CORRIDOR PERFORMANCE

PSTA PINELLAS SUNCOAST TRANSIT AUTHORITY

How well does each corridor perform?

ILLUSTRATION COMPILED FROM FREEPIK AND VECTEEZY

Map Labels

GANDY BLVD
PARK BLVD N
SEMINOLE BLVD
GULF BOULEVARD
BAY PINES VA CAMPUS
BAY PINES BLVD
ALT 19
TYRONE BLVD N
71ST ST N
66TH ST N
MADEIRA BEACH
GULF BLVD
PARK ST N
58TH ST N
TYRONE SQUARE MALL TRANSIT CENTER
5TH AVE N
16TH ST N
DR MARTIN LUTHER KING JR ST N
4TH ST N
INTERSTATE 275
22ND AV
PINELLAS TRAIL CONNECTION
ALT 19
5TH AVE N
INTERSTATE 375
INTERSTATE 175
TREASURE ISLAND
TREASURE ISLAND CAUSEWAY
CENTRAL AVE
1ST AVE N
1ST AVE S
ST PETERSBURG
22ND AVE S
34TH ST S
PASADENA AVE S
SOUTH PASADENA
PASADENA AVENUE
ST PETE BEACH
GULF BLVD
PINELLAS BAYWAY
54TH AVE S
INTERSTATE 275
GULF BOULEVARD

LEGEND

CORRIDORS
- MADEIRA BEACH
- TREASURE ISLAND
- SOUTH PASADENA/ST PETE BEACH
- 1ST AVE N/1ST AVE S

- FUTURE AIRPORT EXPRESS
- ROAD
- PSTA LOCAL ROUTES
- HALF MILE BUFFER
- DOWNTOWN CIRCULATION DISCUSSION AREA

0   1   2 MILES

SOURCE: BASE MAPPING DATA PROVIDED BY PINELLAS COUNTY GIS, PINELLAS COUNTY MPO AND PSTA. ALL OTHER DATA CREATED BY JACOBS.
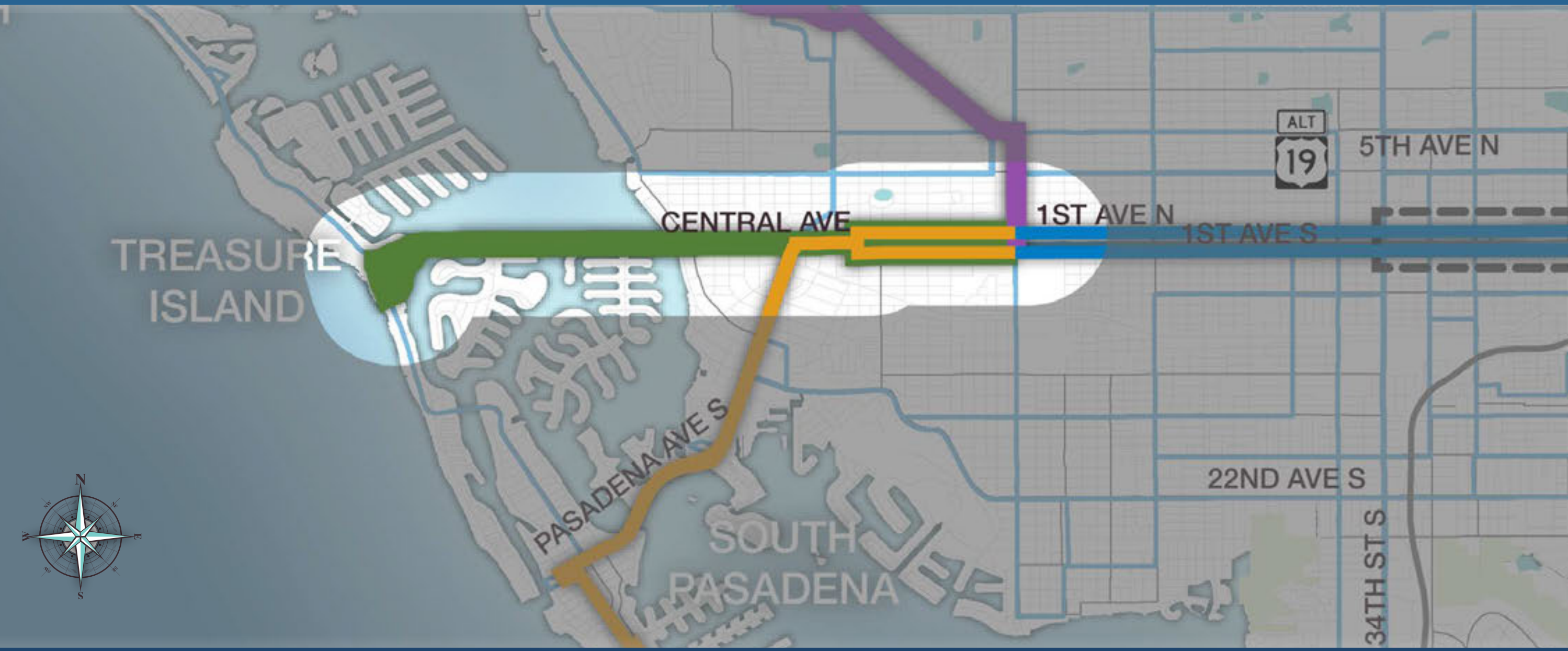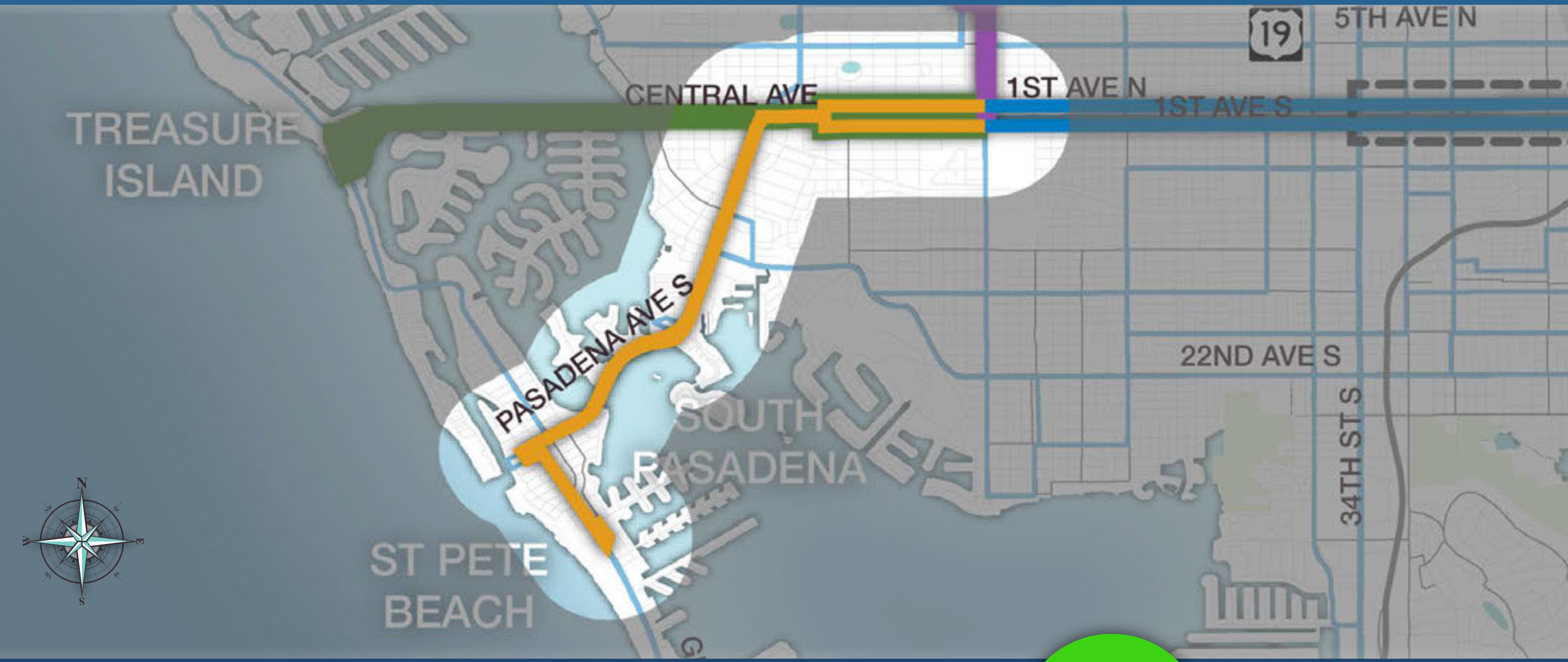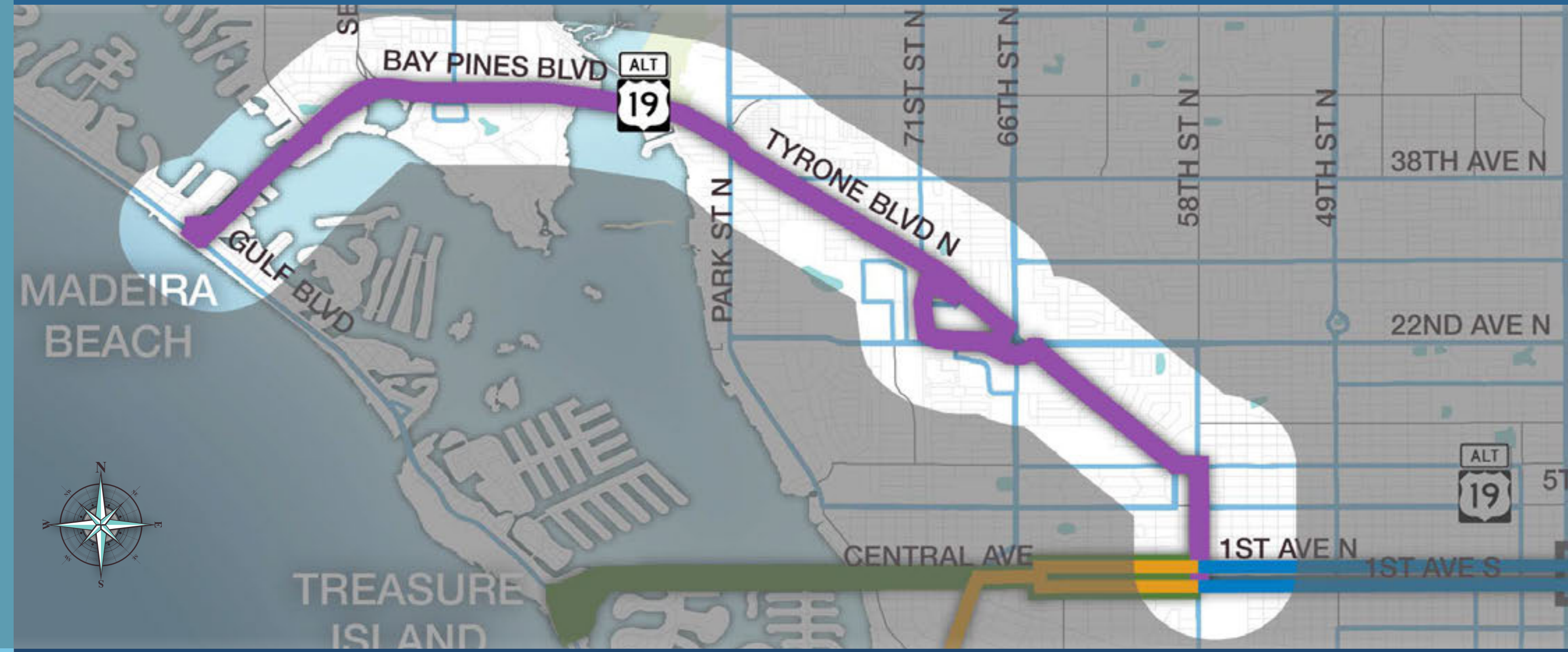
Performance Table

CATEGORY	Madeira Beach	South Pasadena/St Pete Beach	Treasure Island
FIT — How much of the corridor could be used for continuous BRT features?	GOOD	BEST	BETTER
SPEED — How quickly can you get between Downtown St Petersburg & the beaches? Where is there traffic congestion?	GOOD	BETTER	BEST
ACCESS — How safe is the corridor to drive? How easily can you get to the stations by bike or on foot?	GOOD	BETTER	BEST
MARKET — How well does the corridor serve residents? workers? visitors? and people without cars?	BETTER	BEST	GOOD
COMPETITIVE — Will the service allow people to drive fewer miles? How many people will use the service?	GOOD	BEST	BETTER
OVERALL PERFORMANCE	GOOD	BEST ✅	BETTER

FIT

PSTA PINELLAS SUNCOAST
TRANSIT AUTHORITY

▶ **How much of the corridor could be used for continous BRT features?**

ILLUSTRATION COMPILED FROM FREEPIK

Corridor

Madeira Beach	South Pasadena/St Pete Beach	Treasure Island

Rank

GOOD	BEST ✅	BETTER

Characteristics

47%
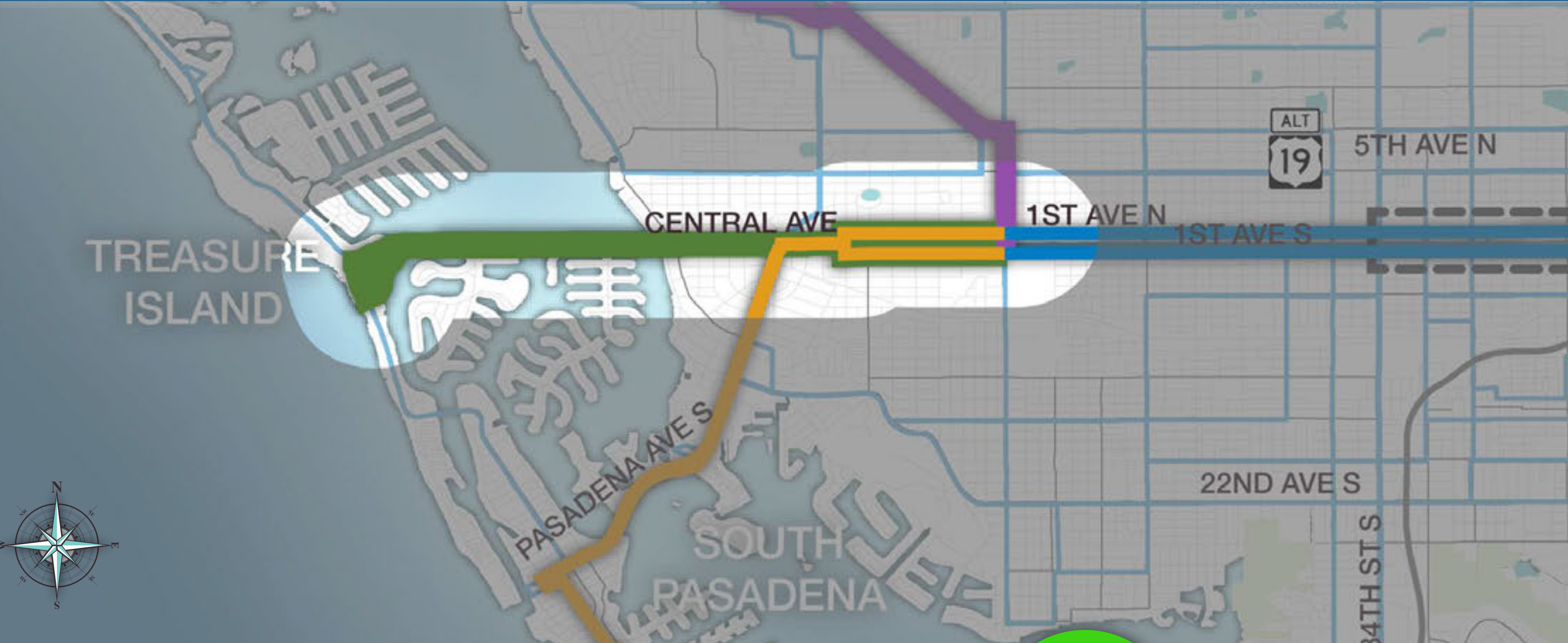of the beach corridor could be used for continuous BRT features

TOM STUART CAUSEWAY

TYRONE BOULEVARD

65%
of the beach corridor could be used for continuous BRT features

COREY CAUSEWAY BRIDGE

PASADENA AVENUE

57%
of the beach corridor could be used for continous BRT features

TREASURE ISLAND CAUSEWAY

CENTRAL AVENUE
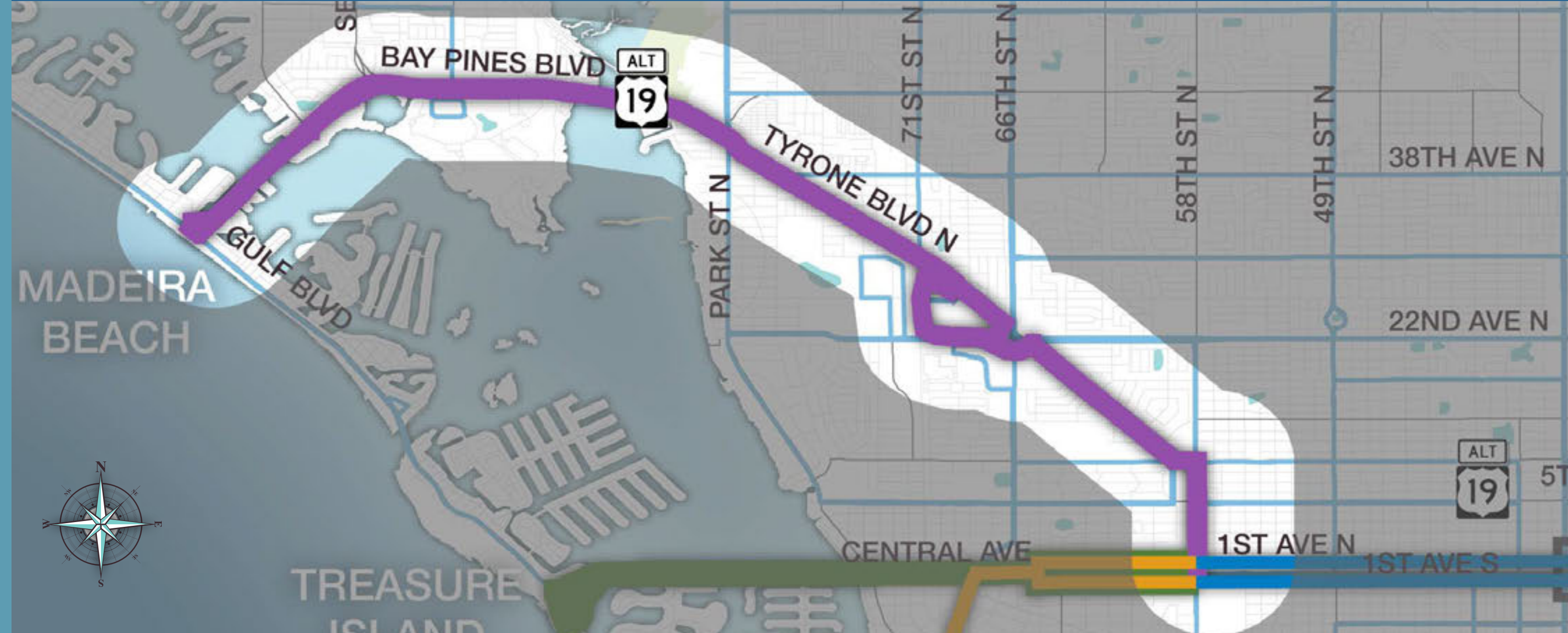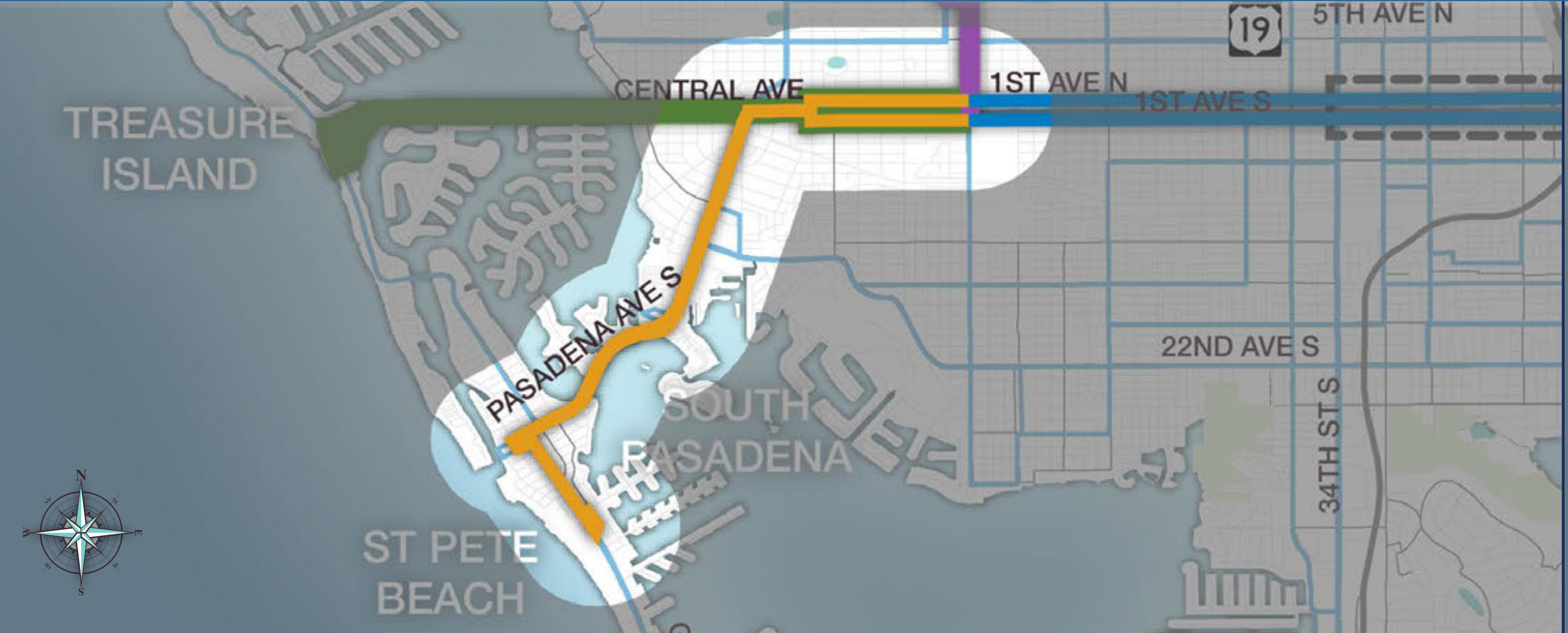
SPEED

▶ How quickly can you get between Downtown St. Petersburg and the beaches?

▶ Where is there traffic congestion?

ILLUSTRATION COMPILED FROM FREEPIK AND VECTEEZY

Corridor

Madeira Beach
South Pasadena/St Pete Beach
Treasure Island

Rank

GOOD
BETTER
BEST ✅

Characteristics

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

COREY CAUSEWAY

29 minutes between Downtown St. Petersburg and the beaches

LESS traffic over the Treasure Island Causeway

TREASURE ISLAND CAUSEWAY

ACCESS

PSTA PINELLAS SUNCOAST TRANSIT AUTHORITY

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

ILLUSTRATIONS COMPILED FROM FREEPIK AND VECTEEZY
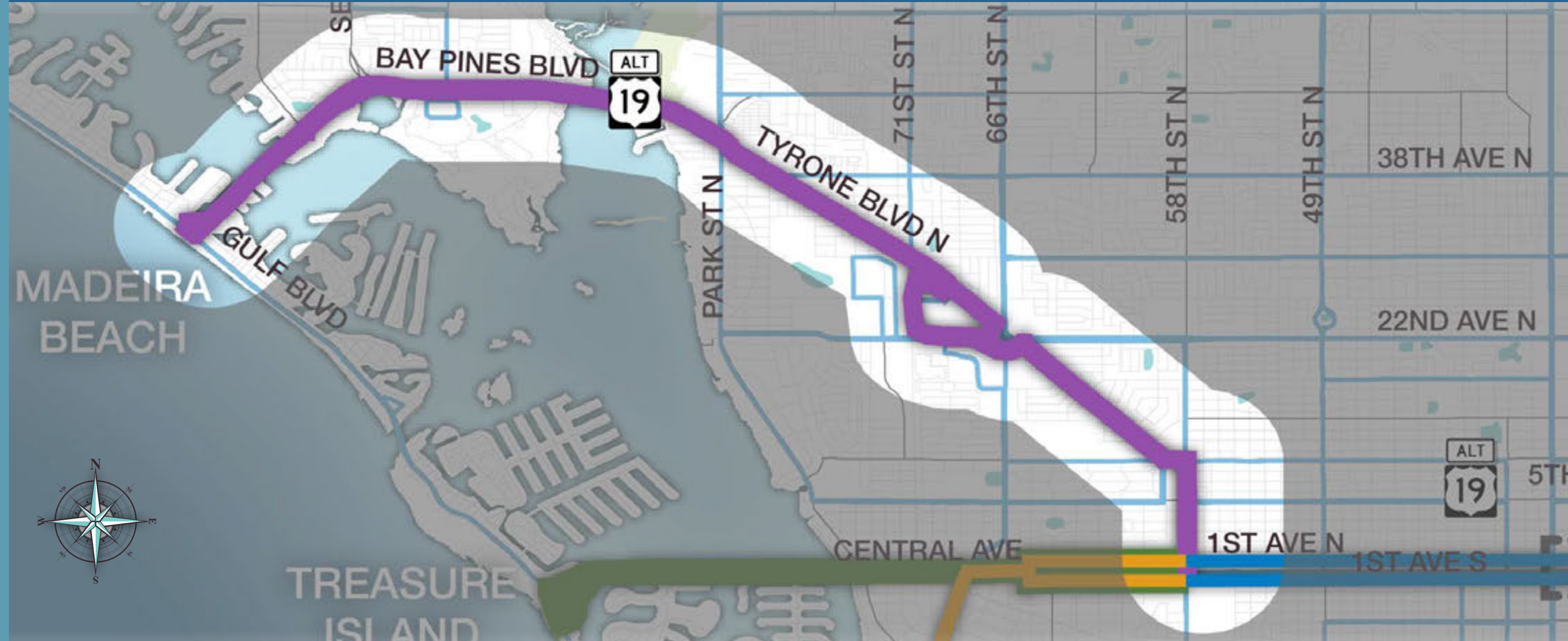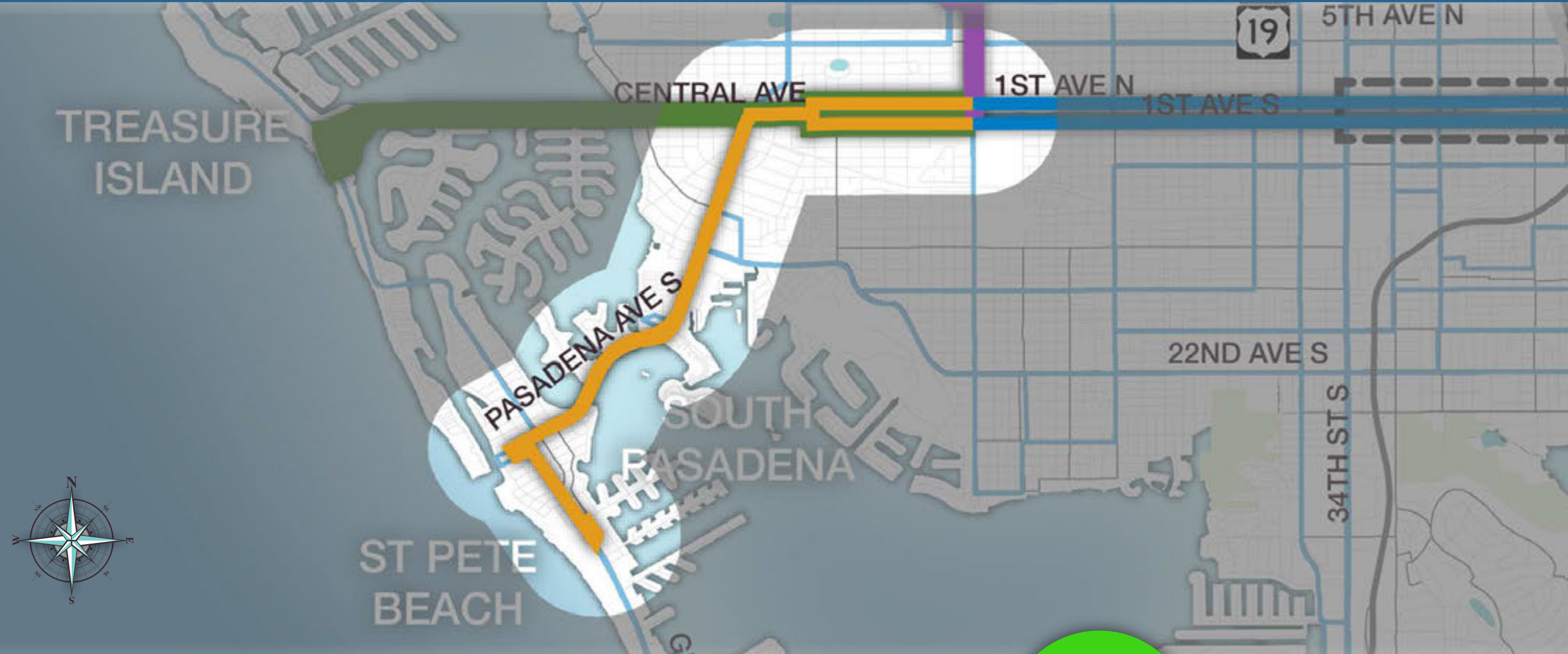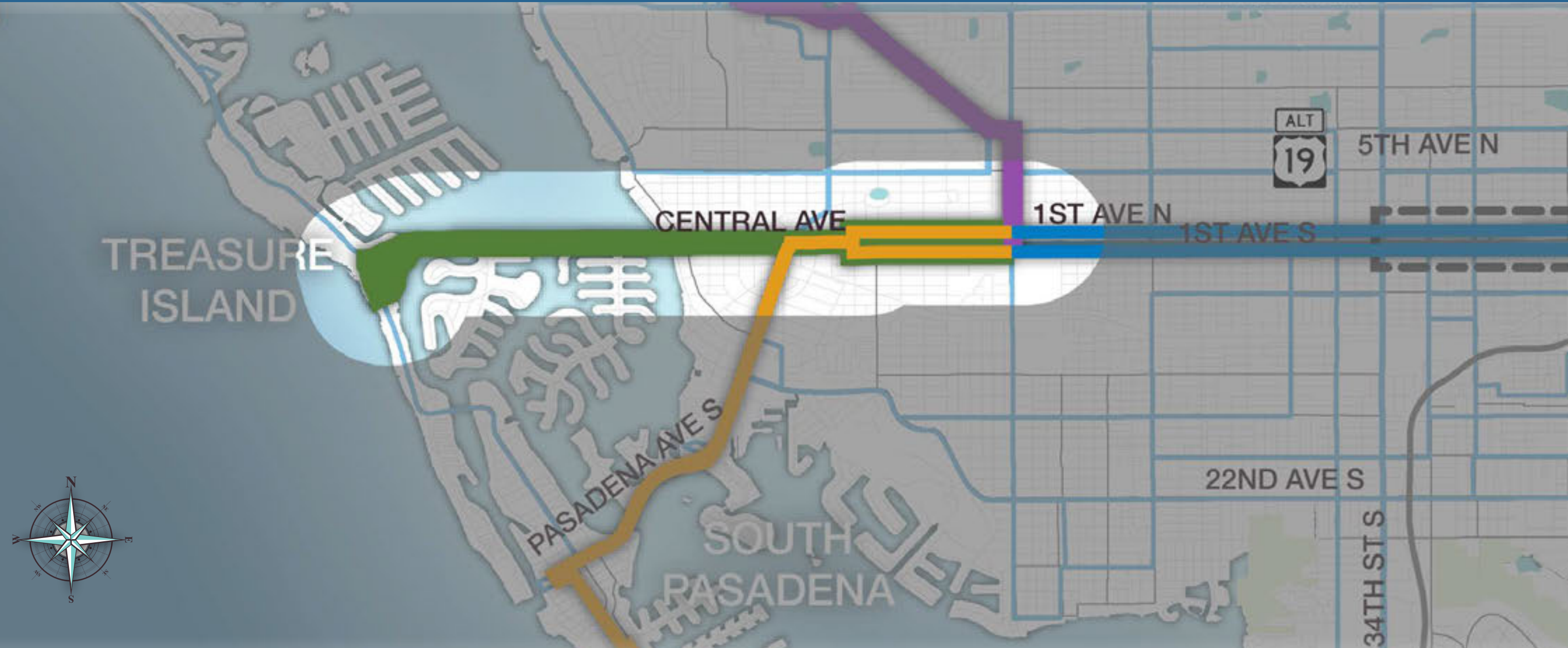
Corridor

Madeira Beach	South Pasadena/St Pete Beach	Treasure Island

Rank

GOOD	BETTER	BEST ✅

Characteristics

GOOD

HIGHEST potential to **REDUCE** auto injuries and deaths
= $2.69 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

TOM STUART CAUSEWAY

BETTER

LOWER potential to **REDUCE** auto injuries and deaths
= $2.24 million+ in savings annually

SMALLER block sizes = **SHORTER** walking distances

PINELLAS TRAIL

MORE bike lanes & sidewalks around possible station areas

34% sidewalk coverage   9% bike lane & multi-use trail coverage

BEST

LOWEST potential to **REDUCE** auto injuries and deaths
= $2.21 million+ in savings annually

SMALLEST block sizes = **SHORTEST** walking distances

MOST bike lanes & sidewalks around possible station areas

41% sidewalk coverage 12% bike lane & multi-use trail coverage

TREASURE ISLAND CAUSEWAY

▸ How well does the corridor serve...
- ▸ Residents?
- ▸ Workers?
- ▸ Visitors?
- ▸ People without cars?

ILLUSTRATION COMPILED FROM FREEPIK AND VECTEEZY

Corridor	Madeira Beach	South Pasadena/St Pete Beach	Treasure Island

Rank			
	BETTER	**BEST** ✅	**GOOD**

Characteristics

Madeira Beach — BETTER
LOWEST population density (houses per acre)

CONNECTS to **MAJOR** job centers like Tyrone Square Mall and Bay Pines VA campus

TYRONE SQUARE MALL

200+ hotel rooms within walking distance of the corridor

MORE households **without cars** near the corridor

South Pasadena/St Pete Beach — BEST
HIGHEST population density (houses per acre)

CONNECTS to **MAJOR** job centers like Palms of Pasadena Hospital and Tradewinds Island Grand Resorts

TRADEWINDS ISLAND GRAND RESORTS

2,000+ hotel rooms within walking distance of the corridor

MOST households **without cars** near the corridor

Treasure Island — GOOD
LOWER population density (houses per acre)

CONNECTS to **FEWEST** jobs

NEIGHBORHOODS NEAR CENTRAL AVENUE

1,000+ hotel rooms within walking distance of the corridor

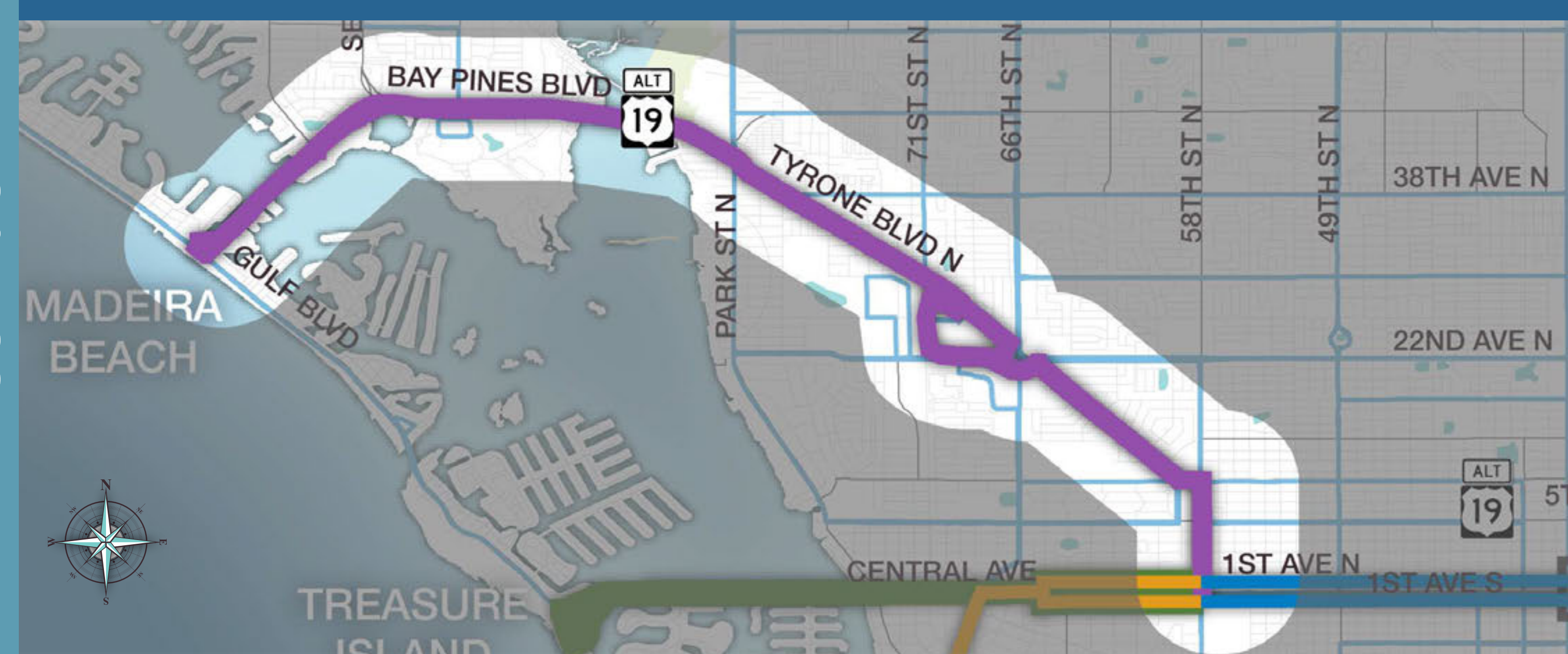**FEWEST** households **without cars** near the corridor

COMPETITIVE

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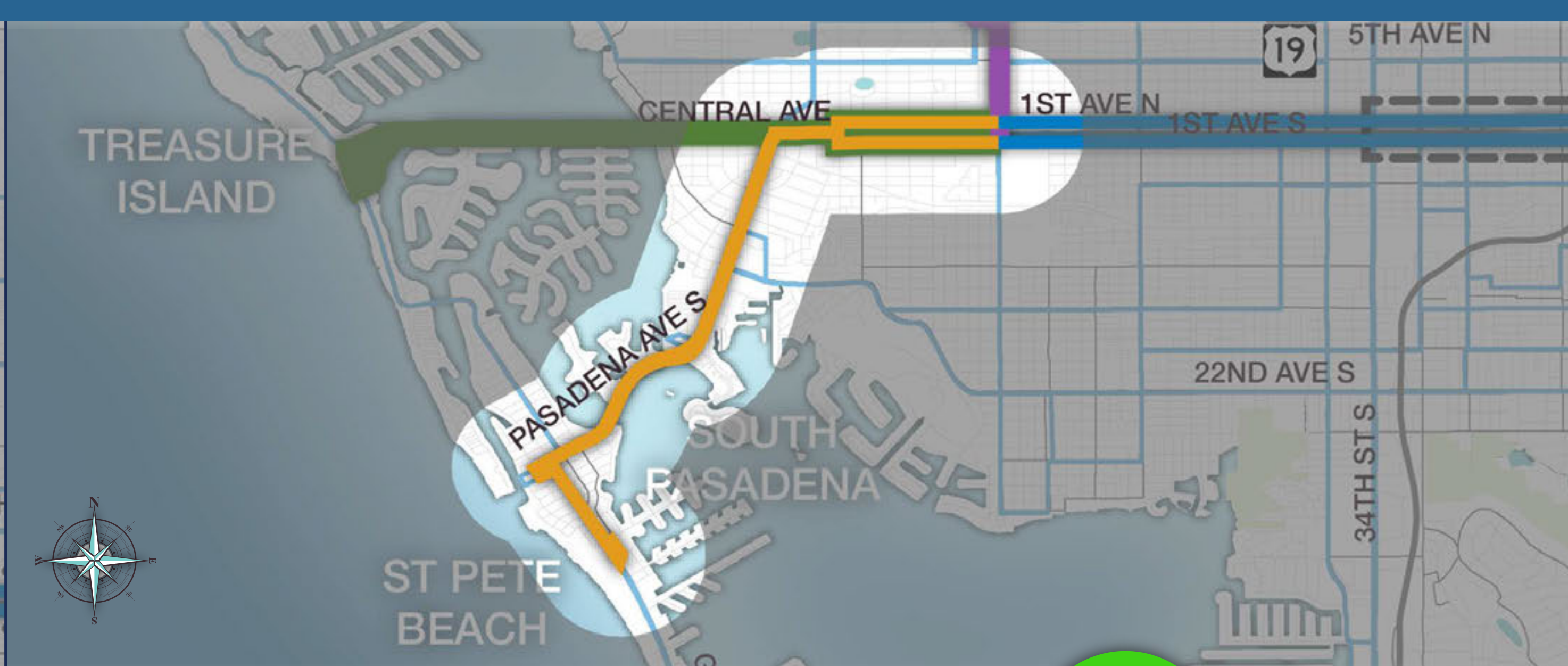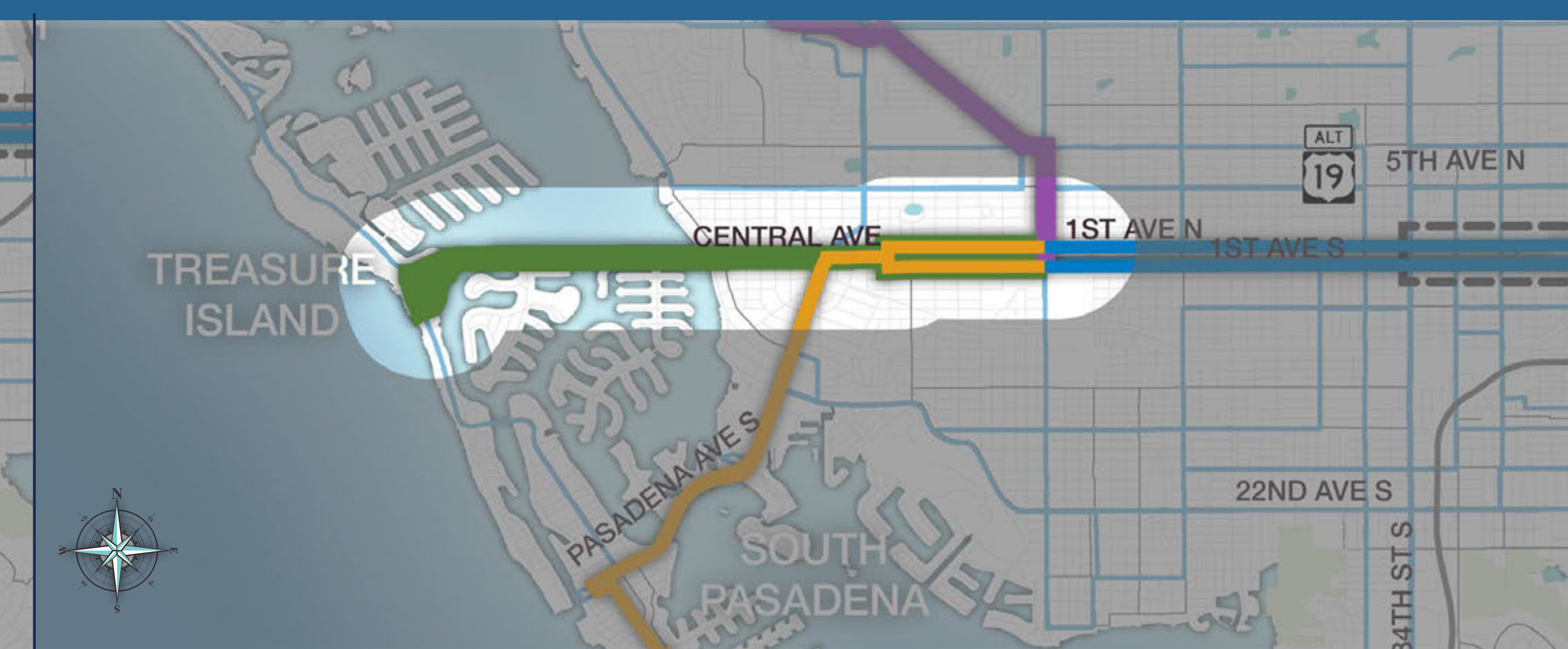
▶ How many people will use the service?

BRT STATION

| Corridor | Madeira Beach | South Pasadena/St Pete Beach | Treasure Island |

Rank

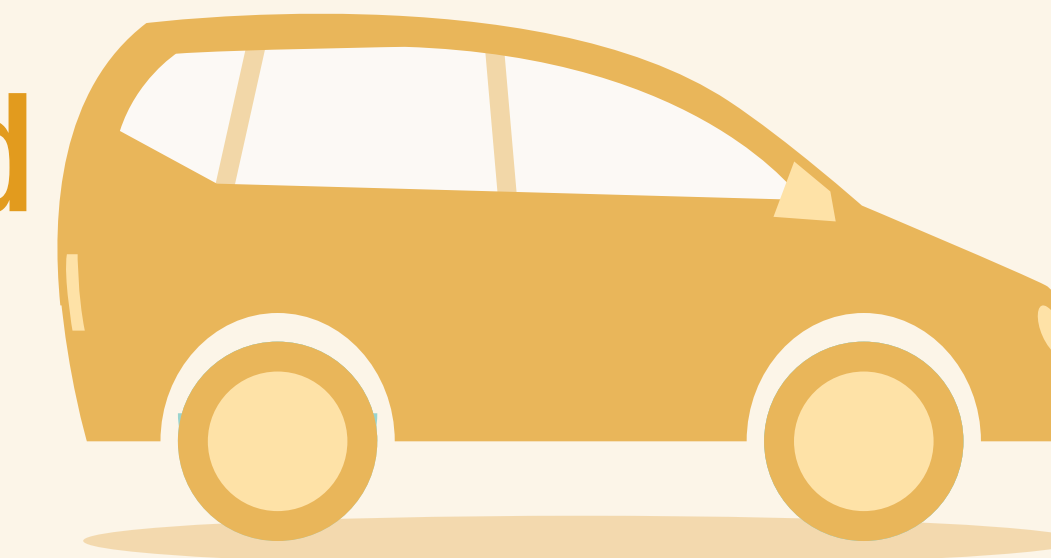| GOOD | BEST ✅ | BETTER |

Characteristics

GOOD

9,000+ miles of car travel saved per day

Moves **MORE** people **3,400+** per day

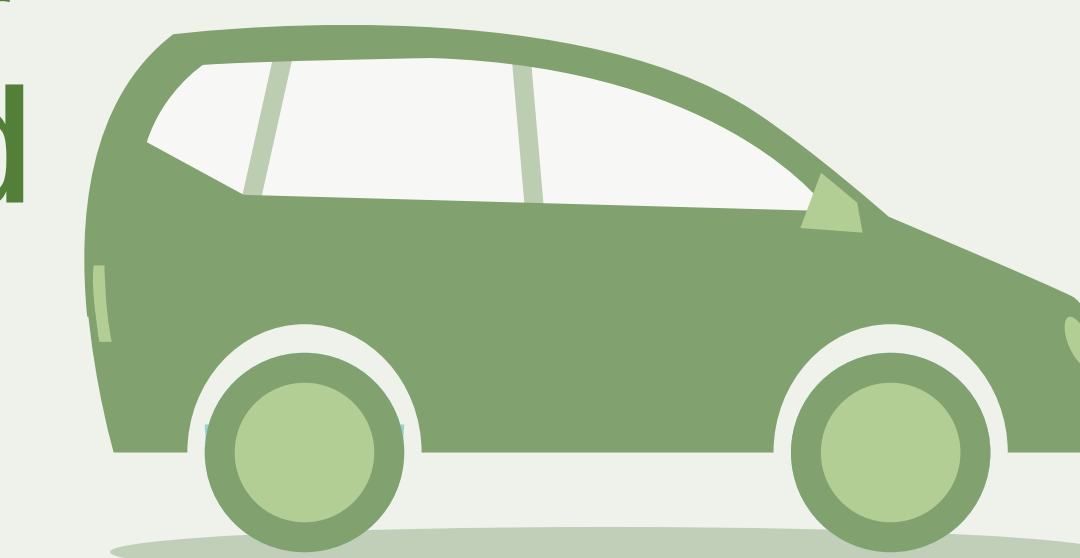**Attracts** the **FEWEST** new riders and people without cars

BEST

8,000+ miles of car travel saved per day

CNTRL AV TROLLEY — PASADENA AVENUE

Moves the **MOST** people **3,700+** per day

Attracts MORE new riders and the **MOST** people without cars

BETTER

<8,000 miles of car travel saved per day

Moves the **FEWEST** people **3,000+** per day

Attracts the **MOST** new riders and **MORE** people without cars