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

WHAT IS THE BETTER BUS NETWORK?
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

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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
Implementation
Tentative Public Hearing & Final Plan Approval

2021
Implementation
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
Preference for Ridership Goal

Which network concept do you prefer?

- 59% Chose Ridership
- 26% Coverage
- 19% Neutral
- 59% Ridership
2019 SURVEY

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 (1/8 mile): 23%
- Every two blocks (1/4 mile): 48%
- Every four blocks (1/2 mile): 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 THE URBAN CORE OF MIAMI-DADE COUNTY?

Existing Bus Network

Proposed Better Bus Network
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

Existing Network Route Frequencies and Spans

The bus comes every

0 - 10 min  10 - 15 min  16 - 25 min  26 - 40 min  40 - 70 min  Limited / Peak Service

WEEKDAYS  SATURDAYS  SUNDAYS

15 Minutes Midday

Route 77
Route 119
Route 180: Aventura MAX
120th to Aventura Mall

20 Minutes Midday

Route 3
36 to 14th St Terminal
Route 11
114th to Mid of Aventura
118th to 16TH Terminal
Route 27
Route 750 - MB Airport

30 Minutes Midday

Route 9
Bk to North Bay
20 to Country Line

Route 3
Route 7
Route 9
74th to Dadeland Mall
74th to Dadeland Mall via 17th

Route 8
88th to IMDb
88th to 84th via 17th

Route 8
Route 24
152nd to Cunard
225 to Convent Grove

Route 25 - Coral Way Limited
241 to 137th St

Route 32
Route 36
164th to Dadeland
164th to Dadeland via 17th

Route 51 - Flagger MAX
Route 93 - Bayview MAX
Route 287 - Little Havana Cox
Route 266 - Little Havana Cox
Route 266 - Little Havana Cox
Route 267 - 17TH Orange MAX
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

### 7.5 Minutes or Better Midday
- Route 61
  - 15th to Aventura Mall

### 10 Minutes Midday
- Route 61
  - 15th to Aventura Mall

### 15 Minutes Midday
- Route 61
  - 15th to Aventura Mall

- Route 9
  - 9th via 68th and 79th
  - 9th via 12th, 10th, and 79th
  - 9th via 12th, 10th, and 79th
  - 9th via 12th, 10th, and 79th
  - 9th via 12th, 10th, and 79th
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  - 9th via 12th, 10th, and 79th
  - 9th via 12th, 10th, and 79th
  - 9th via 12th, 10th, and 79th

- Route 20
  - 20th to 20th

- Route 27
  - 27th to 27th St via 27th Ave
  - 27th to 27th St via 27th Ave
  - 27th to 27th St via 27th Ave

### 30 Minutes Midday
- Route 7
  - 7th to 7th Ave via 16th St
  - 7th to 7th Ave via 16th St

- Route 8
  - 8th

- Route 15
  - 15th St

- Route 22
  - 22nd St

- Route 24
  - 24th St

- Route 32
  - 32nd St

- Route 636
  - 636th St
**EXISTING FREQUENCIES & SPANS**

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### Existing Network Route Frequencies and Spans

**The bus comes every**
- **0 - 10 min**
- **10 - 15 min**
- **16 - 25 min**
- **26 - 40 min**
- **40 - 70 min**
- **Limited / Peak Service**

#### 60 Minutes Midday

<table>
<thead>
<tr>
<th>Route</th>
<th>WEEKDAYS</th>
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#### Peak / Limited Service

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<tr>
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<tr>
<td>Route 195</td>
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<tr>
<td>Route 530 - Midnight Owl</td>
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**PROPOSED FREQUENCIES & SPANS**

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

**Peak / Limited Service**

- Route 3R - Biscayne Rapid
- Route 9 peak
- Route 95 - Golden Glades
- Route 95 - Broad Blvd
- Route 95 - Broward Civic Center
- Route 95 - Sheridan St
- Route 95 - Sheridan Civic Center
- Route 195
- Route 196
- Route 295
- Route 296
- Route 500 - Midnight Out
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

<table>
<thead>
<tr>
<th>Existing Stops</th>
<th>Better Bus Stops</th>
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<tbody>
<tr>
<td></td>
<td>Under Review</td>
</tr>
<tr>
<td></td>
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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

11% Seniors

Proposed

23% Seniors

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/urbanbusplan
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.
PUBLIC ENGAGEMENT
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:
WE WANT TO HEAR FROM YOU

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

Other ways to submit feedback:

1. Send an email to questions@betterbus.miami
2. Send a text message to 786-226-0590
3. Schedule a one-on-one conversation with a team member

GIVE FEEDBACK ONLINE
STAY CONNECTED

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

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