



# JTA Board Presentation Jacksonville Streetcar Pre-Feasibility Study



***Jacksonville Transportation Authority***  
*February 26, 2009*

# Streetcar Pre-Feasibility Study

## Goals of the Study:

- Define Potential Districts
- Develop a District Concept
- Define a Basic Implementation Strategy
- Produce Materials to Support Future District Exploration
- Build support for a streetcar project

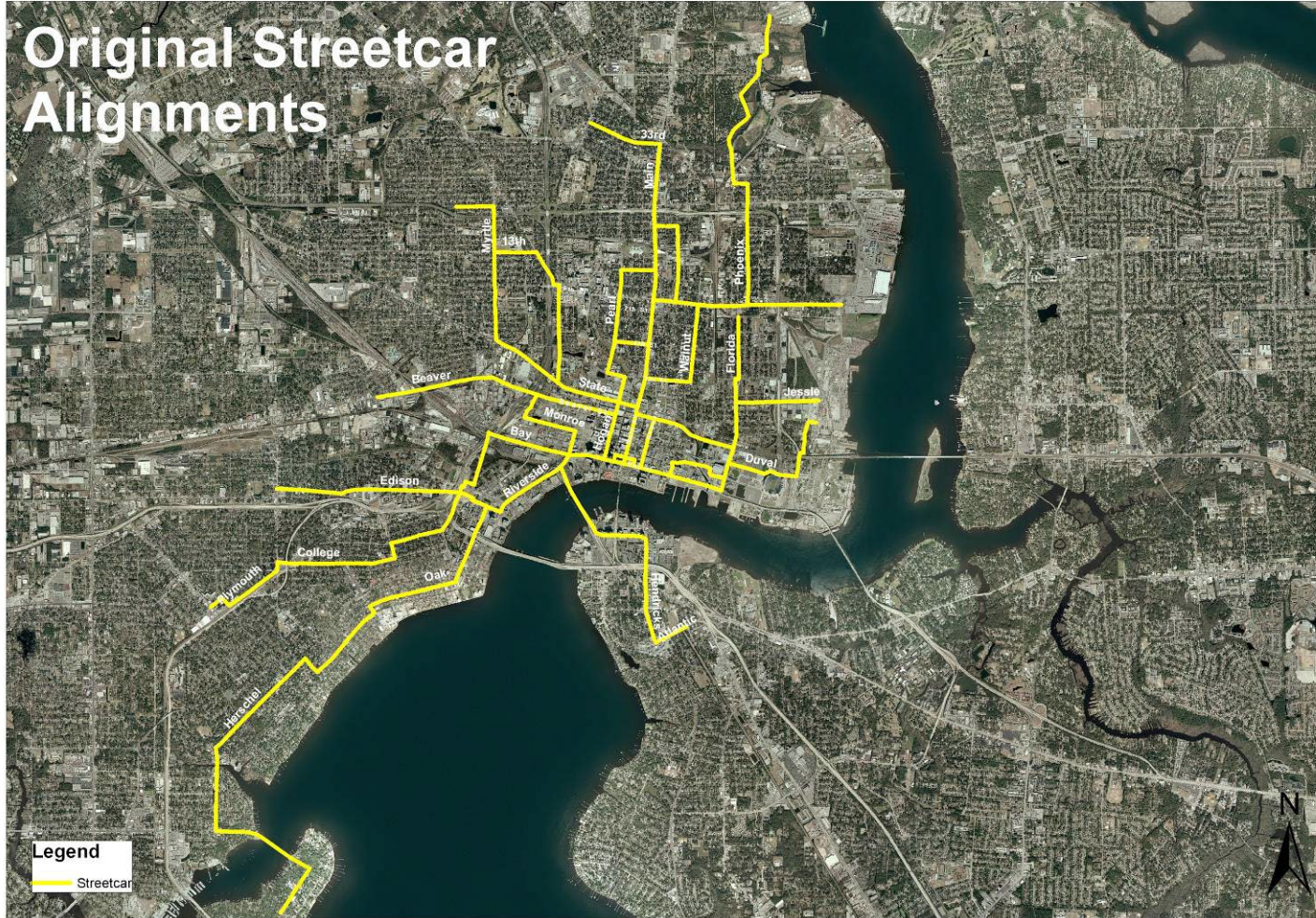


# Jacksonville's Streetcar Past



# Jacksonville's Streetcar Past

## Original Streetcar Alignments



Source: Robert Mann and the Jacksonville Traction Company 2007



# The Streetcar Goals

Connecting People



Shaping Places



# Connecting and Shaping

- Pedestrians - the first class passengers
- Short-trips in urban districts
- Complete the last mile of the trip
- Activities and destinations linked
- Redevelopment and joint development enhanced
- Public/Private Investment is Maximized
- “Places Where People Want to Be”

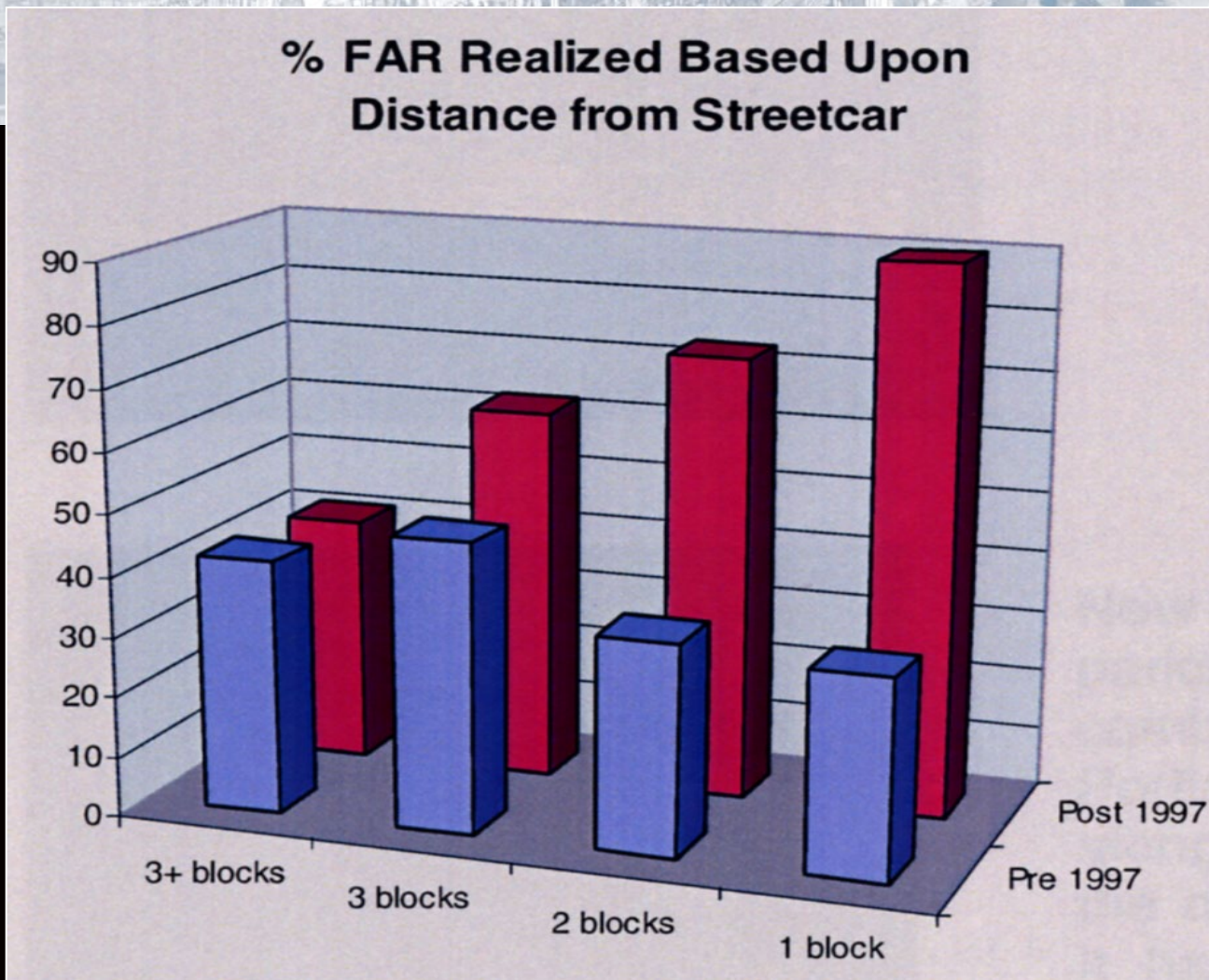


# Streetcar



- **High to Very High Land Use Effects**
  - Frequency, type, and scale of service is highly land use supportive
  - Development follows the streetcar line
  - Redevelopment catalyst
  - Principal impact – Three blocks each side of line
  - Compact, walkable mixed use pedestrian-producing results

# Streetcar Effect: > Intensity



Source: Portland Streetcar, Inc/ E.D. Hovee & Company





# Streetcar District Criteria

- A definable, manageable boundary
- Diverse mix of pedestrian “attractors and producers”
- Opportunity areas for development, redevelopment and/or joint development
- Multiple options for internal and external JTA connectivity
- Potential public/private investments



**COMPOSITE**

**LEGEND**

**Activity Centers**

- Residential
- Entertainment / Retail
- Mixed Use
- Office
- Government / Institutional
- Producer
- Attractor

**Linkages**

- Linkages

**District Boundaries**

- District Boundaries
- Potential Redevelopment Areas
- Joint Development Potential

**Railroad track**

- Railroad track

**Skyway / Stations**

- Skyway / Stations

**BRT / Stations**

- BRT / Stations

0 FT 400 FT 1200 FT NORTH

STREETCAR PRE-FEASIBILITY ANALYSIS



# COMPOSITE OF DISTRICTS

## LEGEND

 District Boundaries

 Railroad track

 Skyway / Stations

 BRT/ Stations



STREETCAR PRE-FEASIBILITY ANALYSIS





**PHASE 1 DISTRICT**

**LEGEND**



**STREETCAR PRE-FEASIBILITY ANALYSIS**

**HDR/RS&H**













**HDR**

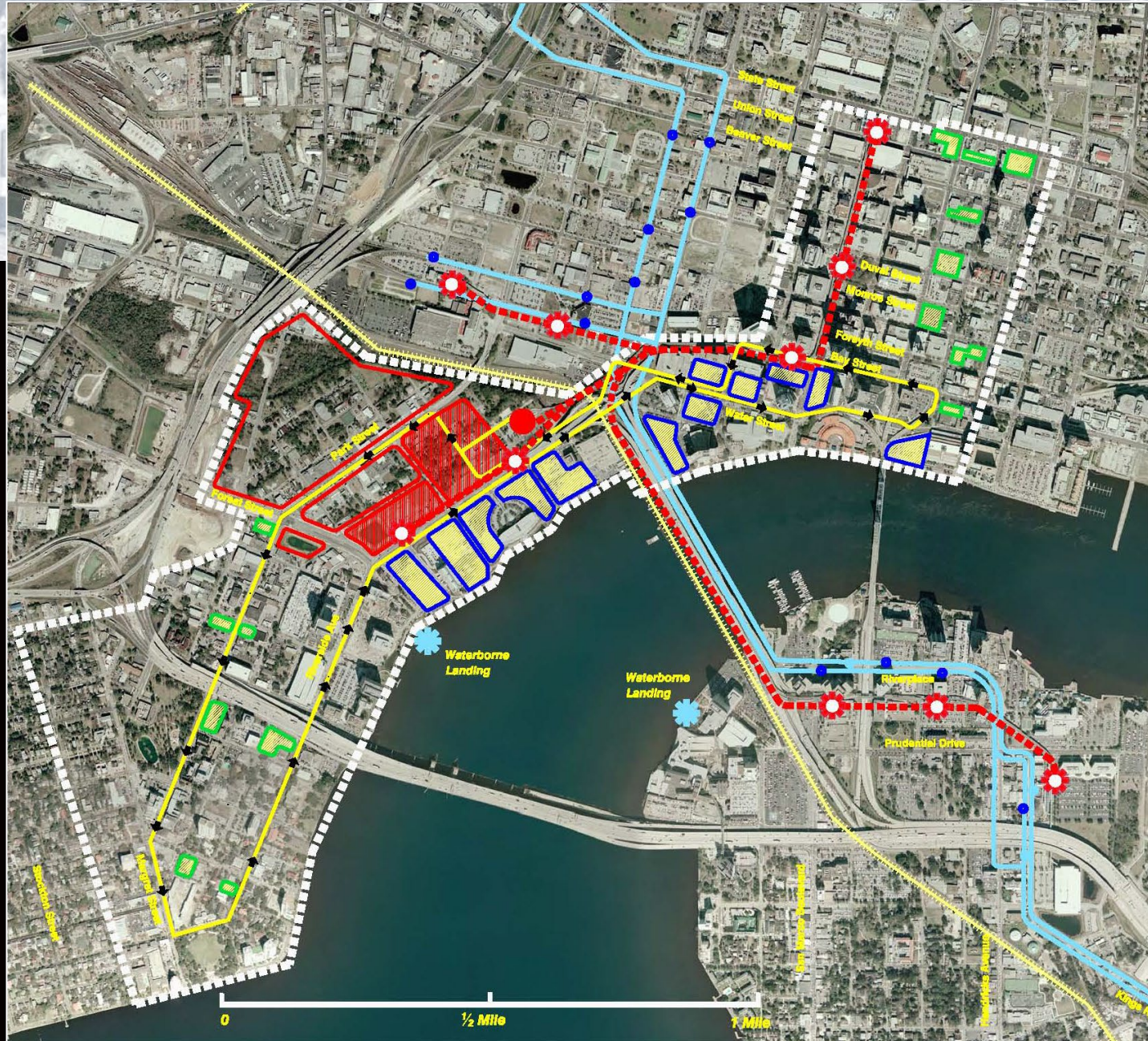
# Developing a Plan

- Prepare streetcar district concept
  - Land Use/Redevelopment Opportunities
  - General track alignments to link districts (flexible until full feasibility)
  - Streetcar technology options
  - General funding approaches



**5 POINTS / BROOKLYN / CORE DISTRICT**

- LEGEND**
-  **Optimum Route A: 4.38 Track Miles**
  -  **Committed Projects**
  -  **Potential Redevelopment Areas**
  -  **Joint Development Potential**
  -  **Infill Development Potential**
  -  **BRT/ Stations**
  -  **Skyway / Stations**
  -  **Railroad track**
  -  **District Boundaries**
  -  **Joint Maintenance Facility Streetcar and Skyway/**










STREETCAR PRE-FEASIBILITY ANALYSIS



# TRANSIT MOBILITY FRAMEWORK

## LEGEND

-  **STREETCAR PHASE I**
-  **STREETCAR (FUTURE)**
-  **BRT/ Stations**
-  **Skyway / Stations**
-  **Railroad Track**
-  **District Boundaries**
-  **Joint Maintenance Facility Streetcar and Skyway/**



STREETCAR PRE-FEASIBILITY ANALYSIS

HDR/RS&H





# Design Philosophy

- Keep it simple and less expensive
- Blend with existing/new neighborhoods
- Use “off-the-shelf” equipment
- Avoid utilities/RR to minimize impacts/costs
- Minimize loss of on-street parking
- Design for ease of construction
- Maintain system visibility

# Vehicle Options



**Vintage Trolley**



**Replica Streetcar**



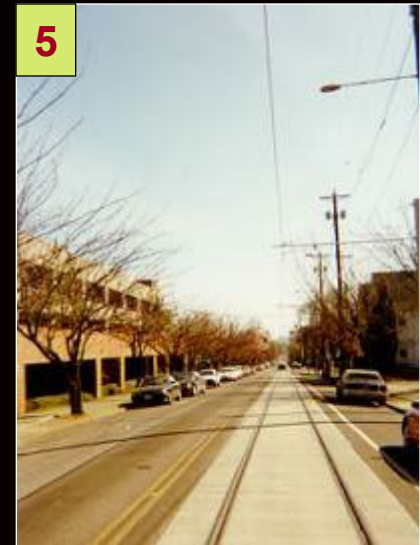
**Modern Streetcar**

# Vehicle Selection Criteria

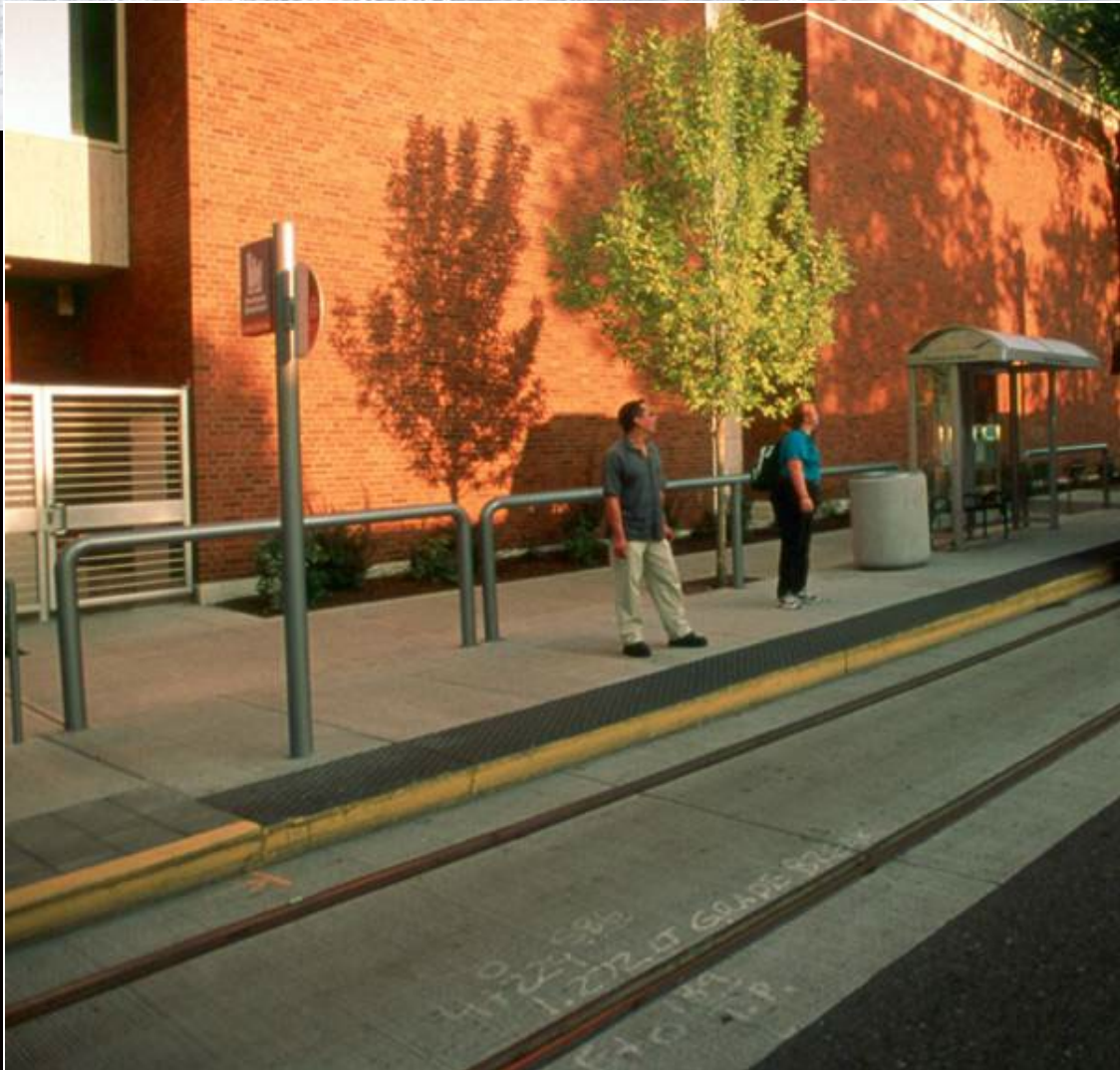
- Purpose and type of service
- District character
- ADA compliance
- Maintenance
- Capacity
- Vehicle cost
- Speed and cost of operation



# Track Construction



# Streetcar Stops



# Streetcar Stops



# Implementation Approach

- Issues for the Feasibility Study
  - Timeframe for building the system
  - Source and uses of funds
    - Federal funds
    - Local fund source options
  - Ownership and governance
    - JTA
    - City
    - Private non-profit



# Streetcar Funding

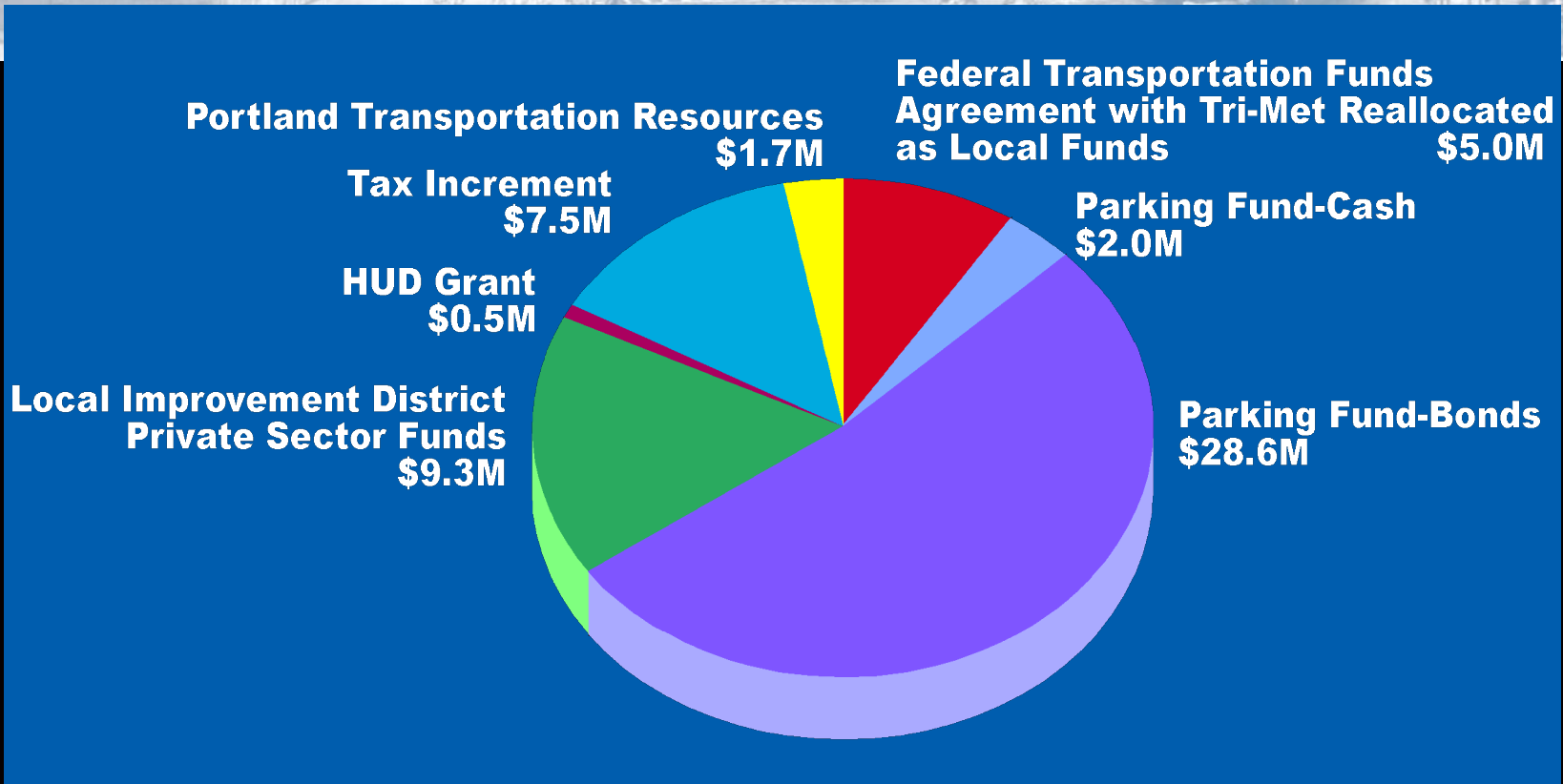
- Where does funding stand?
- Common characteristics for funding
  - They are all different
  - They are all complex
- Public and private leadership and investment are essential
- The federal picture changed but without much/any success

# Benefits of Local Funding

- Construction schedule can be shortened
- “Buy America” provisions are avoided
- NEPA requirements are minimized
- Streetcar funding can use non-federal (5309) funds
- Local “system ownership” is emphasized
- Community pride is enhanced



# Portland Fund Sources



**Total \$54.6 Million**



# Tampa Fund Sources

- \$60 M project cost
- Project specific state/ Intermodal Funds
- Endowment
- Sponsorships
- Flexible federal funds
- FTA funds
- Gas tax
- City impact fees



# 5 Points / Brooklyn / Core

- Area is a potential streetcar district
- Mobility enhanced by connectivity to JTS network
- Activity centers connected
- Opportunities areas abound
- Redevelopment/joint development accelerated
- Successful phase I = expedites expansion



**5 POINTS / BROOKLYN / CORE DISTRICT**

**RIVERSIDE AVENUE BRIDGE ROUTE ALTERNATIVE ALIGNMENT OPTION A**

-  **STREETCAR**  
4.38 Track Miles
-  **Committed Projects**
-  **Potential Redevelopment Areas**
-  **Joint Development Potential**
-  **Infill Development Potential**
-  **Jacksonville Regional Transportation Center**
-  **BRT/ Stations**
-  **Skyway / Stations**
-  **Railroad Track**
-  **District Boundaries**
-  **Joint Maintenance Facility Streetcar and Skyway**



Figure 1



STREETCAR PRE-FEASIBILITY ANALYSIS










# 5 Points/Brooklyn/Core District

- Modern Streetcar Preferred
  - Higher capacity
  - Improved image (True rail mode)
  - Easy-on/easy-off
  - Quiet and convenient
- Initial System – 4.3 track miles
  - 5 Points through Brooklyn to Core
  - Magnitude of Cost - \$65-\$75M



# TRANSIT MOBILITY FRAMEWORK

## LEGEND

-  **STREETCAR PHASE I**
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STREETCAR PRE-FEASIBILITY ANALYSIS



# Put Streetcar in Jacksonville's Future





**Jacksonville Transportation Authority  
Board Presentation  
February 26, 2009  
Questions?**



***Jacksonville Transportation Authority***  
*August 7, 2008*