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
WHAT IS THE BETTER BUS NETWORK?

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

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Choices Report is Released to every County Commissioner – Live and on Transit

SEP 2019
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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
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

9% 6% 84% Agree
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 (1/4 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 WEST 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

<table>
<thead>
<tr>
<th>WEEKDAYS</th>
<th>SATURDAYS</th>
<th>SUNDAYS</th>
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20 Minutes Midday

Route 11
11A to Mall of America
11B to FIU Terminal
Route 27

30 Minutes Midday

Route 8
54 to FIU Terminal
89 to SW 8th St
Route 22
22B to Coconut Grove
Route 24 - Coral Way Limited
36A to SW 137th St
Route 37
Route 40
40A to University Lakes
40B to SW 112th Ave
Route 42
42B to OPA-Locka Station
Route 51 - Flager-Mail
Route 72
72B to W Kendall Terminal
72B to Miller Square
Route 73
Route 88

60 Minutes Midday

Route 56
Route 57
Route 57B
Route 71
Route 82 - Miami-Dade Circulator
Route 87
Route 104
Route 137 - West Dade Circulator

Peak / Limited Service

Route 34 - Express
Route 39 - Express
Route 136
Route 204 - Killian KAT
Route 272 - Sunset KAT
Route 288 - Kendall Express
288L to 127th Ave Park & Ride
Route 500 - Metrorail Chat
PROPOSED FREQUENCIES & SPANS
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

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.

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

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
- 5 minute walk

Proposed

- 23% County Residents

Better Bus Network
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/westernbusplan
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:

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
QUICKPOLL #2
**NEXT STEPS**

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  - Where’s my Bus? Campaign Launches

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- **2021**
  - Implementation
QUESTIONS?
THANK YOU!