

PROPOSED SYSTEM

With the results of the traffic demand analysis; urban design and environmental impact analysis; community inputs from civic, private, and governmental groups including the People-Mover Study Team members, a firm recommendation could be made concerning the type, location, operation, and phasing of a people-mover system. The Phases I and II Systems are recommended for implementation in the Jacksonville downtown area. Additional phases will be greatly influenced by: (1) type, intensity, and location of future downtown area developments; (2) the development and location of a future mass rapid transit system; and (3) policy decisions by the Jacksonville City Government.

PHASE I – IMMEDIATE ACTION PROGRAM

The map on the facing page shows the routes of a Phase I People-Mover System recommended for immediate action. The primary objectives of these transit services include:

- Providing an interim service and development of patronage for the Phase II system.
- Initial development of the peripheral parking/transit intercept concept.
- Establishment of preferential treatment of transit vehicles within the downtown area.
- Providing a convenient CBD transit service for residents of Cathedral Manor
- Provide a direct transit service from the University Hospital to the CBD which interconnects the main activity areas.

The recommended immediate action systems are minibus operations. Each minibus should have a new and innovative design; 20 seats arranged around the perimeter of the bus to provide easy access to seats; and a wide, easy-to-negotiate aisle area. Entrance and exit doors should be separate to expedite arrival and departure of passengers. Each vehicle should use "low pollution" propane fuel or run under an electric power source.



The proposed Gator Bowl-CBD minibus route would loop around the Sports Complex to collect peripheral parkers and run down Bay Street to Market. The minibuses would be scheduled, depending upon demands, to either turn left or right onto Market.