

# SERPM 6.7

# Development

Southeast Florida User's Group

April 8<sup>th</sup>, 2011

# SERPM 6.7 Development

- Purpose
  - Develop a regional model that meets FTA New Starts standards for the SFECC and Central Broward Transit Studies (using SERPM 6.6 as starting point)
- Main tasks
  - Assemble & analyze 5 systemwide transit on-board surveys
  - Complete structural enhancements
  - Validate pathbuilder structure & parameters
  - Validate mode choice/assignment phases
  - Perform future year tests
- Estimated completion date: December 2011

# SERPM 6.7 Features (Partial)

- Network data
  - 2010 base year
  - Updated parking costs
- Distribution
  - Minor enhancements to CTPP-based distribution for work travel
  - Revised zero-car HH travel distribution
  - Non-work distribution stratified by auto availability
- Transit model
  - Pathbuilding and assignment now in PT
  - Revised transit access/egress connectors
  - Transit fares now reflect “best pass fare” rather than cash fare
  - Transit speeds are now based on auto speeds plus dwell time per stop
  - Revised new coefficients, especially value-of-time
  - Using auto availability rather than auto ownership market segmentation

# Auto Availability

## ■ Three market segments

- 0-car households
- Households with  $\#workers > \#cars$   
( $\#persons/adults > \#cars$  for non-work trips)
- Households with  $\#workers \leq \#cars$   
( $\#persons/adults \leq \#cars$  for non-work trips)

## ■ Why?

- Auto ownership losing importance as explanatory variable for mode choice (e.g., small number of 0-car households and modest number of 1-car households)
- Income segmentation not currently an option without major changes to ZDATA variables
- Travel generation already stratified by workers (persons) and autos available