



Subject

Summary of Better Bus Project Network Concepts for Pinecrest

Better Bus Project

A bus system redesign is a collaborative planning effort to decide where today's bus service should go (and how frequently), starting from a clean slate. The biggest outcome of the project will be a new bus network that's more useful for more people – concentrating frequent service, building better connections, and creating a stronger network.

The Better Bus Project is being led by Transit Alliance Miami in partnership with Miami-Dade County. It is the first advocacy-led and community-driven bus system redesign in the country. The project includes the County bus system and trolley systems in the City of Miami, Miami Beach and Coral Gables.

Context

The County bus system has lost over 25 million boardings in the past five years, one of the steepest declines in ridership in the country. The growth in municipal trolley ridership only accounts for 15% of the decline¹. When considering transit ridership, one must consider the entire system as a whole. The system is still experiencing a net loss of riders despite gains in some municipal systems.

The County currently only operates five frequent bus routes, defined as a bus arriving every 15 minutes throughout the day. Several routes are extremely circuitous, while both County and Municipal services duplicate each other.

The project is cost-neutral, and assumes the same operating budget for both systems.

More information about our existing network can be found in the Choices Report at:
www.betterbus.miami/choices

There is also a robust community engagement process for the project, that can be found at:
www.betterbus.miami/connect

Concepts

The project has released two network concepts. These concepts aren't proposals. They are different ways of thinking about how we could design our new bus network, depending on the goals that we deem most important. These concepts were designed in collaboration with City staff.

¹ Better Bus Project Choices Report, p. 5



If our goal was to increase ridership, we would provide extremely useful service (every 15 minutes or less) in the places where we have the most jobs and most people, and less service everywhere else.

If our goal was to spread out our service across the region, regardless of the ridership outcome, we would be seeking coverage. We would have less frequent routes, but our service would be spread further across the County.

The two network concepts alongside the existing network demonstrate these goals and a few other key choices as the County its residents, businesses, and leaders decide how they want to design the bus system. The key questions are

- How Much Change? Both the Coverage and Ridership Concepts would change the network significantly to increase the freedom and access people have by transit. The trade-off is that many people are used to the service as it is, and will complain if we change anything.
- Whether and how to change trolley services? Both the Coverage and Ridership Concepts assume that the City of Miami and Miami Beach would change their trolley networks to maximize job access overall. The trade-off is that Trolley routes are the result of a community-driven process and are controlled by cities, and they have different fares and vehicles. This means changing both trolleys and the county network requires more coordinating and effort on the part of everyone.
- How far apart should bus stops be? Both the Coverage and Ridership Concepts assume that bus stops should be about every 1,000 to 1,300 feet apart on most high ridership routes. This allows riders to get where they are going faster. The downside is that some people have physical limitations on walking and some places are unpleasant to walk in, especially in summer.
- Ridership or Coverage? The Coverage Concept changes the network to maximize job access, widen stop spacing, and redesign trolley services but ensures that everyone who is within $\frac{1}{4}$ of transit today is still near a stop. The Ridership Concept changes the network even more, but shifting service away from low density areas and increasing frequency in the densest and busiest places in the county.

The Existing Network spends about 70% of its resources on Ridership goals and about 30% on Coverage goals and duplication. The Coverage Concept spends about 80% of its resources on Ridership Goals and about 20% on coverage goals, as most of the duplication has been removed. The Ridership Concept spends about 90% of its resources on Ridership goals and the remaining 10% on Coverage goals. The engagement process is centered around answering the key questions above and finding out where, in the spectrum these concepts represent, the community would like their future bus system to be ahead of designing the final network plan later this year.



In the included network maps, routes are color-coded by frequency (see the legend in the top left), with red lines being the most frequent (a bus arriving every 15 minutes throughout the day).

Taking a Position

By Pinecrest taking a position on the network concepts, it aids County Commissioners in taking their position on the two concepts ahead of designing a final network plan.

Outcomes

As elected officials, it is far more important to focus on the outcomes of the redesigned network rather than every new twist and turn in the redesigned routes. We have measured very specific outcomes to help guide your decision, and have included some below.

We use job access as a proxy to measure a person's access to services and opportunities. Even if someone isn't traveling to a job on transit, they are generally traveling to somewhere that has jobs (for example, the grocery store, which has employees, and therefore jobs).

The outcomes for the average resident in Miami-Dade County are:

- The Coverage Concept:
 - Increases by 33% the number of jobs reachable by transit in 45 minutes for the average resident.
 - Increases the number of jobs that the average person in poverty could reach in an hour by 32,000, a 28% increase.
 - Increases the percent of residents near high frequency service from 10% to 18
 - Maintains the overall number of people near any transit service at the current level of about 60%.
- The Ridership Concept:
 - Increases by 51% the number of jobs reachable by transit in 45 minutes for the average resident.
 - Increases the number of jobs that the average person in poverty could reach in an hour by 50,000, a 44% increase.
 - Increases the percent of residents near high frequency service from 10% to 28%
 - Reduces the percent of people near any transit service from 60% to 48%.

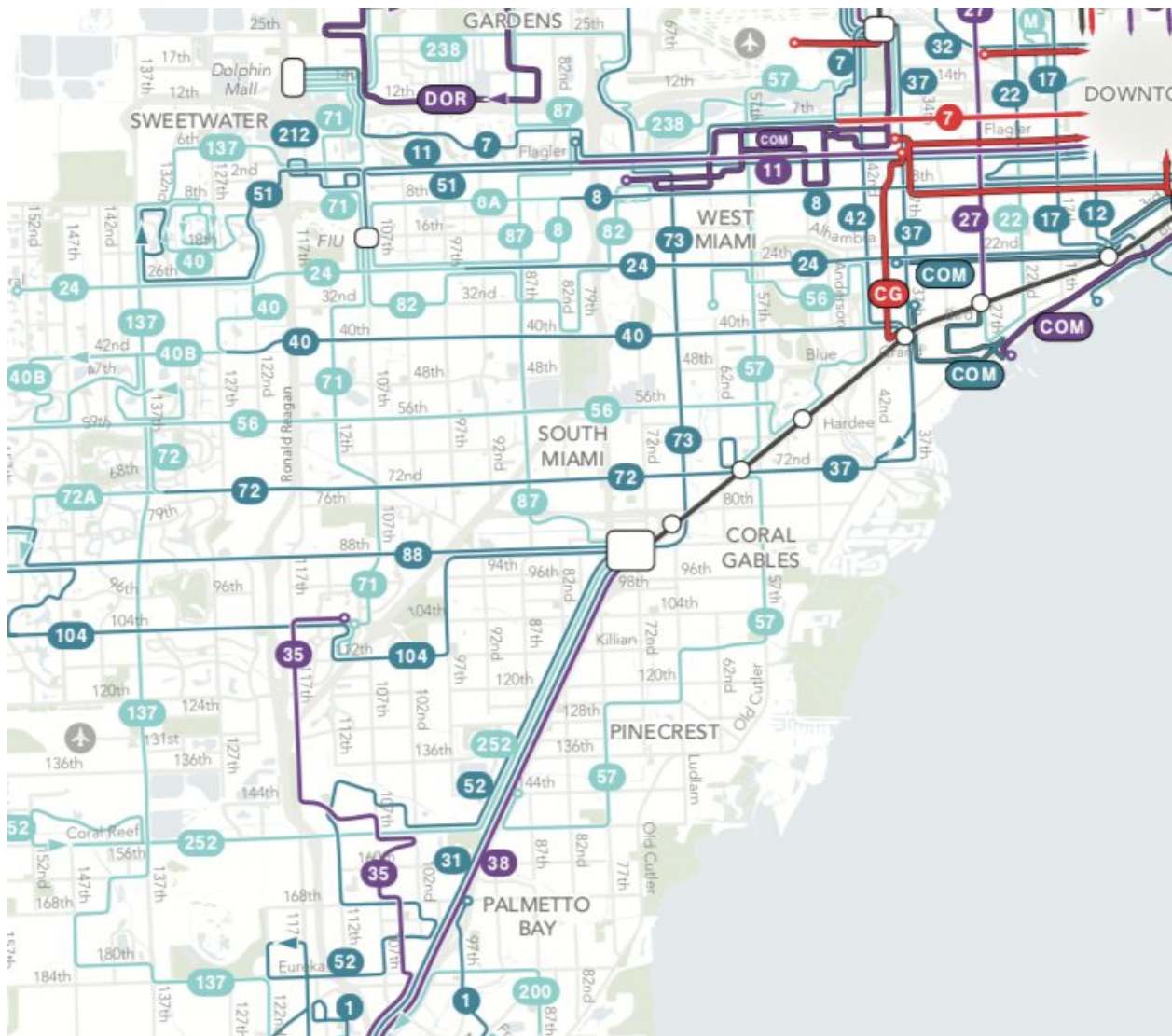
Network Concepts in Pinecrest

In both the Coverage and Ridership Concepts there will be frequent service throughout the day and not only during peak hours. Both concepts currently assume peak-only bus services remain unchanged.



Better Bus Project

Existing Network



Route 38 operating on the busway comes every 20 minutes at midday on weekdays, as indicated in purple line on the map below. It serves an average of 30 boardings an hour every weekday and serves an average of 6,551 boardings a day on weekdays. Route 38 connects Dadeland South to Florida City and is the main all-day route on the busway.

Route 57 operates every 60 minutes and serves an average of 11 boardings an hour every weekday and 428 boardings a day on weekdays. Route 57 heading north starts at Jackson South Hospital, connects to South Miami Metrorail, and ends at Miami Airport Station.



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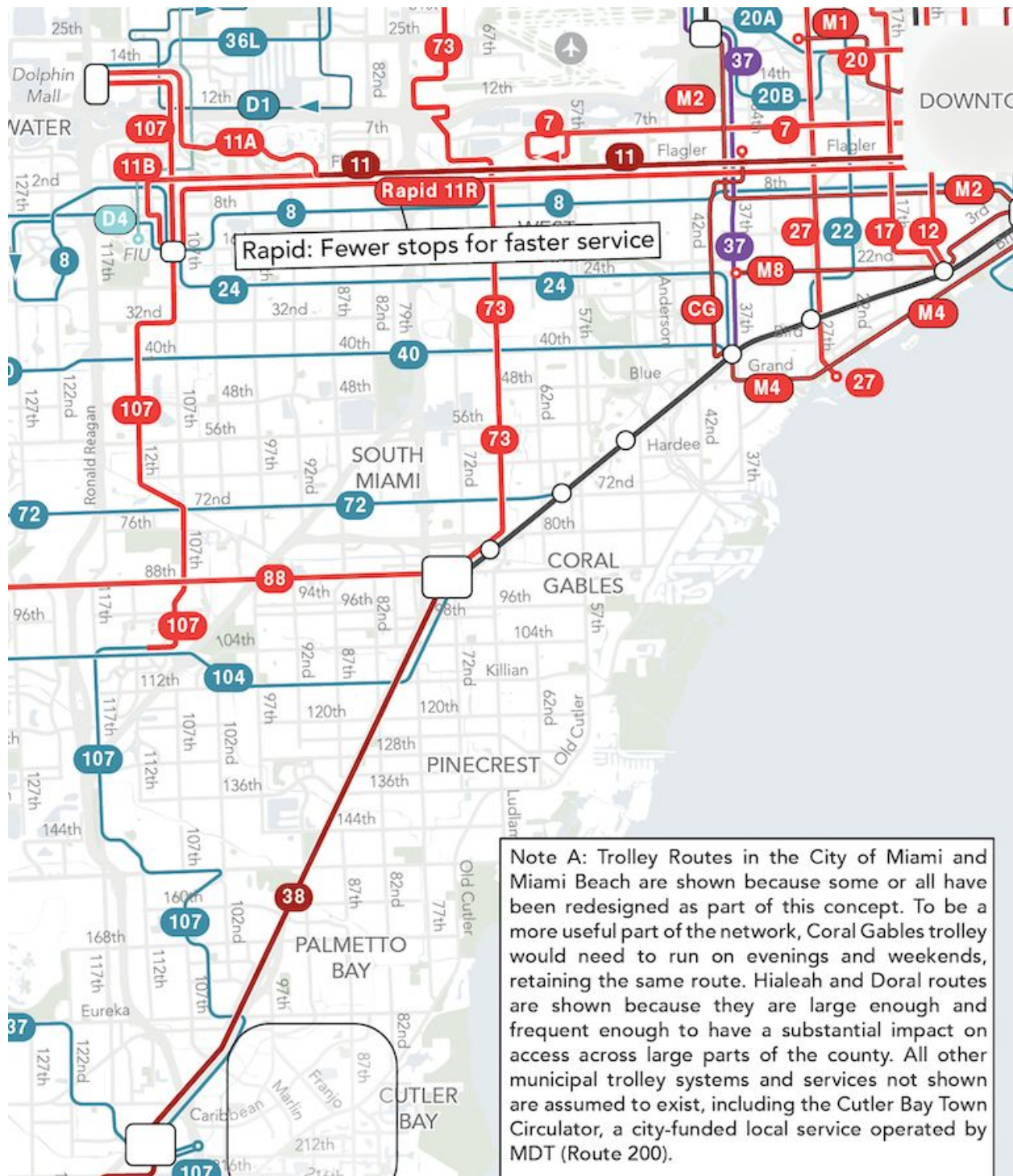
Route 57 remains at a 60 minute frequency with the same route.

In this concept, the average resident in Pinecrest can access 10% more jobs in 60 minutes on transit (compared to the existing network) due to increases in frequency on the busway and services that connect to it.



Better Bus Project

Ridership Concept





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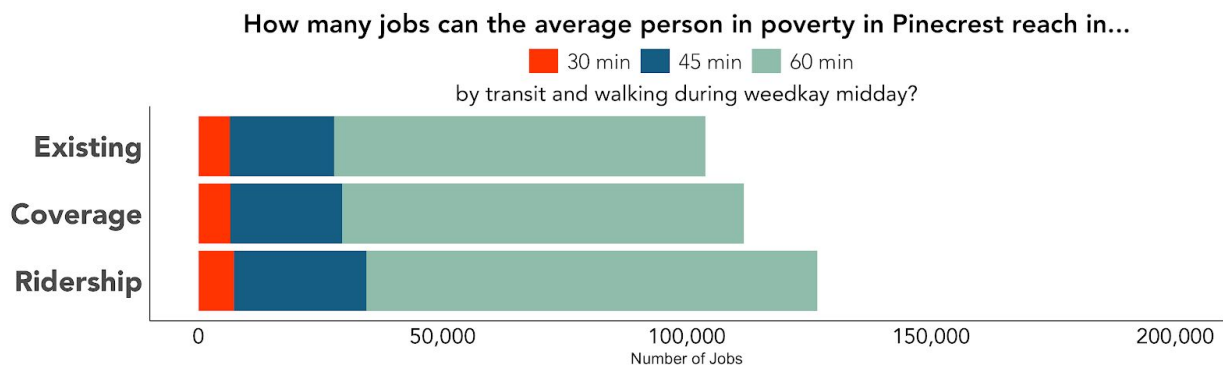
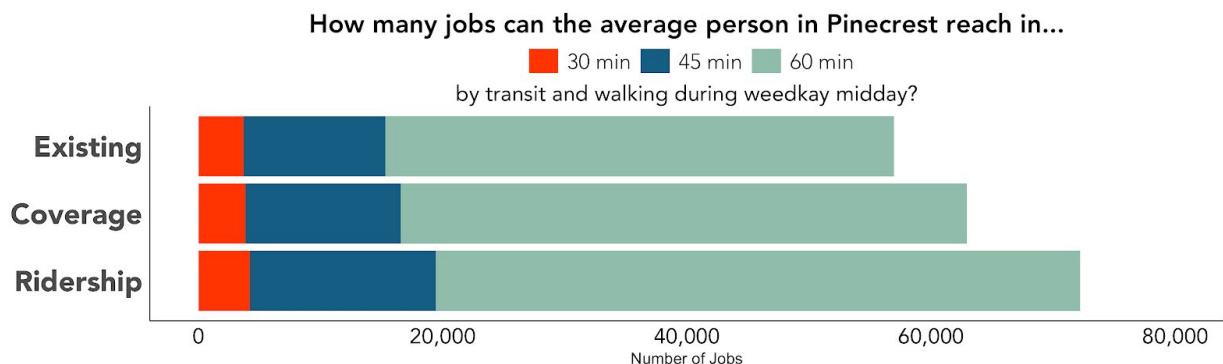
The combined Route 38 will operate every 10 minutes throughout the day from Dadeland South Metrorail to Florida City.

In this concept, we invest in the most frequent service on the routes that carry the most riders. Therefore, resources from Route 57 are invested in operating more frequent service on the busway as the route has an average of 11 boardings per hour, which is below the systemwide average 21 boardings an hour, and far below the productivity of Route 38 at 30 boardings per hour.

In this concept, the average resident in Pinecrest can access 27% more jobs in 60 minutes on transit (compared to the existing network) due to further increases in frequency on the busway and services that connect to it.

Pinecrest may be able to explore ways to mitigate the effects of the removal of Route 57 with a local solution in order to gain far more frequent regional service on the busway.

The charts below shows how job access outcome changes between the concepts for the average resident in Pinecrest.

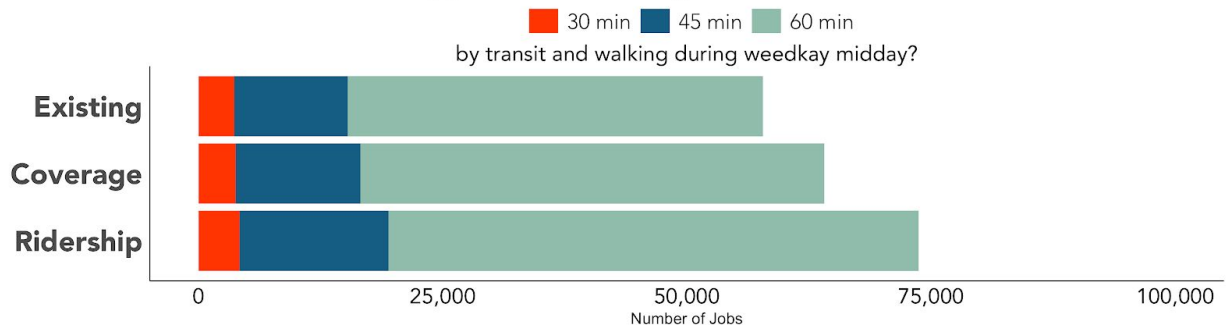


Note: A person in poverty is defined as someone earning 200% of the federal poverty threshold.

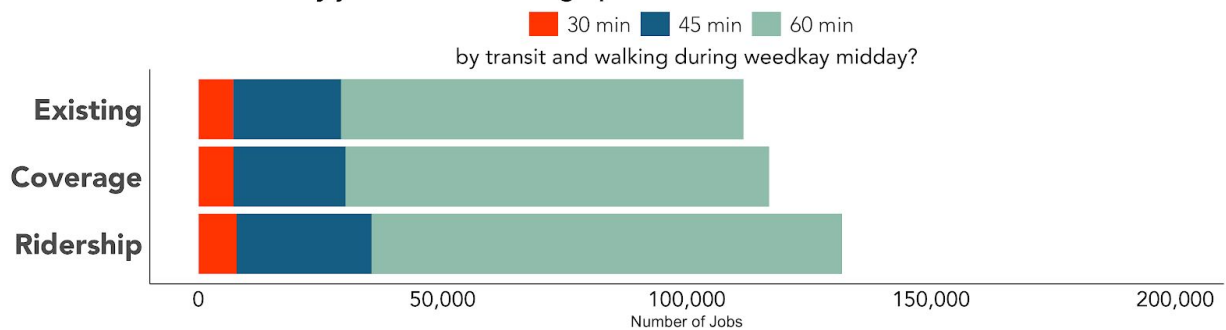


Better Bus Project

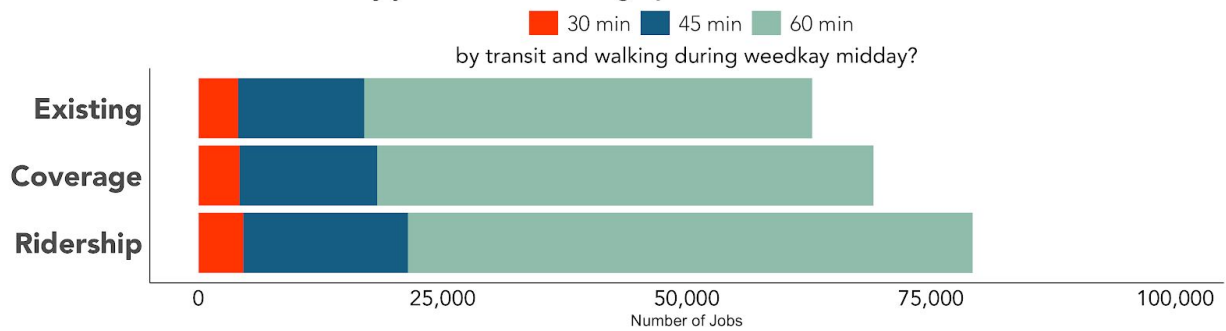
How many jobs can the average senior in Pinecrest reach in...



How many jobs can the average person without a vehicle in Pinecrest reach in...



How many jobs can the average person of color in Pinecrest reach in...



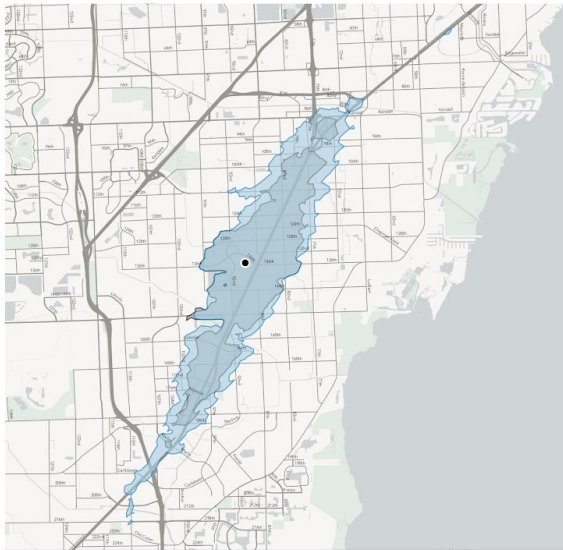
Note: A person of color is based on Census categories of race and ethnicity and includes anyone who identifies as Non-White or Hispanic.

The isochrone on the following page visualizes the physical changes in freedom between the existing network and the two concepts. The legend in the top right will help you understand them, and the specific changes in access outcomes are listed below each visualization.

How far can I travel in 45 minutes from
The Falls Shopping Center
at noon?

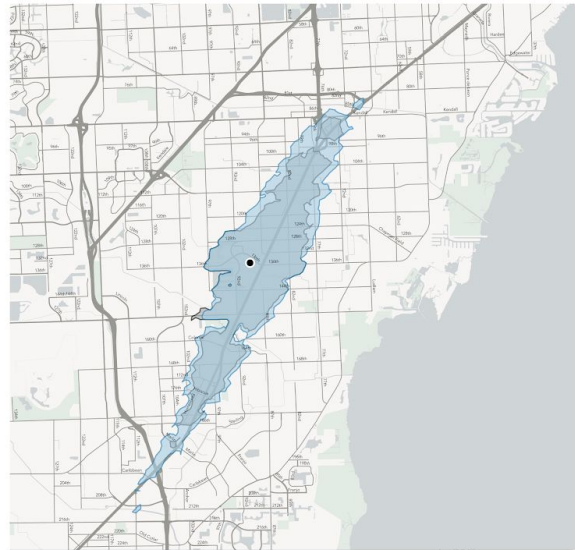


Ridership Concept



Change in jobs reachable	+12,905	+85%
Change in residents reachable	+14,670	+70%

Coverage Concept



Change in jobs reachable	+8,375	+55%
Change in residents reachable	+9,300	+45%