



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS  
(DTPW)

# BETTER BUS NETWORK UPDATE

PHASED IMPLEMENTATION - 2023

**Citizens' Independent Transportation Trust  
(CITT)  
June 2023**

Routes by Weekday Peak Hour Frequency

- 7.5 minutes or less / 8 buses per hour
- 12-10 minutes / 5-6 buses per hour
- 15 minutes / 4 buses per hour
- 20 minutes / 3 buses per hour
- 30 minutes / 2 buses per hour
- 60-40 minutes / 1 bus per hour

MAX (M) Service – limited stop service.

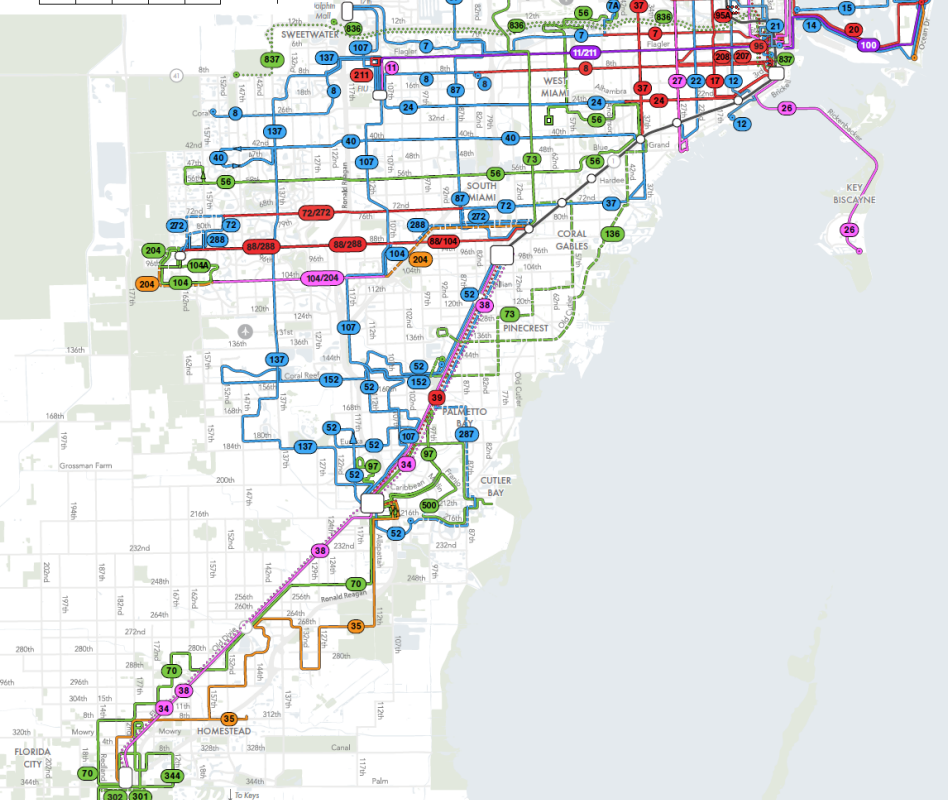
Peak (P) Service – Peak only all stop service.

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

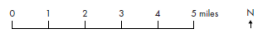
- Community-led full network redesign started in 2019
- No major changes since start of Metrorail in 1986
- Re-imagined bus network
  - Increased access to frequent bus routes
  - Improved off-peak service
  - Faster journeys
- October 2021, BCC unanimously approved enhanced plan
  - 9% increase service hours (~\$27M annualized costs)

Routes by Weekday Midday Frequency

- 7.5 minutes or less / 8 buses per hour
- 12 - 10 minutes / 5-6 buses per hour
- 15 minutes / 4 buses per hour
- 20 minutes / 3 buses per hour
- 30 minutes / 2 buses per hour
- 60-40 minutes / 1 bus per hour

Map Symbols

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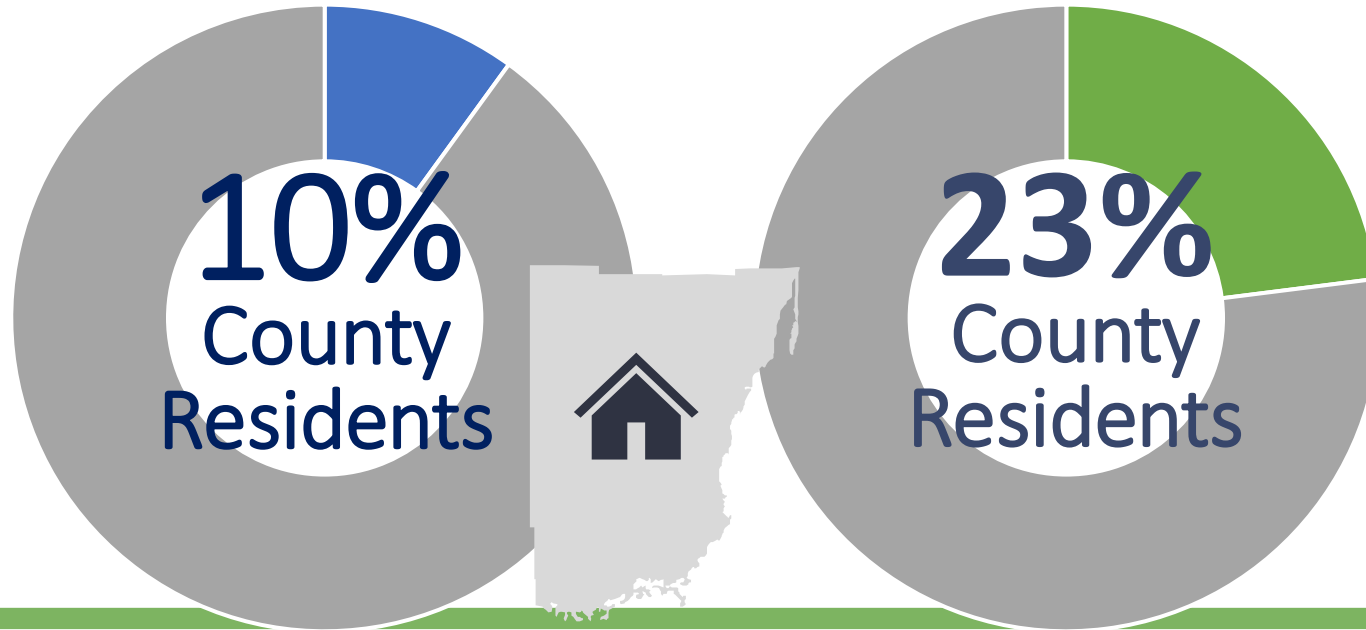


# BETTER BUS NETWORK

- 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



# WHO HAS ACCESS TO HIGH FREQUENT SERVICE?



Existing



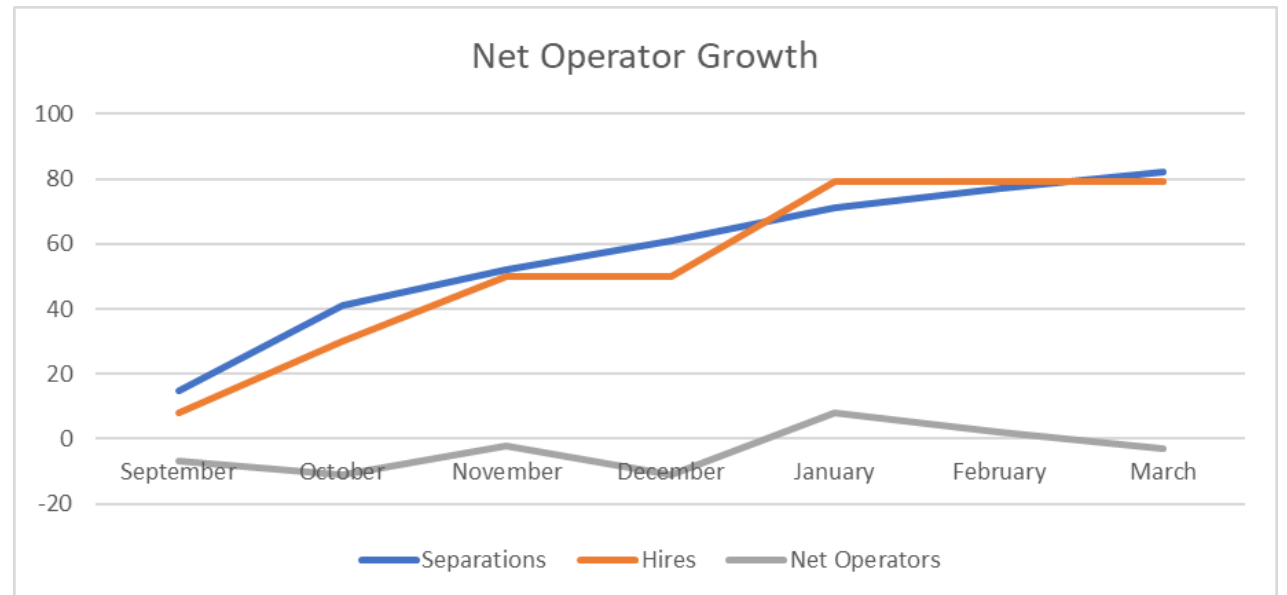
5-minute  
walk

Proposed



## THE IMPLEMENTATION CHALLENGE

- BCC approved the Better Bus Network on October 05, 2021, with the resolution for implementation on, or after, April 2022
- The approved plan requires ~ 90 operators more than required for the pre-COVID schedule.
- Operator numbers currently below pre-COVID service requirement
- Currently 5% service suspended, mainly express routes and limited stop service reductions
- Short 125 operators for Pre-COVID service
- Attrition rate is ~ 14 operators a month

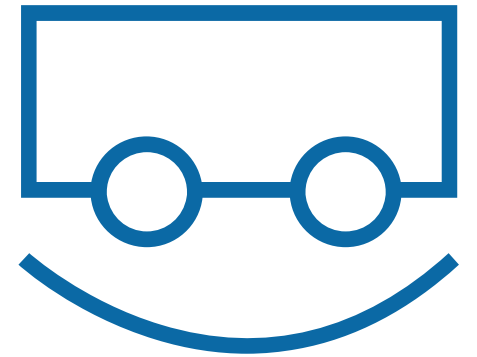




# PHASED IMPLEMENTATION

- Phase I - July 2023
  - Three high frequent corridors:
    1. Key Biscayne
    2. 62<sup>nd</sup> St
    3. Transitway
- Phase II – November 2023
  - 96% of the originally approved plan
  - 4% service reduction due to operator shortage
    - mainly existing service reductions formalized

**Better  
Bus  
Network**





# OUTREACH AND EDUCATION

- Partnering with the Transit Alliance
  - Grass roots communication plan
  - Multi-lingual materials and at-stop ambassadors
  - Public workshops
  - Stakeholder engagement
  - Post-launch surveys
- Educating passengers with existing vs. trip planner tool
- Training and educating bus operators at the divisions



An aerial photograph of a city street intersection, featuring a large, stylized letter 'M' overlaid on the scene. The 'M' is filled with a gradient from green on the left to blue on the right. The background shows a multi-lane road with crosswalks, a building with a curved roof, and a parking lot with several cars. The overall image has a semi-transparent, artistic feel.

**THANK YOU**