

SYSTEM OPERATIONS

Operations for the recommended Phase II System includes two-way, fixed-guideway, people-mover service at 60- to 75-second headways from 7 to 9 a.m.; 11:30 a.m. to 1:30 p.m., and the 4 to 6 p.m. peak travel periods; 5-minute headways during day-time off-peak hours; and 15-minute headways during the 6 to 10 p.m. evening period. The system would operate with single vehicles at most times, but two- or three-car trains might be used for such special events as Gator Bowl football games. Weekend service would normally be at 5- to 10-minute headways.

Since the longest trip on the people mover—from the Junior College to the Gator Bowl—requires less than 7 minutes travel time including all station stops, off-line stations are not required; each vehicle will stop at all intermediate stations. Station dwell times should vary between 10 or 15 seconds off-peak up to 20 or 25 seconds during peak hours. The vehicles should be fully automatically controlled with no on-board drivers or attendants; some form of communication or even television monitoring could be provided between the vehicles and the central control console. Automatic fare collections should also be incorporated, although it is recommended that each station have an attendant.

To supplement the people-mover and to transport CBD-bound patrons from peripheral parking sites in the Southside center and the Riverside area, it is recommended that minibus routes be established. These routes should extend from the parking sites into the CBD, and should also circulate within the CBD to cover those areas not served by the people mover. These minibus routes may be prototypes for eventual fixed-guideways should the Riverside and Southside areas develop sufficient trip demands.

Current projections indicate that these minibus routes will generate sufficient patronage during the morning and afternoon peak hours that full-sized buses should be operated at 2-minute headways. Off-peak demands could be satisfied by minibuses operating at 5- or 10-minute headways.

An additional minibus route serving the hospital and residential areas north of the Junior College people-mover station is also recommended. This route could be established in conjunction with the HUD development of that area. Current Projections indicate that 10-minute headways would satisfy peak-hour demands, and 20 minutes would be sufficient for off-peak service.