



Central Avenue Bus Rapid Transit

PSTA Board Meeting

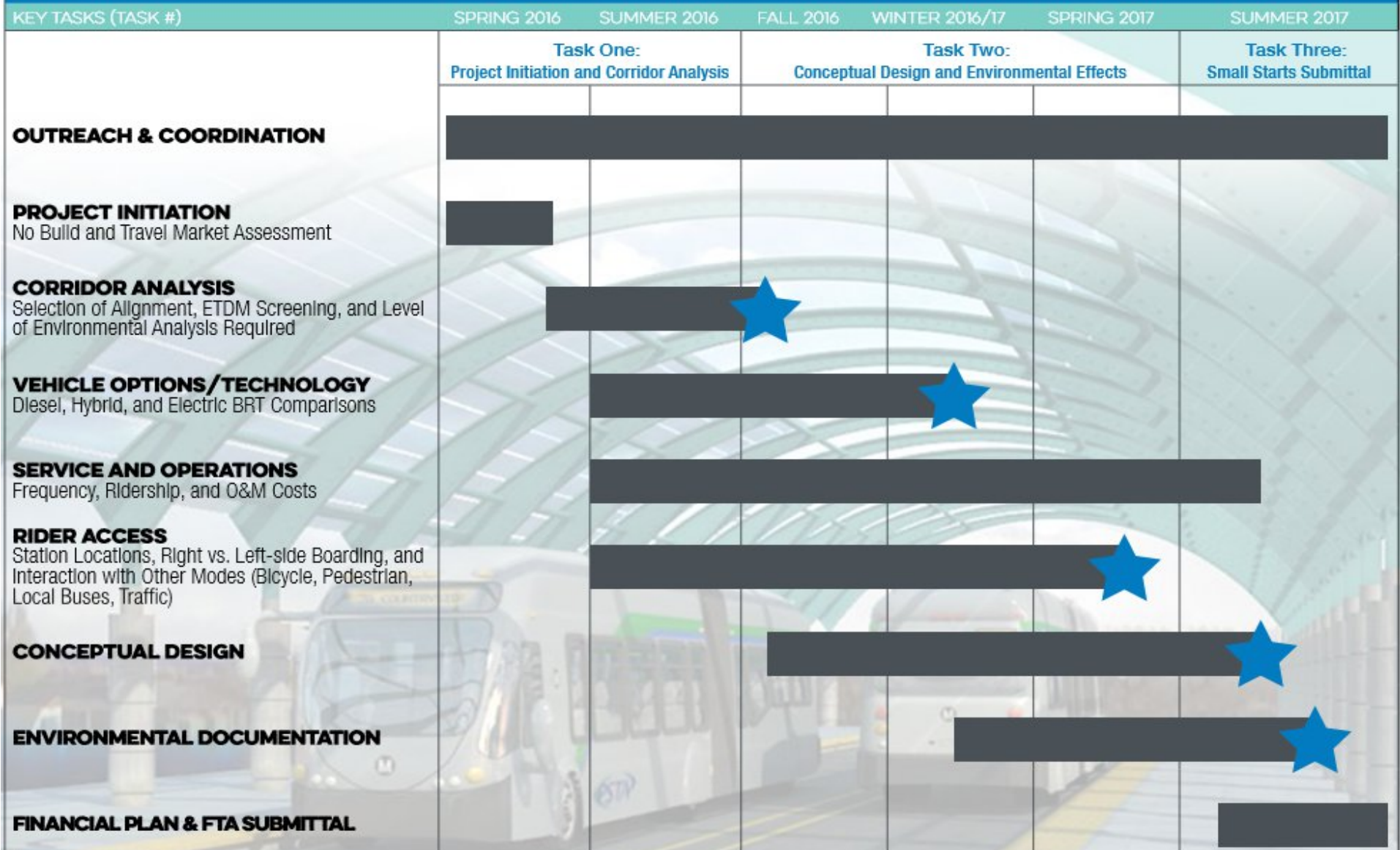
August 24, 2016

Pinellas Suncoast Transit Authority (PSTA)
St. Petersburg, Florida

Project Schedule



CENTRAL AVENUE BUS RAPID TRANSIT (BRT) PROJECT DEVELOPMENT



★ LOCAL DECISION POINT

SCHEDULE: VERSION 4, DRAFT 8/11/2016



Recent Activities & Next Steps

- June-August
 - Technical analysis
 - Public engagement
- August
 - Review technical analysis results & public comments with PSTA Board
- September
 - Identify preferred beach routing alternative
- October
 - Approve preferred beach routing
 - Identify downtown terminus
 - Begin environmental analysis & development of design concepts

Evaluation Criteria



Fit

How much of the corridor could be used for continuous BRT features?



Speed

How quickly can you get between downtown St. Petersburg & the beaches? Where is there traffic congestion?



Access

How safe is the corridor to drive? How easily can you get to the stations by bike or on foot?



Market

How well does the corridor serve residents? Workers? Visitors? People without cars?



Competitive

Will the service allow people to drive fewer miles? How many people will use the service?



FIT

How much of the corridor could be used for continuous BRT features?

- Bus should have bypass lanes at congested intersections
- Dedicated bike lanes, sidewalks, and parking should also be in the corridor





FIT



PINELLAS SUNCOAST
TRANSIT AUTHORITY

► How much of the corridor could be used for continuous BRT features?

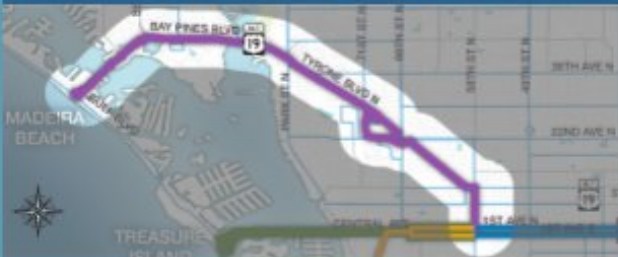


Corridor

Madeira Beach

South Pasadena/St Pete Beach

Treasure Island



Rank

GOOD

BEST



BETTER

Characteristics



47%

of the beach corridor could be used for continuous BRT features



65%

of the beach corridor could be used for continuous BRT features



57%

of the beach corridor could be used for continuous BRT features





SPEED

How quickly can you get between Downtown St. Petersburg and the beaches? Where is there traffic congestion?

- Mix of views on whether the destination outweighs traffic congestion.
- BRT should be given its own green time when crossing intersections.



SPEED

- ▶ How quickly can you get between Downtown St. Petersburg and the beaches?
- ▶ Where is there traffic congestion?



Madeira Beach

South Pasadena/St Pete Beach

Treasure Island



GOOD

BETTER

BEST 



45 minutes between Downtown St. Petersburg and the beaches

Heavy congestion around the Park Street and Tyrone Boulevard intersection



32 minutes between Downtown St. Petersburg and the beaches

SLOWER traffic on 75th Avenue



29 minutes between Downtown St. Petersburg and the beaches

LESS traffic over the Treasure Island Causeway





ACCESS

How safe is the corridor to drive? How easily can you get to the stations on bike or on foot?

- Only stops at major destinations should provide parking.
- BRT destinations should be pedestrian and bike friendly



ACCESS

- ▶ How safe is the corridor to drive?
- ▶ How easily can you get to the stations by bike or on foot?



Corridor	Madeira Beach	South Pasadena/St Pete Beach	Treasure Island
Rank	GOOD	BETTER	BEST ✓
Characteristics	 HIGHEST potential to REDUCE auto injuries and deaths = \$2.69 million+ in savings annually	 LOWER potential to REDUCE auto injuries and deaths = \$2.24 million+ in savings annually	 LOWEST potential to REDUCE auto injuries and deaths = \$2.21 million+ in savings annually
	LARGEST block sizes = LONGEST walking distances FEWEST bike lanes & sidewalks around possible station areas 23% sidewalk coverage 4% bike lane & multi-use trail coverage	SMALLER block sizes = SHORTER walking distances MORE bike lanes & sidewalks around possible station areas 34% sidewalk coverage 9% bike lane & multi-use trail coverage	SMALLEST block sizes = SHORTEST walking distances MOST bike lanes & sidewalks around possible station areas 41% sidewalk coverage 12% bike lane & multi-use trail coverage



MARKET

How well does the corridor serve residents? workers? visitors? people without cars?

- BRT service should focus on commuters and tourists.
- PSTA should focus on serving future destinations and encourage/support their growth.



MARKET

► How well does the corridor serve...

- Residents?
- Workers?
- Visitors?
- People without cars?



Rank	Corridor		
	Madeira Beach	South Pasadena/St Pete Beach	Treasure Island
			
	BETTER	BEST ✓	GOOD
Characteristics	LOWEST population density (houses per acre)	HIGHEST population density (houses per acre)	LOWER population density (houses per acre)
	 <p>CONNECTS to MAJOR job centers like Tyrone Square Mall and Bay Pines VA campus</p> <p>200+ hotel rooms within walking distance of the corridor</p>	 <p>CONNECTS to MAJOR job centers like Palms of Pasadena Hospital and Tradewinds Island Grand Resorts</p> <p>2,000+ hotel rooms within walking distance of the corridor</p>	 <p>CONNECTS to FEWEST jobs</p> <p>1,000+ hotel rooms within walking distance of the corridor</p>



COMPETITIVE

Will the service allow people to drive fewer miles? How many people will use the service?





COMPETITIVE



PINELLAS SUNCOAST
TRANSIT AUTHORITY

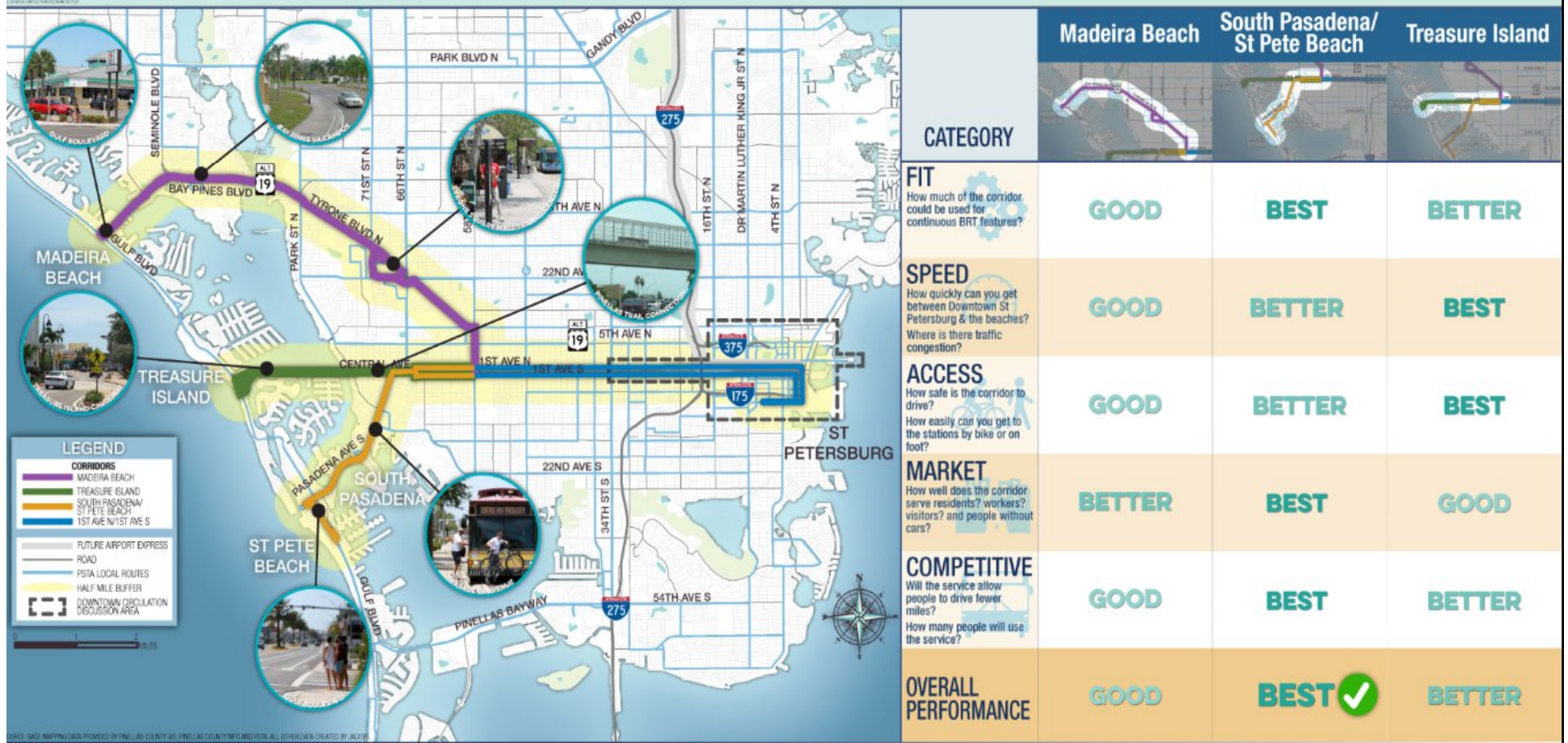
- ▶ Will the service allow people to drive fewer miles?
- ▶ How many people will use the service?



Corridor	Madeira Beach	South Pasadena/St Pete Beach	Treasure Island
Rank	GOOD	BEST ✓	BETTER
Characteristics	9,000+ miles of car travel saved per day 	8,000+ miles of car travel saved per day 	<8,000 miles of car travel saved per day
	 Moves MORE people 3,400+ per day Attracts the FEWEST new riders and people without cars	 Moves the MOST people 3,700+ per day Attracts MORE new riders and the MOST people without cars	 Moves the FEWEST people 3,000+ per day Attracts the MOST new riders and MORE people without cars

CORRIDOR PERFORMANCE

How well does each corridor perform?



Outreach Summary

Public Workshop Comments

- Serving the tourist and commuter markets is the most important factor
- St. Pete Beach corridor would transport the most tourists and workers back and forth quickly
- BRT would allow visitors and tourists to get around without renting a car
- Hotels should partner to advertise the service
- BRT would complement Central Avenue Trolley
- Being competitive for Federal dollars is very important

Stakeholder Discussions

- Hoteliers on St. Pete Beach are interested in this service
- Each of the beach cities have expressed interest

SOUTH PASADENA/ST PETE BEACH



MADEIRA BEACH



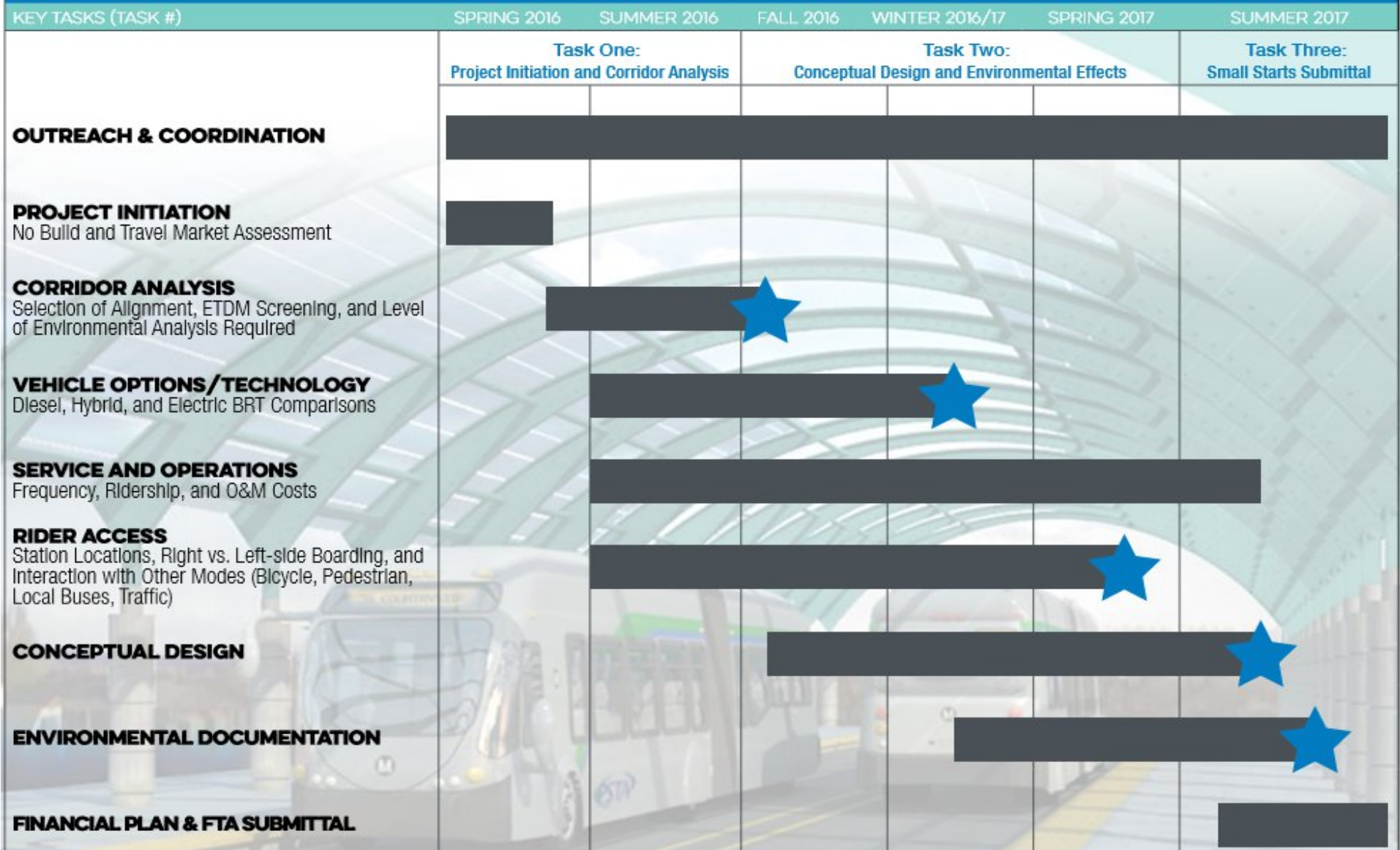
TREASURE ISLAND



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DISCUSSION

