

Rapid Bus in Special Lanes

Hybrid Rail Pilot Project

Rapid Bus in Special Lanes

Where could this work?

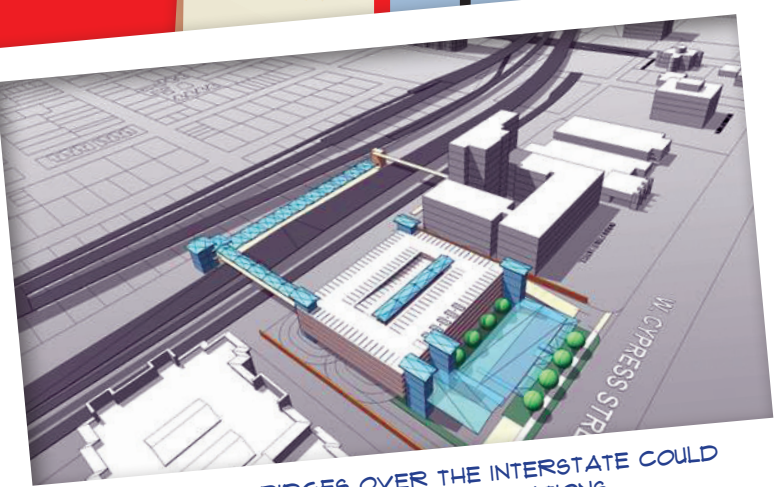
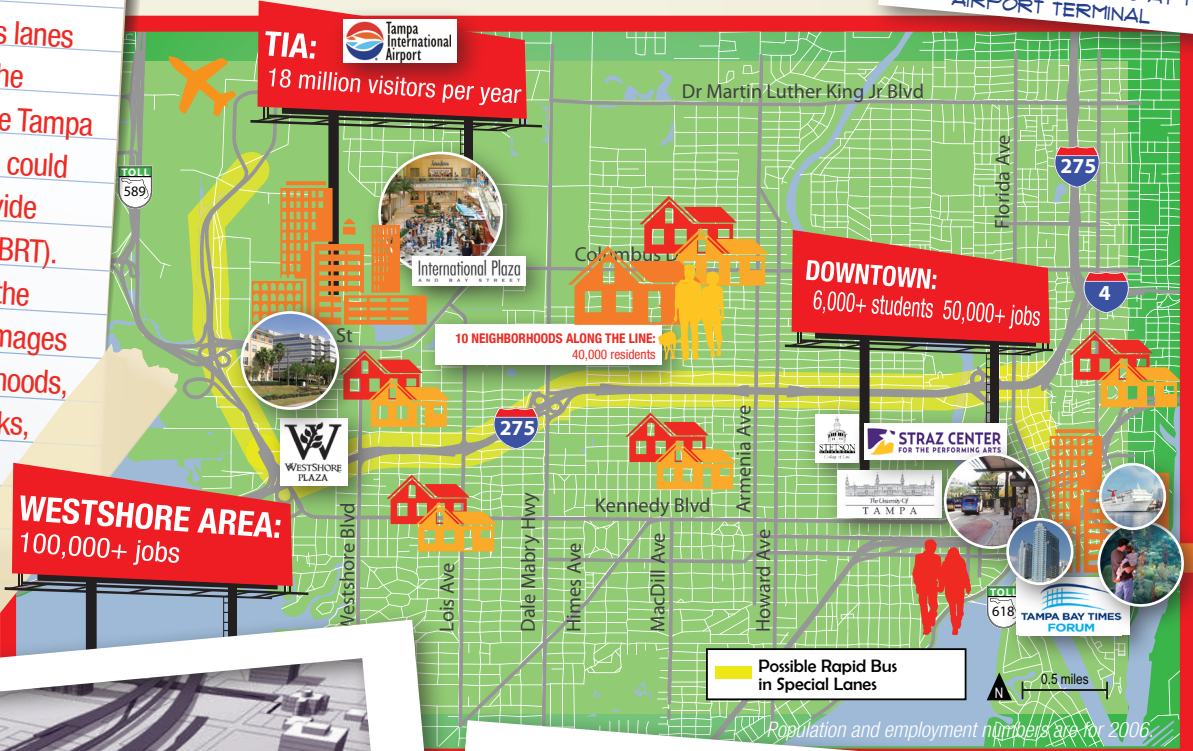
What is it?

The Florida Department of Transportation (FDOT) is considering new express lanes that would be tolled on the interstates throughout the Tampa Bay region. If built, buses could use the lanes also to provide bus rapid transit service (BRT). Stations could be built in the median as shown in the images below to access neighborhoods, business districts, sidewalks, and local circulator buses.

Bus Rapid Transit in tolled express lanes could connect Downtown Tampa to Westshore and Tampa International Airport, with five stations along the eight-mile line.



BUSES COULD PICK UP AND DROP OFF PASSENGERS AT THE AIRPORT TERMINAL



PEDESTRIAN BRIDGES OVER THE INTERSTATE COULD BE USED TO GET TO THE STATIONS



STATIONS COULD BE BUILT IN THE MEDIAN, LIKE THIS ONE OUTSIDE MINNEAPOLIS, MAKING THE SERVICE FASTER BECAUSE BUSES DON'T HAVE TO LEAVE THE INTERSTATE

BRT with permanent, prominent stations can attract development that supports transit and has led to increased land values near stations faster than surrounding areas. For example, in Cleveland \$4-5 billion in hospital and university projects developed around the stations along the Healthline BRT.¹

¹ US Government Accountability Office, *Bus Rapid Transit Projects Improve Transit Service and Can Contribute to Economic Development*, July 2012.

Rapid Bus in Special Lanes (cont'd)

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How much could it cost?

The one-time cost to get the service up and running is expected to be **\$60-64 million**, or around **\$8 million per mile**, including purchasing the vehicles, building stations and installing safety features. Partnering with FDOT to use the proposed travel lanes could lower costs for local governments. The cost to run the service and maintain the stations and buses is estimated to be **\$2-3 million per year**, depending on whether buses come every 7½ or 15 minutes during rush hours.

Here are some options to consider...

Option	Stations	Time between buses	Travel time (end to end)	Cost to build (one time cost)	Cost to operate (per year)
More Frequent Buses	5	Rush hour: 7.5 minutes Midday: 15 minutes	22 minutes	\$64 million	\$3 million
Less Frequent Buses	5	Rush hour: 15 minutes Midday: 30 minutes	22 minutes	\$60 million	\$2 million

Note: All costs are in 2012 dollars

Where else could this work?

Using special lanes for rapid bus service could also work:

- USF to Wesley Chapel using Special Lanes on Bruce B. Downs Boulevard
- Downtown to South Tampa using the Selmon Expressway
- Downtown to Brandon using the upper level of the Selmon Expressway



USING EXPRESS LANES PROPOSED BY FDOT COULD RESULT IN LOWER COSTS AND A 22-MINUTE TRIP BETWEEN DOWNTOWN AND THE AIRPORT



BUSES COULD USE SPECIAL LANES CONSIDERED FOR BRUCE B DOWNS BOULEVARD