

SUMMARY

The objectives of the Jacksonville Downtown People-Mover Study were to: (1) select feasible people mover transit corridors and system concepts whose technology is either currently available or will be available within the near future, and which can most appropriately comply with the esthetic and land-use plans of downtown Jacksonville; (2) conduct detailed studies to evaluate these transit corridors and system concepts, including traffic simulation model analysis, and urban design and environmental impact analysis; (3) attain community input through discussions with civic and governmental groups; and (4) recommend the people-mover system or combination of systems that would best serve the travel desires of Downtown Jacksonville.

Within this framework, automobile and transit use within the CBD and surrounding areas was examined, as well as the pedestrian and land-use activities. Existing levels of street utilization and congestion were examined and deficiencies in parking, transit service, bridge crossings, highways, and amenities were noted. Existing land uses—governmental, commercial, business, office, recreational, industrial, parks, and green space—were studied in relation to stated community and regional goals, as well as the study goals. Current plans to improve highway facilities were evaluated to define corridors of potential and the best approach to promoting safe and efficient movement of people in and throughout the study area. Transit was studied to identify present levels of service and determine where changes could be made to increase transit's role. Pedestrian intensity, location, and patterns of activity were studied to determine their conflicts, facilities for access, and amenity of trip. Land uses and urban devel-

opment, environment, and population and employment projections were examined to determine increased levels of activity.

Current and emerging transit technology, as well as routes, stations, and levels of service, were studied to define systems of greatest potential. Trip generations and traffic assignments to various networks were studied to help define the most efficient plan. Systems operations, environmental impacts, construction and operating costs, and fares and revenues were determined to define the most feasible program.

*The 800-year old Treaty Oak . . .
the place where Jacksonville actually began.*

