



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


**PINELLAS SUNCOAST
TRANSIT AUTHORITY**

Central Avenue Bus Rapid Transit Small Starts Project

Bus Rapid Transit (BRT) in St. Petersburg's Central Avenue corridor from downtown St. Petersburg to the Gulf beaches is an ideal BRT project for Pinellas County reflecting local priorities and local commitment to fixed guideway. This demographically diverse corridor represents the highest ridership corridor in the Tampa Bay Region.

The **goals of the Central Avenue BRT** project are to develop and implement successful BRT service that:

- Supports local revitalization and economic development plans;
- Supports tourism with a fast, convenient transportation alternative between two of Pinellas' major tourist centers;
- Attracts new ridership;
- Supports the unique character of the area; and
- Provides service in a cost-effective manner.

The Central Ave BRT will complement local service provided by the existing, and highly successful Central Avenue Trolley by providing **expedited, limited stop travel** from downtown St. Petersburg to the beaches, seven days a week on 1st Ave N (westbound) and 1st Ave S (eastbound).

The proposed BRT will serve only major stops in the corridor, cutting the current transit travel time from St. Pete to the beaches by more than a third.

Proposed Schedule

Spring 2016 – Enter Project Development

- Select alternatives for environmental review
- Begin agency coordination and public engagement

Summer 2016 – Refine Project

- Begin environmental impact analysis
- Develop design concepts
- Define project elements
- Continue agency coordination and public engagement

Spring 2017 – Conduct Impact Analysis (NEPA)

- Draft DCE Documentation to FTA

Summer 2017 – Finalize Project Development


- Complete Small Starts Evaluation and Justification Package
- Refine Financial Plan
- Request FTA Grant for inclusion in FY19 Budget

Summer 2019 – Anticipated Receipt of Construction Grant Agreement

Fall 2020 – Begin Revenue Service

Proposed Capital Funding

25% State/Non Starts \$5M	25% Local (PSTA/Leisureland) \$5M
50% Federal (Non Starts) \$10M	



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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



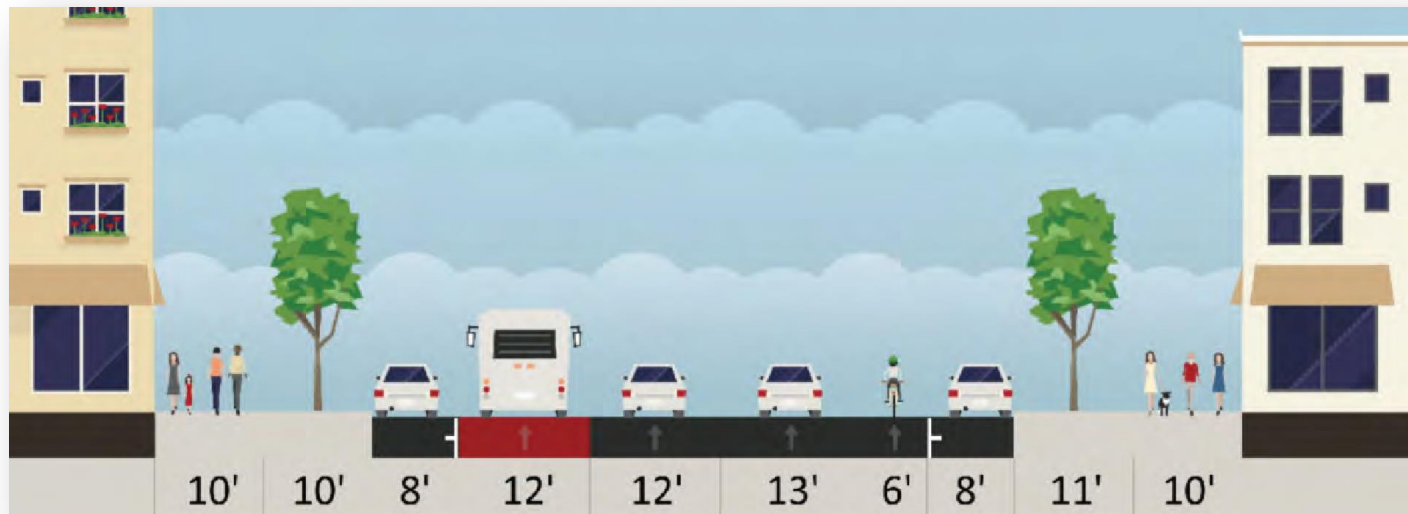
EUGENE, OR

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**



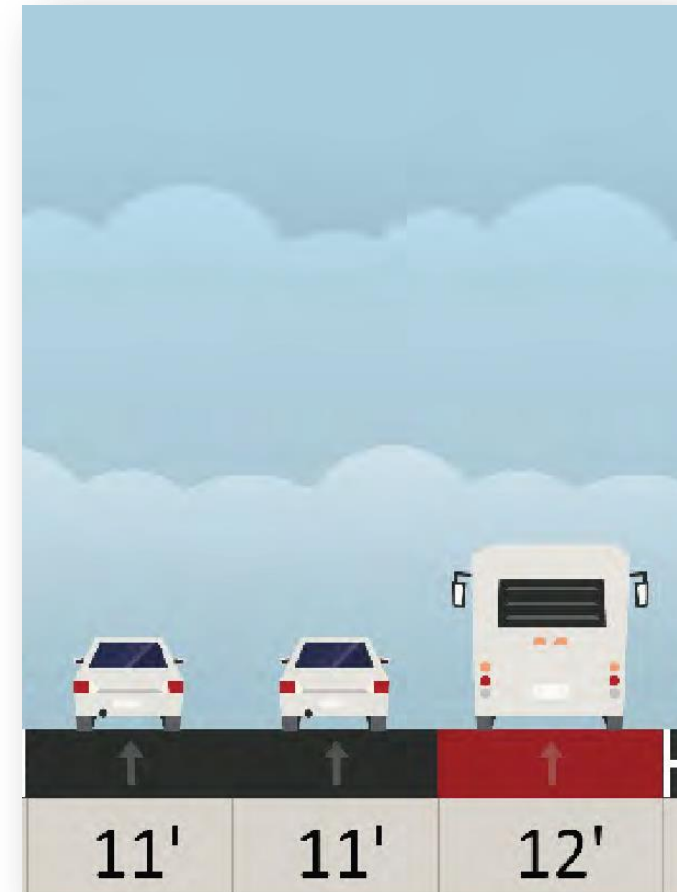
Parking/ BAT Lane/ Travel Lanes

Bike Lane/Parking

Design Considerations

- **Pasadena Ave**
 - Right Side Running
 - BAT Lanes

- **Gulf Blvd**
 - Right side running
 - Mixed traffic



Travel Lanes

BAT Lanes

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 sharrows 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

Trash receptacle

Wheelchair access

Platform level with the bus for easier boarding

Seating

Other Examples



ORLANDO, FL



LAS VEGAS, NV



VANCOUVER, CANADA

Vehicle Example



Dedicated lane for buses

Articulated
(more maneuverable)



Unique branding

60' bus
(Local buses are typically 40')

Low floors for easier boarding
Multiple wide doors for faster boarding

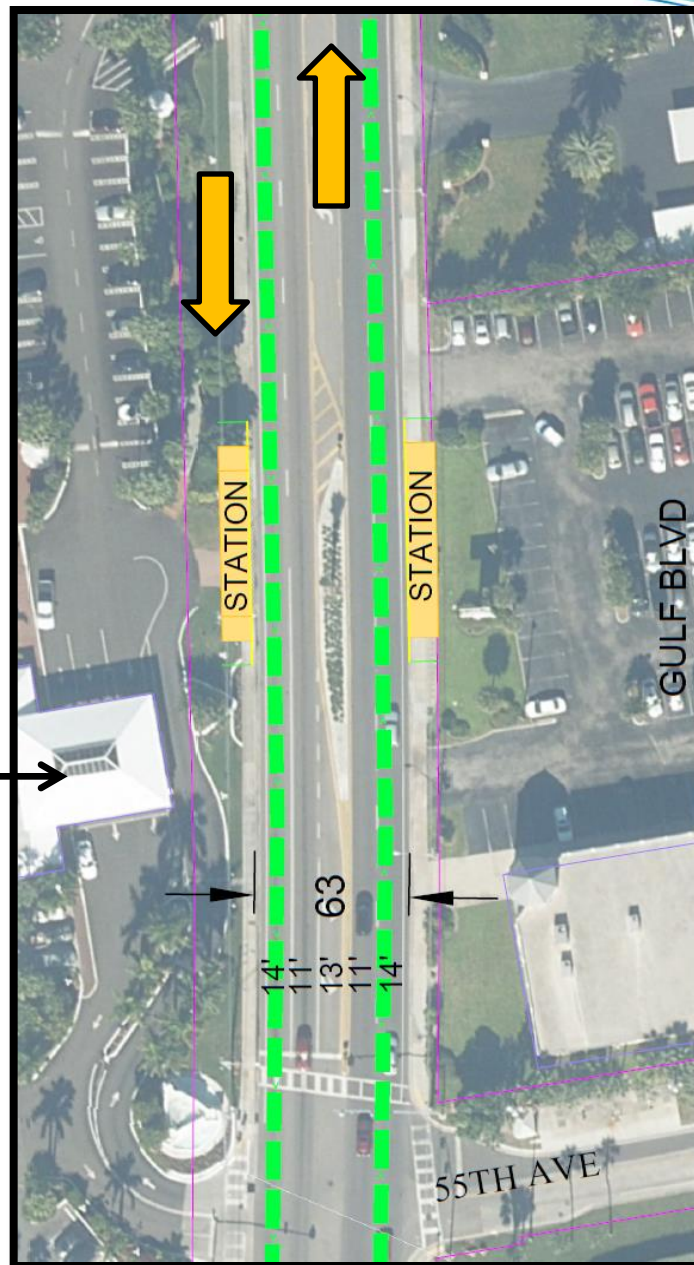
Other Examples



Gulf Boulevard



Tradewinds

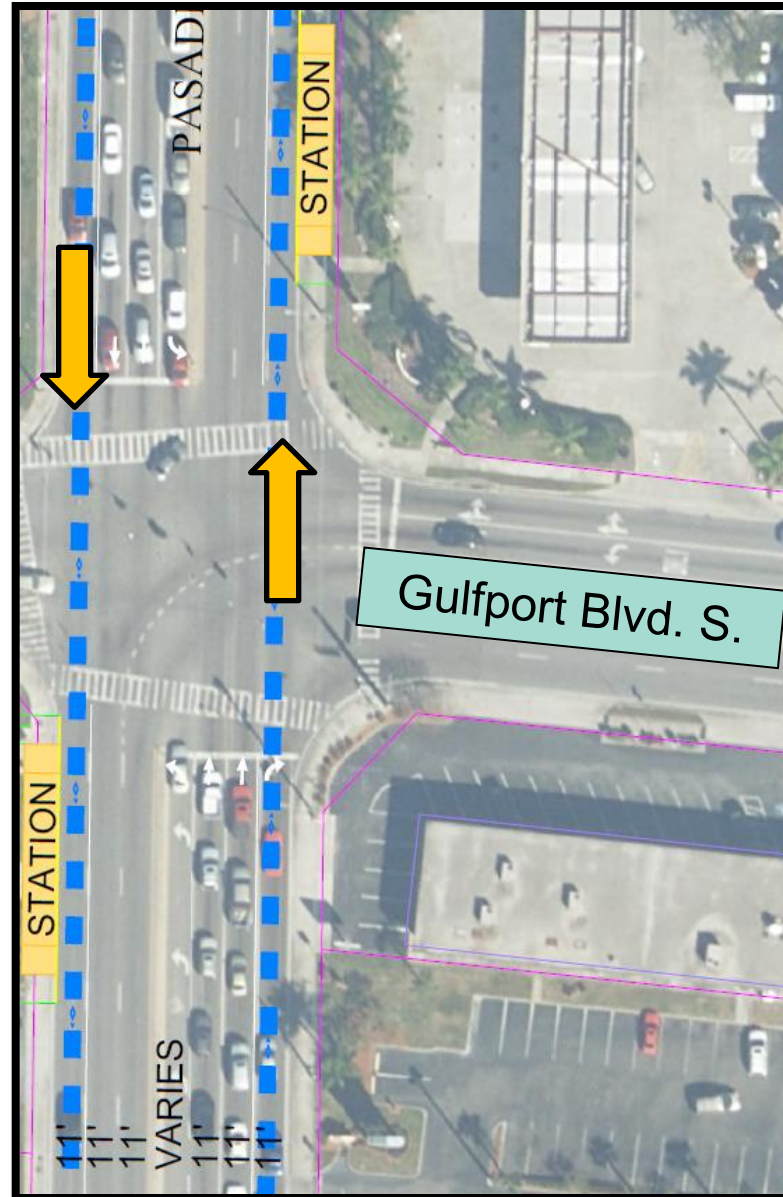


- No widening
- Mixed traffic
- Curb side stations at Don Cesar, Tradewinds/ Sirata Area, 75th & Gulf area

Pasadena Avenue



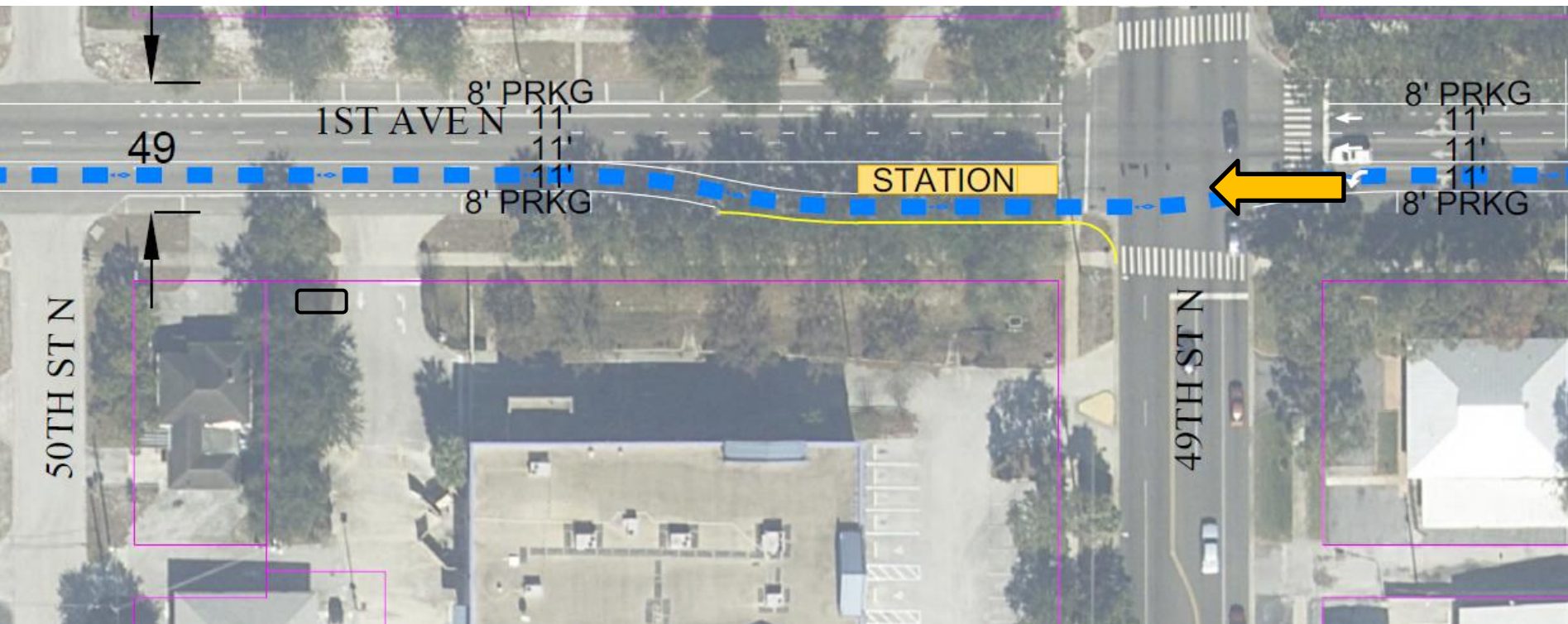
- No widening
- Mixed traffic or BAT Lane
- Stations near hospital and Sunset Dr.

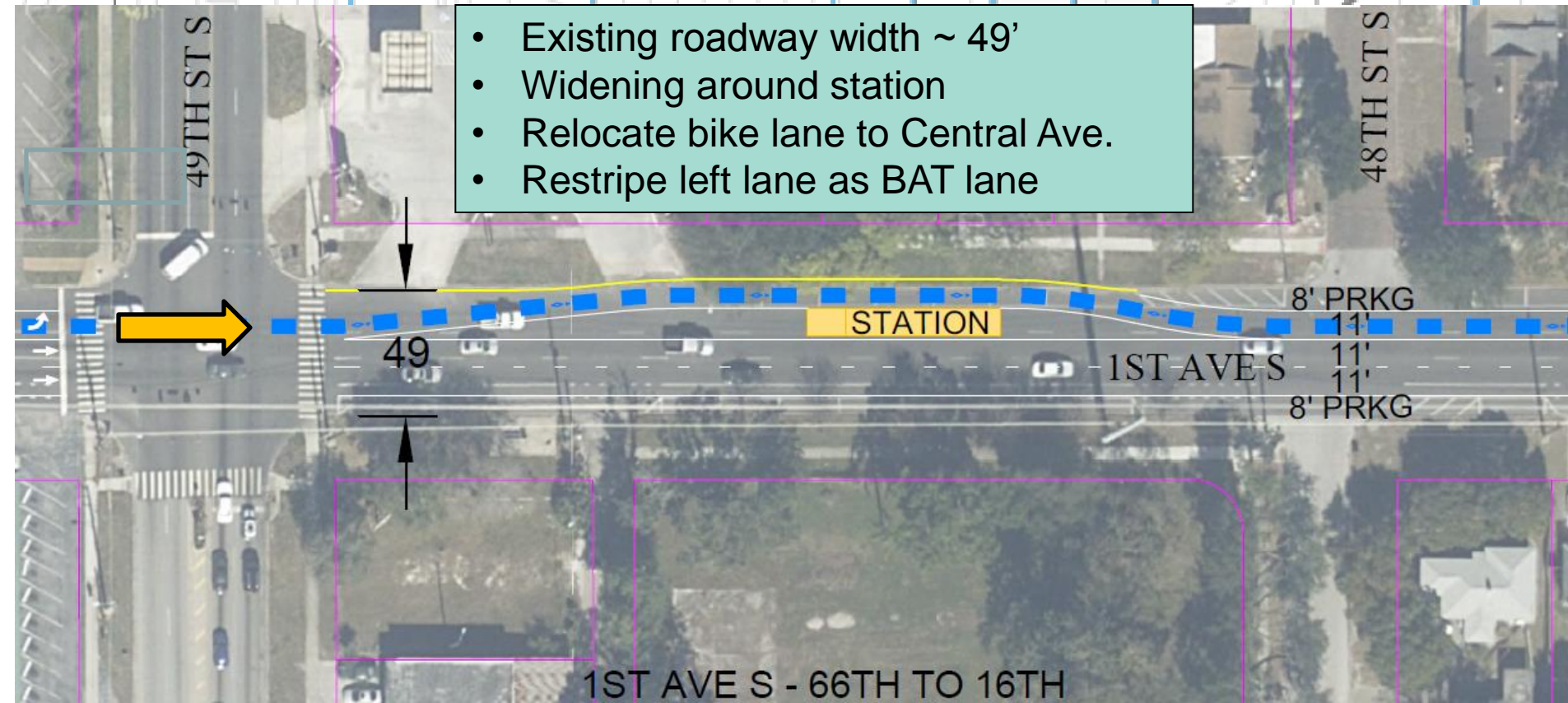


1st Avenue N – 16th Street to 66th Street



- 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

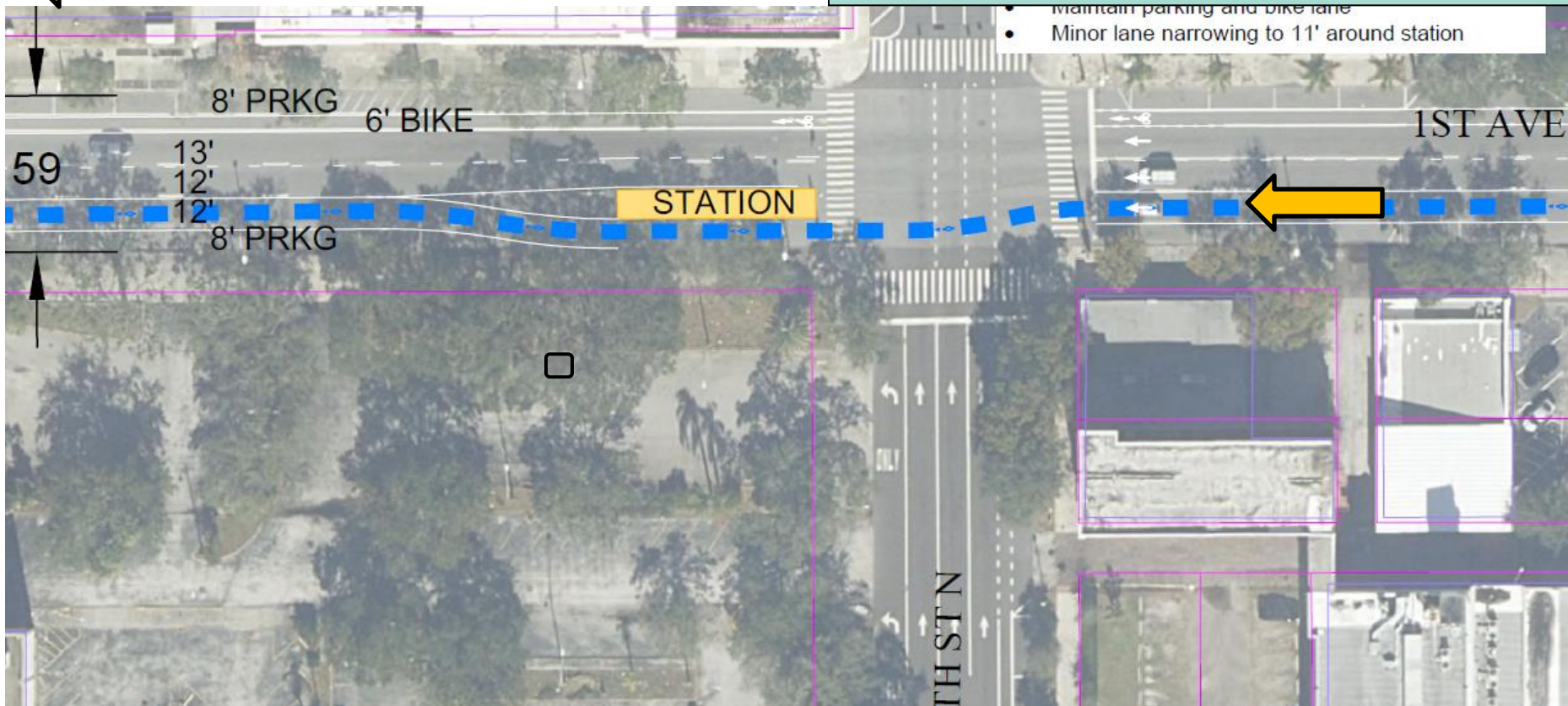




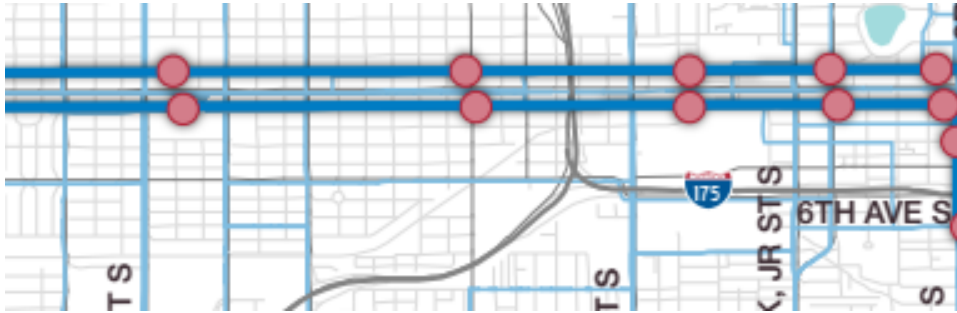
1st Avenue N – 3rd Street to 16th Street



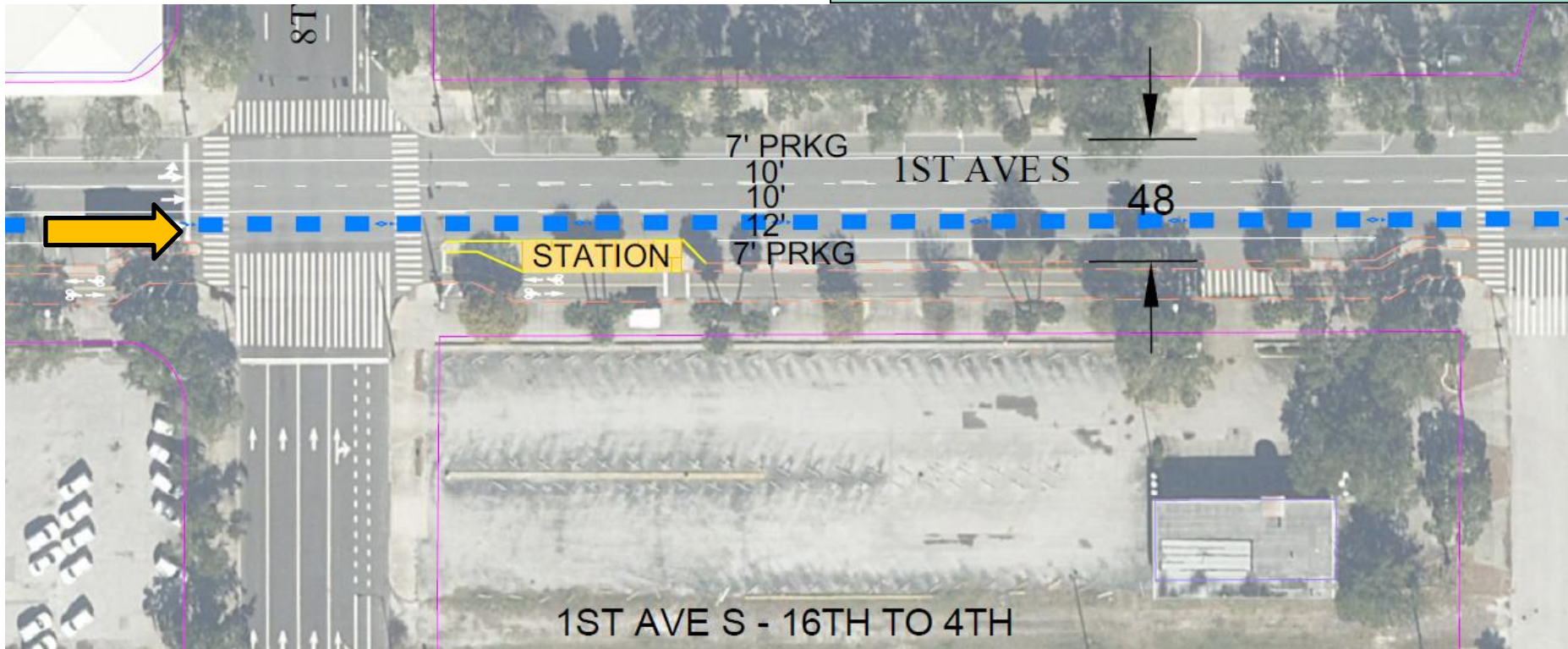
- Existing roadway width ~ 59'
- No widening
- Maintain parking & bike lane
- Minor lane narrowing to 11' by station



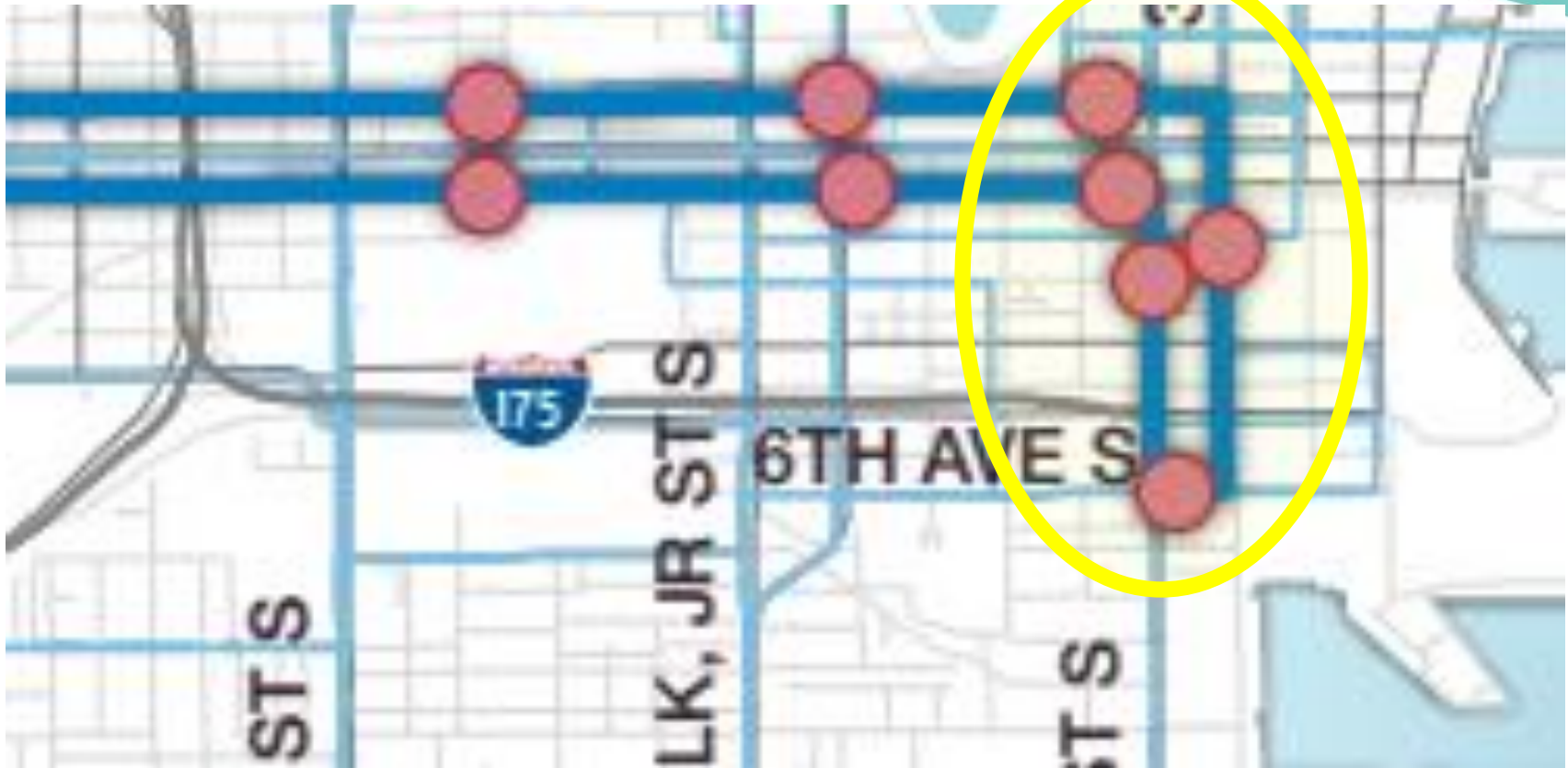
1st Avenue S – 16th Street to 4th Street



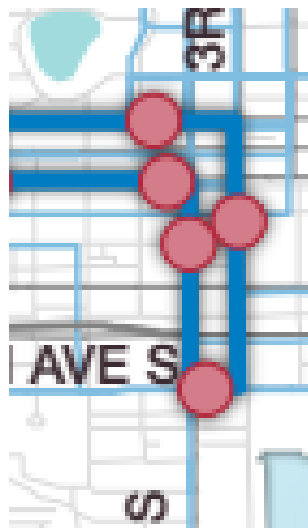
- Existing roadway width ~ 48'
- No widening
- Modify median between roadway and Pinellas Trail for BRT station
- Restripe right lane as BAT lane



Downtown Loop



4th St S – 1st Ave S to 6th Ave S

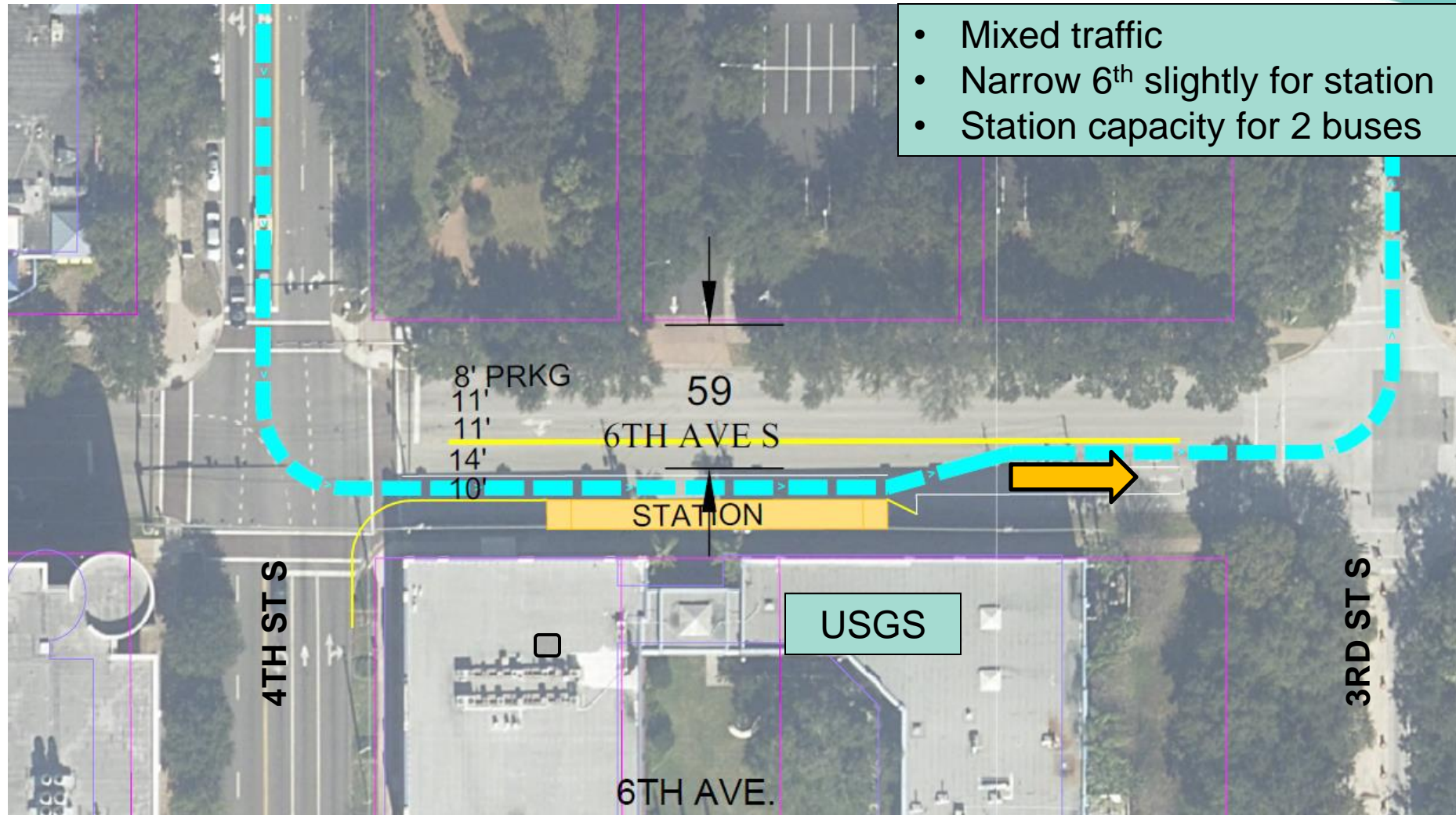


- Mixed traffic
- No widening
- Curb side stations

Beacon 430

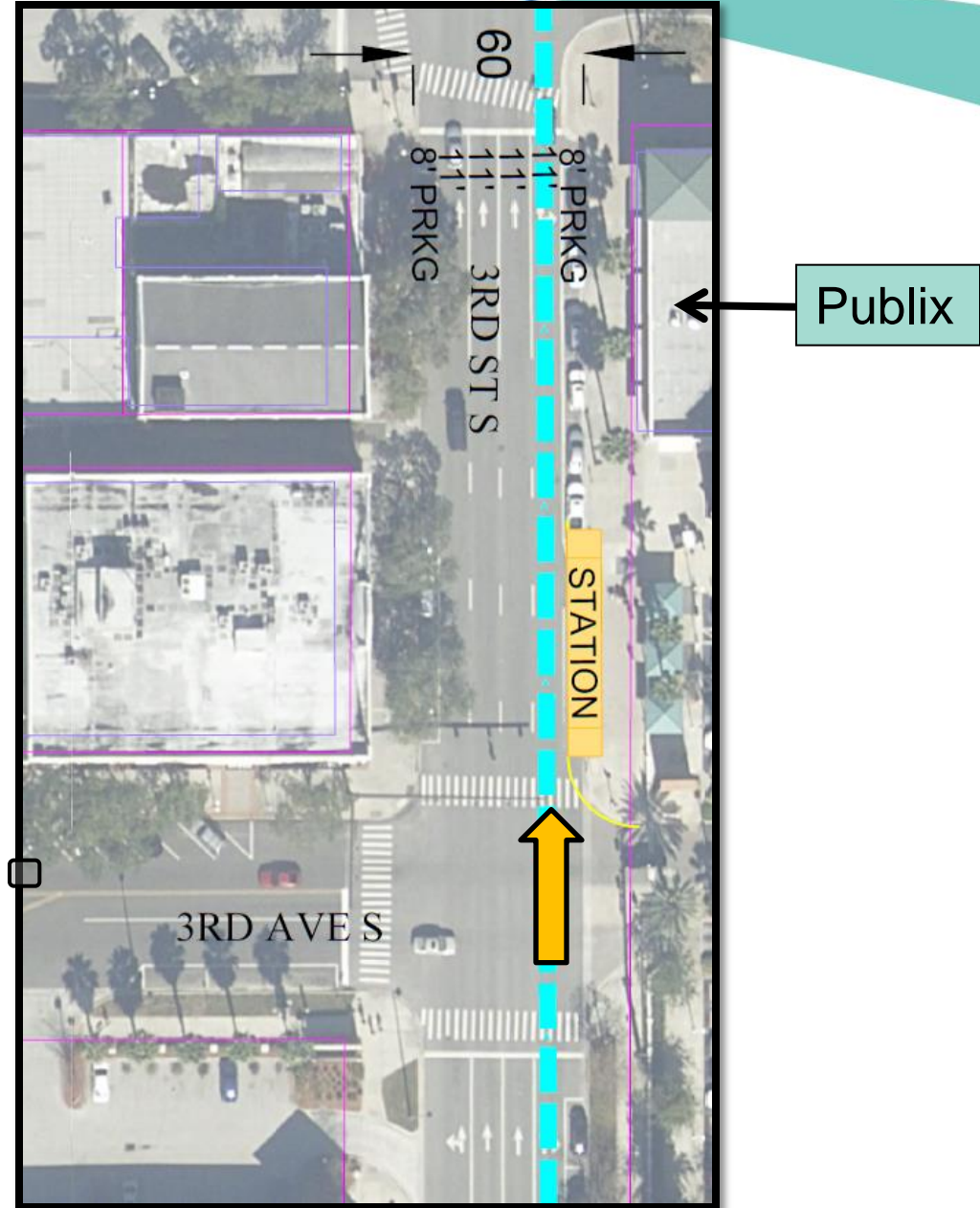


6th Ave S



3th St. S – 1st Ave N.

- Mixed traffic
- No widening
- Curb side stations

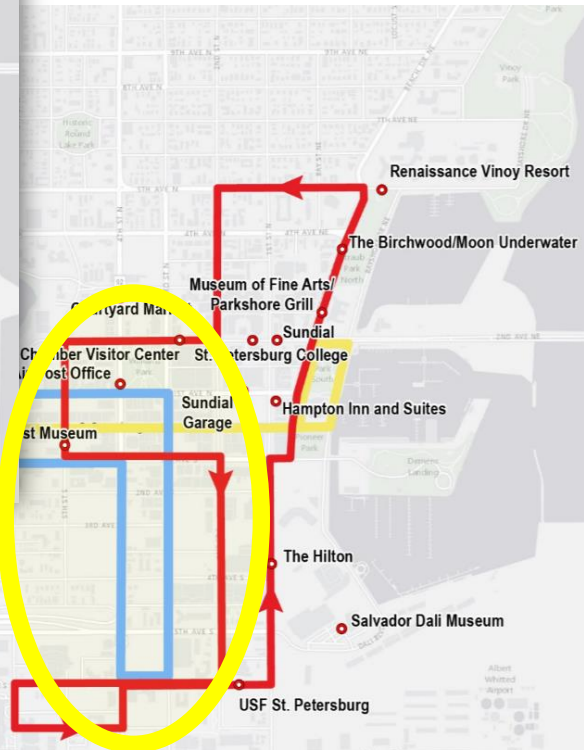


Coordination with Downtown Circulator Alternatives

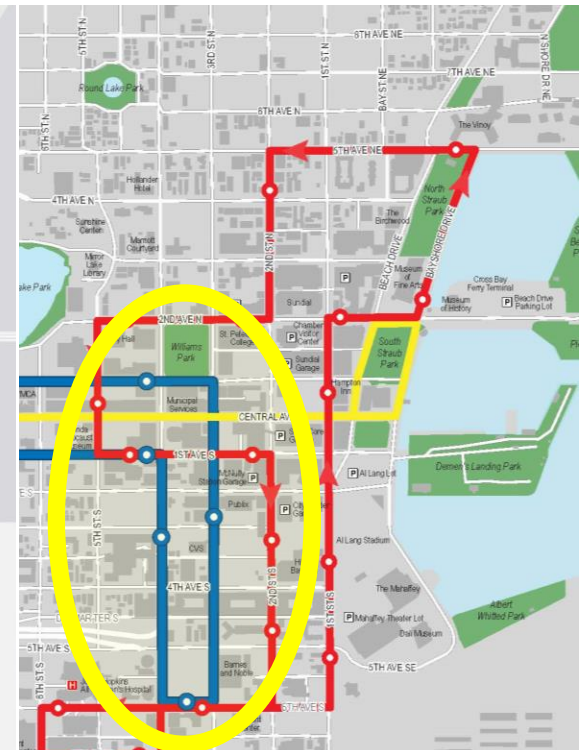
Existing Looper



Draft Alternative 7A



Draft Alternative 8



Legend

- Existing Downtown Looper Stops
- Alternative 7A
- Proposed BRT
- Central Avenue Trolley

Thank you!