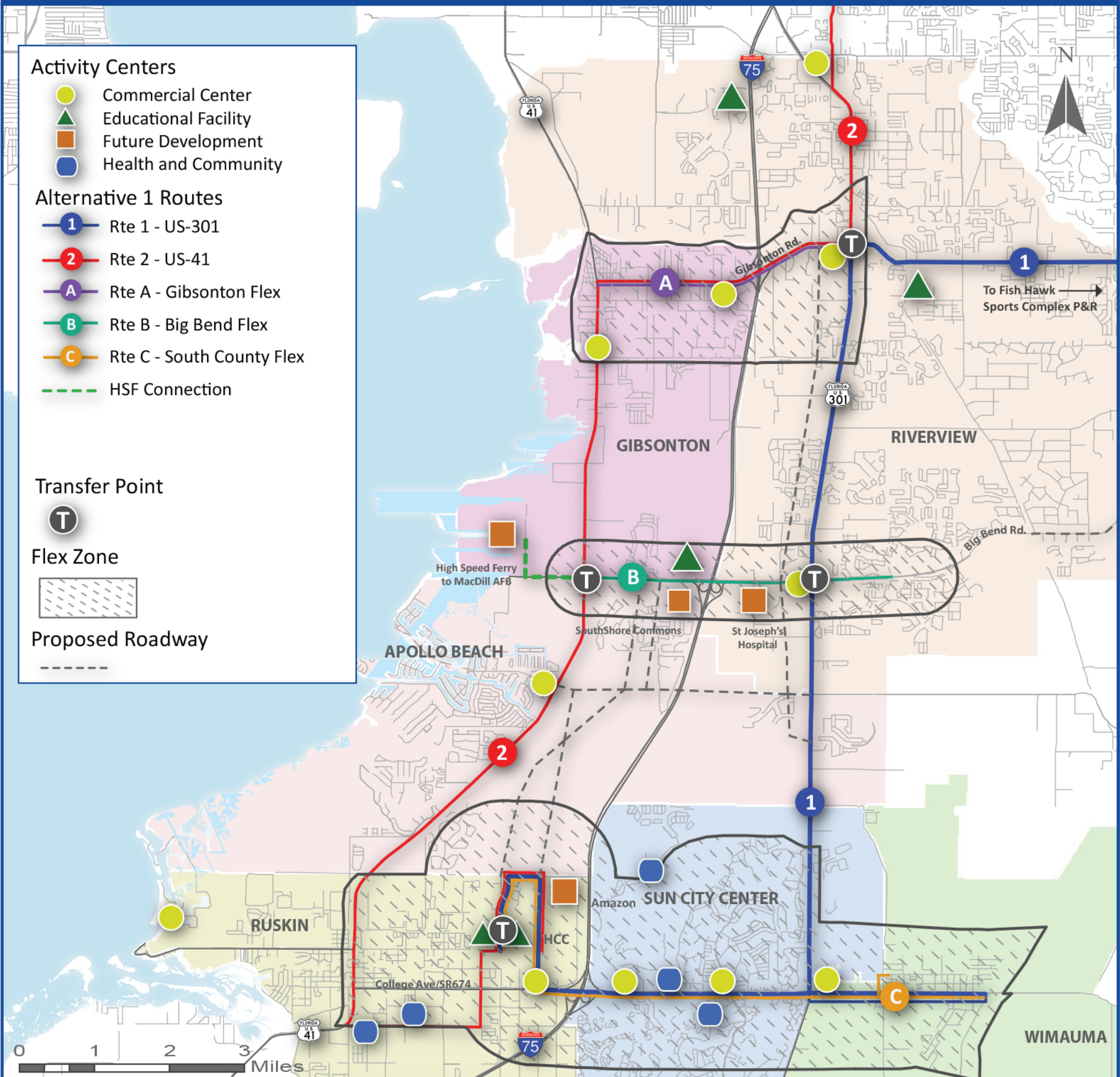


# SouthShore Transit Circulator Study

## Alternative 1 - HART Planned Service with Fish Hawk Connection



| Route Number | Route Name        | Frequency | Round Trip Route Miles | Weekday Service             |  |              | Ridership         |  |   |
|--------------|-------------------|-----------|------------------------|-----------------------------|--|--------------|-------------------|--|---|
|              |                   |           |                        | Round Trip Route Time (min) | Round Trip Route Time with layover (min) | Buses Needed | Daily Round Trips | Daily Weekday Projected 2025 Ridership | Daily Saturday Projected 2025 Ridership |
| 1            | US-301            | 75        | 57                     | 201                         | 211                                      | 3            | 9                 | 204                                    | 102                                     |
| 2            | US-41             | 60        | 51                     | 180                         | 190                                      | 4            | 11                | 303                                    | 151                                     |
| A            | Gibsonton Flex    | 45        | 7                      | 25                          | 35                                       | 1            | 18                | 51                                     | 25                                      |
| B            | Big Bend Flex     | 45        | 8                      | 28                          | 38                                       | 1            | 18                | 96                                     | 48                                      |
| C            | South County Flex | 45        | 19                     | 67                          | 77                                       | 2            | 17                | 116                                    | 58                                      |
|              | HSF Connection    | 26        | 3                      | 11                          | n/a                                      | n/a          | 12                | 78                                     | 39                                      |
| <b>Total</b> |                   |           | <b>145</b>             |                             |  |              |                   | <b>848</b>                             | <b>423</b>                              |

| Route Type   | Annual Operating Cost (in \$1,000s) |                                |   | Capital Costs (in \$1,000s) |                      |                    |
|--------------|-------------------------------------|--------------------------------|---|-----------------------------|----------------------|--------------------|
|              | Weekday Annual Operating Cost       | Saturday Annual Operating Cost | Annual Operating Cost Demand Response (ADA) | Capital Cost - Vehicles     | Capital Cost - Stops | Total Capital Cost |
| Fixed Route  | \$ 1,542                            | \$ 267                         | \$ 271                                      | \$ 3,500                    | \$ 1,708             | \$ 5,208           |
| Flex Route   | \$ 824                              | \$ 142                         | \$ -  | \$ 500                      | \$ 311               | \$ 811             |
| <b>Total</b> | <b>\$ 2,366</b>                     | <b>\$ 409</b>                  | <b>\$ 271</b>                               | <b>\$ 4,000</b>             | <b>\$ 2,019</b>      | <b>\$ 6,019</b>    |



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.