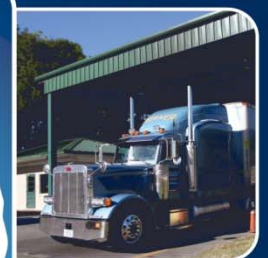


# STOPS – Overview

*presented by*  
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# STOPS Overview



- Stand-alone software that predicts transit travel patterns
- A limited implementation of the conventional “4-step” model
  - Highly simplified modeling process
  - Based on ridership data on fixed-guideway systems across the nation
- Outputs New Starts project justification performance metrics – trips on the project, VMT and new transit trips
- Project evaluation process streamlined
  - Reduced level of effort & resource requirements
  - Readily-available required input data
  - Reduced/limited level of scrutiny by FTA

# Availability of STOPS



- Google or download from FTA website at <http://www.fta.dot.gov/grants/15682.html>
- FTA provides technical assistance to project sponsors
- Currently version 1.02 is available
  - FTA planning to release version 1.5 soon [*more in Jay's presentation*]

# Consider Using STOPS When...



- Forecasting any New or Small Starts project
  - Certain considerations mentioned on the next slide
- A locally maintained demand model that
  - Does not have transit modeling components
  - Has not undergone meaningful tests against suitable data on current transit ridership
- Performing quality control by developing alternate forecasts [*more in Dave's presentation*]
- Performing a system planning study where multiple fixed-guideway projects are being studied in multiple corridors

# Think Before Using STOPS When...



- Performing highway or air-quality conformity analysis
  - Well, you cannot use STOPS at all in this instance
- Forecasting to support local bus-system planning studies
- Forecasting for corridors
  - With strong special travel markets [*more in Jeff's presentation*]
  - Where alternatives include some with no highway capacity change for general traffic & some which include major capacity change
  - Which have grown substantially since 2000
- Instances when either the GTFS files are not current or are not available at all
- Requiring detailed estimation of O&M costs, bus/fleet requirements and station parking demands, unless significant local validation has been performed

# Sub Committee's Recommendations to the Modeling Community



- STOPS is NOT a substitute for regional travel models
- Ongoing efforts to enhance the travel demand modeling practice in Florida should continue
- STOPS is not a “plug ‘n chug” model -> invest in plausibility checks of forecasts [*more in Jeanette's presentation*]
  - Understand its applicability to local corridor conditions
  - Understand that STOPS is still evolving as FTA learns from its applications around the country



# Sub Committee's Recommendations to this Forum



- Raise awareness and share experiences
  - Through various venues such as MTF, FSUTMS user group meetings, communications to FDOT systems planning and PTO offices
- Develop a data repository
  - Maintain current and historical GTFS files from all Florida transit agencies (PTO)
- Provide assistance/training to agencies that currently do not have GTFS files for their system (PTO)



# Audience Poll



- In which of the following situations, would you consider using STOPS as a forecasting tool?
  - A. Developing design traffic volumes for a major freeway expansion project
  - B. Estimating ridership impacts of truncating a portion of a fixed-route bus service serving an arterial
  - C. Estimating ridership on a new commuter rail service where no premium transit mode currently exists
  - D. Estimating ridership on a monorail system that ferries visitors between Magic Kingdom and Epcot
  - E. None of the above