



# SunRunner Bus Rapid Transit (BRT) FREQUENTLY ASKED QUESTIONS

## Q: What is BRT?

**A:** Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services. BRT systems vary from around the country based on the amenities they offer, but typically include the following elements:

- Frequently running buses, so riders don't wait long for one to arrive
- Limited stops that help the line move more quickly from end-to-end, compared to standard bus service
- Off-board payment systems to significantly speed up the boarding process
- Unique branding

Other features may include:

- Customized, branded stations with amenities such as shelters, benches, trash receptacles, ticket vending machines, etc.
- All-door level boarding to allow bikes and persons with mobility aids to board and alight quickly and easily
- On board bike racks
- Dedicated or semi-dedicated bus lanes
- Transit Signal Priority at traffic lights to allow the bus to stay on schedule

## Q: What other cities have BRT?

**A:** BRT systems have been operating internationally for several decades, particularly in South America. In the United States, they are a newer development. Cities that have implemented BRT include:

Albany	Cleveland	Las Vegas	San Antonio
Albuquerque	Dallas	Los Angeles	San Bernardino
Alexandria	Denver	New Orleans	Santa Clara
Arlington	Detroit	New York City	Seattle
Aspen	Eugene	Oakland	Tacoma
Boston	Houston	Philadelphia	
Chicago	Kansas City	Pittsburgh	

## Q: Why do we need the SunRunner?

**A:** The SunRunner will make it possible to move more people on the existing road network. Each SunRunner vehicle can take as many as 50 cars off the road. That makes our transportation network more efficient and helps reduce traffic congestion, fossil fuel use and harmful emissions.

## Q: How will I pay my fare?

**A:** Riders can either tap their Flamingo Fares card or App at a reader as they board the buses. This allows for faster boarding, meaning the SunRunner buses spend less time at stations.

## Q: Why do stations have different amenities along the line?

**A:** Like stops for rail lines and regular bus routes, station amenities will vary depending upon several variables including, but not limited to:

- Available land or right-of-way
- Ridership at that location
- Cost

## Q: What is a BAT Lane?

**A:** BAT stands for Bus And Turn. It's a semi-dedicated lane that helps buses and other vehicles move more efficiently through traffic. These lanes, usually identified by red color, are expressly reserved for buses and turning vehicles to access homes, streets and businesses along the route.



# SunRunner Bus Rapid Transit (BRT) FREQUENTLY ASKED QUESTIONS

*continued*

## **Q. Will these semi-dedicated lanes cause more traffic congestion?**

**A:** Semi-dedicated lanes are one of the basic elements of BRT and a key component to maintaining the “rapid” in Bus Rapid Transit. Without these lanes, automobiles will continue to be hindered by the stop-and-go pattern of buses. Semi-dedicated bus lanes improve traffic flow for both buses and automobiles. As the population and demand for public transit grows, PSTA can increase bus frequency on the SunRunner without having any impact on automobile traffic. Other benefits of these BAT lanes:

- Drivers don’t get stuck behind the bus as it makes stops
- Turning at intersections and into driveways is easier, because BAT lanes provide better visibility and opportunity for turns
- Travel is faster for vehicles using the general-purpose lanes, as they are no longer delayed by turning vehicles
- Motorists allowed to use it as a turn lane only
  - Can be in the lane for no more than a city block
- Always available for emergency vehicles and evacuations

## **Q: Why are the stations along 1<sup>st</sup> Avenues North and South not on the right curbside like the regular bus stops?**

**A:** Bus stations along 1<sup>st</sup> Avenues North and South (west of 16<sup>th</sup> Street) are located to the right of BAT lanes. Having stations to the right of BAT lanes allow for closer access to many destinations along Central Avenue. Because PSTA’s current fleet has only right-side doors (the industry standard), building the stations in this fashion allows the agency to deploy extra vehicles as needed for high demand periods and special events.

## **Q: What is Transit Signal Priority (TSP)?**

**A:** TSP is a technology that will allow SunRunner vehicles to communicate with the traffic signals along the route. TSP can help SunRunner vehicles move more quickly through the corridor and increase transit reliability in two ways:

- **EXTENDED GREEN:** When a SunRunner vehicle is approaching a green signal that is about to turn yellow, the signal’s green phase may be extended by a few seconds to allow the vehicle to get through the intersection.
- **EARLY GREEN:** Likewise, a SunRunner vehicle approaching a red signal that is about to turn green may request that the signal turn green slightly early so that the vehicle can get through the intersection.

Implementation of TSP does not require major construction. SunRunner buses that are running behind schedule can request “signal priority” before these arrive at the intersections. If granted priority, these buses can “catch up” to their regular schedule.

## **Q: How long will the SunRunner take end to end?**

**A:** 35-40 minutes or about 30% faster than the current Central Avenue Trolley.

## **Q: Will parking on north side of 1<sup>st</sup> Ave. N. and South side of 1<sup>st</sup> Ave. S. remain?**

**A:** For the most part, yes. A few spots may be needed at various locations to accommodate BRT stations. Additionally, the parking spots, that do remain, will be widened making them safer and easier to use for drivers.

## **Q: How much will the fare be? Will there be volume discounts?**

**A:** Fare will be the same as the rest of the PSTA system with the same discounts and fare options.

## **Q: What is going to happen to the bike lanes on 1<sup>st</sup> Avenues?**

**A:** Bike lanes between Pasadena Avenue and 34<sup>th</sup> Street along 1<sup>st</sup> Ave. S. will be moved to Central Avenue by city of St. Petersburg. Similarly, bike lanes along 1<sup>st</sup> Ave. N. between Pasadena Ave and 35<sup>th</sup> St. will be moved by the City of St. Petersburg to Central Avenue.

## **Q: Where is the funding coming from?**

**A:** About half will be coming from the Federal Government with PSTA, FDOT, and the City of St. Petersburg - splitting the rest for construction costs. Operating costs will be handled by PSTA.



# SunRunner Bus Rapid Transit (BRT) FREQUENTLY ASKED QUESTIONS

*continued*

**Q: What happens to the buses that are already running?**

**A:** Some of the overlapping service will be scaled back, but because the SunRunner will only make limited stops (almost every mile). Riders can use the local bus service to get to stops in between the SunRunner stations.

**Q: How long is the construction going to last?**

**A:** Construction will be completed by early Summer 2022. For the latest information/status updates, please go to [PSTA.net/SunRunner](https://PSTA.net/SunRunner).

**Q: What if I have more questions on this project?**

**A:** Please send us your comments/questions to [sunrunner@psta.net](mailto:sunrunner@psta.net) or go to our website: [PSTA.net/SunRunner](https://PSTA.net/SunRunner) to post your comments on our construction site.

**Q: This is the first that I'm hearing about this project.**

**A:** We apologize for that. This project has been in development for more than a decade and the outreach and public information efforts have included:

- Public workshops and listening sessions along the corridor.
- Multiple presentations to the city councils for St. Petersburg, St. Pete Beach and S. Pasadena
- Presentations and listening sessions with local business, civic and neighborhood associations such as CONA, Central Ave. Council, Deuces Live and many others.
- Press releases and subsequent news stories in numerous and various print and broadcast media outlets
- Ground-breaking and funding celebrations covered by an array of local media
- Sharing of information, links and the project webpage by project partners such as city communications departments, chambers of commerce and other business organizations.
- Social media and email campaigns, including a tweet announcing the award of our federal funding from former President Trump.

**For more information, visit:**

- [SunRunner Site](#)
- [SunRunner Construction Site](#)
- [SunRunner Rising Site](#)