

## PSTA Annual Ridership Record Highlights Transportation Performance Report

Demand for local transit service continued to rise in 2010/11, with the Pinellas Suncoast Transit Authority (PSTA) setting an annual record for ridership, transporting 13.1 million people during this time. This includes paratransit vehicles as well as fixed route buses.

The number of riders on fixed route buses in fiscal year (FY) 2010/11 was 12.4 million, second highest in the agency's history. Nearly half of PSTA's passengers are transported on five routes, 4, 18, 19, 52 and the Suncoast Beach Trolley route. Route 19, which traverses US Highway 19 from St. Petersburg to Tarpon Springs, carries the highest number of passengers on the fixed route system. Over 1.5 million rode it during fiscal year 2008/09.

PSTA's ability to expand its services to meet the increasing demand is constrained by continued reductions in operating revenue. From FY 2006/07 to 2009/10, total revenue collected by PSTA decreased from \$55.8 to \$54.9 million. Ad valorem taxes, the largest portion of PSTA's total revenue, decreased from \$37.7 to \$27.7 million during the same time period.

### State of the System Report

The MPO released its biannual *State of the System Report* in 2011. The report provides an assessment of the performance of the County's transportation system, including public transit, roadways, sidewalks and trails. It's used as a basis for developing the MPO's Congestion Management Process. This latest issue of *Pinellas on the Move* reflects some of the highlights of the *State of the System Report*.



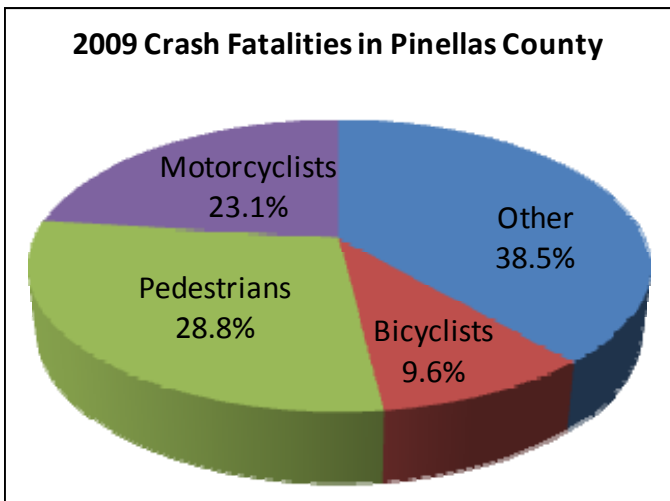
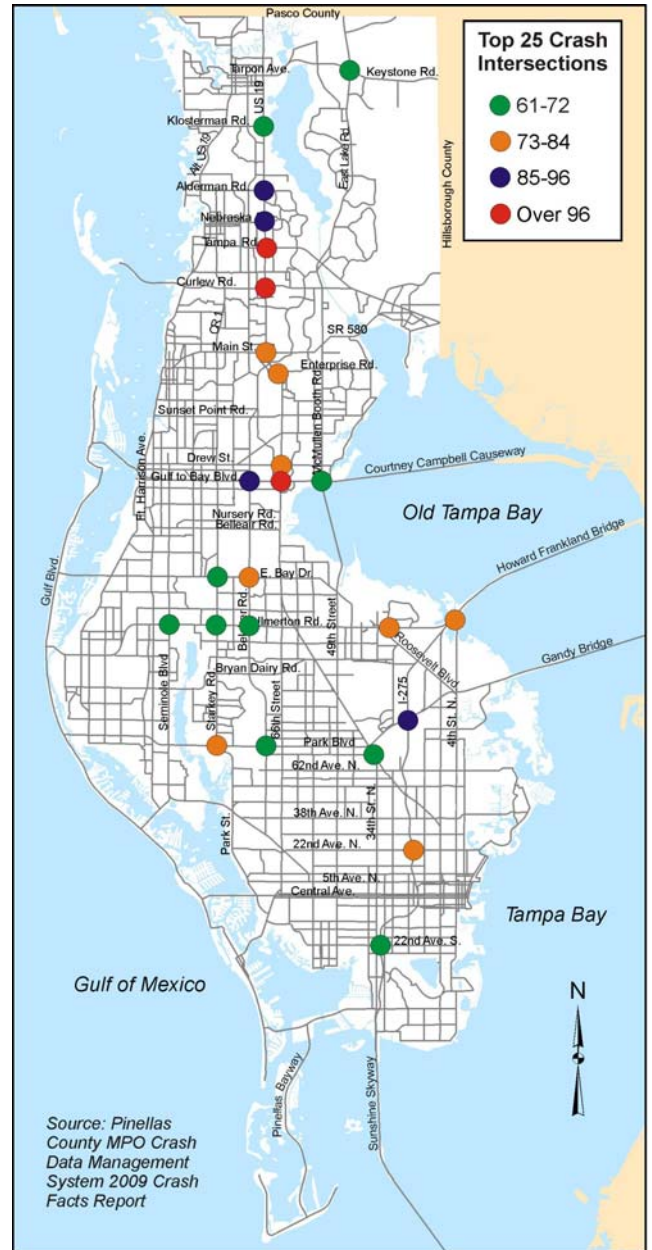
## US 19 TOPS LIST OF CRASH LOCATIONS

The MPO maintains a crash data management system database that allows for the tracking of traffic crashes by type, frequency and location. This information is utilized by local governments and the Florida Department of Transportation (FDOT) to prioritize transportation improvement projects and safety measures to improve traffic conditions for all travel modes.

The map at right identifies road intersections where crashes occurred most frequently in 2009. US Highway 19 at Tampa Road had the highest number of crashes with 176 followed by US Highway 19/Curlew Road with 153 and US Highway 19/Gulf-To-Bay Boulevard with 126. The roads with the most accidents correspond with the high traffic volumes they carry. US Highway 19 North carries approximately 75 thousand vehicles per day, more than any facility in the County with the exception of Interstate 275.

Regarding crash type, the chart below shows pedestrian fatalities comprising nearly 29 percent of the total number of traffic fatalities that occurred in Pinellas County in 2009. The percentage of State crashes involving pedestrians was 18 percent in the same year. For crashes in the U.S., the figure was 12 percent.

The County experienced a total of 104 pedestrian fatalities in 2009, 10 fewer than the previous year.



There were 473 crashes in the County involving pedestrians in 2009, compared to 554 bicycle and 25,588 total crashes. Local governments and the Florida Department of Transportation have relied on the expansion of bicycle and pedestrian facilities as well as implementation of crosswalk improvements and other safety initiatives in recent years to reduce the number of pedestrian and bicycle crashes in the County.

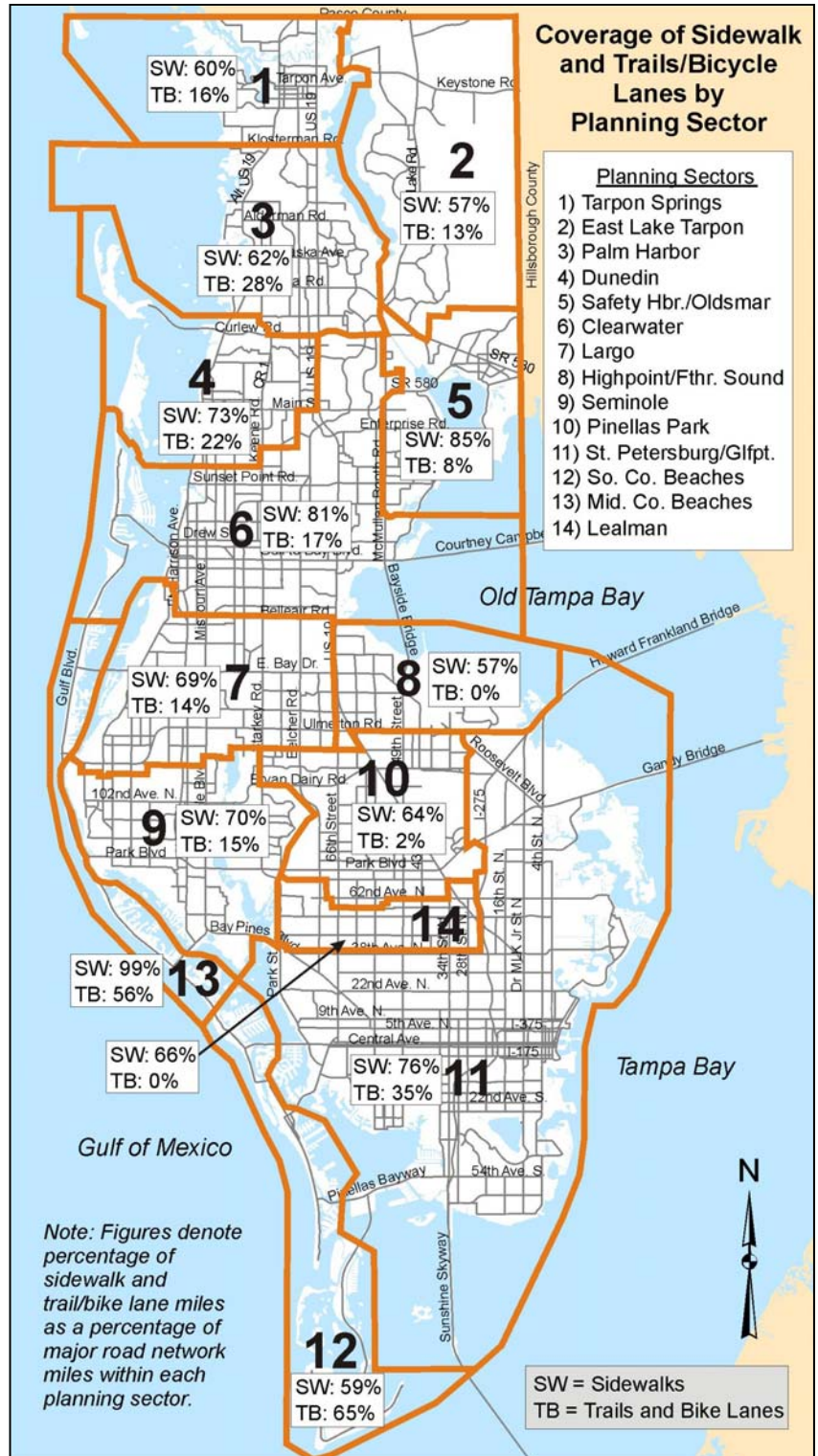
# REPORT SHOWS SOUTH COUNTY MOST FRIENDLY TO BICYCLISTS AND PEDESTRIANS

According to the MPO 2011 State of the System Report, Planning Sectors 11 and 13, which include the County's south beaches, Gulfport and St. Petersburg, contain the most expansive network of bicycle and pedestrian facilities when compared to lane miles within the major road network. Over 90 miles of trails and bicycle lanes exist in Planning Sector 11, 35 percent of the total lane miles in the area's major road network. Nearly 100 percent of the major road corridors in Planning Sector 13 have adjacent sidewalks.

In contrast, Planning Sector 8, the Highpoint/Feather Sound area in mid-Pinellas County, is most in need of facilities for people to travel by bicycle or foot. It has no trail facilities or bicycle lanes on major roadways and 13 miles of sidewalk gaps, the lowest percentage of sidewalk coverage of the County's 14 planning sectors.

Overall, Pinellas County has 72 percent coverage of sidewalk miles and 21 percent of bicycle lane and trail miles combined. The MPO utilizes this data as a performance measure for bicycle and pedestrian facilities with the objective being to strive to reach 100 percent coverage.

It is recognized that other factors, such as land use design and road conditions (e.g., bike lane/sidewalk width, frequency of adjacent driveways, vehicle speeds and block lengths) are also major factors contributing to the performance of the County's transportation system in terms of bicycle and pedestrian travel. The MPO's goal regarding these travel modes is to create an environment where they become more viable alternatives to the automobile for commuting as well as recreational purposes.



## ADVANCED TECHNOLOGY SOLUTIONS PAY DIVIDENDS ON US 19, GULF-TO-BAY

The MPO Long Range Transportation Plan emphasizes the use of intelligent transportation system (ITS) technologies as a way to improve the safety and efficiency of the County's transportation facilities and services. Examples of ITS applications in Pinellas County include the following:

- Automated fare boxes on Pinellas Suncoast Transit Authority buses, pre-paid toll (Sun Pass) system, on the Skyway Bridge;
- Dynamic message signs on I-275;
- Pedestrian-controlled count down signals located throughout the County; and
- Rectangular rapid flash beacon (RRFB) signals located in St. Petersburg and Largo.

A major emphasis of local ITS initiatives is on arterial roadway management through the phased implementation of advanced traffic management system (ATMS) and freeway management system applications such as cameras and communication systems to monitor traffic, optimize signal timings and control the flow of traffic. Two of the "priority

corridors" for implementation of ATMS technologies are US Highway 19 and Gulf-To-Bay Boulevard.



By spring 2006, 33 intersection adaptive control systems, 24 closed circuit television monitors and four video detection systems were installed on these corridors. Significant reductions in crashes resulted from these installations. As shown in the table below, total crashes on Gulf-To-Bay Boulevard decreased by 35.6 percent and by 16.4 percent on US Highway 19. The sections of US Highway 19 where the ATMS equipment was installed included Beckett Way to Enterprise Road and from Gulf-To-Bay Boulevard to Haines Bayshore Road. On Gulf-To-Bay Boulevard, the equipment was installed from Hillcrest Avenue to Demascus Road.

SR 60/Gulf-to-Bay Boulevard and US Highway 19 Rear End Crashes Before and After Deployment of ATMS/ITS								
SR 60/Gulf-to-Bay Boulevard					US Highway 19			
	Total Rear Ends (RE)	Total RE Crashes w/ Injuries	Injuries	Fatalities	Total Rear Ends (RE)	Total RE Crashes w/ Injuries	Injuries	Fatalities
Before (10/1/02 - 9/30/26)	261	135	172	0	1531	604	995	3
After (10/1/06 - 9/30/08)	248	87	114	0	1344	505	879	0
Total Reductions	13	48	58	0	187	99	116	3
Percent Reductions	5.0%	35.6%	33.7%	0.0%	12.2%	16.4%	11.7%	100.0%