

Following is a summary of the time schedule for Phase I:

- **End of 1st Month:** Organize and designate policy and participating agencies.
- **End of 2nd Month:** Define the operations plan.
- **End of 4th Month:** Complete the funding arrangements and contractual requirements.
- **End of 10th Month:** Acquire vehicle fleet.
- **End of 12th Month:** Initiate operations and begin Phase II Program.

The following is a list of recommended actions and programs that should be initiated to support the Phase I and Phase II People-Mover program.

Downtown Parking Program

- Development of a comprehensive downtown parking program which would coordinate peripheral parking facilities development with the construction of the People-Mover System.
- Establishment of parking space requirements for new developments within the downtown area with a proportional share developed in peripheral locations.
- Establishment of a parking fare structure within the CBD which is favorable to short-term parkers and to long-term parkers at peripheral locations.

Transit Developments

It is recommended that transit vehicles receive special treatment

within the downtown area. This treatment should include:

- Implementation of the transitway along Monroe, as proposed in the Plan for Downtown Jacksonville.
- Preferential or exclusive use of Hogan and/or Laura Streets within the downtown core area for minibus operations.
- Preferential use of Market Street from Water to Duval by minibuses.

The Phase II, "Proposed People-Mover System" should be completed within a 5- to 6-year period following completion of Phase I, and consists of a 2-mile grade-separated, fixed-guideway, rubber-tired, automatically controlled, medium-sized vehicle system. The People-Mover System would be supplemented and complemented by three separate minibus loops. The map on the following page shows the recommended routes and station locations for the People-Mover System, including the routing for the minibus system.

The primary objectives of the Phase II program are to:

- Provide an alternative means of travel within the CBD.
- Expand the areas of accessibility in the CBD to the pedestrian.
- Interconnect the major activity centers of the downtown area and the central core.
- Interconnect peripheral parking facilities with the central core.
- Reduce the number of automobiles in the central core.
- Interface with all forms of transit, existing and planned, for collection and distribution within the central core.