

Figure 10.2-9 Peak-hour Bus Passenger Flows in Case-3 (2012)

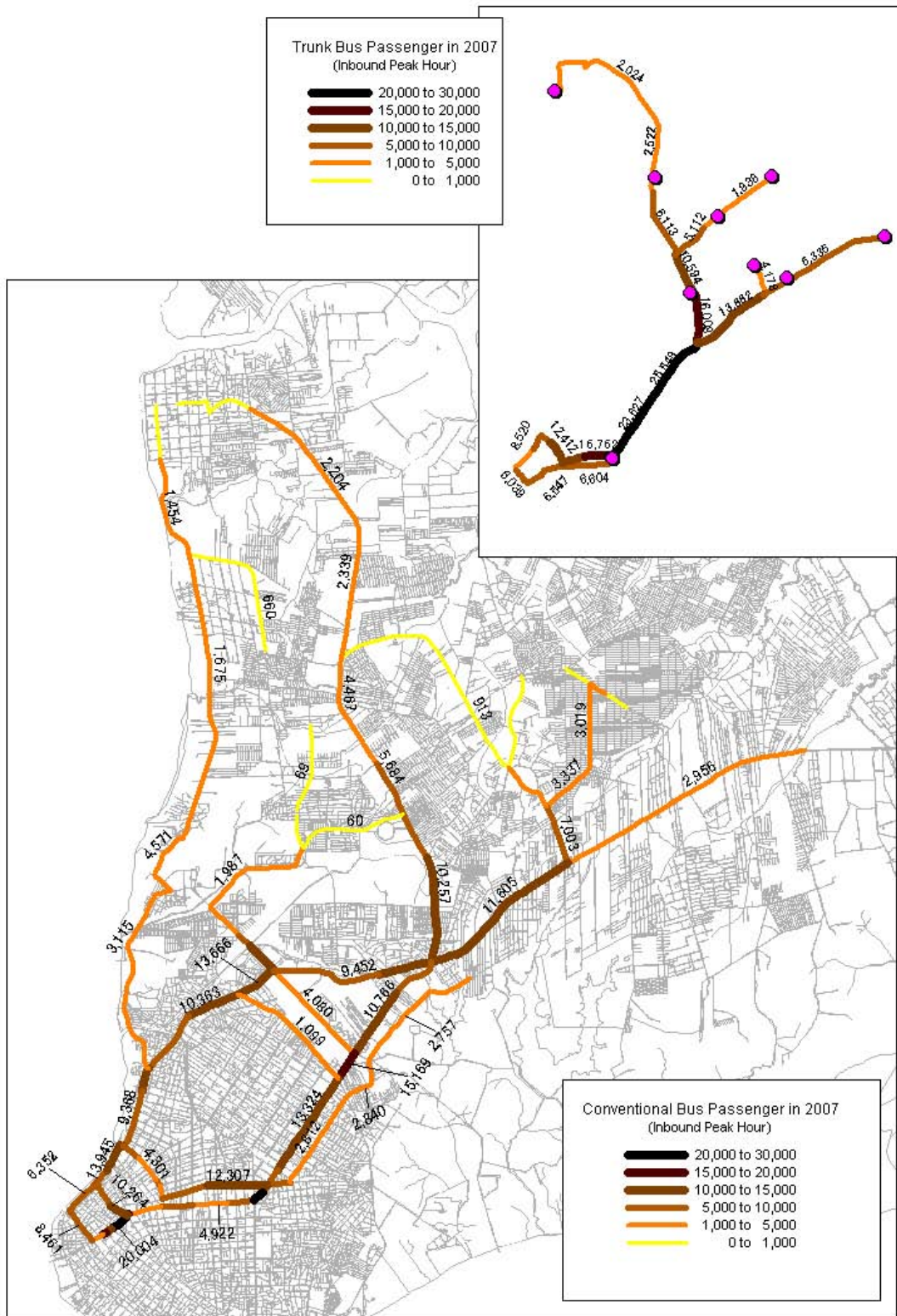


Figure 10.2-10 Peak-hour Bus Passenger Flows in Case-4 (2007)

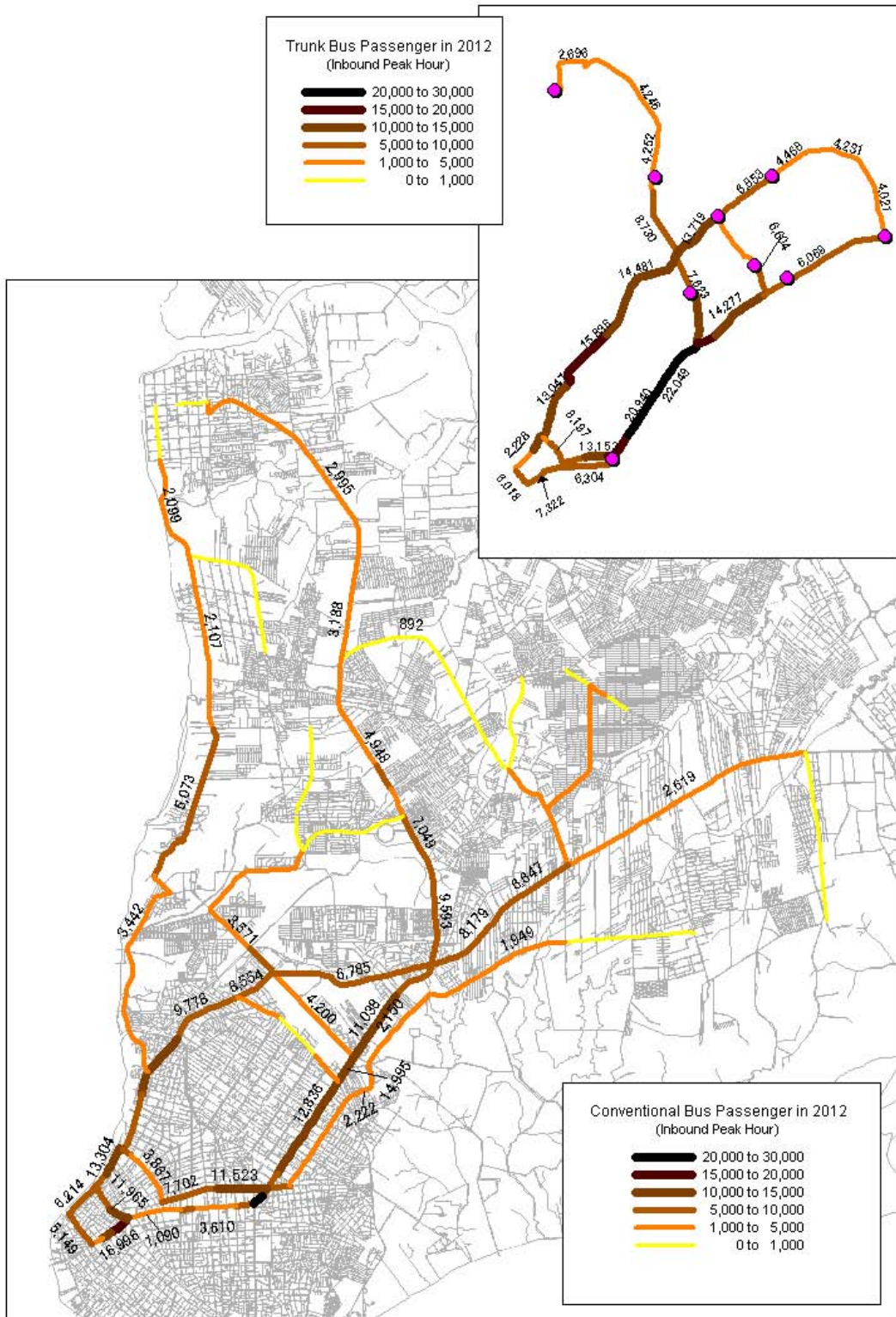


Figure 10.2-11 Peak-hour Bus Passenger Flows in Case-5 (2012)

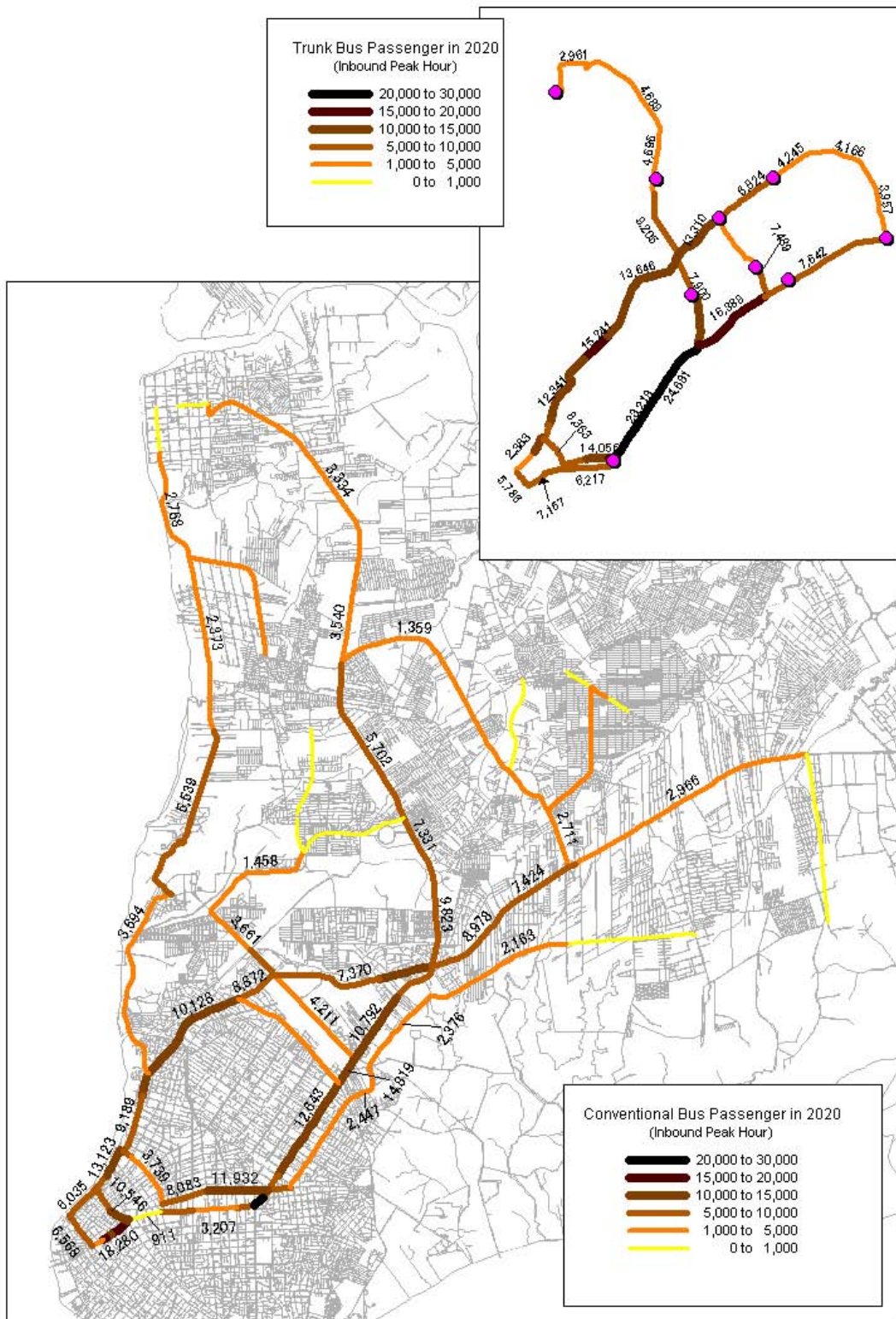


Figure 10.2-12 Peak-hour Bus Passenger Flows in Case-6 (2020)

(3) Passengers on Trunk Bus Routes

Figure 10.2-13 through Figure 10.2-15 show the peak hour inbound bus passengers by trunk bus route in 2007, as estimated by the Case-4 forecast. Among 16 bus routes, two most heavily traveled are TD01 that starts from Coqueiro Integrated Bus Terminal and TF01 that originates in Marituba Integrated Bus Terminal. Both routes carry more than 3,000 passengers on Avenida Almirante Barroso segments. Eight routes numbered 03 are provided to service the heavy passenger load from the suburbs to Sao Braz Terminal. Although the passengers on these routes are not quite heavy, they certainly function to reduce the number of buses servicing inside the Centro.

Figure 10.2-16 through Figure 10.2-21 show the peak hour inbound bus passengers by trunk bus route in 2012, as estimated by the Case-5 forecast. There will be 32 routes in service by this year, with the addition of Av. Independencia as route segments accessing the Centro. Among these, more heavily traveled are TD01 that originates in Coqueiro Integrated Bus Terminal and TF01, TF02 and TF04 that start from Marituba Integrated Bus Terminal. TD01 carries some 4,000 passengers on Avenida Almirante Barroso and about 2,300 after Sao Braz Terminal. TF02 and TF04 originate in Marituba and access the Centro via Avenida Independencia. Both routes carry from 1,500 to 2,500 passengers throughout the entire segments on the avenue. In the Case-4 forecast for 2007, the trunk bus passengers are markedly heavy on Avenida Almirante Barroso, but this concentration is evened out in 2012 by the addition of 16 new routes operated on Avenida Independencia. Most of 16 trunk bus routes that are in service in 2007 show a drop of passengers in 2012.

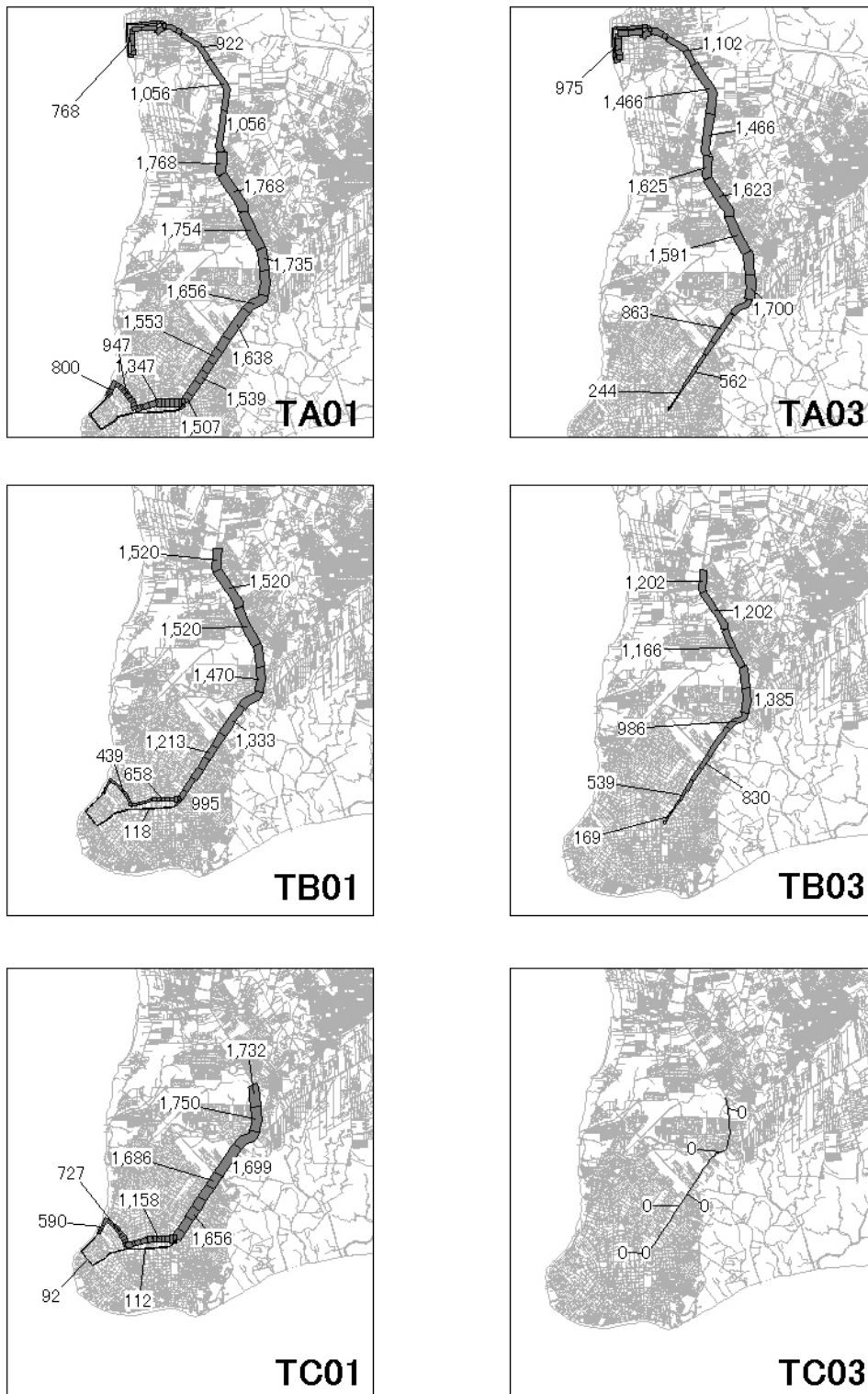


Figure 10.2-13 Inbound Trunk Bus Passengers on Board in 2007, Case-4 (1)

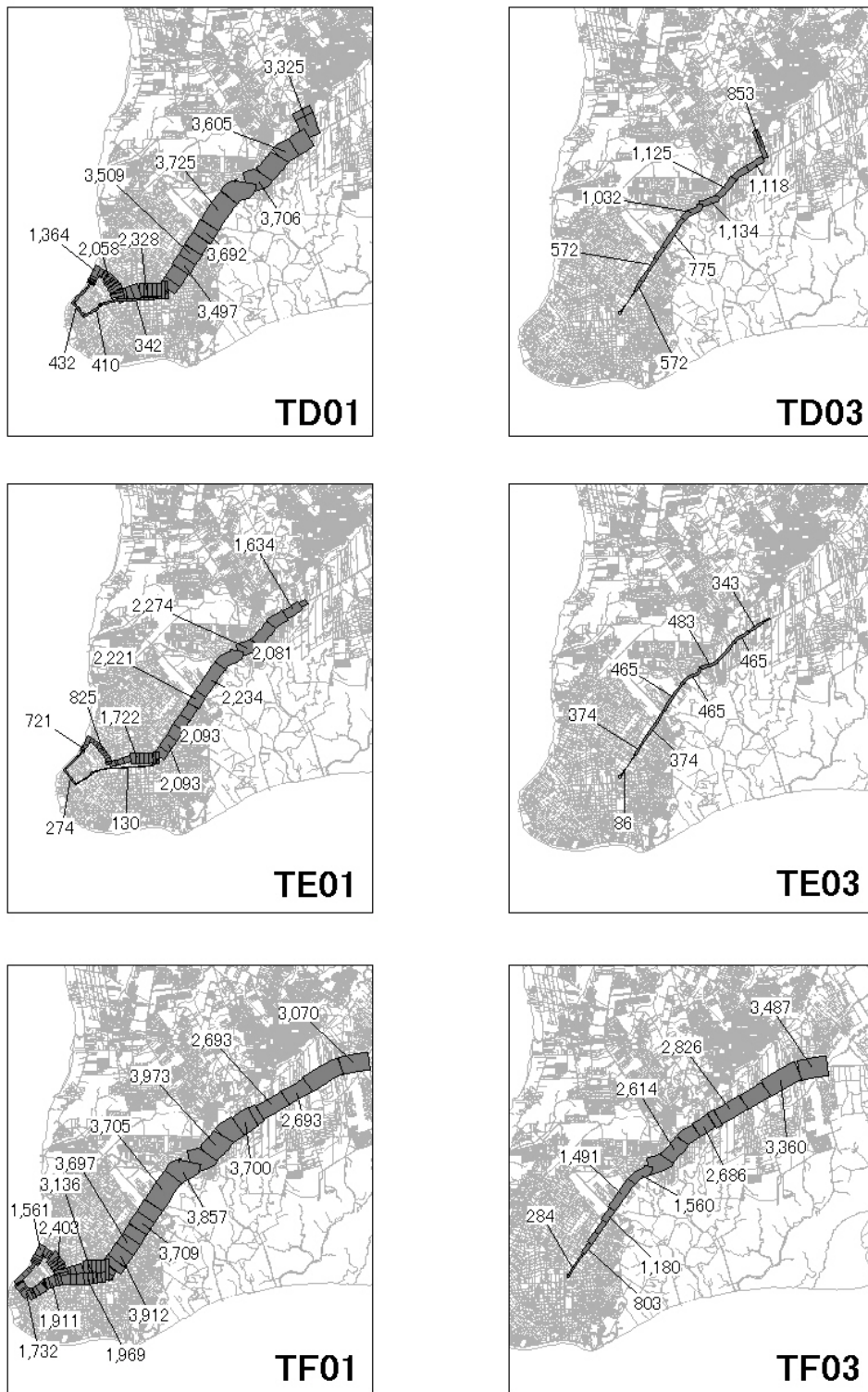


Figure 10.2-14 Inbound Trunk Bus Passengers on Board in 2007, Case-4 (2)

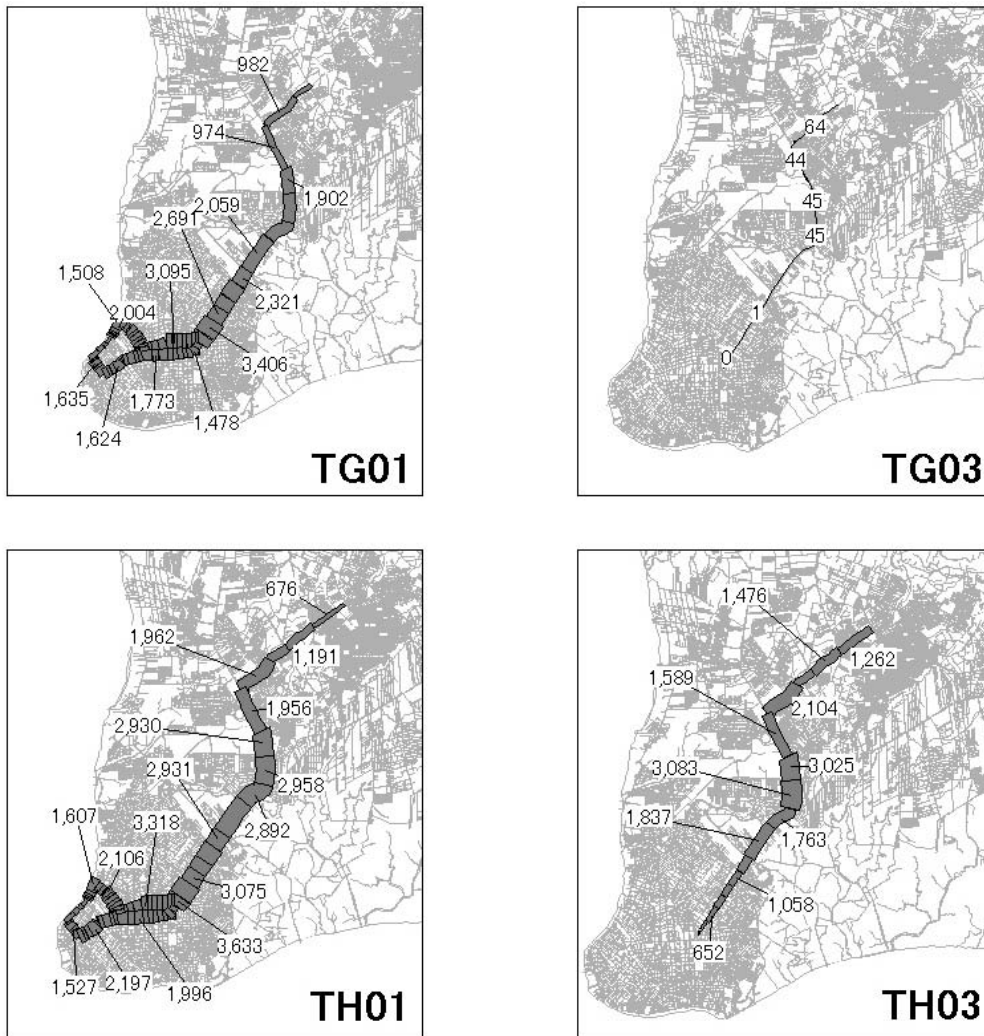


Figure 10.2-15 Inbound Trunk Bus Passengers on Board in 2007, Case-4 (3)

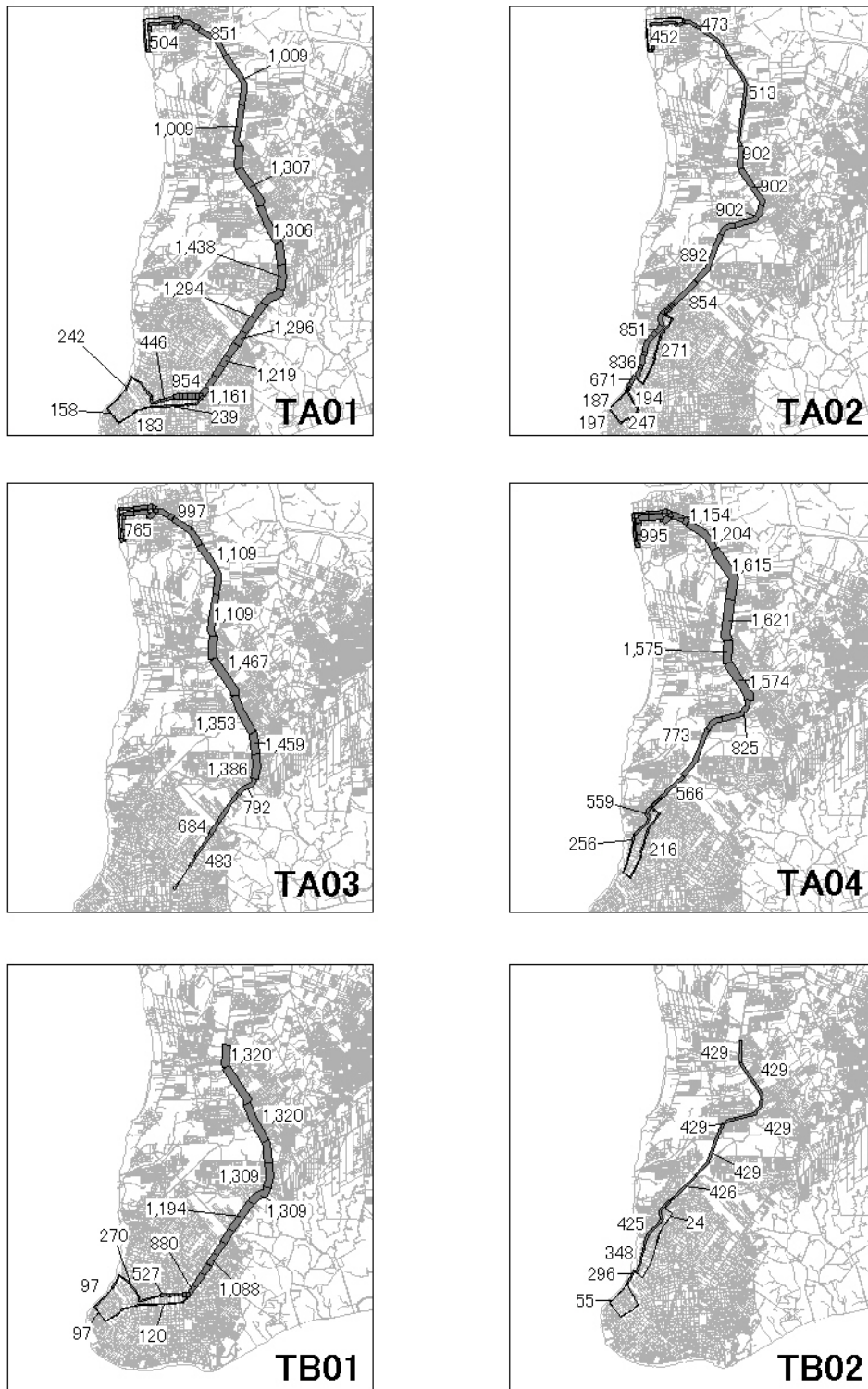


Figure 10.2-16 Inbound Trunk Bus Passengers on Board in 2012, Case-5 (1)

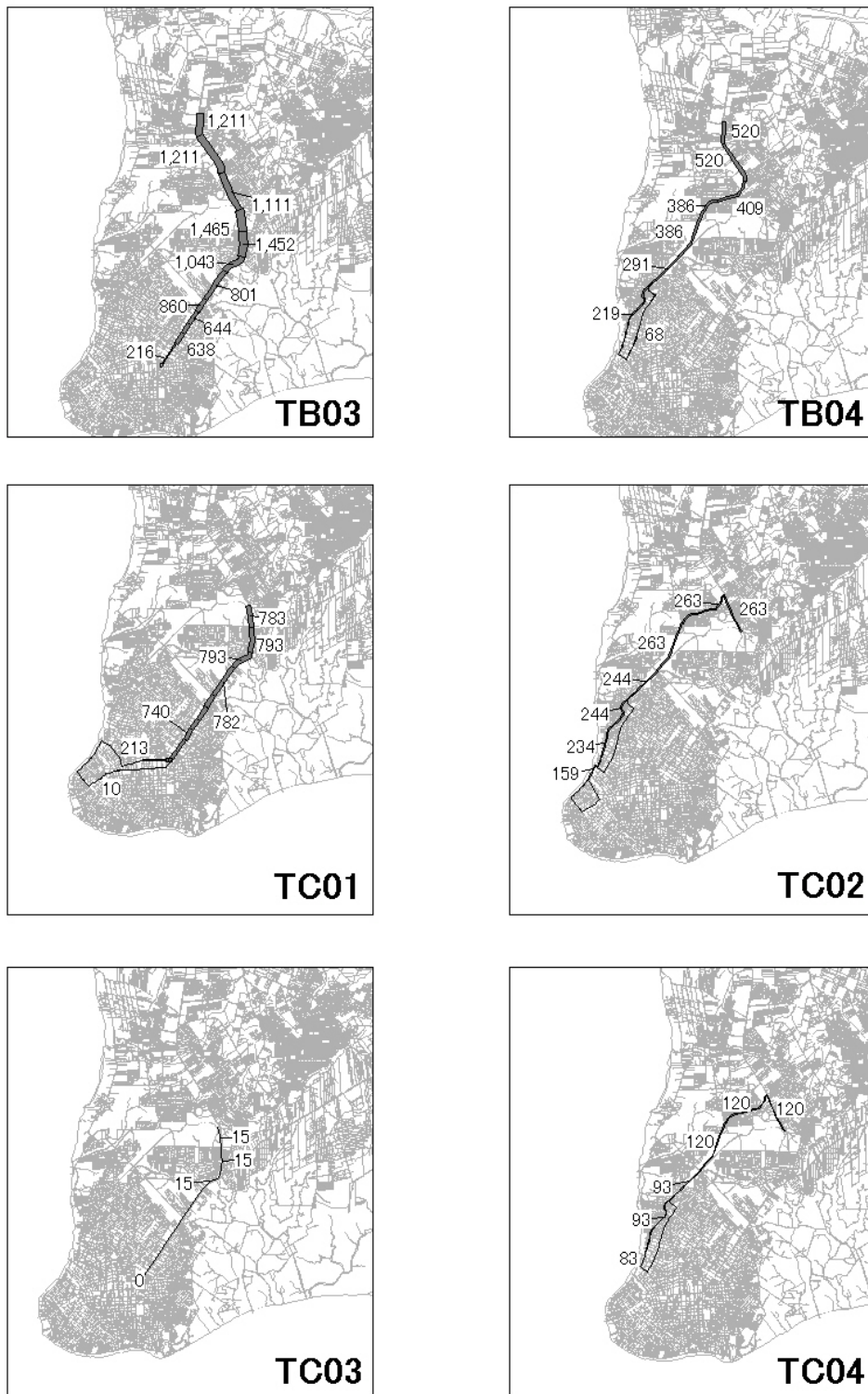


Figure 10.2-17 Inbound Trunk Bus Passengers on Board in 2012, Case-5 (2)

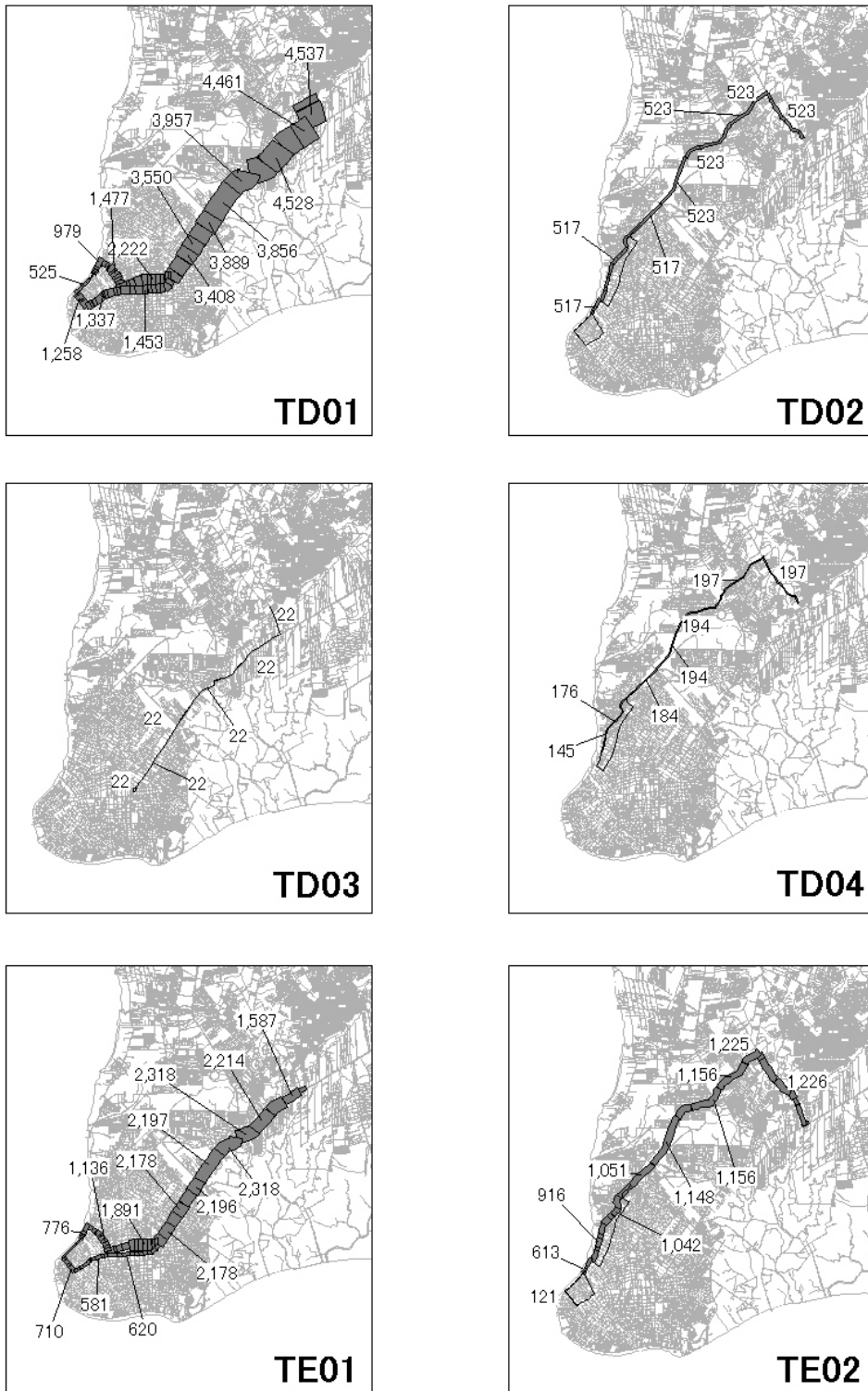


Figure 10.2-18 Inbound Trunk Bus Passengers on Board in 2012, Case-5 (3)

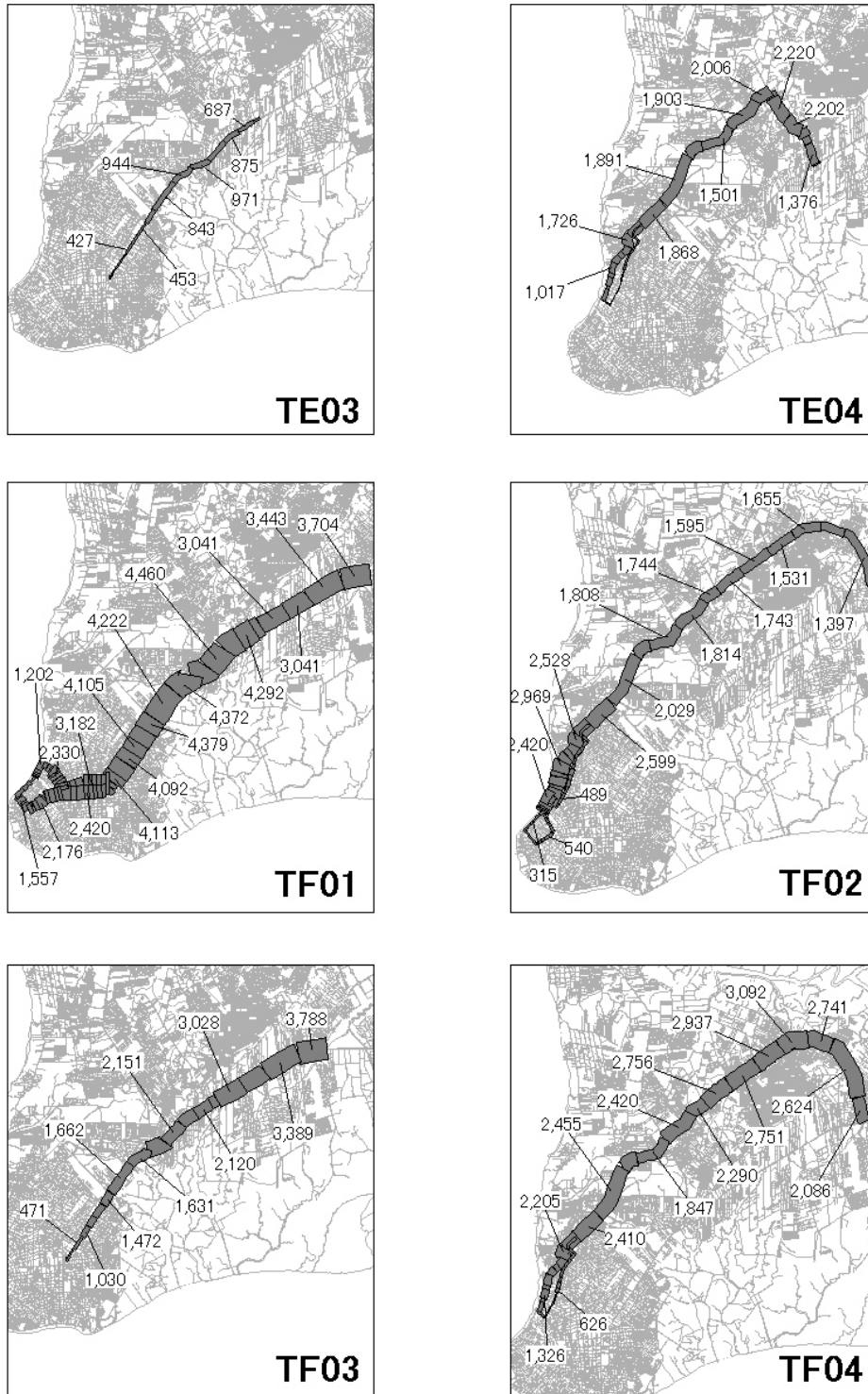


Figure 10.2-19 Inbound Trunk Bus Passengers on Board in 2012, Case-5 (4)