

PATRONAGE ESTIMATES

The effects of modal split on the initial test system are shown in the table below. Of the original 152,100 trips in the study area, 87,675, or 57.6 percent had potential to use the People-Mover System after modal split.

Trip Category	Before Modal Split	After Modal Split	% of Trips Before Modal Split
Walk	81,765	35,600	43.6
Peripheral Parkers – Work	9,235	9,235	100.0
Peripheral Parkers – Nonwork	13,200	13,200	100.0
Rapid Transit – Work	20,000	10,760	53.9
Rapid Transit – Nonwork	10,000	4,600	46.0
Surface Bus – Work	2,300	1,235	53.7
Surface Bus – Nonwork	4,700	2,145	45.7
Vehicular Diversion	10,900	10,900	100.0
TOTAL	152,100	87,675	57.6

The principal findings from this run were that the Hogan Street portion of the CBD loop carried the highest patronage loadings, with the busiest station at Hemming Park. This was anticipated since the rapid transit, surface bus, and Westside peripheral parkers were all assumed to arrive at or near this location. The Riverside leg was the most heavily traveled of the three major outlying routes, with the link from Hogan and Water to the

Civic Auditorium accounting for nearly one-half the ridership. Low patronage on the northeast route along the railroad was cause for its deletion from further testing.

INTERMEDIATE TEST NETWORKS

Results of the initial test system loadings provided a starting point for the development of intermediate test networks. It was apparent that projected loadings in the downtown core area were sufficient to justify a people-mover system operating on a fixed guideway.

Two intermediate networks were tested that were similar to the initial network with the exception of the northeast route and different service levels. The major difference between the two intermediate systems was in the CBD loop. For one plan it was tested as a one-way counterclockwise loop, and for the other it was assumed to provide two-way service over its entire length.

In the initial tests the modal-split curve for a free People-Mover System was used. This gave maximum patronage but no revenues. For the intermediate tests, fares of 10¢ and 25¢ were considered along with no fare for both networks.

The effect of modal split under the varying fare assumptions is shown in the table on the following page for each intermediate test network. The introduction of fares substantially reduces potential patronage, especially in the walk mode category of trips. The differences noted between the two test networks are far less dramatic. Patronage does not appreciably increase when the loop is made two-way. This is attributed to the compact area encompassed by the loop.