

element. Such service could improve pedestrian access and circulation within the Gator Bowl area as well as the transportation infrastructure of the Gator Bowl area by utilizing various modes of transportation.

Independent Square-Riverfront Plaza Center

There are very promising development opportunities along the riverfront southwest of the downtown core. This area has great potential as a major new place of residence for many downtown core area workers. Proper and innovative planning with a people-mover system as a major element could result in very unique and exciting residential and commercial land-use activities.

The new Independent Life Building (Independent Square) now under construction will be a 37-story building of approximately 750,000 square feet located near the waterfront bounded by Bay, Main, Water, and Laura Streets. It is expected to employ about 3,500 workers in 1990. Between 8,000 and 9,000 people are expected to travel to it each weekday from outside the CBD. Another 4,300 to 4,400 people are estimated to walk to this activity center from within the CBD.¹

The proposed Riverfront Plaza is a multiuse project including a 400- to 500-room convention hotel, a public parking structure, a riverfront park and plaza, and a major entertainment-educational theme center. An estimated 1,000 to 1,200 em-

¹ These represent the initial walk trips made by a person within the CBD and does not include his second, third, or fourth walk trip.

ployees will work at this major activity area. An estimated 7,500 people will visit the Plaza in 1990, mostly for social, recreational, and cultural purposes.

Parking Space Needs

Currently, there are nearly 11,800 parking spaces within the CBD and a little over 3,000 more just outside the CBD. Of the estimated 39,740 private vehicles used for CBD-bound trips today, about 10 percent or 4,000, do not require parking spaces. These are primarily used to drop people off within the CBD. Thus, an estimated 35,740 CBD-bound private vehicles are parked during an average weekday.

It is estimated that approximately 26,500 parking spaces will be needed to meet the 1990 CBD parking demands. This assumes that transit facilities to serve the CBD will be significantly more efficient than the current bus system. Preliminary estimates also indicate that a greatly expanded and improved surface bus system similar to the current system and a new type of regional mass rapid transit system could substantially reduce the 1990 parking demands.

If an effective mass rapid transit and surface bus transit could attract 24 percent of the CBD weekday person trips, the number of CBD parking spaces would be reduced by about 30 percent or 12,000 spaces.

One of the primary purposes of the Jacksonville people-mover system is to interconnect parking facilities with major activity concentrations within the CBD area. At the same time, the people-mover should be designed to help relieve traffic congestion within the downtown area. Consequently, the concept