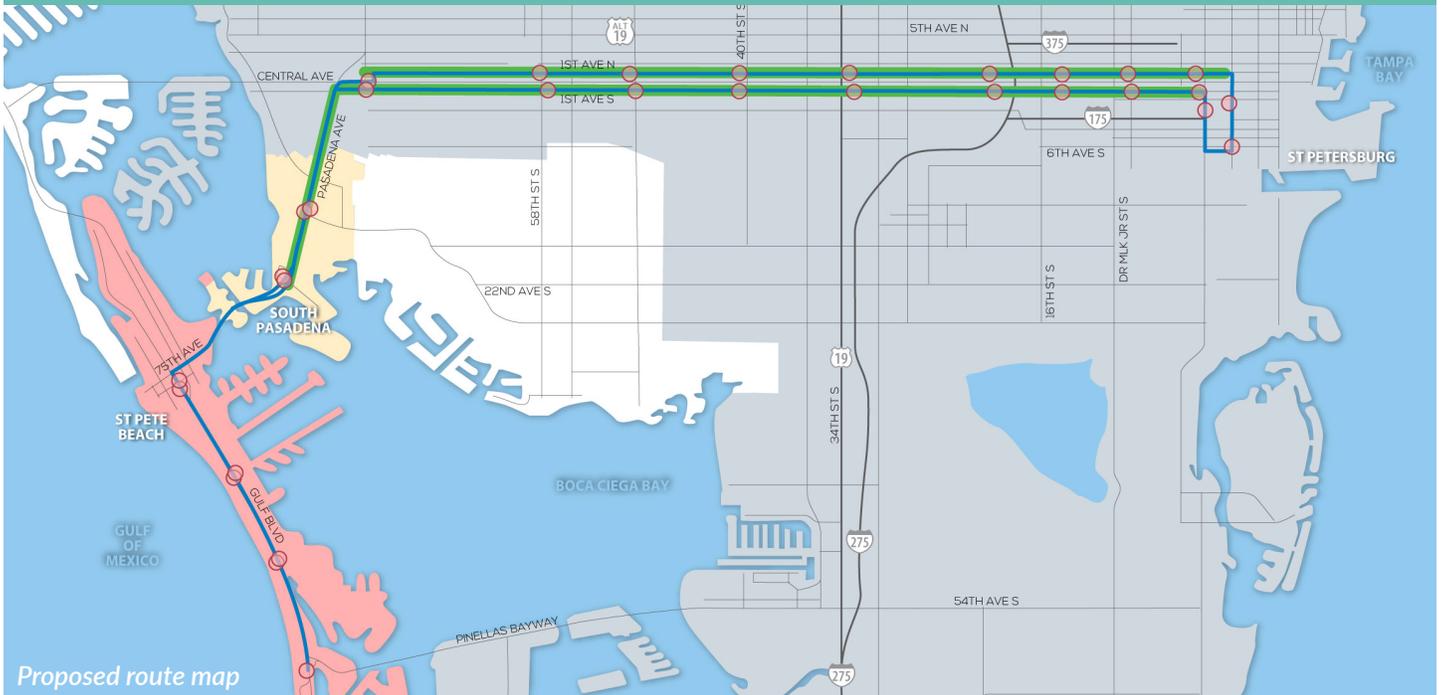




BUS RAPID TRANSIT (BRT)



The City of St. Petersburg and Pinellas Suncoast Transit Authority (PSTA) are in the design stages of introducing Bus Rapid Transit (BRT) service in the Central Avenue corridor. This project will be the first premium transit service in Tampa Bay.

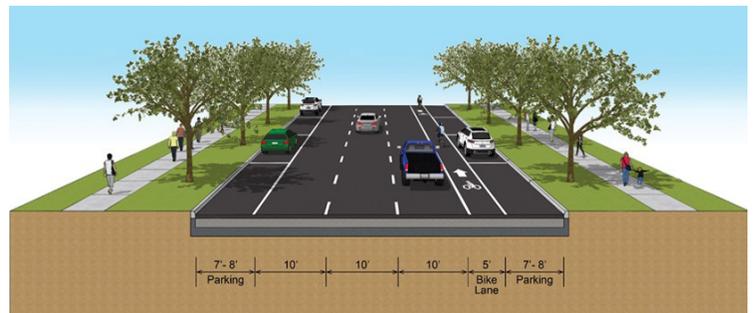
The Central Ave BRT will complement existing Central Avenue Trolley service with high quality, expedited, limited-stop travel from downtown St. Petersburg to St. Pete Beach, seven days a week on 1st Avenue N (westbound) and 1st Ave S (eastbound).

Goals of the Central Avenue BRT project include:

- Support local revitalization and economic development plans
- Attract new ridership (BRT is anticipated to be used by 4,500 passengers each day)
- Support residents and tourists with a fast, convenient transportation option between two of Pinellas' major destinations
- Connect residents to employment opportunities

What does BRT mean for Central Avenue and 1st Avenues?

To add BRT service, the lane configuration of 1st Avenue N and 1st Avenue S must be changed to widen the left-most lane for Business Access and Transit (BAT), to be used by BRT and turning vehicles at intersections and into homes and businesses. Previous traffic studies completed by PSTA along 1st Avenues, demonstrate that the BAT lanes will not cause an increase in congestion. The City is collecting comments from the community regarding two options for bicycling and parking along the avenues between 20th Street and 31st Street until Friday, March 15, before presenting the City's preferred option to PSTA.



Existing: 1st Avenue
1st Avenue N - 20th Street to 66th Street
1st Avenue S - Pasadena Ave to 16th Street



BUS RAPID TRANSIT (BRT)

Grand Central Area

Alternative 1

Removing one aisle of parking, widening parking on left side of street, retaining and widening bike lane

Considerations for both 1st Avenues:

- Parking aisle on left side retained and spaces widened for more comfortable parking
- Bike lane retained and widened to continue bike lane from Downtown to 31st Street

Considerations for Central:

- No change to parking
- Bicyclists will use existing shared lanes

Alternative 2

Retaining parking on both sides and widening parking aisles, except at Station Area near 22nd Street, add shared lane markings for bicyclists who chose to remain on 1st Avenue after the bike lane ends

Considerations for 1st Avenue South:

- Left-most lane widened to 12' and dedicated to BRT and turning vehicles to access businesses and homes
- Bike lanes can be retained on 1st Avenue South in Downtown, including protected bikeway that's east of MLK Street. Intersecting roads, such as 31st Street and 20th Street with bike lanes will help form a connected network for bicyclists. To continue this bicycle route network, bicyclists should be expected on 1st Avenue South and shared lane markings are appropriate.

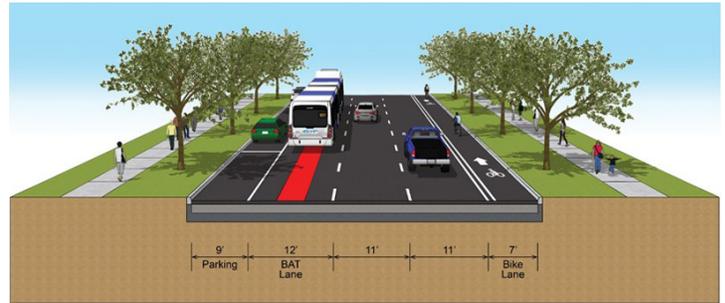
Considerations for 1st Avenue North:

- Bike lanes can be retained on 1st Avenue North from Downtown so bicyclists should be expected on 1st Avenue North, even if there is no bike lane west of 20th Street, so shared lane markings are appropriate
- Dedicated left-most lane widened to 12' and dedicated to BRT vehicles and turning vehicles to access businesses and homes

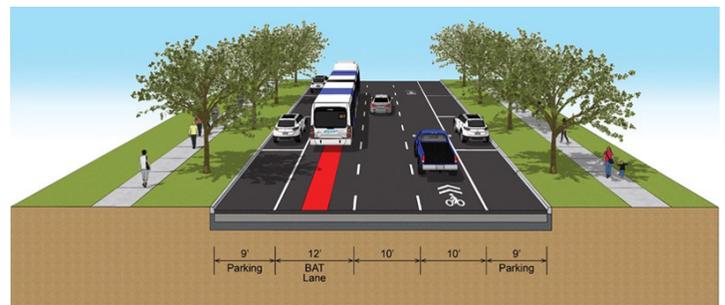
Considerations for Central:

- Bike lanes cannot be added to Central Avenue east of 31st Street due to the angled parking; bicyclists will use existing shared lane markings

For more information and to provide feedback, visit stpete.org/transportation.



*Proposed - Alt 1: Parking on Left and Buffered Bike Lane on the Right
1st Avenue N and S
20th Street - 31st Street*



*Proposed - Alt 2: Parking on Both Sides and no Bike Lane
1st Avenue N and S
20th Street - 31st Street*

