**What's new in STOPS version 2.52 and 2.53**

This document describes STOPS version 2.53 and 2.52. Key changes in 2.53 and 2.52 as compared to earlier versions of the software include:

- Version 2.52 added the capability to use a specially-processed version of the 2012-2016 American Community Survey Census Transportation Planning Products (CTPP) journey-to-work data tables. Note that the current version of the STOPS parameters were revised for v2.51 and have not been changed for v2.52. Depending on the context, this documentation may refer to these parameters as the Version 2.51 parameters or the Version 2.51/2.52 parameters. In all cases, the Version 2.51 and 2.52 parameters are identical—the only difference between Version 2.51 and 2.52 is the ability of the latter to utilize the 2012-2016 CTPP.
- Version 2.53 includes a new GIS interface to ESRI's ArcGIS Professional program. ESRI has announced it intends to discontinue user support for their ArcMap Desktop software. This update was made to ensure STOPS's GIS compatibility is seamless for ESRI users. All other elements of version 2.53 are identical to version 2.52.

The prior version of STOPS (2.51) was never formally released but includes the following modifications (depending on the date of the executable):

- STOPS no longer requires a valid GTFS file name in File Set 1 for all three scenarios (existing, no-build and build). Now, the only requirement is that at least one non-blank file name be provided in any File Set (i.e., File Set 1 through File Set 20). This simplifies the coding process for cases where the existing, no-build, and build scenarios require a different calendar day. This happens most frequently when one GTFS file is used for calibration (the existing scenario) and a newer GTFS file is the basis for the no-build or build scenarios.
- New procedures and parameters for representing transit Park-and-Ride (PNR) travel were introduced. The default values of these parameters restrict the situations in which STOPS predicts large transit PNR markets to high density attraction locations with numerous transit trips made by car-owning households, transit options that are time-competitive with driving, and involve little or no backtracking.
- New procedures and parameters for controlling calibration were introduced to better handle situations with limited transit data and to be more consistent between path-building and mode choice.
- Trips that involve use of both full fixed guideway (e.g., commuter rail, heavy rail or light rail transit) and partial fixed guideway (e.g., BRT or streetcar) are, by default, now treated as the lowest mode used during the journey rather than the highest mode. The change was made to address observations by FTA that STOPS overestimated partial fixed-guideway (BRT and streetcar) ridership in situations where these modes serve as feeders to full-fixed guideway systems.
- Optionally, STOPS v2.51 allows the user to describe the regional transit fare structure and use this information to affect how shortest transit paths are found and how users choose modes of travel[1].
- STOPS now generates estimates of Transportation System User Benefits and can generate production- and attraction-zone summaries that can be used to assess the geographic distribution of mobility benefits and assist in the quality control process.

The previous version of STOPS was version 2.50. Key changes in 2.50 as compared to earlier versions of the software include:

- STOPS was recalibrated to match ridership for projects that have opened since STOPS was first developed. The additional information on actual transit project ridership includes an expanded the range of project types and now includes information on ridership experience with additional

[1] This feature was added to later versions of v2.50 that were released after the v2.50 documentation was written

inexpensive “BRT-lite” projects and major heavy rail extensions.

- STOPS has been updated to use the expanded memory capabilities of 64-bit operating systems. Other programs have been updated to reduce the required memory and, therefore, operate more reliably with current versions of Windows.
- Enhanced tools have been provided to update station files with new stop ids coded in existing, no-build, and build GTFS directories. These tools are included in Step 6, Specify Station Locations and can be used to create new station files or update existing files.

A new GTFS editor, *GTFSed*, is now available to help users code new services in GTFS format. This program is also posted online at this website and is described in a stand-alone user guide.