

April 10, 2008 — 2009

David Ory
E43-457
Federal Transit Administration
1200 New Jersey Ave SE
Washington DC, 20590

**Subject: Sarasota North South Corridor Alternatives Analysis:
Ridership Modeling – Summit LPA TSM and LPA Build**

Dear Mr. Ory,

On behalf of Sarasota County Transportation Authority, I respectfully submit the Ridership Modeling data of the Alternatives Analysis study for the Sarasota North South Corridor. This submittal incorporates a route optimization report and Summit data for the Locally Preferred Alternative (LPA) Transportation System Management (TSM) and LPA Build.

If you have any questions about the enclosed reports, please contact me by email at abeckfor@scgov.net or by telephone at (941) 861-1006.

Sincerely,



Anthony C. Beckford
General Manager, Public Works Transit

cc: Elizabeth Martin, FTA, Region IV
Chris White, Program Manager, FTA Region IV
Margarita Sandberg, FTA Region IV

Enclosures



SARASOTA NORTH-SOUTH BRT PROJECT



SCAT

SARASOTA COUNTY AREA TRANSIT



**Small Starts Alternatives Analysis
Ridership Modeling
Submittal Date 10 April 2009**

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1. Weekly Boarding Forecasts

Weekday Boardings Forecasts for SCAT BRT forecasts		10-Minute Headways, Original Station Spacing, All Builds get BRT "Extra Credit", No Stops along Osprey south of Mound, Adjusted running times, Revised No-Build													
Route	Survey ¹	No-Build	Alt 1 (US41)		Alt 2 (Rail Line)		Alt 3 (Old Bradenton)		Alt 4 (US301)		Alt 5 (US41/Rail Line)		Alt 6 (US41/Central)		
			TSM	Build1	TSM	Build2	TSM	Build1	TSM	Build1	TSM	Build2	TSM	Build1	TSM
1 Fruitville	363	682	420	407	418	414	418	410	432	402	402	421	408	421	406
2 Coconut	237	193	92	11	88	4	88	4	104	38	38	87	38	87	11
3 Pinecraft	321	368	370	350	376	356	376	353	381	357	342	370	352	370	350
4 Lido	153	235	227	146	226	145	226	146	226	145	145	227	145	227	147
5 Osprey-Swift	558	625	683	465	690	480	690	464	659	485	485	683	480	683	465
6 Beneva	1,430	1,553	1,603	1,589	1,597	1,593	1,597	1,564	1,565	1,561	1,562	1,608	1,594	1,608	1,600
7 Newtown NE Plaza	326	377	286	186	286	85	286	180	111	42	42	286	85	286	175
8 Newtown/US301	566	372	388	309	319	226	319	264	349	291	291	385	243	385	293
9 North Port	90	105	109	109	109	109	109	109	109	109	109	109	109	109	109
11 Siesta Key	661	270	283	292	283	294	283	292	283	292	293	283	294	283	292
12 North Lockwood	397	544	465	390	391	476	391	476	438	370	355	465	391	465	390
13 Venice	51	34	31	34	31	34	31	34	31	34	34	31	34	31	34
14 Bee Ridge	534	313	333	343	338	342	338	343	333	343	339	338	346	338	344
15 Cattlemen	390	361	381	396	368	400	368	391	396	402	404	381	402	381	396
16 Englewood	177	138	125	163	125	163	125	163	171	174	174	125	174	125	163
17 Trail	1,679	2,075	1,518	1,662	1,540	1,709	1,540	1,704	1,654	1,816	1,816	1,518	1,704	1,518	1,704
18 Longboat	336	273	276	239	276	239	276	237	276	237	237	276	239	276	238
19 Sumter	610	863	769	836	789	880	789	876	806	959	959	769	880	769	876
21 Englewood Loop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40 Webber Limited	0	306	371	333	371	344	371	336	380	344	346	372	341	372	333
99 Palmetto	1493	1,634	1,174	1,012	1,284	1,198	1,284	1,206	1,350	1,258	1,259	1,189	1,095	1,189	1,033
20&23 Toledo Blade	38	41	36	36	36	36	36	36	36	36	36	36	36	36	36
24&25 Scenic Wood/Bird Bay	201	262	246	257	246	257	246	257	265	275	275	246	257	246	257
91/92/93/94/95/96 PROJECT BUS	0	0	1,736	2,728	1,701	2,905	1,701	2,532	1,936	2,844	2,884	1,733	3,003	1,733	2,824
TOTAL	10,611	11,624	11,922	12,293	11,973	12,604	11,973	12,292	12,341	12,814	12,829	11,938	12,612	11,938	12,476
		9.55%	2.56%	5.76%	6.02%	3.00%	8.43%	3.00%	6.17%	10.24%	10.37%	2.70%	8.50%	2.70%	7.33%

Linked Trip Results:

Total Linked Trips in Tab	6,877	7,236	7,431	7,944	7,966	8,145	7,442	7,909	7,607	8,135	8,157	7,434	8,140	7,434	8,018
Unassignable	292	330	330	330	330	330	330	330	330	330	330	330	330	330	330
Net Linked Trips	6,585	6,906	7,101	7,614	7,636	7,814	7,112	7,579	7,277	7,805	7,827	7,104	7,810	7,104	7,688
		4.88%	2.83%	10.25%	10.57%	13.15%	2.98%	9.74%	5.38%	13.02%	13.33%	2.86%	13.09%	2.86%	11.32%
New Transit Riders	321	195	195	708	730	908	206	673	371	839	921	198	904	198	782

2. SCAT Existing Route Optimization

SCAT Existing Route Optimization

Descriptions of Existing and Proposed Routes

February 2009

Route 3 Pinecraft – Existing Route

Outbound - from Downtown Transit Center, east (L) Ringling, south (R) School Avenue, east (L) Hatton Street, south (R) Euclid, east (L) Bahia Vista, South (R) McIntosh, East (L) Webber to end of route.

Route 3 Pinecraft – Proposed Route

Outbound – From Downtown Transit Center, East (L) Ringling, south (R) School Avenue, east (L) Bahia Vista, south (R) McIntosh, east (L) Webber to route termination.

Existing headway: 60 minutes

Proposed headway: 60 minutes

Route 40 Webber Limited – Existing Route

Outbound – from Downtown Transit Center, south on Orange Avenue, east (L) Mound, south on US 41, east (L) Siesta Drive, north (L) Shade Avenue, east (L) Webber, south (R) McIntosh to route termination.

Route 40 Webber Limited – Proposed Route

Change route to: east on Siesta Drive, north (L) Shade Avenue, east (L) Webber, south (R) McIntosh to route termination. Possible hook combination with route 11 Siesta Key.

Existing headway: 30 minutes

Proposed headway: 15 minutes

Route 4 Lido – Existing Route

From Lido South Beach, north on Ben Franklin, east (R) John Ringling Blvd, south (R) on Gulfstream or Bayfront Avenue, to east on Mound to north (L) on Osprey, west (L) Ringling Blvd, north (r) Orange to Downtown Transit Center

Route 4 Lido – Proposed Route

From Lido South Beach, north on Ben Franklin, east (R) John Ringling Blvd, south (R) on Gulfstream or Bayfront Avenue, to east on Mound to north (L) on Orange, to Downtown Transit Center. This option abandons the portion on Osprey and Ringling. Other routes are covering these sections.

Existing headway: 60 minutes

Proposed headway: 30 minutes

Route 5 Swift/Osprey – Existing Route

From north of Stickney Point Road, north on Swift, west (L) Bee Ridge, north (L) Osprey, east (R) Waldemere, north (L) US 41, west (L) Mound, north (R) Orange to Downtown Transit Center.

Route 5 Swift/Osprey – Proposed Route

The proposed Route 5 should be intended to be the mirror image of the proposed BRT. Basically, Route 5 will operate either on US 41 or Osprey wherever the BRT does not operate.

From north of Stickney Point Road, north on Swift, west (L) Bee Ridge, north (L) Osprey, east (R) Waldemere, north (L) US 41, continue north on US 301, west (L) Fruitville, to Downtown Transit Center.

Existing headway: 60 minutes

Proposed headway: 50 minutes

Route 8 Newtown US 301 – Existing Route

From Tallevast Road, south on 301 Blvd E, east (L) University, south (R) US 301, west (R) Myrtle Street, south (L) Osprey Avenue, west (R) MLK, south (L) Orange Avenue, to Transit Center.

Route 8 Newtown US 301 – Proposed Route

From Tallevast Road, south on 301 Blvd E, east (L) University, south (R) US 301, west (R) Myrtle Street, south (L) railroad corridor, to Downtown Transit Center.

This change takes advantage of the proposed bus lanes on the railroad corridor and provides more expansive coverage of Myrtle Avenue that does not exist today. A con of this action is that there is no service on the northern section of US 301/Washington Avenue. A fallback position on this route would be to continue down US 301 to Ringling, then to Downtown Transit Center.

Existing headway: 60 minutes

Proposed headway: 45 minutes

Route 11 Siesta Key – Existing Route

From Stickney Point Road, north (R) Midnight Pass Road, to Beach Road, north (R) Ocean Blvd, to north on Higel Avenue, east (R) Siesta Drive, north (L) Tuttle Avenue, west (L) Bahia Vista, north (R) US 41, west (L) Ringling to Downtown Transit Center.

Route 11 Siesta Key – Proposed Route

This route is proposed to change by not operating to the Downtown Transit Center which should provide substantial savings of resources and higher ridership for the BRT. From Stickney Point Road, north (R) Midnight Pass Road, to Beach Road, north (R) Ocean

Blvd, to north on Higel Avenue, east (R) Siesta Drive, north (L) Tuttle Avenue, west (L) Bahia Vista, north (R) US 41, west (L) Ringling to Downtown Transit Center.

Existing headway: 60 minutes

Proposed headway: 30 minutes

Route 17 Trail – Existing Route

US 41 to Downtown Transit Center

Route 17 Trail – Proposed Route

US 41 to Siesta Drive Transit Center – the route will feed into BRT – shorten the overall route thus making it much more efficient. We can either save some operating dollars or put the money back into more frequent service (either on this route or on another that needs more frequency).

Existing headway: 30 minutes

Proposed headway: 20 minutes

3. Summit LPA TSM – 2009-04-07

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

program summit (Version 0.992; 08/15/03; FTA)

04/07/09 15:15:53 program initiated

wrtctl 601 (i) settings from the control file

&fnames

freport = smt_out.rpt
fequiv = ..\..\mikesscripts\districts.eqv
ftable1 = ..\baseline\smt_inp.ub
ftable2 = smt_inp.ub
ftabtxt =
ftables =
ftlfd = smt_out.tlf
frcsums = smt_out.rcs
frcvals = smt_out.rcv
fstrats =
fddub = smt_out.d2d
frcub = smt_out.rcu
pqfiles = 1 2

¶ms

nzones = 1294
ndists = 15
ubrun = T
skipii = T
cwidtext = 8
cwidvect = 8
cwidtabo = 8
prteqv = F
softtabi = tranplan
softtabo = ascii
softmap = generic
maxdp = 45 9999 9999
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&tables

t 1 = u210
t 2 = u220-t1
t 3 = u230
t 4 = u240-t3
t 5 = u250
t 6 = u260
t 7 = u270
t 8 = u280
t10 = u150
t15 = t10/t5
t21 = u101
t22 = u102
t23 = u103
t24 = u104
t25 = u105
t26 = u106
t27 = u107
t28 = u108
t29 = u109
t61 = u181
t62 = u182
t63 = u183

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Civt for transit : -0.0200
Civt for auto : -0.0200
travel purpose : ALL
time period : ALLDAY
name of alternative: ALTERNATIVE tsm1

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Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

46	userbens	total	MD-NT	0 minutes
47	userbens	total	NT-CW	0 minutes
48	userbens	total	NT-MD	0 minutes
49	userbens	total	NT-NT	0 minutes
50	userbens	total	TOTAL	11929 minutes
51	userbens	auto	CW-CW	0 minutes
52	userbens	auto	CW-MD	0 minutes
53	userbens	auto	CW-NT	0 minutes
54	userbens	auto	MD-CW	0 minutes
55	userbens	auto	MD-MD	0 minutes
56	userbens	auto	MD-NT	0 minutes
57	userbens	auto	NT-CW	0 minutes
58	userbens	auto	NT-MD	0 minutes
59	userbens	auto	NT-NT	0 minutes
60	userbens	auto	TOTAL	0 minutes
61	userbens	transit	CW-CW	22468 minutes
62	userbens	transit	CW-MD	0 minutes
63	userbens	transit	CW-NT	-10540 minutes
64	userbens	transit	MD-CW	0 minutes
65	userbens	transit	MD-MD	0 minutes
66	userbens	transit	MD-NT	0 minutes
67	userbens	transit	NT-CW	0 minutes
68	userbens	transit	NT-MD	0 minutes
69	userbens	transit	NT-NT	0 minutes
70	userbens	transit	TOTAL	11929 minutes
71	userbens	trip asym	CW-CW	0 minutes
72	userbens	trip asym	CW-MD	0 minutes
73	userbens	trip asym	CW-NT	0 minutes
74	userbens	trip asym	MD-CW	0 minutes
75	userbens	trip asym	MD-MD	0 minutes
76	userbens	trip asym	MD-NT	0 minutes
77	userbens	trip asym	NT-CW	0 minutes
78	userbens	trip asym	NT-MD	0 minutes
79	userbens	trip asym	NT-NT	0 minutes
80	userbens	trip asym	TOTAL	0 minutes

person trips total	BASE	recrds	3318906	trips
person trips total	ALT	recrds	3318906	trips
person trips motorized	BASE	recrds	3318906	trips
person trips motorized	ALT	recrds	3318906	trips
transit trips CW	BASE	recrds	7058	trips
transit trips CW	ALT	recrds	7432	trips
transit trips MD	BASE	recrds	0	trips
transit trips MD	ALT	recrds	0	trips
transit trips total	BASE	recrds	7058	trips
transit trips total	ALT	recrds	7432	trips

total expenditure	BASE	50893713	minutes
total expenditure	ALT	50873975	minutes
user benefits (d expnd)	BASE - ALT	19738	minutes

trips from data field 1 (1=total; 2=motorized)

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Table 1
Person-Trips in the Baseline

Alternative		All Transit-Access Markets Weekday Trips									
Production District		Attraction									
District		1	2	3	4	5	6	7	8	9	
10	11	12	13	14	15	Total					
1	Mana. Cnty	766626	2827	4165	14581	10594	17580	38452	101402	1831	
8368	10516	4319	21687	9107	3346	1015401					
2	Char. Cnty	8385	482619	76468	3618	1180	3356	2382	2091	71374	
243	347	197	1117	655	432	654464					
3	S SaraCnty	15228	93327	322276	14856	5408	31445	15153	4294	8726	
678	1405	861	5845	3914	2462	525878					
4	E SaraCnty	14223	1078	5920	23189	2080	15829	18929	3802	403	
699	1527	846	5895	3531	1913	99864					
5	Keys Sara.	11462	358	1636	2114	27866	17747	12065	4576	215	
1012	2854	1836	13114	6927	3800	107582					
6	SCent Sara	14980	1076	11271	10660	11928	80322	36221	6736	268	
1374	3669	2468	18775	13435	9306	222489					
7	ECent Sara	30660	718	4623	14549	8107	37432	62722	16939	190	
3277	8456	5006	30506	16299	7445	246929					

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Table 2
Change in Person-Trips: Build minus

Baseline

All Transit-Access Markets
Weekday Trips

Production		Attraction									
District		1	2	3	4	5	6	7	8	9	Total
District		10	11	12	13	14	15				
1	Mana. Cnty	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
2	Char. Cnty	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
3	S SaraCnty	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	E SaraCnty	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
5	Keys Sara.	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
6	SCent Sara	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
7	ECent Sara	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

Table 3
Transit Person-Trips in the Baseline

All Transit-Access Markets
Weekday Trips

		Attraction								
		1	2	3	4	5	6	7	8	9
		13	14	15	Total					
			0	27	0	69	22	79	88	0
			0	0	809					
			0	0	0	0	0	0	0	0
			0	0	0					
			0	369	1	0	87	15	24	0
			26	23	861					
			0	0	10	0	15	12	7	0
			0	0	62					
			0	82	0	17	17	15	0	0
			2	41	210					
			0	166	4	38	237	143	53	0
			37	89	1034					
			0	165	86	93	280	220	42	0
			123	37	1540					

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Table 4
Change in Transit Person-Trips: Build

minus Baseline

All Transit-Access Markets
Weekday Trips

Production District		Attraction									
District		1	2	3	4	5	6	7	8	9	
10	11	12	13	14	15	Total					
1	Mana. Cnty		0	0	0	0	0	1	0	0	0
1	3	0	5	0	0	9					
2	Char. Cnty		0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0					
3	S SaraCnty		0	0	10	-1	0	5	1	-1	0
1	-13	0	-2	1	2	3					
4	E SaraCnty		0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0					
5	Keys Sara.		0	0	1	0	0	0	0	0	
0	0	0	1	0	1	4					
6	SCent Sara		0	0	19	0	0	12	-2	0	0
8	2	0	4	0	0	44					
7	ECent Sara		0	0	10	0	0	0	0	0	
5	1	2	19	-1	2	37					

Table 5
User Benefits (hours) for the Build

Alternative

Total
All Transit-Access Markets
Weekday

Production
District

Attraction

District	10	11	12	13	14	15	Total	4	5	6	7	8	9
1 Mana. Cnty				0	0	0	0	0	0	1	0	0	0
1 2		0		4	0	0	8						
2 Char. Cnty				0	0	0	0	0	0	0	0	0	0
0 0		0		0	0	0	0						
3 S SaraCnty				0	0	8	-13	0	0	4	1	-13	0
1 -11		0		-39	1	2	-60						
4 E SaraCnty				0	0	0	0	0	0	0	0	0	0
0 0		0		0	0	0	0						
5 Keys Sara.				0	0	-23	0	0	0	0	0	0	0
0 0		0		1	0	1	-22						
6 SCent Sara				0	0	17	0	0	0	10	-2	0	0
7 1		0		3	0	0	37						

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Table 6
 User Benefits (hours) for the Build
 Caused by Changes in the Price of
 All Transit-Access Markets
 Weekday

Alternative
 Auto Travel

Production District			Attraction								
District			1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	Total					
1	Mana. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
2	Char. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
3	S SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	E SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
5	Keys Sara.		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
6	SCent Sara		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Table 7
 User Benefits (hours) for the Build
 Caused by Changes in the Price of
 All Transit-Access Markets
 Weekday

Alternative
 Transit Travel

Production District		Attraction									
District		1	2	3	4	5	6	7	8	9	
10	11	12	13	14	15	Total					
1	Mana. Cnty		0	0	0	0	0	1	0	0	0
1	2	0	4	0	0	8	0	0	0	0	
2	Char. Cnty		0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
3	S SaraCnty		0	0	8	-13	0	4	1	-13	0
1	-11	0	-39	1	2	-60					
4	E SaraCnty		0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0					
5	Keys Sara.		0	0	-23	0	0	0	0	0	
0	0	0	1	0	1	-22					
6	SCent Sara		0	0	17	0	0	10	-2	0	
7	1	0	3	0	0	37					

Summit LPA TSM – 2009-04-07 Sarasota North South Corridor

Table 8
User Benefits (hours) for the Build

Alternative

Caused by Trip Asymmetry
All Transit-Access Markets
Weekday

Production District		Attraction								
District		1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	Total				
1	Mana. Cnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
2	Char. Cnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
3	S SaraCnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
4	E SaraCnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
5	Keys Sara.		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
6	SCent Sara		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0

Table 10
User Benefits (Hours) Accrued by Soc-Econ

Segment 1-ALL

All Transit-Access Markets
Weekday *

Production District		Attraction									
District		1	2	3	4	5	6	7	8	9	
10	11	12	13	14	15	Total					
1	Mana. Cnty		0	0	0	0	0	1	0	0	0
1	2	0	4	0	0		8				
2	Char. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
3	S SaraCnty		0	0	8	-13	0	4	1	-13	0
1	-11	0	-39	1	2		-60				
4	E SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
5	Keys Sara.		0	0	-23	0	0	0	0	0	0
0	0	0	1	0	1		-22				
6	SCent Sara		0	0	17	0	0	10	-2	0	0
7	1	0	3	0	0		37				
7	ECent Sara		0	0	-16	0	0	0	0	0	0
4	1	1	16	0	2		7				

Table 15
Share of User Benefits (Percent) Accrued by

Soc-Econ Segment 1

All Transit-Access Markets
Weekday

Production District							Attraction				
District	10	11	12	13	14	15	Total	6	7	8	9
1 Mana. Cnty	100.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0
2 Char. Cnty	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 S SaraCnty	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0
4 E SaraCnty	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 Keys Sara.	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0
6 SCent Sara	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0
7 ECent Sara	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0

4. Summit LPA Build – 2009-04-07

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

program summit (Version 0.992; 08/15/03; FTA)

04/07/09 15:15:11 program initiated

wrtctl 601 (i) settings from the control file

&fnames

freport = smt_out.rpt
fequiv = ..\..\..\mikesscripts\districts.eqv
ftable1 = ..\..\tsml\smt_inp.ub
ftable2 = smt_inp.ub
ftabtxt =
ftables =
ftlfd = smt_out.tlf
frcsums = smt_out.rcs
frcvals = smt_out.rcv
fstrats =
fddub = smt_out.d2d
frcub = smt_out.rcu
pqfiles = 1 2

¶ms

nzones = 1294
ndists = 15
ubrun = T
skipii = T
cwidtext = 8
cwidvect = 8
cwidtabo = 8
prteqv = F
softtabi = tranplan
softtabo = ascii
softmap = generic
maxdp = 45 9999 9999
9999 45 9999
9999 9999 45

&tables

t 1 = u210
t 2 = u220-t1
t 3 = u230
t 4 = u240-t3
t 5 = u250
t 6 = u260
t 7 = u270
t 8 = u280
t10 = u150
t15 = t10/t5
t21 = u101
t22 = u102
t23 = u103
t24 = u104
t25 = u105
t26 = u106
t27 = u107
t28 = u108
t29 = u109
t61 = u181
t62 = u182
t63 = u183

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Civt for transit : -0.0200
Civt for auto : -0.0200
travel purpose : ALL
time period : ALLDAY
name of alternative: ALTERNATIVE Build21

rdequiv 6608 (w): district 10 name truncated at maximum of 10 characters
rdequiv 6608 (w): district 10 name truncated at maximum of 10 characters
rdequiv 6608 (w): district 10 name truncated at maximum of 10 characters
rdequiv 6608 (w): district 11 name truncated at maximum of 10 characters
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rdequiv 6608 (w): district 12 name truncated at maximum of 10 characters
rdequiv 6608 (w): district 13 name truncated at maximum of 10 characters
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rdequiv 6608 (w): district 15 name truncated at maximum of 10 characters
rdequiv 6608 (w): district 15 name truncated at maximum of 10 characters
rdequiv 6608 (w): district 15 name truncated at maximum of 10 characters

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

46	userbens	total	MD-NT	0 minutes
47	userbens	total	NT-CW	23003 minutes
48	userbens	total	NT-MD	0 minutes
49	userbens	total	NT-NT	0 minutes
50	userbens	total	TOTAL	51814 minutes
51	userbens	auto	CW-CW	0 minutes
52	userbens	auto	CW-MD	0 minutes
53	userbens	auto	CW-NT	0 minutes
54	userbens	auto	MD-CW	0 minutes
55	userbens	auto	MD-MD	0 minutes
56	userbens	auto	MD-NT	0 minutes
57	userbens	auto	NT-CW	0 minutes
58	userbens	auto	NT-MD	0 minutes
59	userbens	auto	NT-NT	0 minutes
60	userbens	auto	TOTAL	0 minutes
61	userbens	transit	CW-CW	28810 minutes
62	userbens	transit	CW-MD	0 minutes
63	userbens	transit	CW-NT	0 minutes
64	userbens	transit	MD-CW	0 minutes
65	userbens	transit	MD-MD	0 minutes
66	userbens	transit	MD-NT	0 minutes
67	userbens	transit	NT-CW	23003 minutes
68	userbens	transit	NT-MD	0 minutes
69	userbens	transit	NT-NT	0 minutes
70	userbens	transit	TOTAL	51814 minutes
71	userbens	trip asym	CW-CW	0 minutes
72	userbens	trip asym	CW-MD	0 minutes
73	userbens	trip asym	CW-NT	0 minutes
74	userbens	trip asym	MD-CW	0 minutes
75	userbens	trip asym	MD-MD	0 minutes
76	userbens	trip asym	MD-NT	0 minutes
77	userbens	trip asym	NT-CW	0 minutes
78	userbens	trip asym	NT-MD	0 minutes
79	userbens	trip asym	NT-NT	0 minutes
80	userbens	trip asym	TOTAL	0 minutes

person trips total	BASE	recrds	3318906	trips
person trips total	ALT	recrds	3318906	trips
person trips motorized	BASE	recrds	3318906	trips
person trips motorized	ALT	recrds	3318906	trips
transit trips CW	BASE	recrds	7432	trips
transit trips CW	ALT	recrds	8145	trips
transit trips MD	BASE	recrds	0	trips
transit trips MD	ALT	recrds	0	trips
transit trips total	BASE	recrds	7432	trips
transit trips total	ALT	recrds	8145	trips

total expenditure	BASE	50873975	minutes
total expenditure	ALT	50822356	minutes
user benefits (d expnd)	BASE - ALT	51620	minutes

trips from data field 1 (1=total; 2=motorized)

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Table 1
Person-Trips in the Baseline

Alternative		All Transit-Access Markets Weekday Trips									
Production District		Attraction									
District		1	2	3	4	5	6	7	8	9	
10	11	12	13	14	15	Total					
1	Mana. Cnty	766626	2827	4165	14581	10594	17580	38452	101402	1831	
8368	10516	4319	21687	9107	3346	1015401					
2	Char. Cnty	8385	482619	76468	3618	1180	3356	2382	2091	71374	
243	347	197	1117	655	432	654464					
3	S SaraCnty	15228	93327	322276	14856	5408	31445	15153	4294	8726	
678	1405	861	5845	3914	2462	525878					
4	E SaraCnty	14223	1078	5920	23189	2080	15829	18929	3802	403	
699	1527	846	5895	3531	1913	99864					
5	Keys Sara.	11462	358	1636	2114	27866	17747	12065	4576	215	
1012	2854	1836	13114	6927	3800	107582					
6	SCent Sara	14980	1076	11271	10660	11928	80322	36221	6736	268	
1374	3669	2468	18775	13435	9306	222489					
7	ECent Sara	30660	718	4623	14549	8107	37432	62722	16939	190	
3277	8456	5006	30506	16299	7445	246929					

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Table 2
 Change in Person-Trips: Build minus
 All Transit-Access Markets
 Weekday Trips

Baseline

Production		Attraction								
District		1	2	3	4	5	6	7	8	9
District		13	14	15	Total					
10	11	12								
1	Mana. Cnty	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
2	Char. Cnty	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
3	S SaraCnty	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
4	E SaraCnty	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
5	Keys Sara.	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
6	SCent Sara	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
7	ECent Sara	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Table 3
Transit Person-Trips in the Baseline

Alternative

All Transit-Access Markets
Weekday Trips

Production						Attraction					
District						District					
District			1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	Total					
1	Mana. Cnty		254	0	27	0	69	23	79	88	0
6	28	0	246	0	0		818				
2	Char. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
3	S SaraCnty		0	0	379	0	0	92	16	23	0
8	0	8	287	27	25		864				
4	E SaraCnty		0	0	0	10	0	15	12	7	0
0	0	0	18	0	0		62				
5	Keys Sara.		0	0	83	0	17	17	15	0	0
0	0	0	37	3	42		214				
6	SCent Sara		0	0	185	4	38	250	141	53	0
67	29	12	171	37	90		1078				
7	ECent Sara		32	0	175	86	93	280	220	42	0
38	33	26	393	122	39		1578				

Summit LPA Build -- 2009-04-07 Sarasota North South Corridor

Table 4
Change in Transit Person-Trips: Build

minus Baseline

All Transit-Access Markets
Weekday Trips

Production District			Attraction								
District			1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	Total					
1	Mana. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	6	0	0	8					
2	Char. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0					
3	S SaraCnty		0	0	0	0	0	0	0	0	0
0	20	0	3	0	0	24					
4	E SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0					
5	Keys Sara.		0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	1					
6	SCent Sara		0	0	0	0	0	0	0	0	0
4	9	3	6	4	1	27					
7	ECent Sara		0	0	0	0	0	0	1	0	0
5	1	-2	12	7	3	26					

Summit LPA Build -- 2009-04-07 Sarasota North South Corridor

Table 5
User Benefits (hours) for the Build

Alternative

Total
All Transit-Access Markets
Weekday

Production

Attraction

District	10	11	12	1	2	3	4	5	6	7	8	9
District	10	11	12	13	14	15	Total					
1 Mana. Cnty	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	5	0	0	0	6	0	0	0	0	0
2 Char. Cnty	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
3 S SaraCnty	0	0	0	0	0	0	0	0	0	0	0	0
0	17	0	3	0	0	0	20	0	0	0	0	0
4 E SaraCnty	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
5 Keys Sara.	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	0	0	0	0	0
6 SCent Sara	0	0	0	0	0	0	0	0	0	0	0	0
4	8	2	5	3	1	1	23					

Table 6
 User Benefits (hours) for the Build
 Caused by Changes in the Price of
 All Transit-Access Markets
 Weekday

Alternative
 Auto Travel

Production District		Attraction									
District	District	1	2	3	4	5	6	7	8	9	Total
10	11	12	13	14	15						
1	Mana. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
2	Char. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
3	S SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
4	E SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
5	Keys Sara.		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
6	SCent Sara		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Table 7
User Benefits (hours) for the Build
Caused by Changes in the Price of

Alternative
Transit Travel

All Transit-Access Markets
Weekday

Production District		Attraction								
District		1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	Total				
1	Mana. Cnty		0	0	0	0	0	0	0	0
0	0	0	5	0	0	6	0	0	0	0
2	Char. Cnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
3	S SaraCnty		0	0	0	0	0	0	0	0
0	17	0	3	0	0	20	0	0	0	0
4	E SaraCnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
5	Keys Sara.		0	0	0	0	0	0	0	0
0	0	0	1	0	0	1	0	0	0	0
6	SCent Sara		0	0	0	0	0	0	0	0
4	8	2	5	3	1	23				

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Table 8
User Benefits (hours) for the Build

Alternative

Caused by Trip Asymmetry
All Transit-Access Markets
Weekday

Production District		Attraction									
District		1	2	3	4	5	6	7	8	9	Total
10	11	12	13	14	15						
1	Mana. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
2	Char. Cnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
3	S SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
4	E SaraCnty		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
5	Keys Sara.		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				
6	SCent Sara		0	0	0	0	0	0	0	0	0
0	0	0	0	0	0		0				

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

Table 10
User Benefits (Hours) Accrued by Soc-Econ

Segment 1-ALL

All Transit-Access Markets
Weekday

Production District		Attraction								
District		1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	Total				
1	Mana. Cnty		0	0	0	0	0	0	0	0
0	0	0	5	0	0	6	0	0	0	0
2	Char. Cnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
3	S SaraCnty		0	0	0	0	0	0	0	0
0	17	0	3	0	0	20	0	0	0	0
4	E SaraCnty		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
5	Keys Sara.		0	0	0	0	0	0	0	0
0	0	0	1	0	0	1	0	0	0	0
6	SCent Sara		0	0	0	0	0	0	0	0
4	8	2	5	3	1	23	0	0	0	0
7	ECent Sara		0	0	0	0	0	0	1	0
4	1	-1	10	6	2	22	0	0	0	0

Summit LPA Build – 2009-04-07 Sarasota North South Corridor

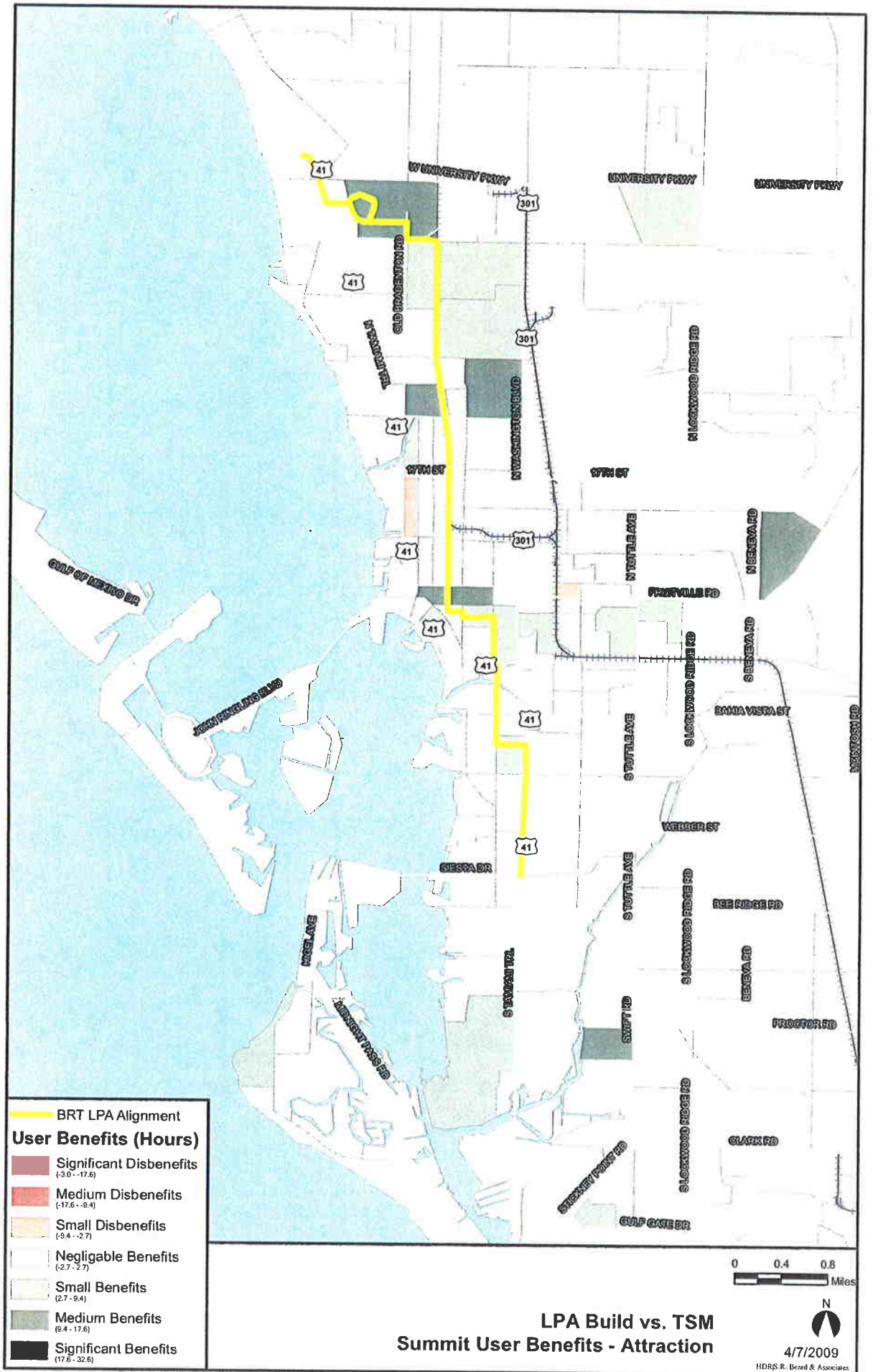
Table 15
Share of User Benefits (Percent) Accrued by

Soc-Econ Segment 1

All Transit-Access Markets
Weekday

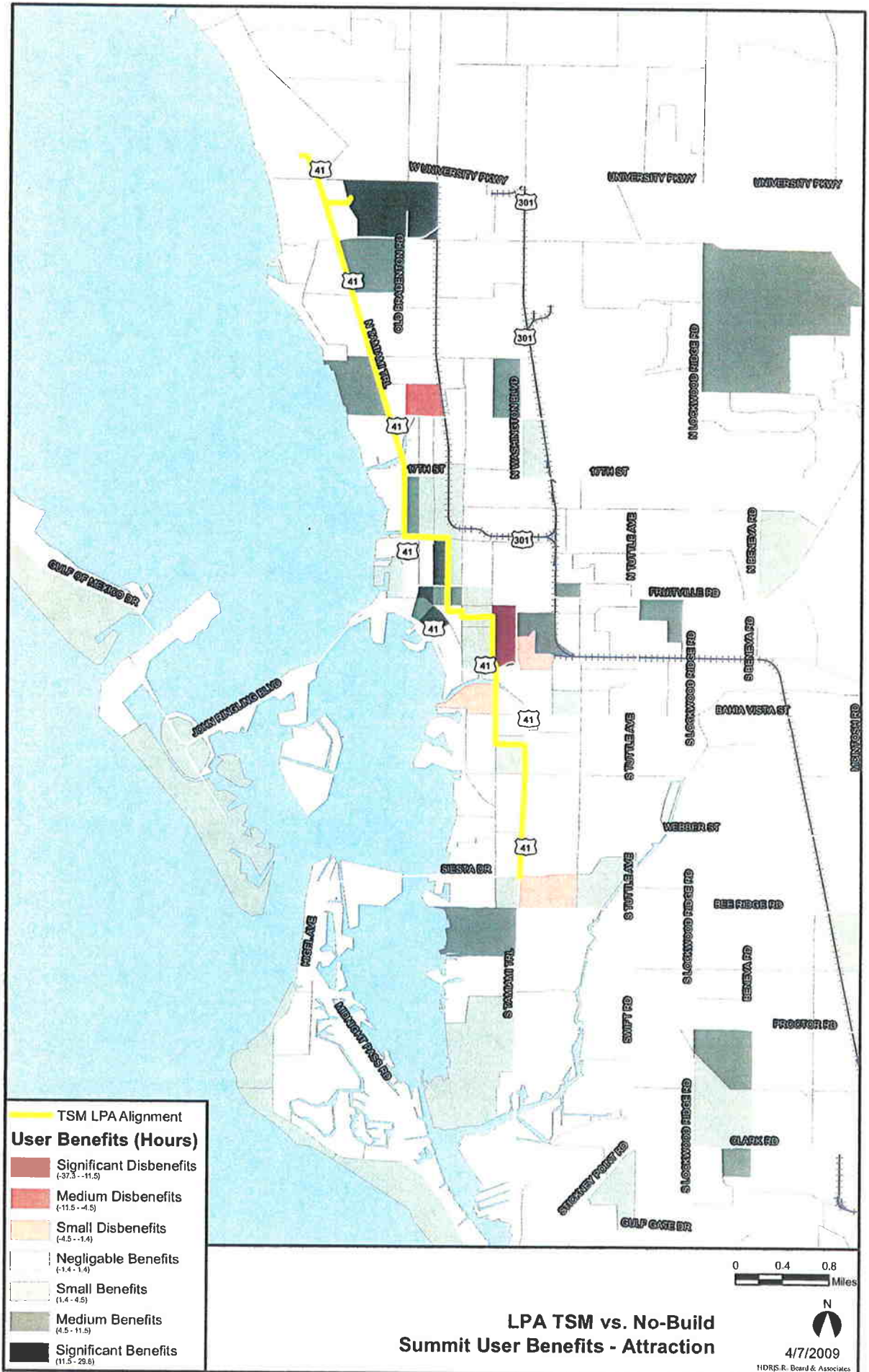
Production District							Attraction					
District	10	11	12	1	2	3	4	5	6	7	8	9
District	10	11	12	13	14	15	Total					
1 Mana. Cnty	100.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
2 Char. Cnty	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 S SaraCnty	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
4 E SaraCnty	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 Keys Sara.	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0
6 SCent Sara	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0
7 ECent Sara	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0

5. Map Series



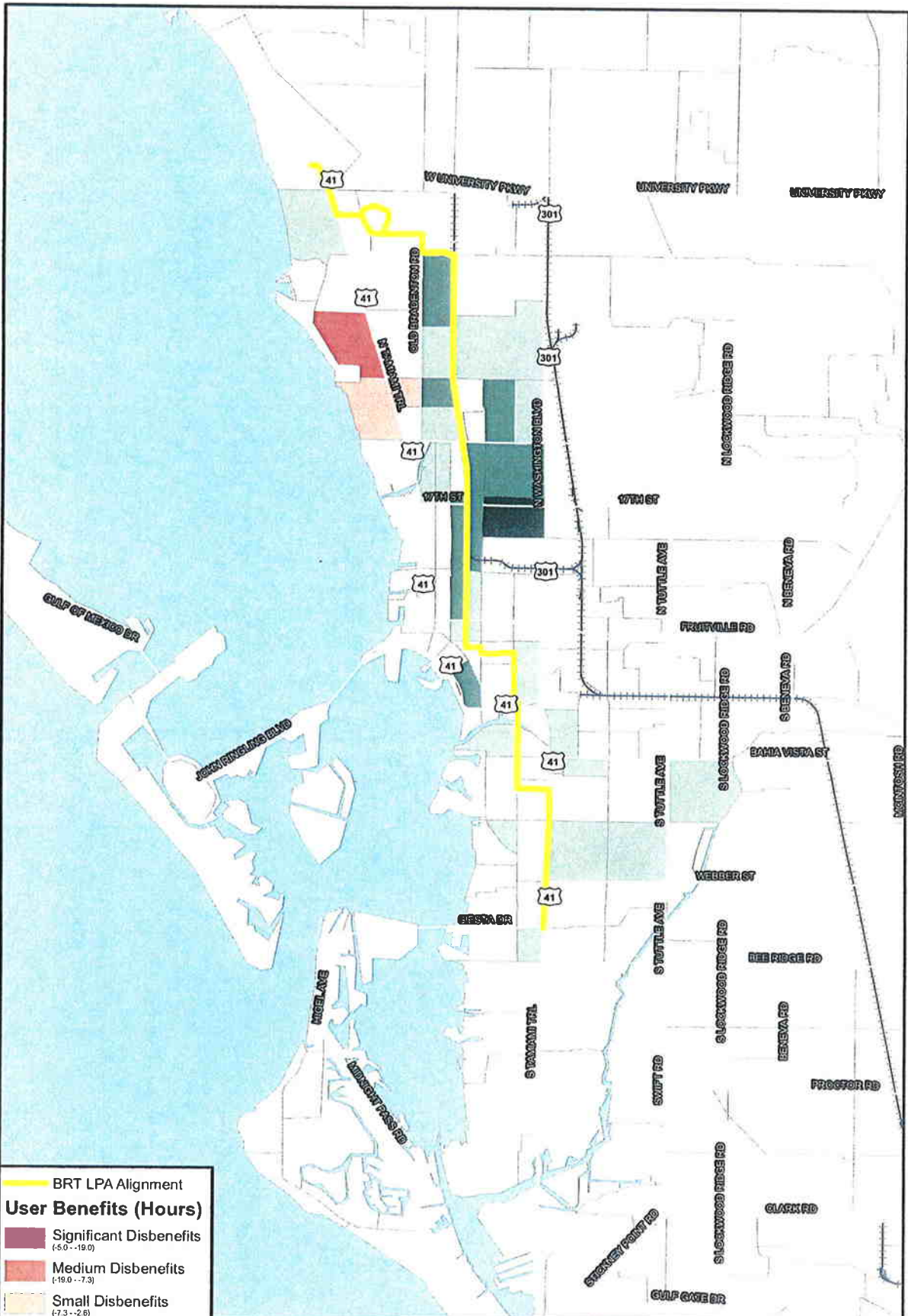
- BRT LPA Alignment
- User Benefits (Hours)**
- Significant Disbenefits
(-3.0 - -17.6)
- Medium Disbenefits
(-17.6 - -9.4)
- Small Disbenefits
(-9.4 - -2.7)
- Negligible Benefits
(-2.7 - 2.7)
- Small Benefits
(2.7 - 9.4)
- Medium Benefits
(9.4 - 17.6)
- Significant Benefits
(17.6 - 32.6)





- TSM LPA Alignment
- User Benefits (Hours)**
- Significant Disbenefits
(-37.3 - -11.5)
- Medium Disbenefits
(-11.5 - -4.5)
- Small Disbenefits
(-4.5 - -1.4)
- Negligable Benefits
(-1.4 - 1.4)
- Small Benefits
(1.4 - 4.5)
- Medium Benefits
(4.5 - 11.5)
- Significant Benefits
(11.5 - 29.8)





— BRT LPA Alignment

User Benefits (Hours)

- Significant Disbenefits (-5.0 - -19.0)
- Medium Disbenefits (-19.0 - -7.3)
- Small Disbenefits (-7.3 - -2.6)
- Negligable Benefits (2.6 - 2.6)
- Small Benefits (2.6 - 7.3)
- Medium Benefits (7.3 - 19.0)
- Significant Benefits (19.0 - 50.5)



**LPA Build vs. TSM
Summit User Benefits - Production**

