on Main Street nor on the Monroe Street eastbound approach to Main Street. On Ocean Street the south approach to Forsyth Street is nearly at capacity. Most other intersection approaches have varying amounts of surplus capacity.

Figure 2 also compares total capacity to total peak hour traffic for all north-south streets intersecting a line drawn between Monroe and Adams Streets. This shows a total hourly capacity for all five north-south streets of 4,660 vehicles, while the total traffic volume is 3,250 during the peak hour. Similar, total hourly capacity and total peak hour traffic are compared at two line locations on the east-west streets. At the line east of Main Street the hourly ratio of capacity to volume is 2,810 to 1,910, and at the line between Market and Liberty Streets the ratio is 2,760 to 910.

Although the prime concern involves only the peak hours, the ADT (Average Daily Traffic) for capacities and traffic volumes are also shown.

Figure 2, therefore, clearly indicates that capacity has been reached or is being approached along most of the existing routes of access between the business district and the area southeast of the St. Johns River. It also demonstrates that there is unused capacity on nearly all streets located to the east of Ocean Street.

Development of "One-way Pair" Distributor System

Referring again to Figure 1, which shows the Proposed Plan For Downtown Distribution, it has been determined that Duval, Monroe, Adams and Forsyth Streets, between Main and Washington Streets, all have seventy (70) feet of right-of-way. Accordingly, the Proposed Cross Section, shown on Figure 3, is recommended as the most efficient to be used in improving the two pairs of one-way streets. As indicated, this will provide for three 11-foot travel lanes and two 10-foot parking lanes. Two 8.5 foot sidewalks can also be provided within the right-of-way width.

It is concluded that three 11-foot lanes, with traffic moving from 25-35 miles per hour in the same direction, are practically as efficient and safe as twelve-foot lanes would be. Twelve-foot lanes meet most desirable standards recommended for expressways and freeways and for arterial highways designed for sixty-five (65) miles-per-hour speeds with traffic moving in opposite directions on adjacent lanes; 11-foot lanes are not considered undesirable for any arterial facility, particularly where lower speeds are experienced and where an improvement to an existing facility is contemplated, rather than construction at a new location.*

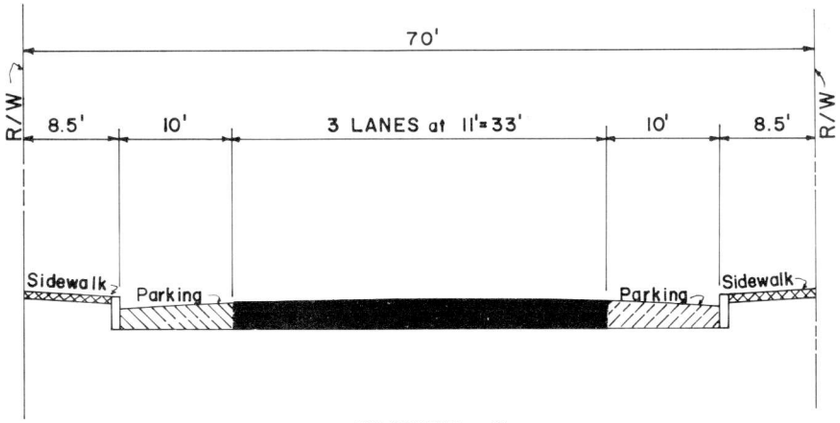

FIGURE 3

PROPOSED CROSS SECTION

FOR DUVAL, MONROE, ADAMS, AND FORSYTH STREETS.
BETWEEN MAIN ST. AND WASHINGTON ST.

Ten-foot parking lanes are recommended because, at some time in the future, it may be necessary to remove parking on one side, or both sides, to provide added street capacity. With parking removed from one side it would be possible to have four lanes, each 10.75 feet wide, and with parking removed from both sides a five-lane roadway, with each lane 10.6 feet wide, is possible. *It is important to note, however, that from all indications there will be no need to remove parking extensively from either side for at least ten years or more, providing good operational traffic engineering is consistently applied.* Eight-foot sidewalks are considered to be the reasonable minimum standard for commercial and densely populated apartment areas and the proposed typical section exceeds this minimum.*

*Reference: "A Policy on Arterial Highways in Urban Areas," American Association of State Highway Officials, 1957.