

FINAL TEST NETWORK



The network used in the final tests consisted of an L-shaped people-mover guideway along Hogan Street from the Junior College to Water Street, then east on Water Street to the City Hall, and along the riverfront to the Gator Bowl. The system was tested as a two-way facility with stations at the Junior College, Hogan and Union, Hemming Park, Hogan and Water, Water and Main (at the Independent Square Complex), City Hall, and the Gator Bowl. The system is 1.84 miles long and provides travel service of 6½ minutes from end to end, including some restrictions in speed at Hogan and Water Streets due to a 100-foot turn radius.

Also included in the network was a Southside bus route consisting of a CBD loop covering the Cathedral Center, and a Riverside bus route interfacing with the same CBD loop. The area north of the CBD included a minibus route connecting the Junior College people-mover station with the hospitals and the residential area to the east of Hogan Creek. This northern loop was assumed to be 3.31 miles long, have 10 stops, and take 20 minutes to travel.

The CBD bus loop was 1.46 miles long, included 12 stops, and took 9 minutes to travel, while the Riverside leg was 1.13 miles long with four stations and 7 minutes travel time. The regional bus terminal was still assumed to be at Hemming Park, but the regional mass transit station was moved to the Hogan and Water Street area just north of the Civic Auditorium.

SERVICE LEVELS

In the final simulation runs, peak-hour headways of 75 seconds were used on the people-mover; 2-minute trip times on the Southside, CBD, and Riverside bus routes; and 5-minute trip times on the north bus loop. Off-peak headways were 5 minutes on the people-mover and on all bus routes, except the north line where a 20-minute trip time was used. Peak hours of operation were from 7 to 9 a.m. and 4 to 6 p.m., with the people-mover operating also at peak headways from 11:30 a.m. to 1:30 p.m. to serve the noontime walk trips. The entire system would operate from 6 a.m. to 6 p.m., with reduced service from 6 to 10 p.m. (15-minute people-mover headway and 20-minute north route headway, with no Southside-Riverside service to peripheral parkers after 6 p.m.).

MODAL SPLIT

The results of the modal split for the final test network under the different fare assumptions are given in the table on the following page.

The total average daily ridership on both the people-mover and minibus/bus systems is shown including the estimated annual patronage which was used for revenue calculations.

The cutback in service levels on the outer legs did not materially affect potential patronage, since most of the ridership occurs in the central area which retained the grade-separated People-mover system. Ridership by rapid transit arrivals is somewhat