

The most promising alternative to the rubber-tired systems is the *Tracked Air-Cushion Vehicle System* (TACV); the Transportation Technology Incorporated system demonstrated at Transpo '72 is the most fully developed example of this type. There are more technical problems to be solved for TACV than for the rubber-tired systems; however, if the TTI system is selected for implementation under the UMTA demonstration grant recently announced for Denver, and is successfully demonstrated there before the Jacksonville System is implemented, this type of system should be a definite consideration for use in Jacksonville.

In addition to the fixed-guideway people-mover, use of minibuses is recommended to provide interim service before the people mover is available, and supplementary service to the CBD after completion of the proposed People-Mover System. Minibuses have the advantages of increased maneuverability, rider attractiveness, less environmental impact, and somewhat lower operation costs than conventional buses. It is further recommended that continuous systems, such as moving sidewalks and escalators, be considered for auxiliary applications such as the interface between a possible regional transit station and the people-mover. Such systems could also be integrated within existing and future building developments as well as within the proposed expansion of the Florida Junior College.

ALTERNATIVE TEST ROUTES

Following the definition of the study, "Goals and Objectives," and the analysis of socioeconomic data and travel patterns, transit corridors were defined and preliminary estimates of CBD

travel demands made preparatory to the selection of candidate people-mover routes and stations for computer simulation and detail analysis.

The map on the facing page shows the locations of 19 candidate routes that were chosen for testing. The primary factors considered in this selection were:

- Activity centers to be served.
- Location of parking facilities.
- Development potential.

Other criteria used for the selection of these routes included preliminary urban design and environmental considerations, engineering constraints, and inputs from civic and governmental groups directly or indirectly affected by the people-mover routes.

There are several combinations of people-mover transit systems which could interconnect peripheral parking facilities and downtown area major activity centers, as well as supplement and complement all other forms of transit.

Any combination of these 19 routes would help implement the people-mover goals and objectives, in addition to accommodating a significant number of person trips to and within the CBD. Each combination, however, has advantages and disadvantages. Some will attract more patrons, but would also require longer capital investments and higher operating costs. Some would impact the community more than others. Some would unnecessarily duplicate other transit services. Some people-mover sys-