

Discussion Item E

2020 TDP Evaluation of New Transit Service Alternatives

The transit corridors presented **were** evaluated by the public. Transit corridors determined by the community to address future transportation needs were considered further by the study team. The transit corridors were combined into three Alternatives. To determine the preferred alternative, public input, potential ridership, and enhanced transit quality were considered.

Alternative #1 provided the highest ridership, most improved LOS, and community acceptability. This allowed the study team to determine which corridors provided greater access to citizens and visitors of Lake County, while providing an efficient and effective service that would meet the needs of existing and future patrons. A total of twenty-two alternative corridors have been identified for further consideration based on existing and future conditions of the criteria used for the analysis. The remaining corridors may be considered increasingly feasible for implementation during subsequent updates to the TDP. Based upon new circumstances, it may be determined that certain corridors identified in this TDP should be studied further. Alternatives may be advanced based upon opportunities for funding partnerships, increased development intensity, or other factors.

Table 8-10: Alternative #1 Summary of Proposed Service

	Corridor #	Description	Mode
1st Five	1.10	LX Route 1 - Cross County Connector (Operated as is until 2012)	Fixed Route
	1.20	LX Route 2 - Leesburg Circulator (Operated as is until 2012)	Fixed Route
	1.30	LX Route 3 - Mount Dora Circulator (Operate as is until 2012)	Fixed Route
	1.40	ZELLWOOD CONNECTOR (GRANT 2009)	Fixed Route
	1.11	Rev LX Route 1 - Cross County Connector (Streamline in 2012)	Fixed Route
	1.21	LEESBURG FRUITLAND PARK CIRCULATOR	Circulator
	1.31	GOLDEN TRIANGLE CIRCULATOR	Circulator
	1.41	ZELLWOOD CONNECTOR AM/PM HW	Fixed Route
2nd Five	7.41	CROSS COUNTY CONNECTOR BUS RAPID TRANSIT (PHASE 1)	BRT
	7.42	CROSS COUNTY CONNECTOR BUS RAPID TRANSIT (PHASE 2)	BRT
	9.10	NORTHWEST COMMUTER RAIL PHASE 1 (ORLANDO TO ZELLWOOD)	CRT
	9.20	NORTHWEST COMMUTER RAIL PHASE 2 (ZELLWOOD TO EUSTIS)	CRT
	9.30	NORTHWEST COMMUTER RAIL (MOUNT DORA CONNECTION)	CRT

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TBEST Demand Projection Estimates

Transit ridership projection techniques can be used to assist in understanding potential demand for public transportation. The **2020 Florida Transportation Plan** identifies increasing transit ridership as a method to enhance Florida's quality of life. As such, public transportation systems are expected to expand their services and improve their level of service. Many land use and reliability factors influence transit use. The FDOT Public Transit Office (PTO) developed the TBEST (Transit Boardings Estimation and Simulation Tool) model to assist agencies as they prepare their TDP's. TBEST is capable of estimating transit ridership at the route stop-level and aggregating ridership to the segment, route, and system levels. The PTO released TBEST Version 3.1 in May 2008. It is a "micro-level" transit analysis and ridership forecasting model that is capable of simulating travel demand while accounting for network connectivity, accessibility, and route alignments. The results of this TBEST analysis can be used in the evaluation and planning process, especially related to the implementation and timing of new routes. A brief summary of the TBEST-based annual ridership projections for Lake County from 2009 through 2020 is presented in **Table 8-13**. The Golden Triangle Circulator and the Cross County Connector (Route 1), which will be expanded later to operate with more frequency, are projected as the two routes with the highest annual ridership in Lake County. Once expanded to incorporate BRT service, the Cross County Connector is projected to serve nearly 250,000 trips annually by 2020, while the Golden Triangle Circulator is projected to serve over 275,000 trips annually by 2020. The Zellwood Connector, which will be implemented in 2009, and the Leesburg/Fruitland Park Circulator are projected to provide over 100,000 trips each by 2020 in Lake County.

Table 8-13 – Alternative Corridors Ridership Summary

TBEST Analysis (FY 2009 - FY 2020)

Route Alternative	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Cross County Connector (Existing Route 1)	91,364	94,513	97,663									
Leesburg Circulator (Existing Route 2)	29,439	30,302	31,166									
Mount Dora Circulator (Existing Route 3)	35,839	37,059	38,278									
Zellwood Connector	23,317	31,841	40,742									
Cross County Connector (AM/PM Headway)				100,863	113,068	125,273						
SR 50 Express (Orlando to Mascotte)				2,972	4,399	6,045						
Zellwood Connector (AM/PM Headway)				75,149	80,529	85,910	90,373	97,765	105,156	112,547	119,939	127,330
Leesburg/Fruitland Park Circulator				49,251	54,216	59,182	68,047	77,978	87,909	97,841	107,772	117,704
Golden Triangle Circulator				73,198	109,535	151,841	177,622	197,998	218,374	238,750	259,126	279,502
Leesburg to Ford Park				11,643	16,642	22,200	30,709	33,787	36,866	39,944	43,023	46,101
SR 50 BRT (Orlando to Mascotte)							12,344	17,715	23,713	25,283	26,853	28,423
Cross County Connector BRT (Phase 1)							43,459	52,989	62,520	72,050	81,580	91,110
Cross County Connector BRT (Phase 2)							109,093	118,557	128,021	137,485	146,949	156,413
Lake County DRI Circulator							24,735	35,276	46,965	49,835	52,705	55,575
US 27 South to Four Corners							3,688	5,490	7,579	8,296	9,012	9,728
Clermont/Minneola Circulator							9,083	13,017	17,404	18,537	19,670	20,803
Lady Lake to Wildwood Lake							411	581	767	808	848	889
Disney Express to AK -WDW							1,173	1,638	2,139	2,231	2,323	2,414
Mount Dora Plymouth-Sorrento Circulator							4,191	6,080	8,214	8,829	9,444	10,058

Notes:

1. For existing service and new improvements, results from the TBEST model runs provided ridership projections for FY 2009, FY 2011, FY 2012, FY 2014, FY 2015, and FY 2020. The ridership projections for the other years were calculated based on the increase in ridership between two adjoining years.
2. It was assumed that ridership did not stabilize until the third year of operation for any new improvement that is not a transformation/realignment of an existing route. Ridership in the first year of new improvement was assumed to be 60 percent of the ridership projected by TBEST for that year. Ridership in the second year was assumed to be 80 percent of the ridership projected by TBEST for that year.

