BUILDING A BETTER BUS NETWORK

Join the Conversation
AGENDA FOR TODAY

• Welcome & Introductions
• What is the Better Bus Network?
• How Did We Get Here?
• What are the Proposed Changes?
• Interactive Network Discussion
• Public Engagement 2021
• Wrap-up
We're building a Better Bus Network!

- Re-imagined bus network
- Collaborative community-driven effort since 2018
- Service neutral, using resources more efficiently
- Increased access to frequent bus routes
- Improved off-peak service
- Faster journeys
HOW DID WE GET HERE?

JUN 2018
Transit Alliance 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

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 Draft Better Bus Project Network & Report Released
A Virtual Live Presentation of the Final Draft Network
The Board of County Commissioners Votes to Accept the Final Report

MAR 2021
Stakeholder Engagement & Public Outreach
Kick-off Outreach Activities for the Better Bus Network Implementation

SPRING 2021
Tentative
Public Hearing & Final Plan Approval

Implementation 2021
2018-2020

• 5000+ Survey Responses
• 1,700+ Text Message Conversations
• 140 Workshops / Presentations that engaged 2,800+ people
Desire for Change

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

84% Agree
2019 SURVEY

Preference for Ridership Goal

Which network concept do you prefer?

- 59% Chose Ridership
- 26% Coverage
- 19% Neutral

59% Ridership
Wider Stop Spacing

How far apart should bus stops be?

72% say every two blocks or more

- Every block: 6%
- Every one to two blocks: 23%
- Every two blocks: 48%
- Every four blocks: 24%
• Most respondents favor shorter waits, even if it means longer walks—and these are usually the results of Ridership goals.

• Respondents were split over whether to shift resources away from low productivity routes towards high productivity routes, which is a method to achieving Ridership goals.

Most survey respondents said that Miami-Dade should run more buses in areas with the most bus riders—dense and busy places.
WHAT ARE THE CHANGES?

Existing Bus Network

Proposed Better Bus Network
WHAT ARE THE CHANGES IN NORTHWEST MIAMI-DADE COUNTY?

Existing Bus Network

- **MIAMI-DADE COUNTY**

  **Existing Network**

  Routes by Weekday Midday Frequency
  - 15 minutes or less
  - 16 - 24 minutes
  - 25 - 30 minutes
  - 31 - 60 minutes

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

Proposed Better Bus Network

- **MIAMI-DADE COUNTY**

  **Draft Better Bus Network**

  Routes by Weekday Midday Frequency
  - 10 minutes or less
  - 15 minutes
  - 20 minutes
  - 30 minutes
  - 40-60 minutes

  Map Symbols
  - Rail
  - Transit Hub
  - Express Service
  - End of route
  - Route continues at lower frequency
WHAT ARE THE IMPROVEMENTS?

• Connects residents to more opportunities
• Provides greater access to high-frequent routes
• Provides consistent high-frequent service
• Creates more equitable service
• Creates a more efficient system
QUANTIFY THE BENEFITS

Nearly 353,000 additional residents in Miami-Dade County will have access to a bus route that arrives every 15 minutes or less within a ¼ mile or a 5-minute walk or less.

The average resident in Miami-Dade County will have access to 31% more opportunities (jobs and services) in 60 minutes by walking and transit.

Increase the percentage of jobs near frequent service from 20% to 36%, bringing frequent service closer to 175,000 additional jobs.
EXISTING FREQUENCIES & SPANS - NORTHWEST MIAMI-DADE COUNTY
EXISTING FREQUENCIES & SPANS - NORTHWEST MIAMI-DADE COUNTY
PROPOSED FREQUENCIES & SPANS - NORTHWEST MIAMI-DADE COUNTY

New Better Bus Network - Frequencies and Spans

The bus comes every

0 - 10 min | 15 min | 20 min | 30 min | 40 - 60 min | Limited / Peak Service

WEEKDAYS
1 2 3 4 5 6 7 8 9 10 11 1 2 3 4 5 6 7 8 9 10 11 1 2 3 4 5 6 7 8 9 10 11 1

SATURDAYS
1 2 3 4 5 6 7 8 9 10 11 1

SUNDAYS
1 2 3 4 5 6 7 8 9 10 11 1 2 3 4 5 6 7 8 9 10 11 1

10 Minutes Midday
Route 11

15 Minutes Midday
Route 20
Route 36
36X to Miami Airport
36X to Dadeland
Route 37
37X to Red Road Transit Center
Route 62
Route 79
79X to Hialeah Station
79X to Palmetto North

20 Minutes Midday
Route 163

30 Minutes Midday
Route 7
Route 8
Route 32
Route 54
Route 75
Route 77
Route 87
Route 103
Route 107
Route 137
Route 199
Route 834

1. O/B Service from 12 am to 4 am, hourly.
2. Route 79 O/B Service runs between Northside Memorial Station and Lincoln Road Terminal from 12 am to 4 am, hourly.
PROPOSED FREQUENCIES & SPANS - NORTHWEST MIAMI-DADE COUNTY

New Better Bus Network - Frequencies and Spans

The bus comes every: 0 - 10 min  15 min  20 min  30 min  40 - 60 min  Limited / Peak Service

- 60 Minutes Midday
  - Route 47
  - Route 56
  - Route 73

- Peak / Limited Service
  - Route 95 - Golden Glades
  - Route 95 - Braward Blvd
  - Route 95 - Braward Civic Center
  - Route 95 - Sheridan Jr
  - Route 95 - Sheridan Civic Center
  - Route 338 - Weekend Exp

1 Route 73 extends south through Pinecrest to SW 152nd Street during peak times.
TRADE OFFS

- 2% more residents will have no access within ½ mile
- Reductions in some peak frequencies
- Longer walk to the bus stop for a faster journey
BUS STOP CONSOLIDATION

Existing vs. Better Bus Stops (Mid-day Frequency)

Please click on a bus stop to view routes serving that specific stop and the route frequency.

Note:
For bus stops that are “Under Review”, the Miami-Dade Department of Transportation and Public Works is continuously evaluating the bus network to optimize service in response to customer needs. These are bus stops that may or may not be moved in the future, based on those and other factors.

Legend

- Existing Stops
- Better Bus Stops
  - Under Review
  - Better Bus Stops
- Existing Routes
- Better Bus Routes

www.miamidade.gov/betterbus
WHO HAS ACCESS?

Every 15 minutes
ACCESS TO HIGH-FREQUENT SERVICE

Existing

10% County Residents

Proposed

23% County Residents

5 minute walk
ACCESS TO HIGH-FREQUENT SERVICE

Existing

9% People of Color

Proposed

23% People of Color

5 minute walk
ACCESS TO HIGH-FREQUENT SERVICE

Existing
12% People in Poverty

Proposed
28% People in Poverty

5 minute walk
ACCESS TO HIGH-FREQUENT SERVICE

Existing

29% Households with NO Car

Proposed

48% Households with NO Car

5 minute walk
QUICKPOLL #1
Let’s Whiteboard This!

Today, we will be using Conceptboard as a shared workspace to allow you to get up close and personal with the proposed Better Bus Network, collect input and have an open discussion about the changes.

You can access the digital whiteboard through this link: bit.ly/northwestbusplan
In an effort to maintain a safe and respectable forum, we ask that participants abide by the following guidelines during this portion of the meeting.

- All participants' microphones will remain muted, unless it is their turn to speak
- Raise hand to ask a question - only one person speaks at a time
- Profanity or inappropriate language will not be tolerated. Be respectful when leaving comments - inappropriate comments will be removed
- Listen to what others have to say and respect others’ points of view
- When speaking, be mindful of background noises
- Speaking time is limited; manage your time - everyone participates, no one dominates
- Stay on topic – all comments should be related to the proposed Better Bus Network
2021

• Online Survey
• Community Meetings
• Stakeholder Meetings
• Project Splash Page
• Text Message Line
• Phone Scheduler
• Email Desk
A Better Bus Network for Miami-Dade County

Miami-Dade Transit is redesigning the bus network to increase frequent bus routes and create better connections across Miami-Dade County.

While elevated rail, like Metrorail and Metromover, is a key part of our County's transit network, buses are the most flexible component of a transit system and have the highest potential for immediate improvement. If we want to improve access to opportunity by transit quickly, changing the bus network is the fastest way to make a difference.

Proposed Better Bus Network

The proposed Better Bus Network will create a more useful network, especially across the most dense and walkable parts of Miami-Dade County. View the proposed network.

This 3-minute survey will help us get final feedback as we implement a Better Bus Network.

The proposed network will:

Submit your feedback online before service changes are proposed to the Board of County Commissioners in Spring 2021.

Other ways to submit feedback:

- Send an email
- Send a text message to 786-226-0590
- Schedule a one-on-one conversation with a team member

www.miamidade.gov/betterbus
OUTREACH

WE WANT TO HEAR FROM YOU

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GIVE FEEDBACK ONLINE

STAY CONNECTED

questions@betterbus.miami
786-226-0590
www.betterbus.miami/call

www.miamidade.gov/betterbus
QUICKPOLL #2
NEXT STEPS

- JUN 2018: Transit Alliance Campaign Launches
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Better Bus Network

MIAMI-DADE COUNTY
QUESTIONS?
Better Bus Network

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