

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: October 30, 2019

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE, AT ITS OCTOBER 23, 2019 MEETING, ENDORSING THE RIDERSHIP CONCEPT OF THE BETTER BUS PROJECT, WHILE KEEPING SOUTH BEACH TROLLEY SERVICE TO BELLE ISLE.

### RECOMMENDATION

The Administration supports changes to the County bus service that would maximize access to jobs, increase ridership, and establish more frequent service for residents, workforce, and visitors of Miami Beach. While both concepts support these goals, further discussion on key issues listed in analysis is required, particularly in terms of impacts to the residents of Miami Beach.

Staff supports various recommendations in the Better Bus Project, including:

- eliminating the Via 11 Street Loop of the South Beach Trolley
- increasing service frequency for South Beach Trolley and Collins Express
- reducing duplication between the Middle Beach Trolley and Collins Express routes

Staff does not agree with some of the recommendations of the Better Bus Project, such as:

- eliminating Middle Beach trolley in the ridership concept
- eliminating South Beach trolley service to Collins Park neighborhood in both concepts

Staff will continue working with the Transit Alliance to address these concerns as concepts are further developed.

OCTOBER 23, 2019 NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE MEETING

On October 23, 2019, the Neighborhood/Community Affairs Committee discussed the Better Bus Project and endorsed the **ridership concept, while keeping South Beach trolley service to Belle Isle.**

## **BACKGROUND**

According to the 2019 Miami Beach Resident Survey, 75% of residents are satisfied with the City's trolley service; however, 63% of residents are using their personal automobiles for trips within Miami Beach. Additionally, the 2019 Miami Beach Business Survey rates transportation as one of the four most significant challenges for the future growth and stability of businesses. According to the same survey, 48% of businesses are satisfied with the effectiveness of public transit for employee commuting.

The Better Bus Project is an advocacy-led and community-driven bus system redesign, led by Transit Alliance Miami and the Miami-Dade Department of Transportation and Public Works. Transit Alliance is a local, non-profit organization advocating for walkable streets, bikeable neighborhoods, and better public transit in Miami-Dade County. The Better Bus Project effort began in June 2019. The final plan will be voted on by the Board of County Commissioners between February and March 2020.

The Better Bus Project is an intensive two-year community-driven project. A goal of the redesign is to position the system for ridership growth by creating a more effective service while remaining budget neutral. The overall network is somewhat aligned to the street grid, but stands to benefit from several key system-wide improvements:

- Increase in high-frequency services
- Create more viable connections
- Better serve high population/employment centers
- Resolve low productivity and circuitous routes
- Integrate key municipal trolley services

The County currently operates ten bus routes that serve the City of Miami Beach. Some of these routes, such as the 119 (S) and the 120 (Beach Express), are among the routes with the highest ridership in the County; however, there has been a steady decline in ridership over the past several years. While the Better Bus Project is focusing on the County bus network, it also looks at improvements to trolley services in the cities of Miami, Miami Beach, and Coral Gables, which account for 70% of trolley ridership in the county.

Last month, two network concepts were released by Transit Alliance (coverage concept and ridership concept). These concepts are not proposals, rather different ways of thinking about how the bus network could be designed, depending on goals that are found to be most important.

The **coverage concept creates more high-frequency bus services in the urban core** by better integrating county and municipal services, primarily in the City of Miami. This concept ensures that everyone who currently has access to transit service remains within a quarter mile of service.

The **ridership concept is designed to maximize access to jobs and frequent service**. It shifts service away from low density areas and low performing routes to high density areas and high performing routes.

For example, today 2% of jobs in Miami Beach are within a quarter mile of bus services that arrive every 10 minutes. In the coverage concept, this would increase to 52%. In the ridership concept, this would increase further to 76%.

Attachment A depicts Transit Alliance's Summary of the Better Bus Project Network Concepts and impacts to Miami Beach. Attachment B depicts maps of the existing network, coverage concept, and ridership concept.

On October 7, 2019, the Transportation, Parking and Bicycle-Pedestrian Facilities Committee (TPBPFC) discussed the Better Bus Project and passed a motion in support of the **ridership concept**, however, TPBPFC did not support eliminating Route 150/Airport Express.

## **ANALYSIS**

As it relates to the City's trolley service, both the coverage concept and the ridership concept have been designed to keep the existing service hours and for the changes to be budget neutral to the City. Both concepts assume a wider stop spacing of about every two blocks to provide faster service. The Better Bus Project's proposed changes to the City's trolley service are depicted in the table below:

<b>Route</b>	<b>Service Characteristics</b>	<b>Coverage Concept</b>	<b>Ridership Concept</b>
South Beach Trolley	route alignment <sup>1</sup>	Eliminate "Via 11 St. Loop", Collins Park, and Belle Isle	
	service frequency	12 min	10 min
Middle Beach Loop	route alignment	Eliminate route segment along 17 <sup>th</sup> St, Meridian Avenue, Dade Boulevard and 21 <sup>st</sup> Street <sup>2</sup>	Eliminate the Middle Beach Loop entirely and reassign vehicles to Collins Express to improve service frequency along that route due to high demand and capacity issues <sup>3</sup>
	service frequency	20 min	no service
Collins Express	route alignment	no changes	
	service frequency	15 min	10 min
North Beach Loop	route alignment	no changes	
	service frequency	no changes	

<sup>1</sup> Elimination of "Via 11 Street Loop" enables reassignment of vehicles to Loops A and B to achieve a higher service frequency. Both concepts suggest that Belle Isle would be served by an enhanced County Route 101 which would operate an all-day service across the Venetian Causeway from Omni Terminal to the existing Lincoln Road stop located between Collins Avenue and Washington Avenue and with a connection to the Sunset Harbour Publix. Route 101 service hours would be similar to our trolley service, and service frequency would be 30 minutes under the coverage concept and 20 minutes under the ridership concept. Route A (101) would require a fare. Both concepts suggest that the Collins Park neighborhood would be served by the Collins Express trolley operating along Collins Avenue at a higher service frequency.

<sup>2</sup> Affected trips could be conducted by connecting to more frequent routes, such as South Beach Trolley (every 12 minutes) and several County bus routes (Route 20, Route 101, and Route 115).

<sup>3</sup> Service from Mount Sinai Medical Center to City Center (and vice-versa) would be replaced by proposed County Route 20 (which would require a fare) operating every 15 minutes and provide greater regional access. With higher service frequency along the Collins

Express, staff recommends that the Middle Beach Trolley route be modified to operate only along the 41<sup>st</sup> Street corridor between Mount Sinai Medical Campus and Collins Avenue connecting to the Collins Express.

In addition to the suggested trolley modifications described above, the Better Bus Project is proposing to replace Route 150/Airport Express, which currently provides direct service from Miami International Airport to Miami Beach, due to low ridership and low productivity. Route 150 would be replaced by Route 20 in both concepts, which would allow workers and residents to make new frequent connections to Miami Beach, improving regional access.

### Key Issues

- Trolleys and buses serve different purposes but have never been comprehensively planned together for maximum effectiveness. Both the coverage and ridership concepts assume that the cities 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. Service is free and different vehicles are used. To achieve the intended goal of the Better Bus Project, however, means changing municipal trolley routes and the County bus network concurrently to create the intended synergies in the transit network.
- Fares: given that city trolleys are free to ride and county buses require a \$2.25 fare, if some of the changes to the City's trolley routes are implemented as suggested in the Better Bus Project, some riders who are currently riding the trolley for free will need to pay a fare to ride the County bus. However, through County programs like the Golden Passport and commuter-reduced fares, those most in need of free or affordable transportation are not severely affected. As an example, if the Belle Isle extension of the South Beach Trolley is eliminated and replaced by an enhanced County Route A as suggested in the Better Bus Project, passengers not eligible for any County discount using service to/from Belle Isle would need to pay a fare.
- Transfers and walking distance: eliminating segments of the City's existing trolley routes will require that some residents transfer from trolley to bus and vice-versa or walk longer distances to complete their trip. For example, if the Collins Park extension of the South Beach Trolley is eliminated, Collins Park residents would need to walk a longer distance to Collins Avenue or 17th Street to board the Collins Express or South Beach Trolley.

### CONCLUSION

The Better Bus Project intends to maximize ridership potential of the County's bus system and represents a collaborative planning process between regional and local services that improves access to opportunities for residents, regional access for workers, and access to frequent service.

*Design a Better Bus Network* is action item 13 in *Resilient 305*. The final network plan for both regional and local service will be developed by the Better Bus Project team based



on direction by the City of Miami Beach, City of Miami, and Miami-Dade County and will require intergovernmental cooperation and collaboration. The final plan will be voted on by the Board of County Commissioners between February and March 2020.

Changes to the proposed trolley alignments, if any, will require City Commission approval.

**Applicable Area**

Citywide

**Is this a Resident Right to Know item?**

No

**Does this item utilize G.O. Bond Funds?**

No

**Strategic Connection**

Mobility - Increase multi-modal mobility citywide and connectivity regionally.

**Legislative Tracking**

Transportation and Mobility

**ATTACHMENTS:**

**Description**

- ▯ Attachment A
- ▯ Attachment B

**Subject**

Summary of Better Bus Project Network Concepts for Miami Beach

**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.

The City of Miami Beach is a funder and supporter of the project, as adopted by the City Commission in Resolution [2019-30756](#).

**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 decline<sup>1</sup>. 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](http://www.betterbus.miami/choices)

There is also a robust community engagement process for the project, that can be found at:

[www.betterbus.miami/connect](http://www.betterbus.miami/connect)

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<sup>1</sup> Better Bus Project Choices Report, p. 5

## 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.

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 ¼ 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 attached 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).

Both concepts include recommendations for the Miami Beach trolley system. These recommendations are not only designed such that the system works better with County services (and vice-versa), but also optimize the trolley system itself.

### **Taking a Position**

By Miami Beach 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.

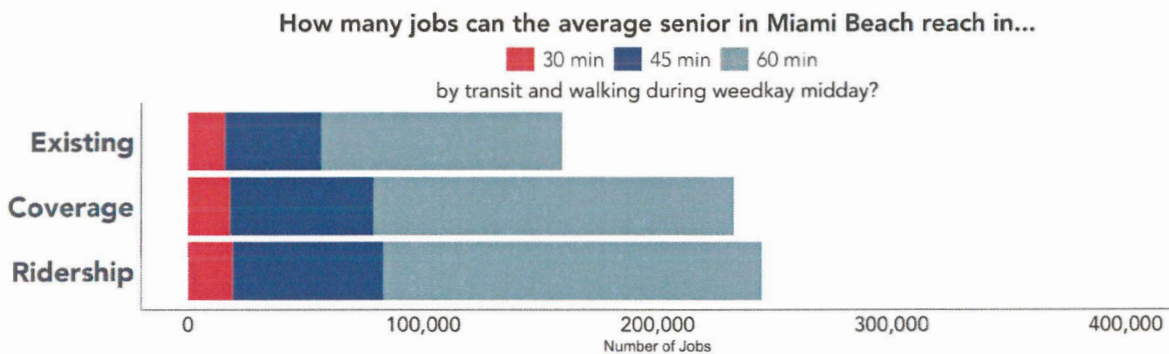
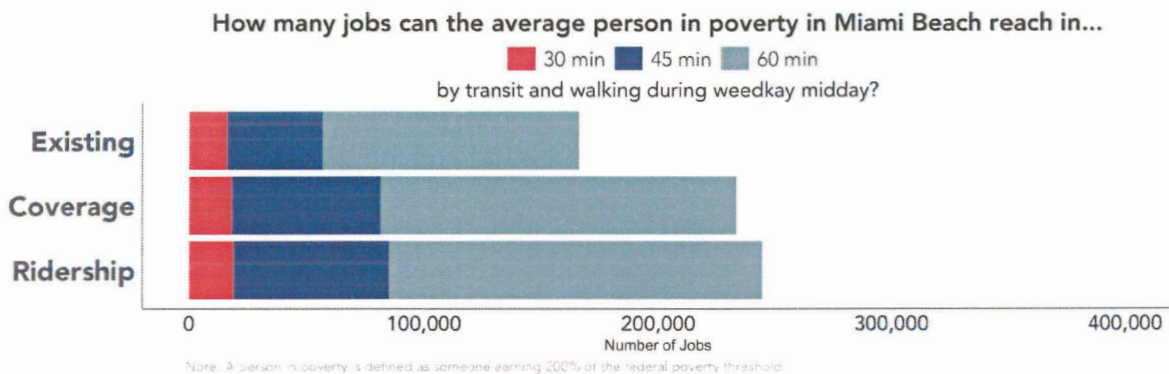
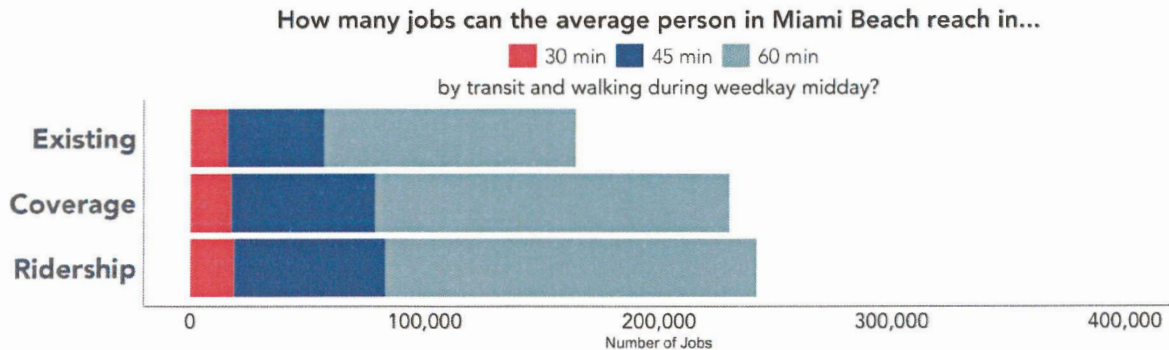
We use job access as a proxy to measure a person's access to services and opportunities. Even if someone isn't traveling to a job on transit, they are generally traveling to somewhere that has jobs (for example, the grocery store, which has employees, and therefore jobs).

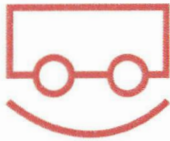
The outcomes for the average resident in Miami-Dade County are:

- 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%.

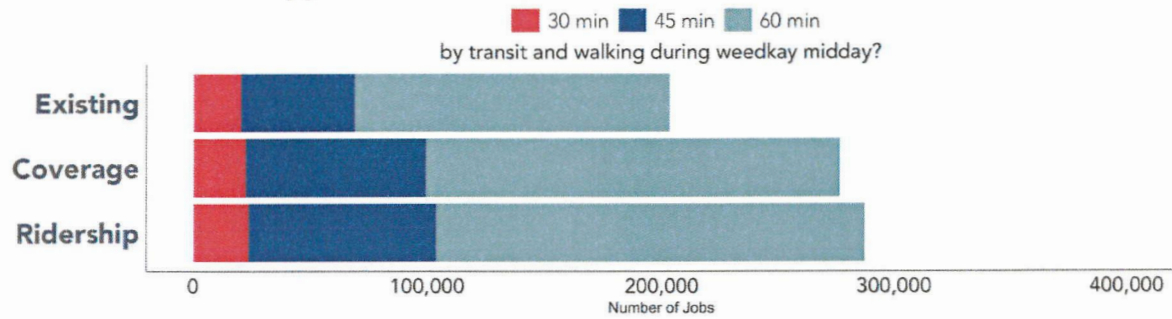


Meanwhile, the charts below shows how job access outcome changes between the concepts for the average resident in Miami Beach – though these charts also portray how much more accessible the jobs in Miami Beach are accessible to the wider region.

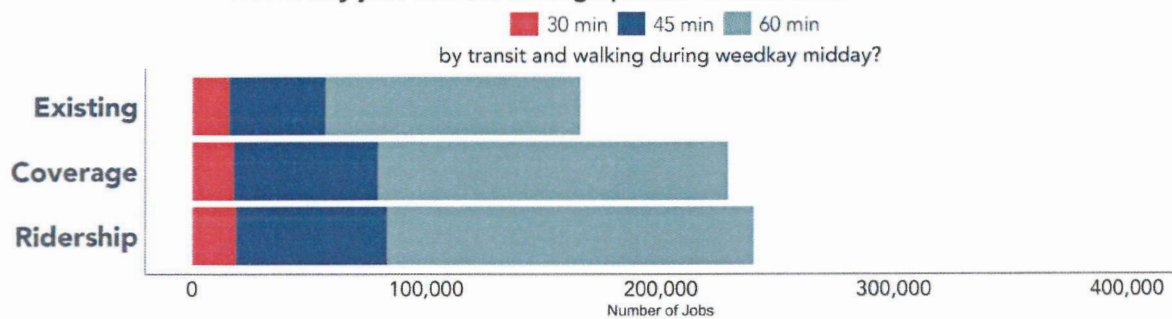




How many jobs can the average person without a vehicle in Miami Beach reach in...



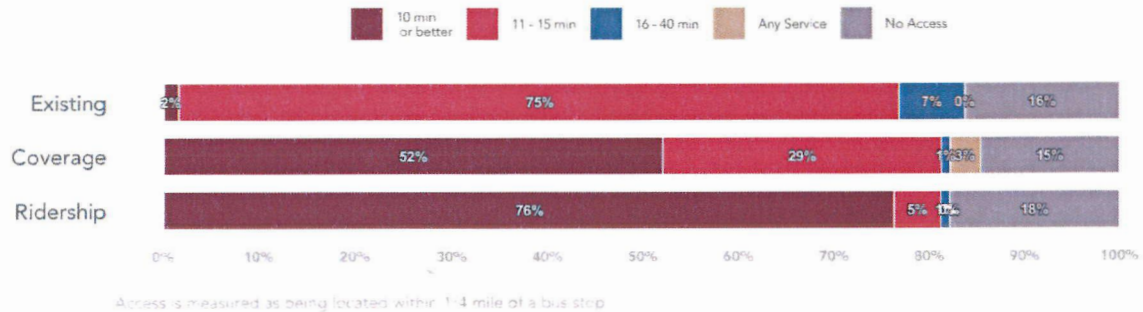
How many jobs can the average person of color in Miami Beach reach in...



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

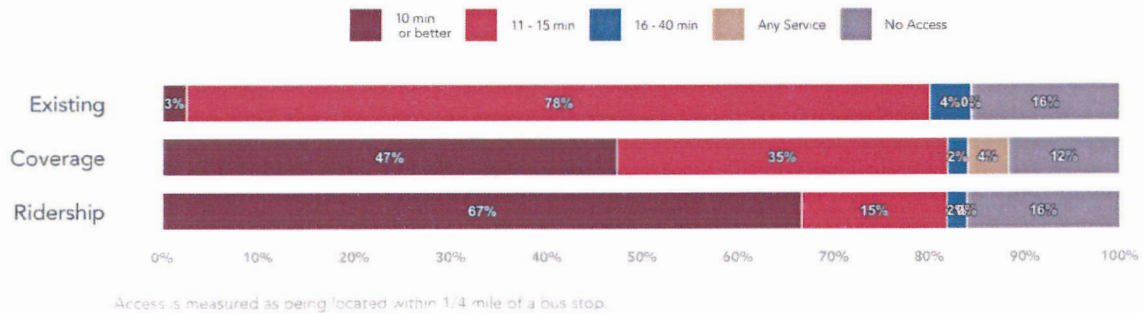
### Access to Transit - Weekday

What percentage of Jobs in Miami Beach are near a bus route?



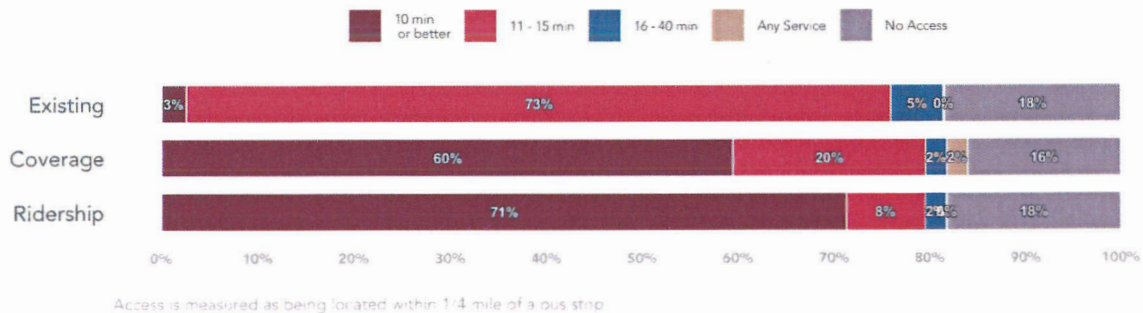
### Access to Transit - Weekday

What percentage of residents in Miami Beach are near a bus route?

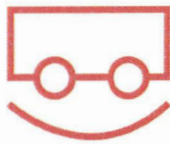


### Access to Transit - Weekday

What percentage of seniors in Miami Beach are near a bus route?



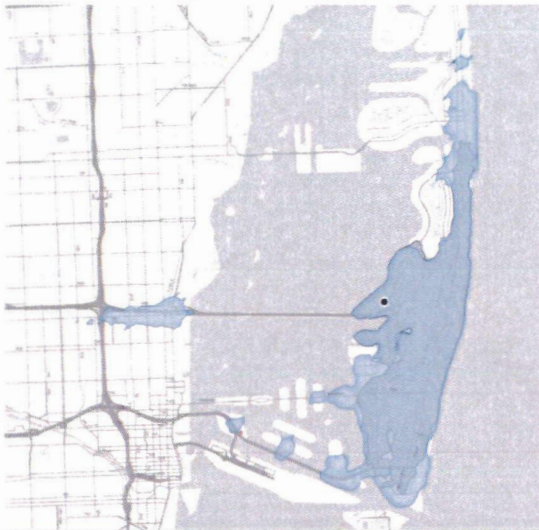
The isochrones on the following pages visualize the physical changes in freedom between the existing network and the two concepts. The legend in the top right will help you understand them, and the specific changes in access outcomes are listed below each visualization.



How far can I travel in 45 minutes from  
Mt. Sinai Hospital  
at noon?



## Ridership Concept



Change in jobs reachable	+7,880	+20%
Change in residents reachable	+16,185	+35%

## Coverage Concept

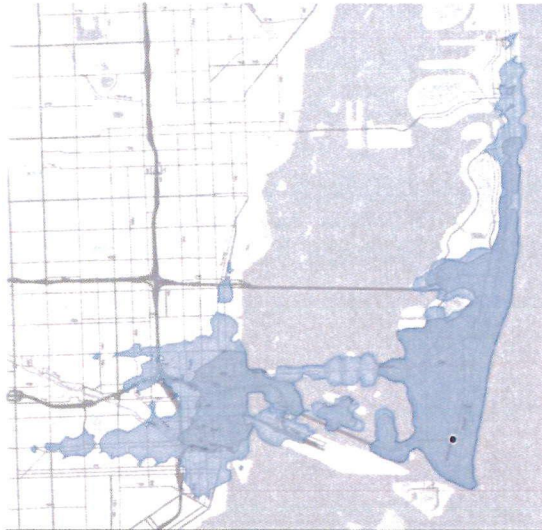


Change in jobs reachable	+6,440	+15%
Change in residents reachable	+12,455	+25%



How far can I travel in 45 minutes from  
South Beach - Washington and 5th St  
at noon?

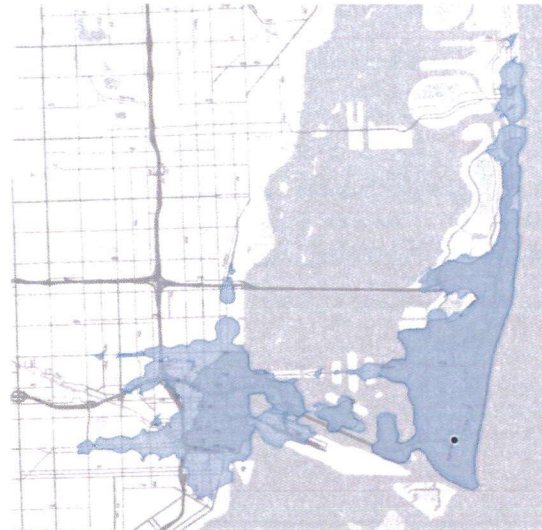
## Ridership Concept



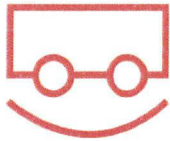
Change in jobs reachable	+84,015	+70%
Change in residents reachable	+54,630	+90%



## Coverage Concept



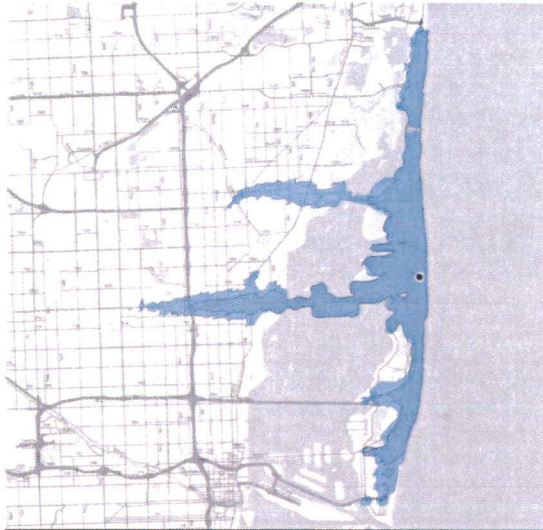
Change in jobs reachable	+80,550	+65%
Change in residents reachable	+43,720	+70%



How far can I travel in 45 minutes from  
North Beach Bandshell  
at noon?

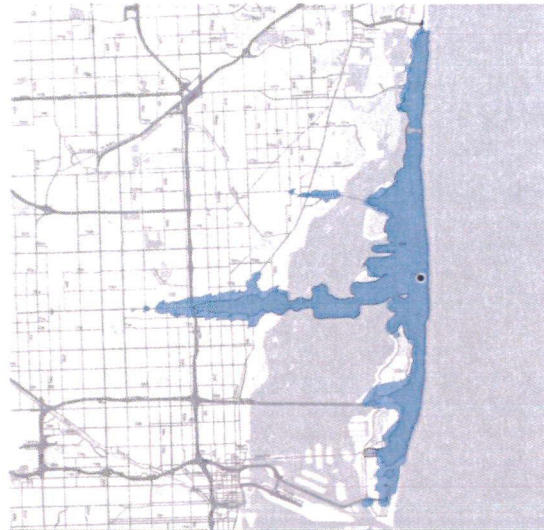


## Ridership Concept



Change in jobs reachable	+16,110	+55%
Change in residents reachable	+34,695	+45%

## Coverage Concept



Change in jobs reachable	+9,845	+35%
Change in residents reachable	+24,360	+30%

### Recommendation

Based on the outcomes for Miami Beach, we recommend the City Commission adopt a resolution that:

- Endorse changes to the City's Trolley Network that maximize overall access to jobs and opportunities for City and County residents, and endorse one of the two concepts.
- Recommend to the County Commission that the county-wide network should be closer to the preferred concept.
- Endorses a recommendation of stop spacing for county bus routes of one stop about every 1,000 to 1,300 feet and about every 2-3 blocks for trolley routes in the City (900-1,200 feet).

### Additional Information

A network redesign involves comprehensive change in the effort to create consistent route design across similarly situated places. Therefore, changes to particular places, corridors, and routes are far easier to track by looking at the attached maps.

There are widespread changes throughout the County that have a dramatic impact on the regional connectivity for Miami Beach. These are easy to ascertain from the two maps, but some highlights are:

- Simplification of many route patterns into fewer, but more frequent and simpler routes that get people where they are going faster.
  - In both concepts Routes S and 120 are consolidated into a more frequent Route 120, which would come every 7.5 minutes. The stopping pattern for Route 120 would be about every  $\frac{1}{4}$  mile, slightly farther apart than Route S, but closer together than Route 120. Riders would benefit because waits would be shorter, saving them time. Riders would also have consistently spaced trips from downtown to the Beach. Today Routes S and 120 are timed to leave Government Center at the same time, so that there is no benefit from the combined frequency of the two separate routes.
    - For this structure to work the Collins Trolley (MB3 on the maps) would run as a local service, while the County buses would have wider stop spacing, allowing both services to provide a unique role rather than run on top of each other and provide the same service. In the Coverage Concept, the Collins Trolley is every 15 minutes. In the Ridership Concept it is every 10 minutes because the Mid-Beach Trolley is replaced (as described below).
  - The South Beach Trolley (MB 4 on the maps) would be slightly shorter, simpler, and more frequent. In Coverage it would run every 12 minutes and in Ridership it would be every 10 minutes. The current route is only every 20 minutes, and an average person could walk a trip that is nearly half the length of the route in the time it would take for the next bus to arrive. With more frequent service, it would be more useful for many more trips.



- Increasingly frequent service to Miami Beach across the main connectors to and from the mainland with a simpler, more frequent route structure on the Beach, expanding the reach of both residents and workers
  - In both concepts, there is more frequent service from Miami Beach to the mainland along the following corridors:
    - From South Beach via MacArthur Causeway, Omni Terminal and 20th Street to the Airport via Route 20 every 15 minutes. By providing a more frequent connection across the mainland along 20th Street to and from the Beach, this route would provide quick connections to all the north-south routes on the mainland for easier access to South Beach. In Coverage this route would end at the Lincoln Road Terminal. In Ridership it would continue north to Mt. Sinai Hospital, taking over for the Mid-Beach Trolley (MB2 on the maps).
    - From Mid-Beach via the Julia Tuttle Causeway and 36th Street to Airport or Doral, every 15 minutes. This would partially or fully replace Routes J and 150. By providing a more frequent connection across the mainland along 36th Street to the Beach, this route would provide quick connections to all the north-south routes on the mainland for easier access to and from Mid-Beach.
    - Route 101 provides all-day service across the Venetian Causeway from Omni Terminal to Lincoln Road Terminal with service to Belle Isle and with a connection to the Publix on the Bay. In the Coverage Concept, this service is every 30 minutes and in the Ridership Concept it is every 20 minutes. This route help provide service for a section of the South Beach Loop that is shortened and simplified.
    - Route 79 provides a connection to and from North Beach via 79th Street to and from the mainland and key Metrorail stations, ending at Hialeah Metrorail Station. This replaces Route L with a similar 15-minute route in both Concepts. The major difference is that Route 79 would end at Collins at 71st, requiring a transfer to reach points south where Route L goes today. However, this change would be mitigated because Routes 36 and 20 would have more frequent connections (as described above) and the revised Route 120 would be more frequent.
    - Route 119 would provide a connection to and from North Beach (with connections to the North Beach Trolley and Route 120 at 88th Street) via the Broad Causeway to and from the mainland and Miami-Dade College North Campus. This replaces Route G with a similar 30-minute route in Coverage, but in Ridership this is a high frequency route running every 15 minutes.
- In the Coverage Concept, Route 115 would remain, and run all day, at an hourly frequency.
- In both concepts, the North Beach Trolley remains unchanged with 15 minute service in its current loop pattern.



**Why replace Route 150?** Currently, Route 150 runs about every 20 minutes from the Airport to South Beach via I-195. There are no stops on the mainland except at the Miami Airport Station (also called Miami Intermodal Center). This pattern limits the market for workers and others to get to and from the Beach because it misses all the possible connections with the Metrorail Green Line and from north-south bus lines on the major avenues (NW 27th, 22nd, 17th, 12th, 7th, and 2nd and NE 2nd and Biscayne). The airport to the Beach market isn't large enough to create a high productivity bus route: the current route languishes in the bottom half of route productivity with about 17 riders per hour of service. Both concepts create high frequency connections from the airport to the Beach, via 20th Street in both Concepts. Plus, the Coverage Concept includes a connection via 36th Street on Route 36A, every 30 minutes. This provides a bus connection that serves multiple markets at the same time: people going to/from the airport, workers going to/from the Beach, and many other possible trips. Routes that serve multiple markets and multiple purposes are the foundation of high productivity transit.

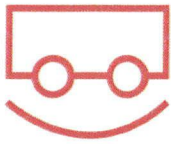
**What about Routes M and C?** Both Routes M and C largely duplicate other routes in today's network. Their frequency is relatively low, and therefore relatively few people use them. Today's Route M gets about 12 riders per hour and Route C gets about 7 riders per hour. In the Coverage Concept, trips made by these routes today can be accomplished with connections between more frequent routes.

For Route C, the longest trip today would be replaced as follows:

- In Coverage to/from Mt. Sinai to South Pointe Drive: Mid Beach Trolley (MB2) to South Beach Trolley (MB4). The frequency of this connection is every 20 minutes on the Mid Beach Trolley and every 12 minutes on the South Beach Trolley. The average wait in total would therefore be 16 minutes for this trip, compared to 15 minutes today.
- In Ridership to/from Mt. Sinai to South Point Drive: Route 20 to South Beach Trolley (MB4). The frequency of this connection is every 15 minutes for Route 20 and every 10 minutes on the South Beach Trolley. The average wait in total would therefore be 11.5 minutes for this trip, compared to 15 minutes today. For trips to and from Alton Road, Route 20 would provide a one-seat ride.

Route M runs about every hour today, which means the average wait for the route is about 30 minutes. The longest trip today would be replaced as follows:

- In Coverage to/from Mt. Sinai area to Civic Center Station area hospitals:
  - One option would be Route 36 to Allapattah Metrorail Station to Civic Center Station. This would be an every 15 minute bus route to every 7.5 minute rail for a total average wait of about 11 minutes.
  - Another option would be Mid Beach Trolley (MB2) to Route 20 to 20th Street and 12th Avenue NW. This would be an every 20 minute bus to an every 15 minute bus, for a total average wait of about 18 minutes.



- Another option would be Route 20 to Route 101 to City of Miami Trolley Allapattah Trolley (M1 on the map). This would be an every 20 minute bus, to an every 30 minute bus, to an every 15 minute bus for a total average wait of about 33 minutes.
- In Ridership to/from Mt. Sinai area to Civic Center Station area hospitals:
  - There would be a one-seat ride option on Route 20 directly to 20th Street and 12th Avenue NW. This would be an every 15 minute bus so the average wait would be 7.5 minutes.
  - Another option would be on Route 20 to Omni Terminal then transferring to the City of Miami Allapattah Trolley (M1 on the map). This would be an every 15 minute bus, to an every 15 minute bus with an average wait of 15 minutes total.
  - Another option would be Route 36 to Allapattah Metrorail Station to Civic Center Station. This would be an every 15 minute bus route to every 7.5 minute rail for a total average wait of about 11 minutes.



# MIAMI-DADE COUNTY Existing Transit Network

## Routes by Weekday Midday Frequency

- 15 minutes or less
- 16 - 24 minutes
- 25 - 30 minutes
- 31 - 60 minutes

## Map Symbols

- Rail
- Trolley Service
- Transit Hub
- End of route
- Route continues at lower frequency

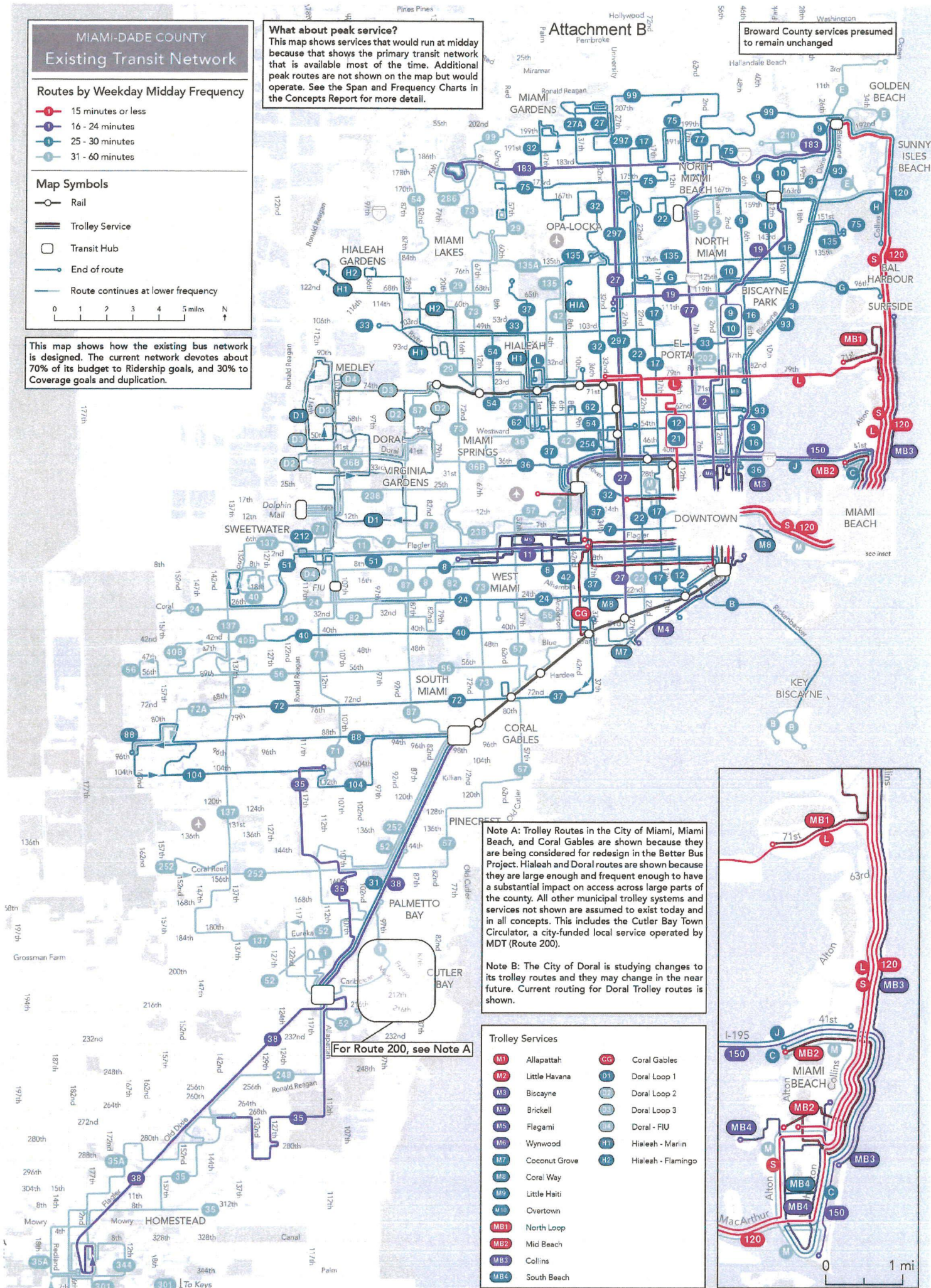
0 1 2 3 4 5 miles N

This map shows how the existing bus network is designed. The current network devotes about 70% of its budget to Ridership goals, and 30% to Coverage goals and duplication.

**What about peak service?**  
This map shows services that would run at midday because that shows the primary transit network that is available most of the time. Additional peak routes are not shown on the map but would operate. See the Span and Frequency Charts in the Concepts Report for more detail.

## Attachment B

Broward County services presumed to remain unchanged





# MIAMI-DADE COUNTY Coverage Concept

## Routes by Weekday Midday Frequency

- 10 minutes or less
- 15 minutes
- 20 minutes
- 30 minutes
- 60 minutes

## Map Symbols

- Rail
- Trolley Service
- Transit Hub
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles N

**This map is a concept.  
It is not a proposal.**

This concept shows how the bus network might be designed if duplication was reduced and all existing coverage was maintained. It is designed with the same operating budget as today's bus network with 80% of the budget going to Ridership goals, and 20% to Coverage goals.

## What about peak service?

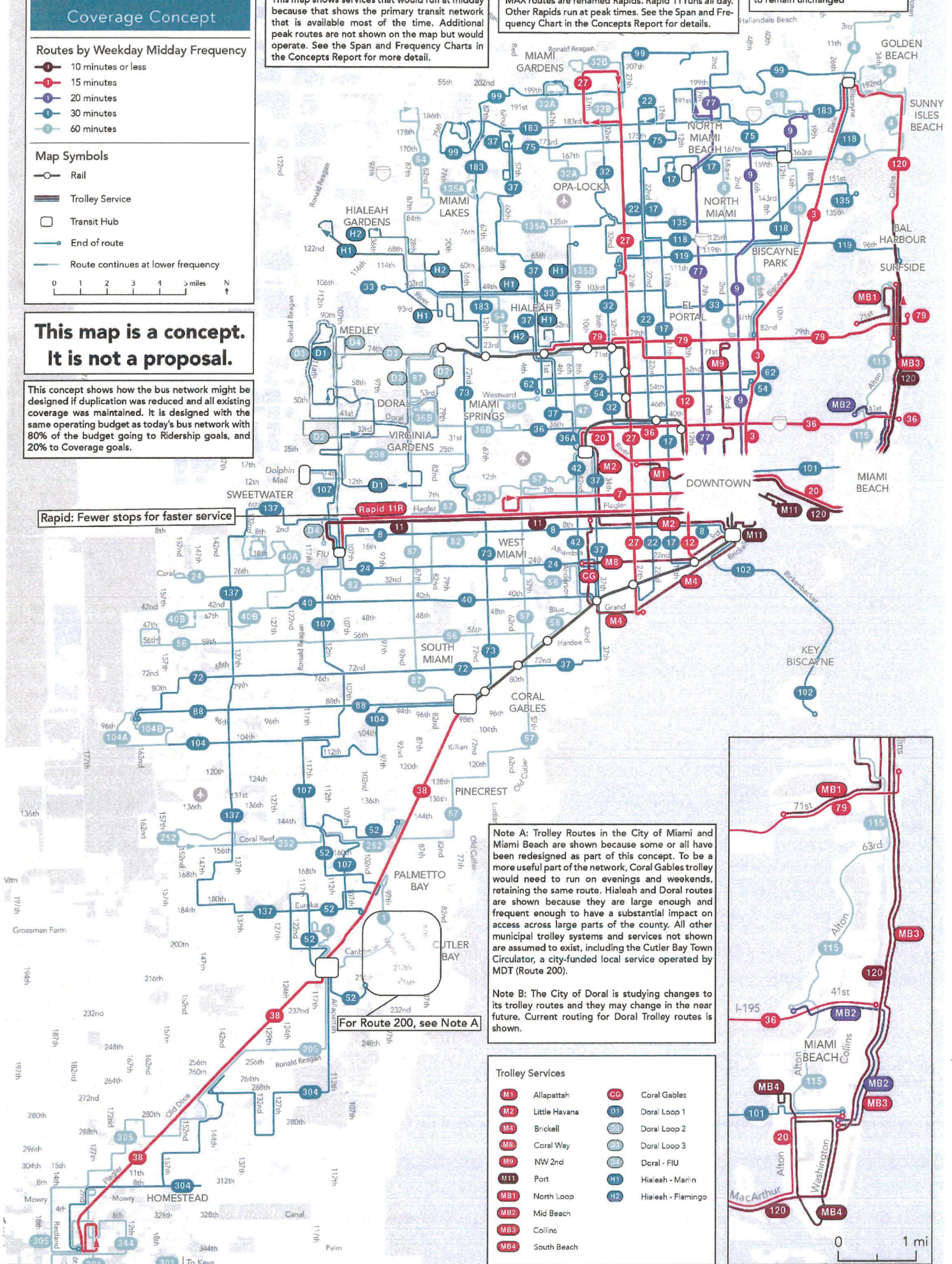
This map shows services that would run at midday because that shows the primary transit network that is available most of the time. Additional peak routes are not shown on the map but would operate. See the Span and Frequency Charts in the Concepts Report for more detail.

## Where are MAX Routes?

MAX routes are renamed Rapids. Rapid 11 runs all day. Other Rapids run at peak times. See the Span and Frequency Chart in the Concepts Report for details.

Broward County services presumed to remain unchanged

Rapid: Fewer stops for faster service



Note A: Trolley Routes in the City of Miami and Miami Beach are shown because some or all have been redesigned as part of this concept. To be a more useful part of the network, Coral Gables trolley would need to run on evenings and weekends, retaining the same route. Hialeah and Doral routes are shown because they are large enough and frequent enough to have a substantial impact on access across large parts of the county. All other municipal trolley systems and services not shown are assumed to exist, including the Cutler Bay Town Circulator, a city-funded local service operated by MDT (Route 200).

Note B: The City of Doral is studying changes to its trolley routes and they may change in the near future. Current routing for Doral Trolley routes is shown.

## Trolley Services

- |                  |                       |
|------------------|-----------------------|
| M1 Allapattah    | C6 Coral Gables       |
| M2 Little Havana | D1 Doral Loop 1       |
| M4 Brickell      | D2 Doral Loop 2       |
| M8 Coral Way     | D3 Doral Loop 3       |
| M9 NW 2nd        | D4 Doral - FIU        |
| M11 Port         | H1 Hialeah - Main     |
| MB1 North Loop   | H2 Hialeah - Flamingo |
| MB2 Mid Beach    |                       |
| MB3 Collins      |                       |
| MB4 South Beach  |                       |

0 1 mi



# MIAMI-DADE COUNTY Ridership Concept

## Routes by Weekday Midday Frequency

- 10 minutes or less
- 15 minutes
- 20 minutes
- 30 minutes
- 60 minutes

## Map Symbols

- Rail
- Trolley Service
- Transit Hub
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles

**This map is a concept.  
It is not a proposal.**

This concept shows how the bus network might be designed if Ridership were the primary goal. It is designed with the same operating budget as today's bus network with 90% of the budget to Ridership goals, and 10% to Coverage goals.

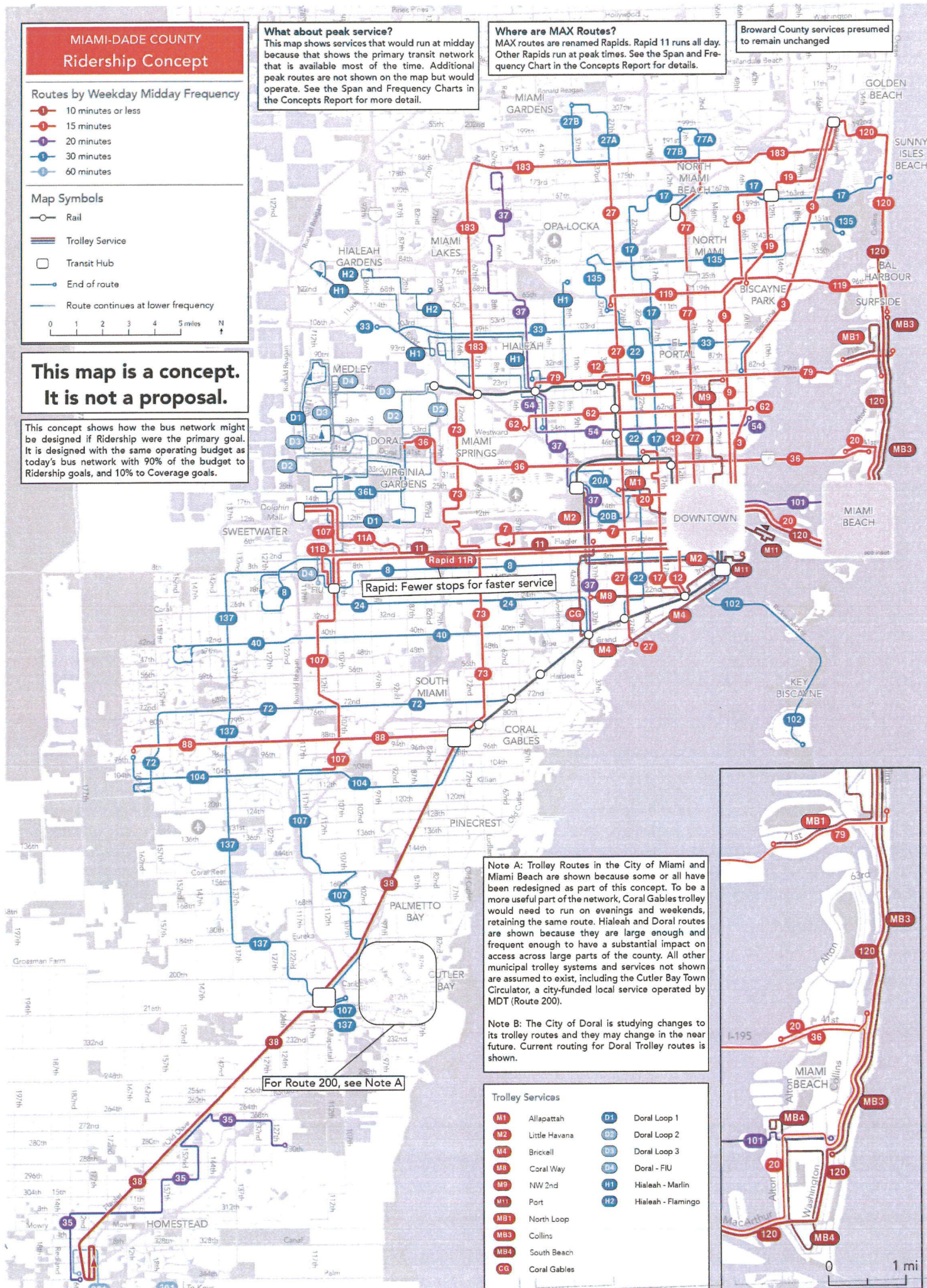
## What about peak service?

This map shows services that would run at midday because that shows the primary transit network that is available most of the time. Additional peak routes are not shown on the map but would operate. See the Span and Frequency Charts in the Concepts Report for more detail.

## Where are MAX Routes?

MAX routes are renamed Rapids. Rapid 11 runs all day. Other Rapids run at peak times. See the Span and Frequency Chart in the Concepts Report for details.

Broward County services presumed to remain unchanged



Rapid: Fewer stops for faster service

Note A: Trolley Routes in the City of Miami and Miami Beach are shown because some or all have been redesigned as part of this concept. To be a more useful part of the network, Coral Gables trolley would need to run on evenings and weekends, retaining the same route. Hialeah and Doral routes are shown because they are large enough and frequent enough to have a substantial impact on access across large parts of the county. All other municipal trolley systems and services not shown are assumed to exist, including the Cutler Bay Town Circulator, a city-funded local service operated by MDT (Route 200).

Note B: The City of Doral is studying changes to its trolley routes and they may change in the near future. Current routing for Doral Trolley routes is shown.

For Route 200, see Note A

## Trolley Services

- |                  |                       |
|------------------|-----------------------|
| M1 Allapattah    | D1 Doral Loop 1       |
| M2 Little Havana | D2 Doral Loop 2       |
| M4 Brickell      | D3 Doral Loop 3       |
| M8 Coral Way     | D4 Doral - FIU        |
| M9 NW 2nd        | H1 Hialeah - Marlin   |
| M11 Port         | H2 Hialeah - Flamingo |
| MB1 North Loop   |                       |
| MB3 Collins      |                       |
| MB4 South Beach  |                       |
| CG Coral Gables  |                       |

