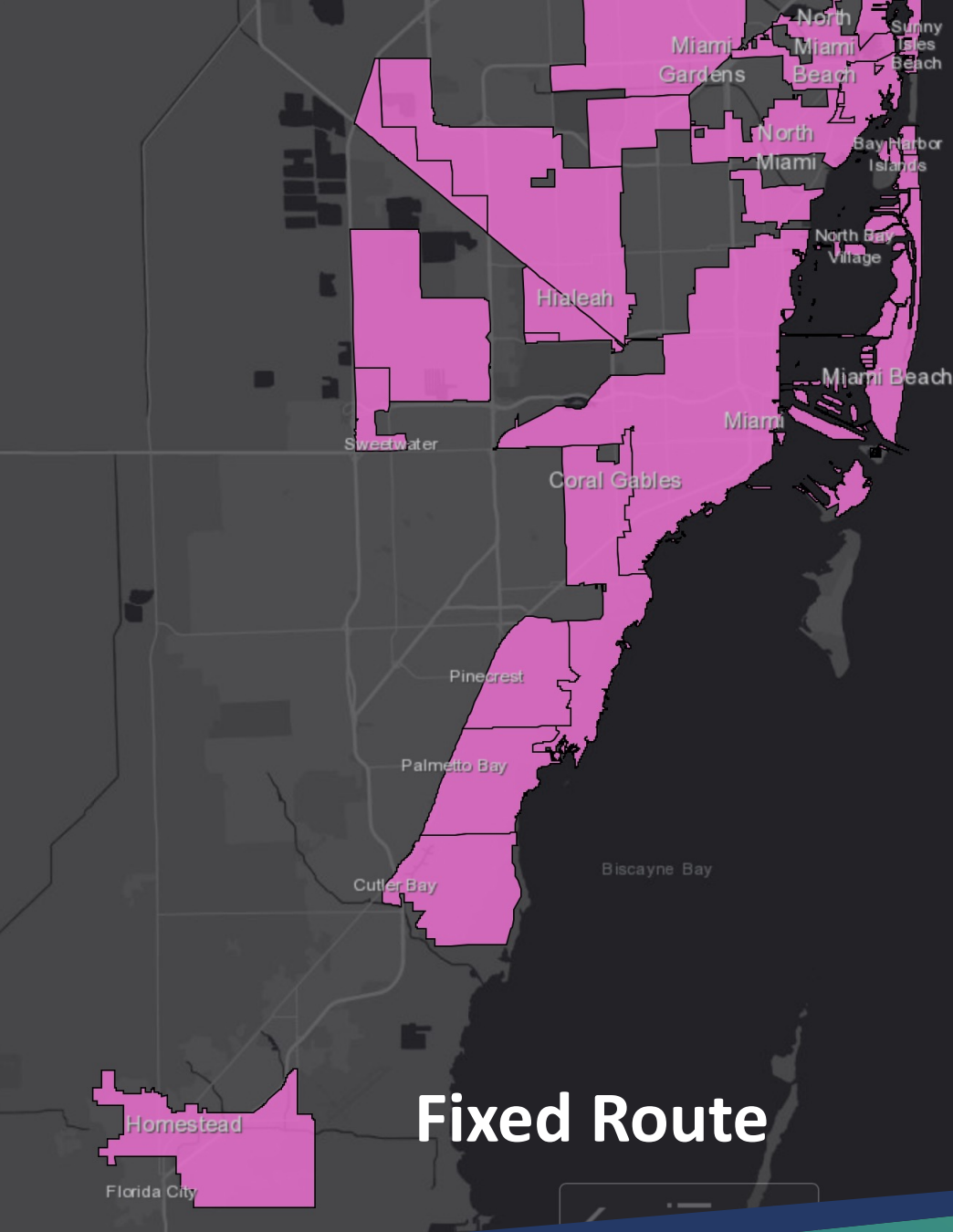
Power BI

# What does this mean for my City?



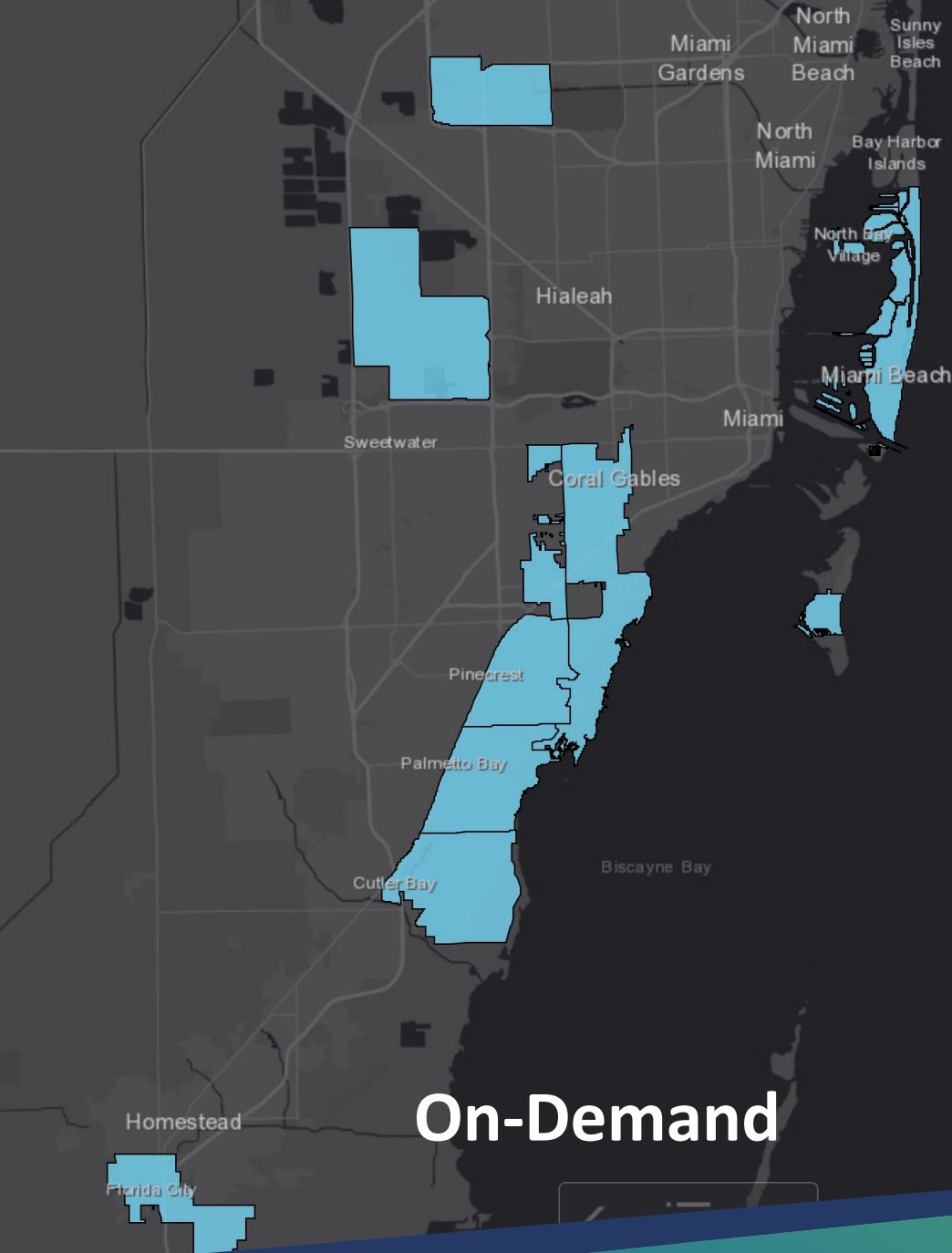
- Understand the changes and help communicate to riders
- Identify the need to relocate or eliminate passenger amenities, including connections to municipal services
- Align On-Demand services to augment the benefits of the BBN
- Opportunity to redesign municipal routes





**Fixed Route**

**Aventura**  
**Bal Harbour**  
**Bay Harbor Islands**  
**Coral Gables**  
**Cutler Bay**  
**Doral**  
**Hialeah**  
**Hialeah Gardens**  
**Homestead**  
**Miami**  
**Miami Beach**  
**Miami Gardens**  
**Miami Shores**  
**Miami Springs**  
**North Bay Village**  
**North Miami**  
**North Miami Beach**  
**Opa-Locka**  
**Palmetto Bay**  
**Pinecrest**  
**Sunny Isles Beach**  
**Surfside**  
**Sweetwater**  
**Virginia Gardens**



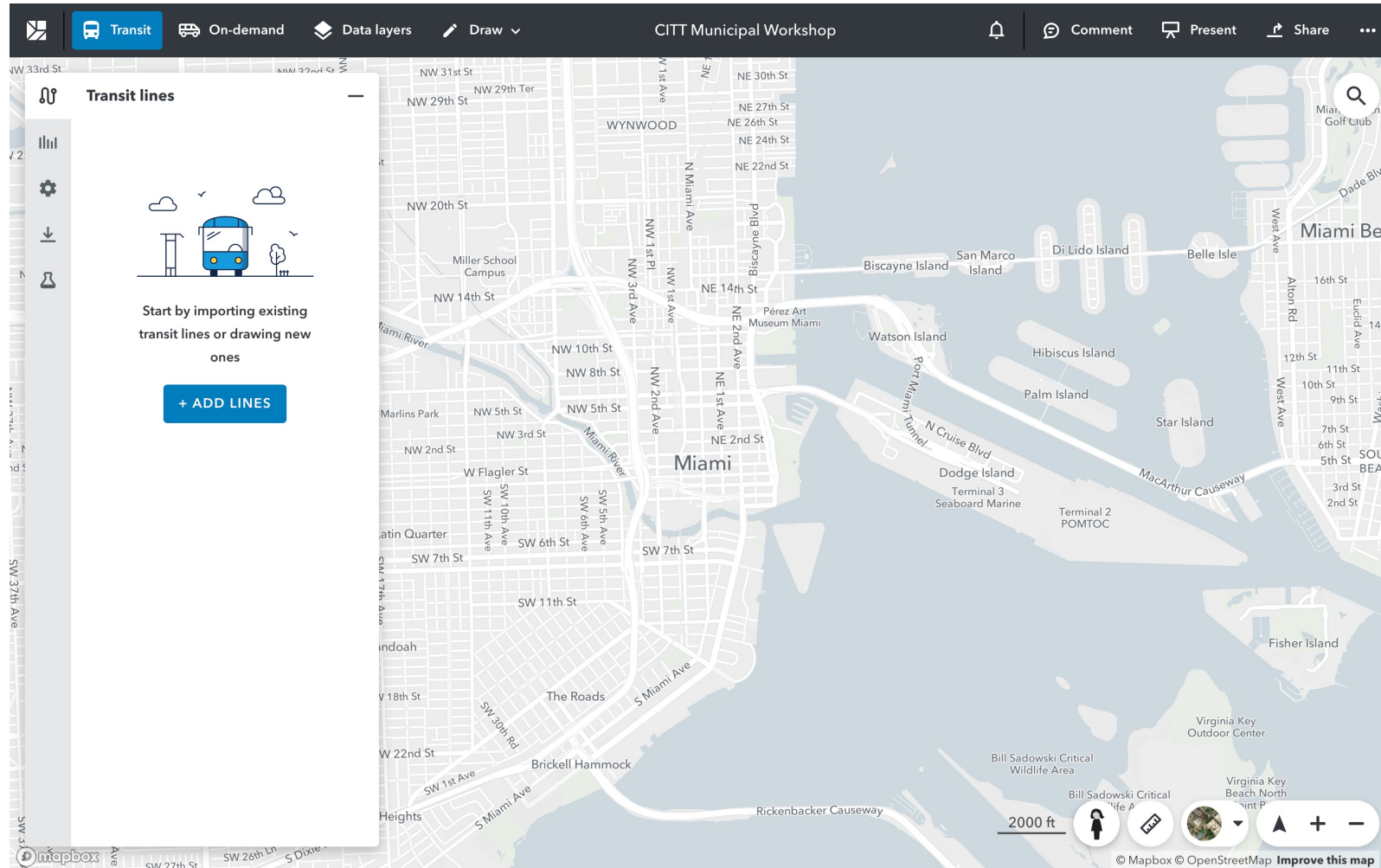
On-Demand

Coral Gables  
Cutler Bay  
Doral  
Florida City  
Key Biscayne  
Miami Beach  
Miami Lakes  
North Bay Village  
Palmetto Bay  
Pinecrest  
South Miami  
West Miami  
Hialeah\*\*

Better  
Bus  
Network



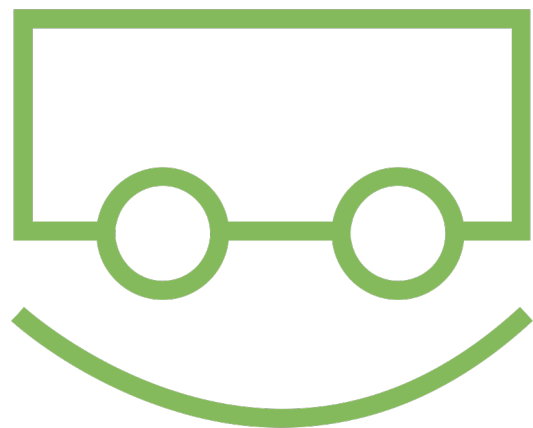
# Let's Work Together | Fixed or On-Demand



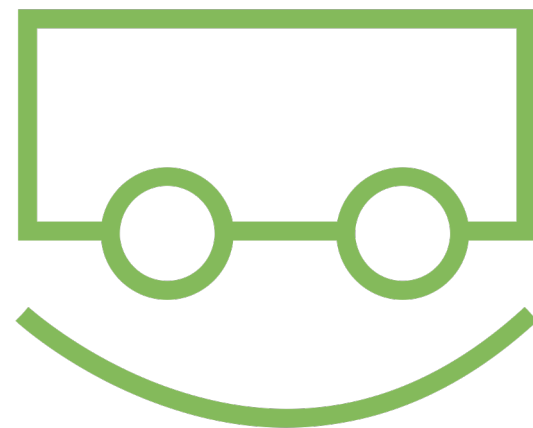
- Working Sessions with Planning Group to evaluate options
- Help understand the expected service levels with your current budget

# THANK YOU

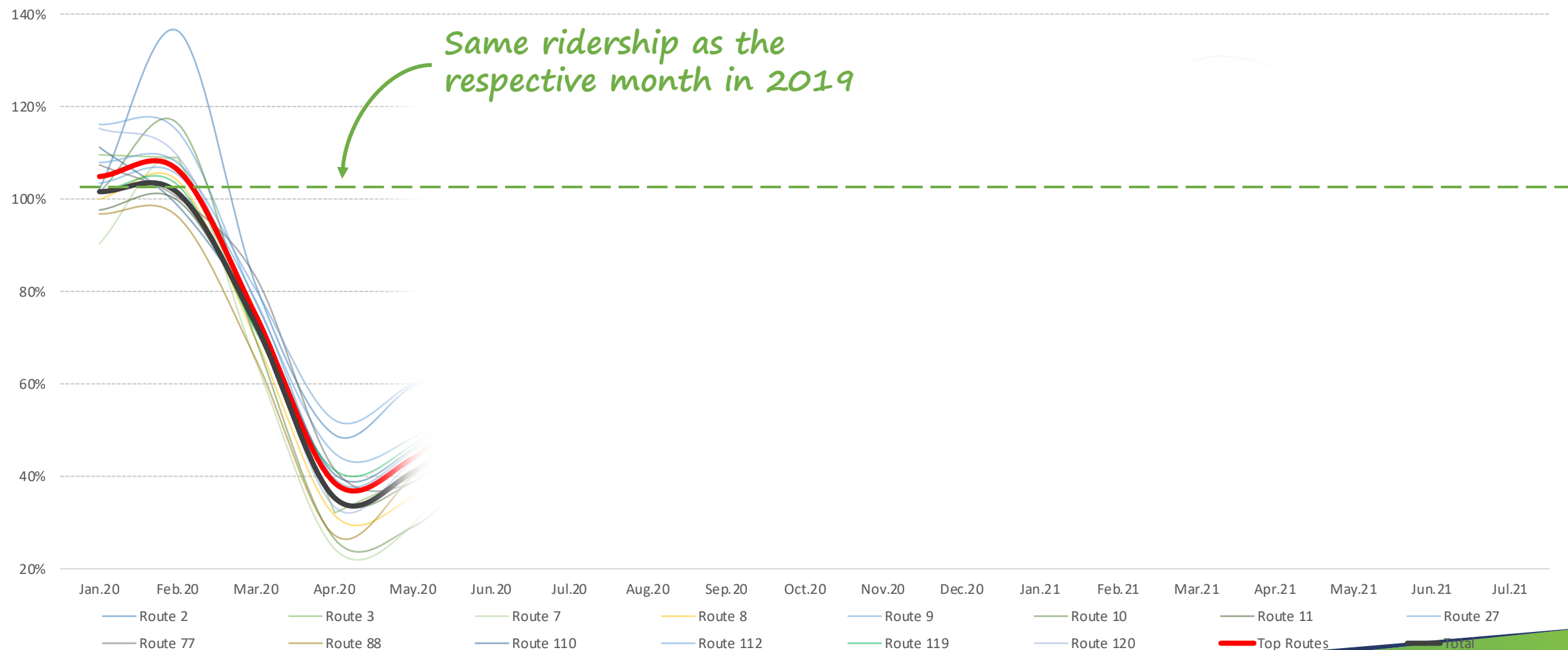
- Office of the Mayor
  - Commissioners & Staff
  - Local Stakeholders and Municipal Partners
  - TWU Staff & Members
  - Transit Operations Division
  - Office of Civil Rights and Labor Relations
  - Service Planning & Scheduling Division
  - Marketing & Communications Division
  - County Communications Department
  - Transit Alliance Miami
- 
- And the members of this community that participated in such a great effort.



**THANK  
YOU!**



# Percent Change when Compared to 2019



# Percent Change when Compared to 2019

