RECOMMENDATIONS

While the study findings, conclusions, and recommendations were reviewed with the Jacksonville People-Mover Study Team and the Mass Transit Operations Division of the Florida Department of Transportation, they reflect the Daniel, Mann, Johnson, & Mendenhall/Reiff-Fellman joint venture's professional assessment of the many issues involved.

Although presented separately, it is strongly recommended that Phase I, the "Immediate Action Program"; Phase II, the "Proposed People-Mover System"; and the "Peripheral Parking Plan"[1] be implemented as a total unified program and approach for the Jacksonville CBD.

Implementation of such a program under normal circumstances would be a difficult task. In Jacksonville's case, it becomes further complicated because of the multiplicity of the agencies involved—the Florida Department of Transportation; the Jacksonville Area Planning Board; the Downtown Development Authority; the Jacksonville Transportation Authority; and the Department of Public Safety, Parking Division. It is quite apparent that one unifying body is needed to keep things moving in a common direction. Within this context, it is recommended that the present People-Mover Study Team remain in operation as this overall unifying body until a more formal and legally constituted agency is organized or designated. It is further recommended that one of the first acts of the People-Mover Study Team be to present the "Recommended People-Mover Program" to the Jacksonville Area Planning Board for formal adoption.

It is recommended that implementation of the Jacksonville Downtown People-Mover System be accomplished as a two-phase program.

Phase I, Immediate Action Program

Phase I, "Immediate Action Program," should be completed within a 12-month period, and would consist of initiating minibus service on two loops linking the downtown area with the Gator Bowl Area and the University Hospital/Florida Junior College Area.

The primary objectives of the Phase I program are to:

- Provide interim service and develop initial patronage for Phase II People-Mover System.
- Establish preferential treatment of transit vehicles within the CBD.
- Initiate the development of the "Peripheral Parking Program."
- Define the Phase II program (design and construction), of "Proposed People-Mover System."

[1] See "Plan for Downtown Jacksonville," RTKL, Inc., adopted by the City Council on January 12, 1971.