

ATTACHMENT 1

HART Bus Rapid Transit (BRT) Project Florida/Fletcher Corridor

Project Limits

Florida Avenue from Marion Transit Center (downtown Tampa), north to Fletcher Avenue, east to University Area Transit Center (UATC), continuing east on Fletcher Avenue to circulate through Telecom Park (west of I-75)

Destinations Served

Three HART transfer centers: Marion Transit Center (MTC), University Area Transit Center (UATC) and Yukon Park, downtown Tampa, Floriland Mall, University of South Florida, University Community Hospital, John Knox Village, Telecom Park

Project Description

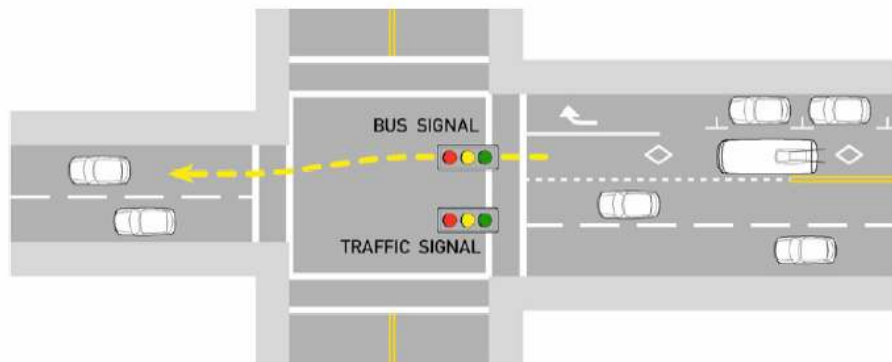
Comprehensive implementation of improvements along the Florida Ave. and Fletcher Ave. corridor to increase the speed of transit, improve service reliability and make it easier for people to use transit.

Buses would continue to operate in mixed traffic; there would be no separate lane for the buses (with the exception of queue jumper lanes at select intersections).

The following are the type of improvements that would be implemented:

Improvements to increase the speed of transit and improve service reliability

- Transit signal priority – applications that extend the green time and/or shorten the red time at traffic signals when buses are running behind schedule
- Queue jumper lanes – application allowing buses to use bus only lanes or right-turn only lanes to “skip” queued traffic and travel through congested intersections quickly. Queue jump operations combine queue bypass lanes and transit signal priority. Buses in the bypass lane are given a few seconds of early green on a separate bus only signal head so that the bus can progress through the intersection and merge back into the through lanes on the far side of the intersection ahead of other vehicles.
- Off vehicle ticket vending machines – enable passengers to purchase tickets/passes in advance, reducing delays on buses
- Limited stop service – consolidating bus stops at fewer locations



Queue-jump signal allows bus to cross intersection prior to mixed traffic when bus-only lane ends

ATTACHMENT 1

Improvements to Enhance the Passenger Experience

- Superstops at bus transfer locations: enhanced bus stops at locations where bus routes connect. They include an elongated bus bay to accommodate several buses, larger passenger shelter, benches, ticket vending machines, static bus information, real time bus arrival information, and enhanced lighting
- Low floor buses that make it easier for all passengers to board
- Sidewalks and accessibility improvements



Map 1 and Table 1 identify potential locations for the improvements. The specific alignment of the corridors and the type and location of improvements will be determined in a corridor planning study. This study is underway and is being undertaken in close consultation with affected jurisdictions (County, City and FDOT) as well as other stakeholders.

Project Schedule (fiscal year: October 1 – September 30)

Task Activity	2007	2008	2009	2010	2011
Planning	■				
Engineering/Design		■			
Construction			■		
Premium Service Operational				■	