SouthShore Transit Circulator Study

Alternative 3 - 2 One-Way Loops with Local Service to Brandon Mall and Fish Hawk

Activity Centers
- Commercial Center
- Educational Facility
- Future Development
- Health and Community

Alternative 3 Routes
1. Rte 1 - US-301
2. Rte 2 - US-41
3. Rte 3 - North Loop
4. Rte 4 - South Loop
5. Rte A - Gibsonton Flex
6. Rte B - Big Bend Flex
7. Rte C - South County Flex

HSF Connection

Transfer Point

Flex Zone

Proposed Roadway

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Weeday Service

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Route Name</th>
<th>Frequency</th>
<th>Round Trip Route Miles</th>
<th>Round Trip Route Time (min)</th>
<th>Round Trip Route Time with Layover (min)</th>
<th>Buses Needed</th>
<th>Daily Round Trips</th>
<th>Daily Weeday Projected 2025 Ridership</th>
<th>Daily Saturday Projected 2025 Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>US-301</td>
<td>75</td>
<td>57</td>
<td>201</td>
<td>211</td>
<td>3</td>
<td>9</td>
<td>150</td>
<td>75</td>
</tr>
<tr>
<td>2</td>
<td>US-41</td>
<td>60</td>
<td>55</td>
<td>180</td>
<td>190</td>
<td>4</td>
<td>13</td>
<td>226</td>
<td>113</td>
</tr>
<tr>
<td>3</td>
<td>North Loop</td>
<td>45</td>
<td>15</td>
<td>116</td>
<td>116</td>
<td>2</td>
<td>12</td>
<td>105</td>
<td>52</td>
</tr>
<tr>
<td>4</td>
<td>South Loop</td>
<td>60</td>
<td>30</td>
<td>166</td>
<td>116</td>
<td>2</td>
<td>12</td>
<td>184</td>
<td>52</td>
</tr>
</tbody>
</table>

Fixed Route Sub Total
n/a          | 153               | n/a          | 211                     | 116                              | 11           | 49                | 665                                   | 382                                    |

A. Gibsonton Flex
45          | 7                  | 201          | 190                     | 116                              | 2           | 12               | 105                                   | 52                                     |

B. Big Bend Flex
45          | 8                  | 28           | 14                     | 116                              | 2           | 12               | 105                                   | 52                                     |

C. South County Flex
45          | 19                 | 67           | 77                     | 116                              | 2           | 12               | 105                                   | 52                                     |

Flex Route Sub Total
n/a          | 34                 | n/a          | 211                     | 116                              | 11           | 49                | 665                                   | 382                                    |

HSF Connection
26          | 3                  | n/a          | n/a                     | n/a                              | n/a          | 12               | 86                                     | 46                                     |

Total
190          | 964                | 964          | 964                             | 964                              | 11           | 49                | 665                                   | 382                                    |

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Annual Operating Cost (in $1,000s)

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Weekday Annual Operating Cost</th>
<th>Saturday Annual Operating Cost</th>
<th>Annual Operating Cost Demand Response (ADA)</th>
<th>Capital Cost - Vehicles</th>
<th>Capital Cost - Stops</th>
<th>Total Capital Cost</th>
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</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>$ 2,396</td>
<td>$ 414</td>
<td>$ 362</td>
<td>$ 5,500</td>
<td>$ 699</td>
<td>$ 6,199</td>
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<td>Flex Route</td>
<td>$ 824</td>
<td>$ 142</td>
<td>$ -</td>
<td>$ 500</td>
<td>$ 78</td>
<td>$ 578</td>
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<tr>
<td>Total</td>
<td>$ 3,220</td>
<td>$ 556</td>
<td>$ 362</td>
<td>$ 6,000</td>
<td>$ 776</td>
<td>$ 6,776</td>
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</tbody>
</table>

Note: The proposed changes to routes would replace the current 31 Local, 53LX, and flex service in the area. No changes are proposed for Route 47LX.

February 18, 2014