Central Avenue Bus Rapid Transit

May 2017

Pinellas Suncoast Transit Authority (PSTA)
St. Petersburg, Florida
Central Ave BRT Overview

• Identified as a future premium transit route in 2003
• Included in the MPO’s Long Range Transportation Plan
• Currently in the Federal Project Development process
  – 50% federal funds
  – 25% state, 25% local
• Broadly supported
FTA Guidance – January 2017

- To get project funding in FY 2019 Federal Budget:
  - ✔ Entry into project development – Spring 2016
  - ✔ Alternatives Analysis by late 2016
  - ✔ Decide Preferred Alternative – January 2017
  - ✔ Draft Environmental Report to FTA – April 2017
  - □ Public Outreach – April/May 2017
  - □ Small Starts Package to FTA – August 31, 2017
BAT Lanes

WHAT IS A BAT LANE?
A Business Access and Transit, or BAT, lane is dedicated to BRT but vehicles can use the lane when making turns.

Where will the BAT lanes be located?
The recommended alternative has BAT lanes on 1ST AVENUE NORTH, 1ST AVENUE SOUTH and PASADENA AVENUE.
Design Considerations

- **1st Aves**
  - **Left side running**, transition to right side on 1st Ave S between 20th St and 16th St
  - **BAT (Business Access and Transit) Lanes**
Design Considerations

• Pasadena Ave
  – Right Side Running
  – BAT Lanes

• Gulf Blvd
  – Right side running
  – Mixed traffic
Other Design Considerations

- Station designs accommodate a 60’ articulated vehicle
- Stations accommodated within existing right-of-way

- **Minimize impact to parking** (move bicycle lanes)
  - Accommodate bike lanes along 1st Aves North and South from 20th St to 3rd St
  - Cyclists can use buffered bike lanes on 20th St to move from bike lanes on 1st Aves North and South to sharrow on Central
  - Add bike lanes to Central Ave west of 31st St

- **Minimize impact to traffic** (maintain level of service)
  - Minor adjustments to signal cycles
Station Example

- Branded Signs
- Vertical panels for art or advertising
- Cover over seating area
- Bicycle racks
- Ticket vending machine
- Wheelchair access
- Platform level with the bus for easier boarding
- Trash receptacle
- Seating

Other Examples

- Orlando, FL
- Las Vegas, NV
- Vancouver, Canada
Vehicle Example

- Dedicated lane for buses
- Articulated (more maneuverable)
- 60' bus (Local buses are typically 40')
- Low floors for easier boarding
- Unique branding
- Multiple wide doors for faster boarding

Other Examples

- Los Angeles, CA
- Las Vegas, NV
- Tampa, FL
**Gulf Boulevard**

- No widening
- Mixed traffic
- Curb side stations at Don Cesar, Tradewinds/Sirata Area, 75th & Gulf area
Pasadena Avenue

- No widening
- Mixed traffic or BAT Lane
- Stations near hospital and Sunset Dr.

Gulfport Blvd. S.
1st Avenue N – 16th Street to 66th Street

- Existing roadway width ~ 49'
- Widening around station
- Increase parking lane width to 8'
- Relocate bike lane to Central Ave.
- Restripe left lane to BAT lane
- Same as South
Existing roadway width ~ 49’
Widening around station
Relocate bike lane to Central Ave.
Restripe left lane as BAT lane
1\textsuperscript{st} Avenue N – 3\textsuperscript{rd} Street to 16\textsuperscript{th} Street

- Existing roadway width ~ 59’
- No widening
- Maintain parking & bike lane
- Minor lane narrowing to 11’ by station
1st Avenue S – 16th Street to 4th Street

- Existing roadway width ~ 48'
- No widening
- Modify median between roadway and Pinellas Trail for BRT station
- Restripe right lane as BAT lane
Downtown Loop
Mixed traffic
No widening
Curb side stations

4th St S – 1st Ave S to 6th Ave S

Beacon 430
6th Ave S

- Mixed traffic
- Narrow 6th slightly for station
- Station capacity for 2 buses
3th St. S – 1st Ave N.

- Mixed traffic
- No widening
- Curb side stations
Coordination with Downtown Circulator Alternatives

Existing Looper

Draft Alternative 7A

Draft Alternative 8
Thank you!