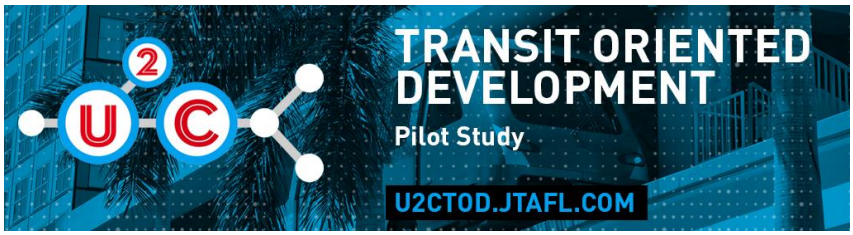

Frequently Asked Questions

Route, Station and Vehicle Specifications

What are the exact routes and station locations?

This is a preliminary planning study. The corridors are swaths that may encompass parallel streets and extend a half mile on each side from the centerline. Station locations are proposed areas to plan for future development. Final routes and station locations will be determined in the subsequent study phases of the U^{2}C program. Currently, Phase 1 of the U2C Program is funded and further design plans to include future station locations will be identified at a future date.

Why are certain areas not included in these U^{2}C TOD corridors?

Corridor extensions were developed based on public input including the 2016 Skyway Expansion Priority Survey and the 2019 Transit Concept Alternative Review 2 Skyway Expansion Survey. The U^{2}C TOD corridors are the preliminary corridors under review for this pilot study to identify potential for transit ready development that would support the future advancement of the U^{2}C service option. It does not mean that other areas will not be evaluated in the future, but rather that the current corridors were identified as the most desired connections requested.

The proposed station areas are being evaluated for transit-oriented development readiness and desirability. Thoroughly researching and evaluating our current options will increase the chances for a successful TOD project, which will in turn attract more public and private sector investment for future U^{2}C service.

What will the vehicles look like? Will they fit into my neighborhood? What are the fares?

JTA has been testing autonomous vehicle solutions for three years. In addition to developing the U^{2}C for the downtown area, JTA is working with local colleges, medical campuses and other partners to further validate and gain acceptance for this technology. The final vehicle technology, design, fares and other service details will be finalized in future studies.

Autonomous Vehicle Technology/Infrastructure and the U^{2}C's Role in the Transportation System

Will developers want to build around autonomous shuttle stations?

There are many factors that make U^{2}C TOD appealing to developers, not the least of which is public investment in infrastructure. This includes pedestrian and bicycle improvements such as sidewalks, crosswalks, bike lanes, seating, landscaping, public gathering spaces and art. Though some of these improvements could potentially happen without the transportation investments, they are far more likely to be funded as part of a major transportation project.

Though not as visible as traditional streetcars or rail, additional infrastructure is needed for autonomous vehicles including fiber optic cables, driveway sensors, pedestrian sensors and advanced traffic signal controllers. Sensor data from the integrated data exchange will also be a powerful tool for developers looking to measure pedestrian, bicycle and vehicular traffic passing a location.

In addition to providing downtown circulator service, the U^2C service and stations will help solve the first mile/last mile challenges by connecting with fixed route bus and bus rapid transit service, as well as future commuter rail and micro-mobility options such as bike share. Key station areas will become multimodal hubs which are very attractive to developers, as well as citizens who wish to live in a vibrant, walkable and transit-friendly neighborhood.

Timeline

What are the next steps? How long will it take to build the transit-oriented development?

The next steps in this U^2C TOD Pilot Study are to create frameworks for the top 5-6 stations with the highest level of TOD readiness and desirability. These frameworks will be shared for public input in August.

The final steps are to create more detailed visualizations and a recommended implementation plan for the top one to three stations. The purpose of the implementation plan is to ensure that future development aligns with the TOD frameworks and that the policy framework is in place to support and encourage transit-friendly development. While some development may be anticipated in the short term, some locations and specific properties may take 10 or even 20 years to materialize depending on market conditions and costs to develop. The U^2C TOD Pilot Study effort is planned to wrap up in early 2021.

The Bay Street Innovation Corridor will be the first test site for the U^2C and incorporate other "smart" features. JTA and the City of Jacksonville received funding for this effort through the USDOT BUILD Grant. The fully-funded Bay Street Innovation Corridor includes a three-mile at-grade AV service in downtown Jacksonville along East Bay Street, from Pearl Street to the Sports and Entertainment Complex and TIAA Bank Field.

Visit the study website at http://u2ctod.jtafla.com/ to take the survey, submit questions and comments, and join our contact list for updates.