

They would then interconnect the major CBD activity areas by way of a loop system. The actual number of minibuses required for this immediate phase has not been estimated; there are too many policy decisions yet undecided which greatly affect the estimation process, especially the location and number of peripheral parking spaces and the minibus fare structure.

The proposed University Hospital-Florida Junior College-CBD minibus route would loop around the hospital area and directly serve the Junior College via streets having low vehicular traffic volumes. From the campus, the minibuses would travel Laura Street to the Hemming Park activity center. Buses would be scheduled for some to turn on Monroe and travel to Cathedral Manor, and others to continue down Laura to Coastline Drive. The minibuses would continue in a clockwise or counterclockwise loop direction, respectively, and travel back to the Junior College via Hogan Street. They would then return to the University Hospital Complex.

The peak-hour and off-peak-hour minibus operation should be scheduled to most effectively accommodate the demands of the Jacksonville people traveling to, within, and from the downtown area. Supplementary conventional-type buses may be required to handle the commuter demands from Gator Bowl parking facilities.

Implementation of Immediate Action Program

In order to implement the proposed minibus operations or a similar type of system, the following programs should be considered:

Downtown Parking Program — It is recommended that development of a comprehensive downtown parking program be developed that would coordinate peripheral parking facilities development with the construction of the people-mover system.

- Establish parking space requirements for new developments within the downtown area with a proportional share developed in peripheral locations.
- Establish a parking fare structure within the CBD favorable to short-term parkers, and 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.
- Preferential use of Coastline Drive for minibus operations.

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.