

While the one-way system appears more balanced than the two-way, a deceptive condition is created by the assignment algorithm. Trips between the City Hall and Hemming Park are forced to travel by way of Cathedral Center on the one-way system. When they are allowed a choice of either direction on the two-way system, most users go in the opposite direction.

**SUMMARY OF INTERMEDIATE TEST SYSTEM PATRONAGE
AVERAGE DAILY TRAVEL**

Mode	One-Way Loop			Two-Way Loop		
	No Fare	10¢	25¢	No Fare	10¢	25¢
People-Mover	78,000	69,000	62,000	89,000	77,000	68,000
Minibus	10,800	10,700	10,500	10,900	10,800	10,600
TOTAL	88,800	79,700	72,500	99,900	87,800	78,600

ONE-WAY VERSUS TWO-WAY LOOP

Most of the increased loadings noted for the two-way system on the Hogan Street links resulted from passengers being diverted to the clockwise route from the City Hall and Main Street stations. These passengers were forced to travel up Liberty and across Church to reach their destinations along Hogan in the one-way loop.

LIBERTY-CHURCH LINE

In the two-way system, most of the travel on these links were through-trips to and from the Gator Bowl peripheral parking site to destinations along Hogan and Water. The only station with significant ons and offs on Church Street was the Galleria Station. It was, therefore, concluded that the Church and Liberty Street portion of the loop could be eliminated from the system by making the guideway two-way along Hogan and Water, and by extending the Water Street line east to the Gator Bowl rather than along Church. People-mover service to the Cathedral Center can be provided by a downtown minibus system.

RIVERSIDE AND MONROE LINE

Most potential riders on the Monroe Street shuttle were from the proposed peripheral parking sites near I-95. Subsequent to the intermediate tests, these parking sites were determined to have a low probability of being developed. Without the parking sites, this line was not considered feasible. The high volumes noted for the CBD-Civic Auditorium link would normally warrant justification of a high-type facility. However, it would not be feasible to extend a grade-separated facility for such a short distance because of the engineering constraints.