

**First Coast Flyer Bus Rapid Transit Southwest Corridor
Jacksonville, Florida
Small Starts Project Development
(Rating Assigned November 2017)**

| Summary Description | |
|---|---|
| Proposed Project: | Bus Rapid Transit 12.9 Miles, 13 Stations |
| Total Capital Cost (\$YOE): | \$33.16 Million |
| Section 5309 Small Starts Share (\$YOE): | \$23.22 Million (70.0%) |
| Annual Operating Cost (opening year 2019): | \$3.04 Million |
| Current Year Ridership Forecast (2015): | 1,800 Daily Linked Trips 540,300 Annual Linked Trips |
| Overall Project Rating: | Medium |
| Project Justification Rating: | Medium |
| Local Financial Commitment Rating: | Medium |

Project Description: The Jacksonville Transportation Authority (JTA), in coordination with the City of Jacksonville and the Florida Department of Transportation (FDOT), proposes to implement a bus rapid transit (BRT) line from the Convention Center in downtown Jacksonville, via Florida State College-Jacksonville (Kent Campus), to the Orange Park Mall in Clayton County. The project includes traffic signal priority at 24 intersections, real-time bus arrival information at stations, two queue jump lanes, and the purchase of 15 40-foot compressed natural gas buses. The service is anticipated to operate in mixed traffic except for a one-mile segment with existing dedicated bus lanes. Service is planned to operate every 10 minutes during peak hours, every 15 minutes during off-peak periods, and every 30 minutes during evenings and weekends.

Project Purpose: The project would provide high quality, high-capacity transit service that would be part of a regional BRT network to support population and employment growth and improve mobility, transit travel times, passenger facilities, and service reliability.

Project Development History, Status and Next Steps: In November 2005, JTA completed an alternatives analysis study and selected BRT as the locally preferred alternative. The project was included in the region's fiscally constrained long range transportation plan in November 2014. The project entered Small Starts Project Development in April 2015. JTA completed the environmental review process with receipt of a Documented Categorical Exclusion from FTA in April 2015. JTA anticipates receipt of a Small Starts Grant Agreement in 2018, and the start of revenue service in December 2019.

Significant Changes Since Last Evaluation (November 2016): Due to a reduction in scope, the project costs decreased from \$47.46 million to \$33.16 million and the Section 5309 Small Starts amount decreased from \$37.97 million to \$23.22 million. The cost decreases were due to the removal of a 4-lane roadway overpass conversion to 2-lane road with bike path plus the removal of sidewalk connections within 1/2 mile of stations.

Locally Proposed Financial Plan

| <u>Source of Funds</u> | <u>Total Funds (\$million)</u> | <u>Percent of Total</u> |
|--|--------------------------------|-------------------------|
| Federal: Section 5309 Small Starts | \$23.22 | 70.0% |
| State: FDOT New Starts Program | \$4.70 | 14.2% |
| Local: JTA Discretionary Revenues | \$5.24 | 15.8% |
| Total: | \$33.16 | 100.0% |

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**First Coast Flyer Bus Rapid Transit Southwest Corridor
Jacksonville, Florida
Small Starts Project Development
(Rating Assigned November 2017)**

LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding counties.

- The average population density across all station areas is 3,200 persons per square mile, corresponding to a Medium-Low rating per FTA benchmarks. Total employment served is 35,300, corresponding to a Low rating. In the Jacksonville central business district, parking costs range from \$5 to \$10 daily, rating Medium-Low to Medium by FTA benchmarks. The ratio of station area to county proportion of LBAR housing units is 3.14, corresponding to a High rating.
- Land uses around proposed stations include primarily commercial uses fronting along the alignment route and commercial nodes at the major intersections near the station locations. Most of the non-frontage area is single family residential with a few pockets of multi-family residential. Several station areas have high amounts of undeveloped or underutilized land, including surface parking. The corridor becomes increasingly auto-oriented progressing southward from the downtown area.
- Sidewalks are provided along most of the alignment, as well as marked and signalized crossings at intersections. However, pedestrian facilities are lacking along many of the residential and local collector side streets.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

- *Transit-Supportive Corridor Policies:* Jacksonville's 2030 Comprehensive Plan encourages new non-residential projects to be developed in nodal or corridor development areas in appropriate infill locations or as transit-oriented development (TOD). The plan also designates sites located within a half mile of bus rapid transit lines as suitable for TOD. Conceptual site designs for two of the 13 station areas suggest mixed-use entertainment development with some TOD residential/commercial. The Urban Land Institute will be conducting a workshop in late 2017 to further refine the station area planning process and TOD guidelines.
- *Supportive Zoning Regulations Near Transit Stations:* Zoning in most of the corridor is low or medium density residential or commercial that does not explicitly include transit-supportive elements. Parking requirements are also typical for suburban areas. The Jacksonville zoning code includes a TOD overlay district that can be applied to properties in designated station areas to allow increased residential density, improve pedestrian character, and reduce parking requirements. Five project station areas have been designated as suitable for its application, but it has not yet been applied to any specific properties.
- *Tools to Implement Land Use Policies:* The project sponsor worked with the City of Jacksonville to adopt a policy framework that outlines steps to implementing TOD, as well as design guidelines to inform an update of the zoning and land development ordinances and policies. The City has provided grants based on increased value capture to developers in the vicinity of the proposed Brooklyn Station and has improved some city-owned infrastructure to stimulate redevelopment in this area.

Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* Four recent transit-supportive multi-family residential and mixed-use projects, as well as a recreation center, were identified in the Brooklyn station area near the waterfront just south of downtown. Three additional multi-family developments, including one mixed-use, are proposed or underway in this area. Examples of recent or proposed transit-supportive development in other station areas were not identified.
- *Potential Impact of Transit Investment on Regional Land Use:* Approximately 742 acres within one half mile of the proposed BRT stations are vacant, zero-value, or parking lots. Current regional forecasts predict modest growth in the corridor, lower than the projected metro area growth rates.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- The Jacksonville Housing Authority has several properties within and adjacent to the corridor and is committed to preserving these affordable units with the corridor. The Jacksonville Comprehensive Plan calls for approximately 19,000 additional dwelling units to be added to the housing stock by 2030 to meet the needs of low and very low income households. The City provides assistance to private sector and other public and nonprofit agencies with site location, preparation of plans, and infrastructure improvements for affordable housing. No recent examples of affordable or mixed-income housing developments meeting FTA guidelines were identified in the station areas.



First Coast Flyer Southwest (BRT) Route and Stations



- 1 Orange Park Mall
- 2-SB Collins SB
- 2-NB Collins NB
- 3-SB Townsend SB
- 3-NB Townsend NB
- 4-SB Morse SB
- 4-NB Morse NB
- 5-SB 103rd SB
- 5-NB 103rd NB
- 6-SB Cedar Hills SB
- 6-NB Cedar Hills NB
- 7-SB San Juan SB
- 7-NB San Juan NB
- 8 FSCJ Kent Campus
- 9-SB Park & Dancy & Wolfe SB
- 9-NB Park & Dancy & Wolfe NB
- 10-SB Park & King SB
- 10-NB Park & King NB
- 11-SB Five Points SB
- 11-NB Five Points NB
- 12-SB Brooklyn SB
- 12-NB Brooklyn NB
- 13 Transit Center

