



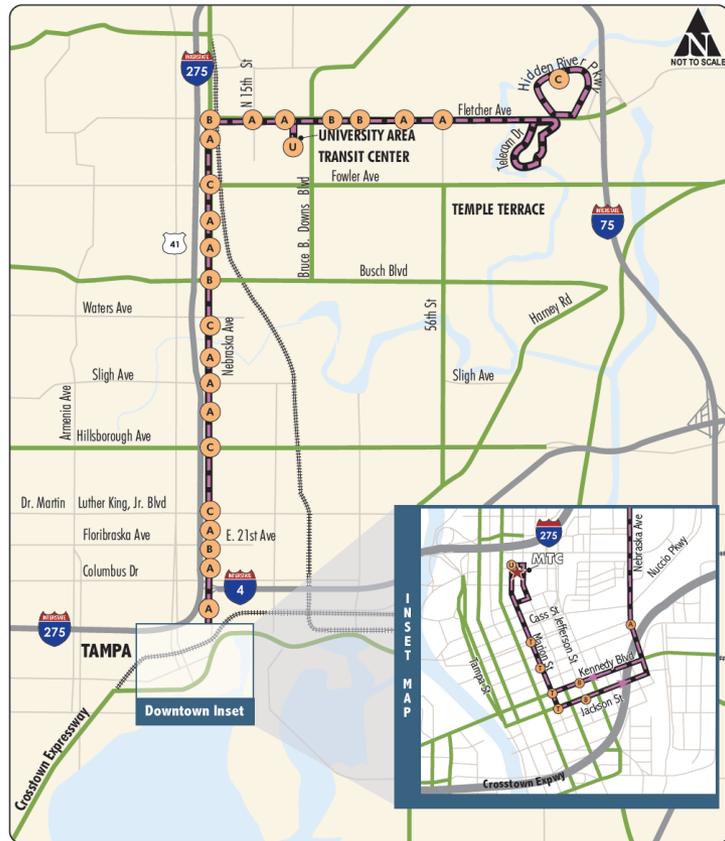
HART

Nebraska Avenue BRT Line

One Bay Livable Communities Working Group

November 2, 2012

Project Overview



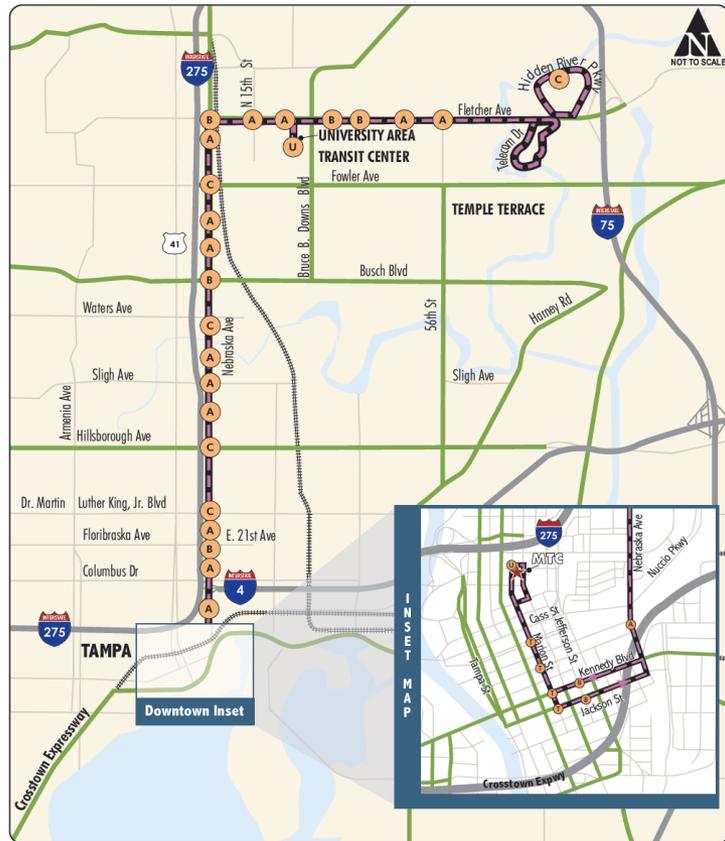
LEGEND: BRT Station Concept

- BRT
- Medium
- Existing Marion Street Transit Parkway Stops
- Small
- Large
- Existing Transit Center

STATION LOCATION MAP

- BRT service from Marion Transit Center to a Park & Ride near I-75 and Hidden River / Telecom Park (via USF)
- Route 2 ‘overlay’
- Limited stops, higher frequency, modern station stops and use of advanced technology
- Improve ridership and attract “choice-riders” with “auto-competitive” travel times

Project Overview



LEGEND: BRT Station Concept
■ BRT ● Medium ● Existing Marion Street Transit Parkway Stops
● Small ● Large ● Existing Transit Center

STATION LOCATION MAP

3-2

- Length: 17.5 miles
- Stations: 26 each way
(Not including Marion Street Transitway, Telecom / Hidden River or Park & Ride)
(15) pair A –type small, (5) pair B-type medium, and (6) pair C-type large – locations and type from APC data. (Rt. 2 = 74 stops)
- Jurisdictions: 4
 - FDOT
 - Hillsborough County
 - City of Tampa
 - City of Temple Terrace

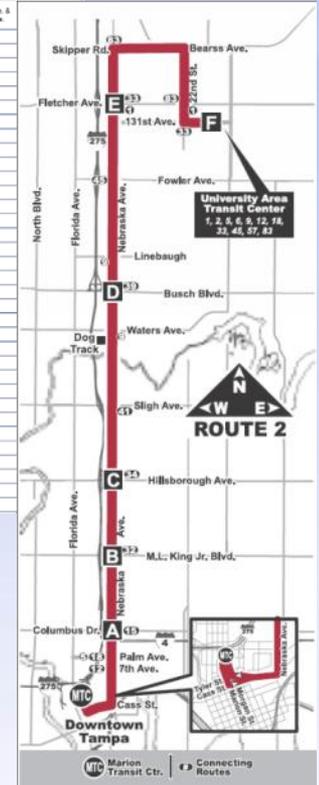
Project Overview

■ BRT Service Plan

- 14.5 hour service
 - 5:30 am to 8:00 pm
- 15 minute headways all-day
 - UATC – Hidden River 30 min.
- Weekday service
- Local Service
 - Route 2 – 30 minute headways
 - Service: 20.5 hrs - 4:30 am to 12:45 am

HART ROUTE 2 - WEEKDAY - NORTHBOUND
Marion Transit Center to University Area Transit Center

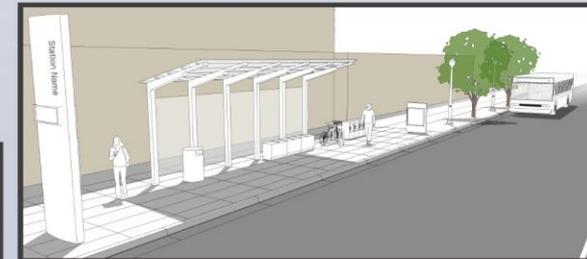
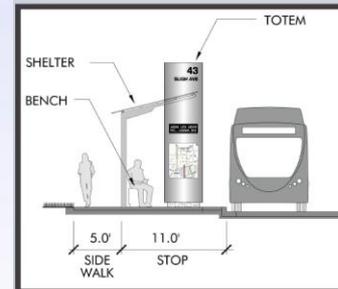
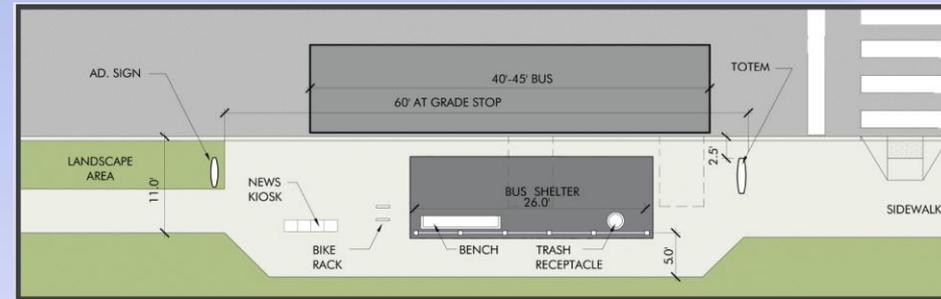
| | Marion Transit Center | Nebraska Ave. & Columbus Dr. | Nebraska Ave. & M.L. King Jr. Blvd. | Nebraska Ave. & Hillsborough Ave. | Nebraska Ave. & Busch Blvd. | Nebraska Ave. & Fletcher Ave. |
|------------|-----------------------|------------------------------|-------------------------------------|-----------------------------------|-----------------------------|-------------------------------|
| | A | B | C | D | E | F |
| LEAVE | | | | | | |
| A.M. 4:45 | 4:58 | 4:54 | 4:59 | 5:09 | 5:19 | |
| A.M. 5:00 | 5:05 | 5:09 | 5:14 | 5:24 | 5:34 | |
| A.M. 5:15 | 5:29 | 5:24 | 5:29 | 5:39 | 5:49 | |
| A.M. 5:30 | 5:35 | 5:39 | 5:44 | 5:54 | 6:04 | |
| A.M. 5:45 | 5:59 | 5:54 | 5:59 | 6:09 | 6:19 | |
| A.M. 6:00 | 6:06 | 6:10 | 6:15 | 6:25 | 6:35 | |
| A.M. 6:15 | 6:21 | 6:25 | 6:30 | 6:41 | 6:51 | |
| A.M. 6:30 | 6:36 | 6:40 | 6:45 | 6:56 | 7:06 | |
| A.M. 6:45 | 6:51 | 6:55 | 7:00 | 7:11 | 7:21 | |
| A.M. 7:00 | 7:06 | 7:10 | 7:15 | 7:26 | 7:36 | |
| A.M. 7:15 | 7:21 | 7:25 | 7:30 | 7:41 | 7:51 | |
| A.M. 7:30 | 7:36 | 7:40 | 7:45 | 7:56 | 8:06 | |
| A.M. 7:45 | 7:51 | 7:55 | 8:00 | 8:11 | 8:21 | |
| A.M. 8:00 | 8:06 | 8:10 | 8:15 | 8:26 | 8:36 | |
| A.M. 8:15 | 8:21 | 8:25 | 8:30 | 8:41 | 8:51 | |
| A.M. 8:30 | 8:36 | 8:40 | 8:45 | 8:56 | 9:06 | |
| A.M. 8:45 | 8:51 | 8:55 | 9:00 | 9:11 | 9:21 | |
| A.M. 9:00 | 9:04 | 9:07 | 9:11 | 9:22 | 9:32 | |
| A.M. 9:20 | 9:24 | 9:27 | 9:31 | 9:42 | 9:52 | |
| A.M. 9:40 | 9:44 | 9:47 | 9:51 | 10:02 | 10:12 | |
| A.M. 10:00 | 10:04 | 10:07 | 10:11 | 10:22 | 10:32 | |
| A.M. 10:20 | 10:24 | 10:27 | 10:31 | 10:42 | 10:52 | |
| A.M. 10:40 | 10:44 | 10:47 | 10:51 | 11:02 | 11:12 | |
| A.M. 11:00 | 11:04 | 11:07 | 11:11 | 11:22 | 11:32 | |
| A.M. 11:20 | 11:24 | 11:27 | 11:31 | 11:42 | 11:52 | |
| A.M. 11:40 | 11:44 | 11:47 | 11:51 | -- | -- | |
| P.M. -- | -- | -- | -- | -- | -- | |
| P.M. 12:00 | 12:04 | 12:07 | 12:11 | 12:22 | 12:32 | |
| P.M. 12:20 | 12:24 | 12:27 | 12:31 | 12:42 | 12:52 | |
| P.M. 12:40 | 12:44 | 12:47 | 12:51 | 1:02 | 1:12 | |
| P.M. 1:30 | 1:36 | 1:39 | 1:43 | 1:52 | 2:02 | |



15-20% (Est.) Time Savings with TSP and limited stops!

Station Prototypes

- Three Station Prototypes
 - Ridership
 - Amenities
- Basic Features
 - Benches
 - Shelter w/ lighting
 - Totem with fiber optics ~~w/ Real Time Travel Information~~
 - Bicycle Racks
 - Trash Receptacles
 - Large Stations
 - News Kiosks
 - Ticket Vending Machines



Changing Technology & BRT

- Real-time data systems may dramatically lower BRT infrastructure costs
- Place data into patron hands via cell/smart phone/tablet vs. ATIS signs
 - Open source
 - Lower maintenance
 - Advertising Partnership

PSTA REAL TIME BUS INFORMATION

FIND BY STOP #: 1535 Find

OR

1. SELECT ROUTE 2. SELECT DIRECTION 3. SELECT STOP

11 - ROUTE 11 Northbound 28TH ST N + 13TH AVE N Map

SHOW ALL BUSES FOR THIS STOP TEXT "PSTA 1535" TO 41411 FOR ARRIVAL TIMES

28TH ST N + 13TH AVE N (Northbound) 10:32 AM 82°F

| ROUTE / DESTINATION | ESTIMATED ARRIVAL / BUS # |
|------------------------------|---------------------------|
| 11 To 34TH ST/PSTA | 15 MINUTES 2807 |
| | |
| | |
| | |
| | |

powered by Clever Devices

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BRT Branding / Identity

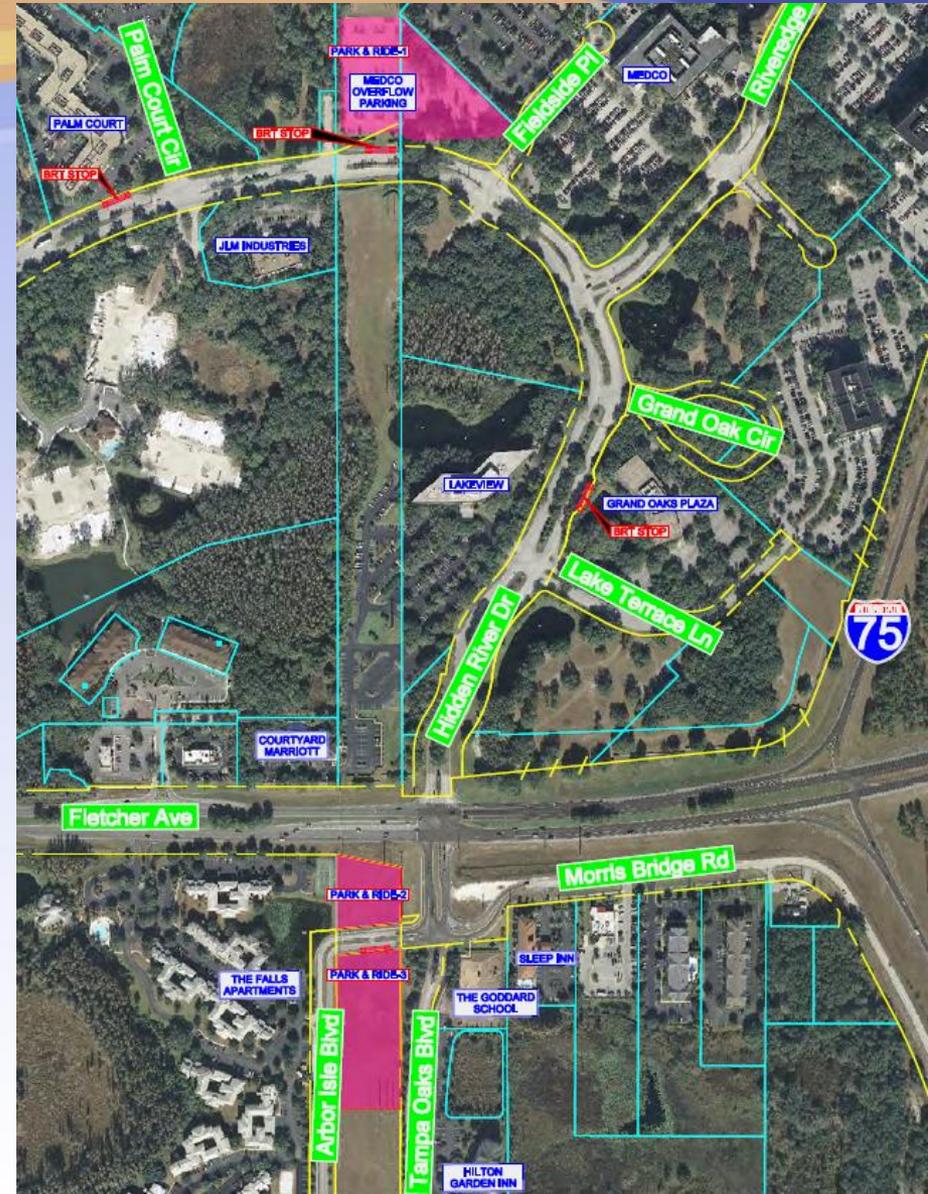
- Stations and Vehicles will be unique to the corridor
- System will be identified as MetroRapid
- Fares will be same as existing HART routes

MetroRapid



Hidden River Corporate Park

- Park & Ride in Area near I-75 with BRT Station
 - Separately Funded
 - Private Partnerships
- Additional Stops
 - Utilize Existing Bus Bays
 - Will be traditional shelter / bench



Estimate of Costs

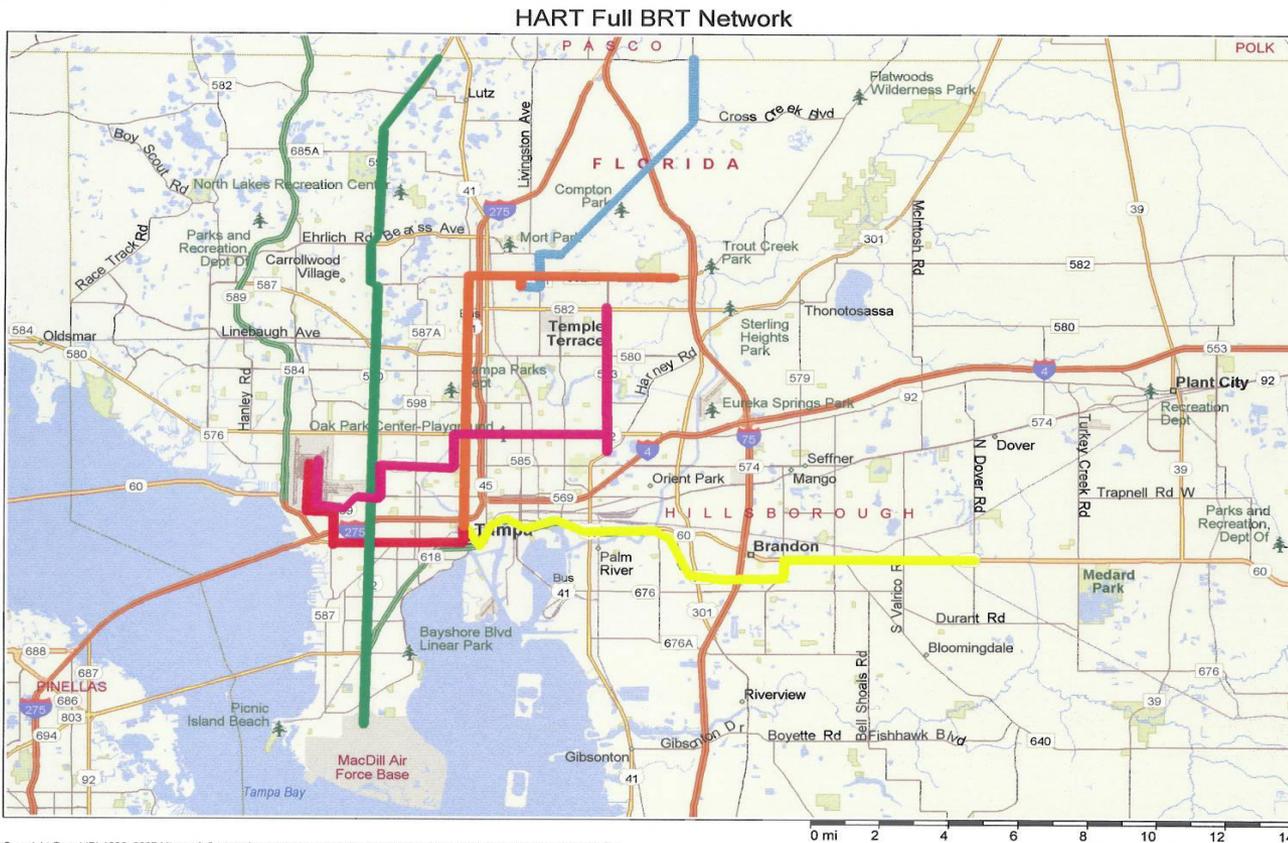
- Design and Construction
 - Fully Funded through Hillsborough County Transportation Task Force – **No FTA or FDOT** funds except for bus purchases

| | | | | |
|---|---|-------------------|-----------------|--------------------------|
| <u>Construction</u> | | | | <u>Total Cost</u> |
| | <u>Transit Signal Priority (TSP)</u> | | \$ | 2,976,500 |
| | <u>Station Civil Construction</u> | | \$ | 18,304,989 |
| | <u>Pedestrian Crosswalks</u> | | \$ | 238,500 |
| | Construction Subtotal | | \$ | 21,519,989 |
| <u>Right-of-Way</u> | | | | |
| | <u>Station Right-of-Way</u> | | \$ | 4,241,500 |
| | Right-of-Way Subtotal | | \$ | 4,241,500 |
| | <u>Project Subtotal</u> | | \$ | 25,761,489 |
| <hr/> | | | | |
| <u>Engineering & Design Services</u> | | | | |
| | PD&E Services | LS | \$ | 671,000 |
| | Traffic & TSP Analysis | LS | \$ | 624,000 |
| | Final Design Services (Est.) | LS | \$ | 2,500,000 |
| | Construction Engineering & Inspection (Est.) | LS | \$ | 800,000 |
| | Engineering & Design Services Subtotal | | \$ | 4,595,000 |
| | <u>Project Total (TTF Funding)</u> | | \$ | 30,356,489 |
| <hr/> | | | | |
| <u>Capital Equipment</u> | | | | |
| | | <u>Unit Price</u> | <u>Quantity</u> | |
| | Bus Vehicles (40 ft Gillig) | \$ 450,000 | 17 | \$ 7,650,000 |
| | <u>Capital Equipment Total (Federally Funding)</u> | | | \$ 7,650,000 |

Next Steps / Schedule

- Traffic Analysis Completed – December 2009
- PD&E Complete – January 2010
- Design Initiated – January 2010 (Final Design and Real Estate Acquisition Documents at Procurement)
- Start Construction – Fall 2012
- Begin Operations – March 2013

Future HART BRT



- EW Temple Terrace to TIA
- Brandon to DT Tampa
- New Tampa to UATC
- Kennedy Blvd. to TIA
- Dale Mabry Hwy to MacDill AFB

- Additional information-

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