Appendix A
Regression Line for Guideway Volume versus Total Volume for Cars Under User Equilibrium Conditions

Figure A-1
Guideway Traffic Volume, $q_g$ (vph)

$q_g = 28968.7 - 0.700479q + 0.00002261q^2$

Total Traffic Volume, $q$ (vph)

Regression Line for Guideway Volume versus Total Volume for Cars Under User Equilibrium Conditions

Figure A-2
Regression Line for Guideway Volume versus Total Volume for Cars Under User Equilibrium Conditions

Figure A-3
Regression Line for Freeway Volume versus Total Volume for Cars Under User Equilibrium Conditions

Figure A-4
Regression Line for Freeway Volume versus Total Volume for Cars Under User Equilibrium Conditions

Figure A-5
Regression Line for Freeway Volume versus Total Volume for Cars Under User Equilibrium Conditions

Figure A-6
Guideway Traffic Volume, \( q_g \) (vph)

Total Traffic Volume, \( q \) (vph)

\[ q_g = 583.510 + 0.877783q \]

Regression Line for Guideway Volume versus Total Volume for Trucks Under User Equilibrium Conditions

Figure A-7
 Regression Line for Guideway Volume versus Total Volume for Trucks Under User Equilibrium Conditions

Figure A-8
Regression Line for Guideway Volume versus Total Volume for Trucks Under User Equilibrium Conditions

Figure A-9
Regression Line for Freeway Volume versus Total Volume for Trucks Under User Equilibrium Conditions

Figure A-10
Regression Line for Freeway Volume versus Total Volume for Trucks Under User Equilibrium Conditions

Figure A-11
Regression Line for Freeway Volume versus Total Volume for Trucks Under User Equilibrium Conditions

Figure A-12
Guideway Traffic Volume, $q_g$ (vph)

Regression Line for Guideway Volume versus Total Volume for Cars Under System Optimal Conditions

Figure A-13
Guideway Traffic Volume, $q_g$ (vph)

Total Traffic Volume, $q$ (vph)

Regression Line for Guideway Volume versus Total Volume for Cars Under System Optimal Conditions

Figure A-14
Regression Line for Guideway Volume versus Total Volume for Cars Under System Optimal Conditions

Figure A-15
Regression Line for Freeway Volume versus Total Volume for Cars Under System Optimal Conditions

Figure A-16
Regression Line for Freeway Volume versus Total Volume for Cars Under System Optimal Conditions

Figure A-17
Regression Line for Freeway Volume versus Total Volume for Cars Under System Optimal Conditions

Figure A-18
Regression Line for Guideway Volume versus Total Volume for Trucks Under System Optimal Conditions

Figure A-19
Regression Line for Guideway Volume versus Total Volume for Trucks Under System Optimal Conditions

Figure A-20
Regession Line for Guideway Volume versus Total Volume for Trucks Under System Optimal Conditions

Figure A-21
Regression Line for Freeway Volume versus Total Volume for Trucks Under System Optimal Conditions

Figure A-22
Regression Line for Freeway Volume versus Total Volume for Trucks Under System Optimal Conditions

Figure A-23
Regression Line for Freeway Volume versus Total Volume for Trucks Under System Optimal Conditions

Figure A-24