Superior, PM Peak

Train Times	Direction	Train Number
5:30 PM	SB	7013

Superior, SB, 17:30	Trip Type	Movement Type	Total Number of Passengers	Transit & Walking Passengers	Dropped Off Passengers	Taxi Riding Passengers	Parking Passengers	Leisure Vehicles Parked	Business Vehicles Parked	Added Vehicles	Added Vehicle Trips
Offs:	HB	Access	65	0	16	1	47	14.0	8.1	40	57
Ons:	EB	Egress	131	1	119	5	5	1	1	127	251
SUM:			196	2	136	6	52	15	9	166	308

Duluth, PM Peak

Train Times	Direction	Train Number
5:14 PM	SB	7013

Duluth, SB, 17:14	Trip Type	Movement Type	Total Number of Passengers	Transit & Walking Passengers	Dropped Off Passengers	Taxi Riding Passengers	Parking Passengers	Leisure Vehicles Parked	Business Vehicles Parked	Added Vehicles	Added Vehicle Trips
Offs:	HB	Access	43	1	19	2	21	6.3	3.6	31	52
Ons:	EB	Egress	129	5	107	9	8	2	1	120	236
SUM:			172	5	127	11	29	9	5	151	288

Assumptions:

The number of riders at each station by time period were taken directly from the year 2040 high-end ridership projections. The split of business and non-business riders was also provided within these projections.
Passenger values were calculated using the SDG trip access and egress tables.
The Parking Vehicles were calculated using the provided SDG ratios. It was assumed that parked cars had 1.75 passengers if business oriented and 2.35 passengers if non-business oriented.
The Rental Car mode was assumed to be Parking their vehicles, and was thus included in the parking calculations. Parked vehicles were counted as one trip.
The Drop-off and Taxi modes were assumed to add two trips to the system, one entering and one exiting.
For PM Peak trains, it was assumed all Ons were end-based and the Egress proportions were used, while all Offs were assumed to be home-based and the Access proportions were used.
For AM Peak trains, it was assumed all Ons were home-based and the Access proportions were used, while all Offs were assumed to be end-based and the Egress proportions were used.
During the PM Peak at Target Field, the Ons were assumed to board the northbound train, while the Offs were all assumed to alight the southbound train.
The above logic was used for both Target Field and Duluth, as long as there was at least one train in each direction during the period.
If only one train entered/exited a terminal station during one of these time periods, the given ons and offs were all allocated to the single train.