

As with the walk trips, a manual procedure was used to distribute transit trips to their ultimate destination once they had arrived at a station or stop.

WALK TRIPS

Potential walk trips in the Jacksonville CBD in 1990 were divided into four categories (work, shopping, personal business, and other) for analysis. Work trips are those made by CBD employees after they arrive at work. It was estimated that 30 percent of the downtown workers would make a walk trip away from their place of employment during the day. Shopping trips are made by persons arriving in the CBD to shop, who then walk to another zone to continue shopping.

It was estimated that 30 percent of persons going to the CBD in 1990 for personal business purposes would make an additional internal walk trip during the course of their stay. Most of these walk trips would be for eating, banking, shopping, or some other personal reason. Of all the persons arriving daily in the CBD for social, cultural, and recreational purposes, 25 percent were estimated to make an internal walk trip to eat or shop.

As with the productions, the rate of walk trip attraction for each CBD zone was determined to be a function of the walk trip purpose. Attractions to a specific zone were also a function of the activity in the zone and the distance a walker would be willing to travel to accomplish his trip purpose.

PERIPHERAL PARKING TRIPS

Persons arriving in the CBD from peripheral parking locations would require some form of People-Mover System to get them to their final destinations. The peripheral parking requirements were translated to person trip arrivals for each of the five proposed locations. Again, the trip purpose distinction was kept to account for different percentages in the peak hour.

The distribution of peripheral parkers to destination zones was done by a procedure analogous to the technique used in distributing transit trips. However, consideration was not given to the distance of the destination from the peripheral parking location.

MODAL SPLIT

Based on the projected amounts of CBD employment, population, floor space, and person trips by purpose and mode of travel, potential people-mover trips were established. The projected trips were allocated to specific origins and destinations as trip interchanges. These interchanges were then subjected to modal split which predicted the total number of people who would divert to a people-mover system.

Modal split, in the conventional use of the term, implies the split between public and private modes of transportation for all trips made between specific origin and destination pairs. For purposes of the Downtown People Mover Study, in Jacksonville, modal split is defined as the diversion of walk journeys to a People-Mover System for all or a portion of trips within the CBD.