

estimated to add about 12 percent to the basic guideway cost.

With the certain knowledge that evaluation of a visual impact requires a picture, a series of photomontages was made. Care was taken to faithfully represent the scale of the guideway relative to the surrounding cityscape. There are some problems with the pictures; specifically, in some the columns are too closely spaced, and in others the columns are not adequately protected. However, the photomontages do provide a fair preview of the visual impact of the elevated guideway. The viewer must decide whether it is good or bad. The DMTS team recognizes that much work is left to do in this area but is not dissatisfied with these early indications.

SOCIAL AND ENVIRONMENTAL IMPACTS OF DUAL-MODE TRANSIT SYSTEMS

Craig A. Murawski and Frank L. Ventura, Transportation and Urban Analysis Department, General Motors Corporation

The paper examines a set of attitudes of 461 urban residents toward locational and financial aspects of a dual-mode transportation system and the social and environmental impacts that might result from implementation of such a system. Perceptions of the impacts are from both neighborhood and citywide points of view. The responses are statistically described and summarized through factor analysis, and homogeneous population groups are then obtained through bivariate contingency tables examining these attitudes in relation to the socioeconomic characteristics and the geographic location of the respondents.

Ninety percent of the Detroit sample indicated that they favored building the dual-mode transportation system. Although they favored construction, 96 percent of the same sample stated that it was important that the system not increase local taxes. A combination of user fees and federal funds was the most popular method of financing the system. When asked about the possibility of displacements caused by the construction of the system, the vast majority indicated that it is important to them that displacements not occur. Concern over negative impacts is well distributed throughout the population. Possible trade-offs were indicated since the removal of rundown buildings, a positive displacement of the system, was considered important by 94 percent of the respondents. Citywide impacts were considered more important than neighborhood impacts by the majority of the sample, and providing accessibility for nonusers was positively evaluated. These positive benefits and concern for the city as a whole indicate that public acceptance of innovative systems is possible.