Hillsborough MPO
Bus Rapid Transit
March 8, 2017

Kimley»Horn

Expect More. Experience Better.

What is BRT?

Rapid. High-quality. Brand-distinguished. Bus Service.

Rail Level of Service (Frequency, Capacity, Quality, Reliability)

U.S. Federal Transit Administration – BRT

Corridor-Based

Separated right-of-way

Fixed Guideway

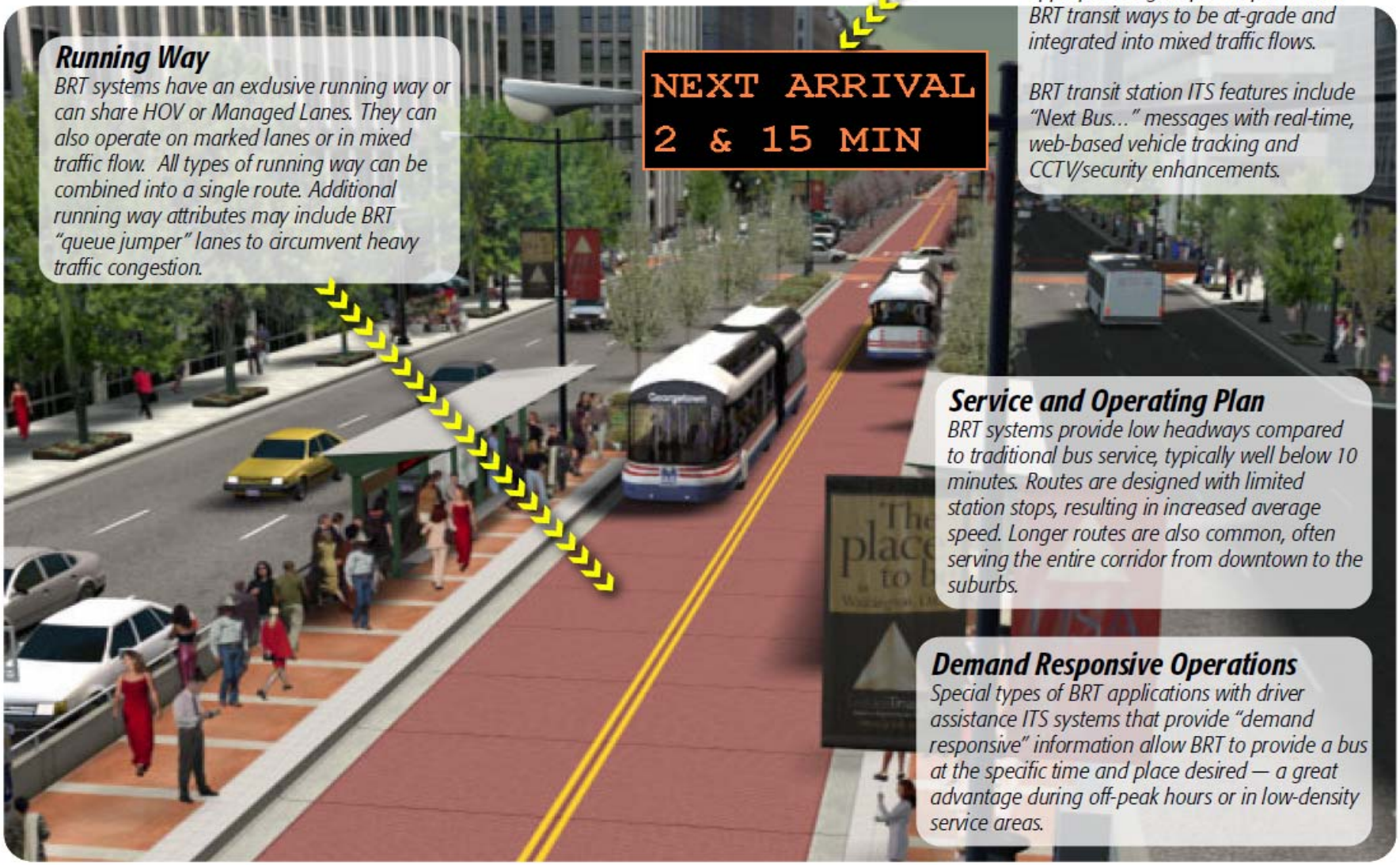
ROW dedicated for transit

- Substantial investment in specific corridor or right-of-way
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bi-directional services for substantial part of weekday and/or weekend

System Performance

Improvements made possible with BRT applications include:

System Characteristics



ITS

Buses always get the green light! ITS technology guides the integration of BRT operations into the street network. Traffic signal priority controls and appropriate signal pre-emption allow BRT transit ways to be at-grade and integrated into mixed traffic flows.

BRT transit station ITS features include "Next Bus..." messages with real-time, web-based vehicle tracking and CCTV/security enhancements.

Running Way

BRT systems have an exclusive running way or can share HOV or Managed Lanes. They can also operate on marked lanes or in mixed traffic flow. All types of running way can be combined into a single route. Additional running way attributes may include BRT "queue jumper" lanes to circumvent heavy traffic congestion.

Service and Operating Plan

BRT systems provide low headways compared to traditional bus service, typically well below 10 minutes. Routes are designed with limited station stops, resulting in increased average speed. Longer routes are also common, often serving the entire corridor from downtown to the suburbs.

Demand Responsive Operations

Special types of BRT applications with driver assistance ITS systems that provide "demand responsive" information allow BRT to provide a bus at the specific time and place desired — a great advantage during off-peak hours or in low-density service areas.

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Montgomery County, MD

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Median Running BRT


MOBILITY OPTIONS
2040 Miami-Dade Transportation Plan
EYES ON THE FUTURE
NORTH CORRIDOR
NORTHEAST CORRIDOR
EAST-WEST CORRIDOR
BEACH CORRIDOR
KENDALL CORRIDOR
SOUTH DADE TRANSITWAY
I - 75
PALMETTO EXPWY
NW 27 AVE
I - 95
BISCAYNE BLVD
JULIA TUTTLE CSWY
DOLPHIN EXPRESSWAY
W FLAGLER ST
US - 1

Miami South Busway

Dedicated Curbside Bus Lanes

Orlando I-Drive

Transit Signal Priority

Bus Queue Jump

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FDOT Queue Jump Pilot

BRT Branding and Station Amenities

Cleveland Health Line BRT

Richmond Pulse BRT

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Infrastructure and Technology


Glendale Beeline
2
11
Metro
92
794
DAMAGES
JAN 7 · WEDS 10 FX

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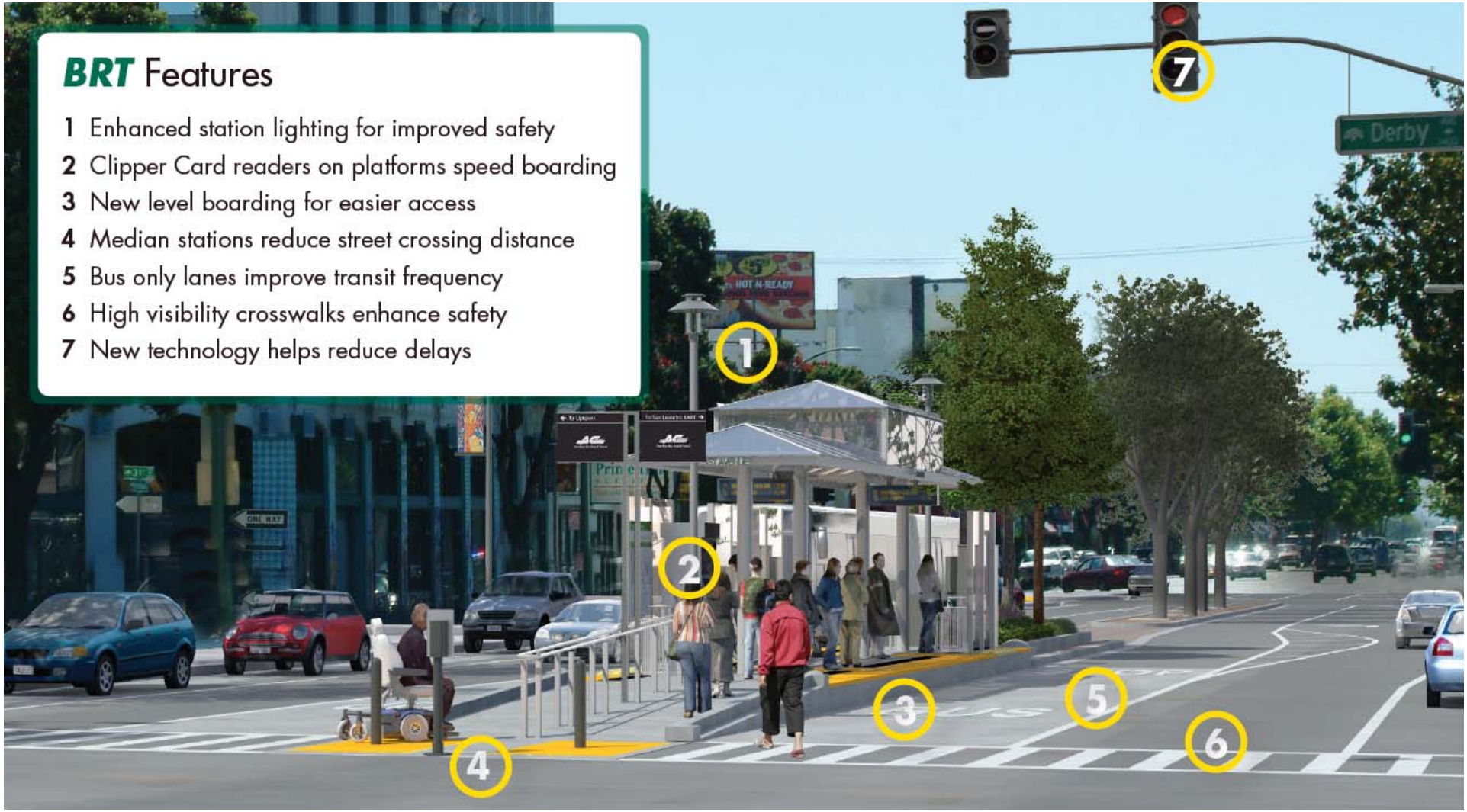
Transit Priority

New York MTA Webster Ave BRT

AC Transit San Leandro BRT



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