

NORTHSIDE-SOUTHSIDE LIGHT RAIL PROJECT FOR THE ST. LOUIS REGION

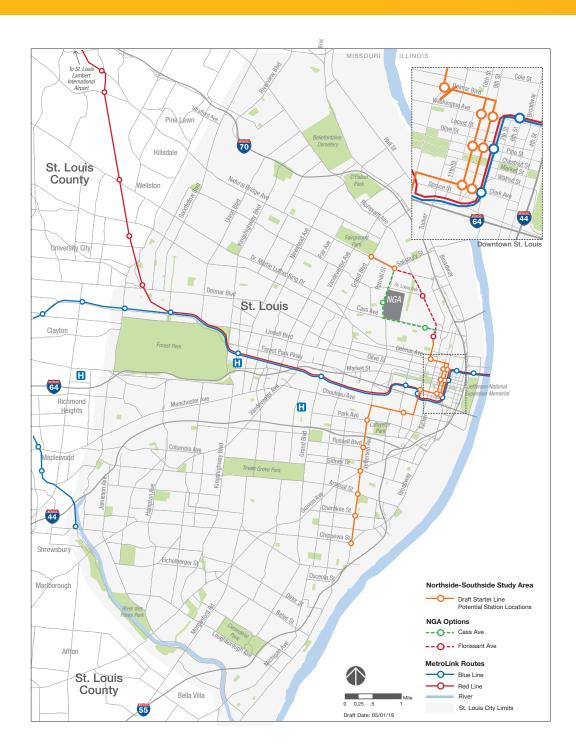


EXECUTIVE SUMMARY: SUMMER 2018

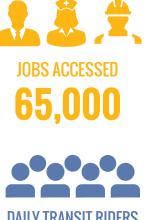
PROJECT OVERVIEW

The Northside-Southside Study was an 18-month effort, led by the East-West Gateway Council of Governments, to study light rail (LRT) investment in the corridor connecting Goodfellow and I-70 on the Northside of St. Louis to Bayless and I-55 on the Southside. This study builds on the recommendations of the 2008 Northside-Southside Study.

Following extensive technical analysis and community outreach, a recommended first phase of Northside-Southside LRT investment has been identified, as shown in the map below. The proposed light rail would operate in dedicated lanes in the middle of the street between Grand Boulevard on the Northside, along 9th and 10th Streets downtown, to Chippewa Street on the Southside. There are two alignment options (Cass or Florissant Avenues) through North St. Louis that will be studied in future project phases; Cass Avenue is the preferred alignment going into that analysis.







DAILY TRANSIT RIDERS 9,000 PER DAY



FAQs

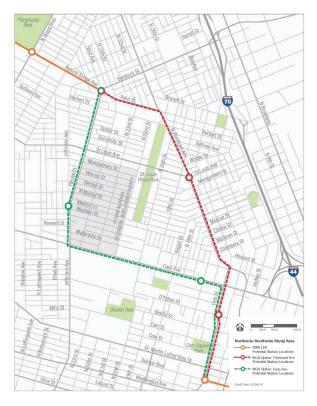
Why Grand Avenue to Chippewa Street?

While the 2008 study recommended a 17-mile LRT investment between Goodfellow to Bayless, this study found that the route from Grand to Chippewa is the best balance of cost, ridership and benefits - and is financially feasible as an initial investment in the full 17-mile Northside-Southside corridor.

Why Cass and Florissant?

Two alignment options through the NGA / North St. Louis area will be carried forward for additional analysis in later project phases: Cass Avenue (the preferred alternative) and Florissant Avenue. While the Northside-Southside study also considered options along St. Louis Avenue and Delmar Boulevard, Cass and Florissant Avenues were identified as the preferred options because they:

- · Align with the Choice Neighborhoods designation and other redevelopment activity
- · Better serve existing neighborhoods
- Best serve the planned entrances to the NGA site
- Reflect community preference



Why LRT?

LRT is needed to carry the anticipated number of riders in the Northside-Southside corridor, and has a strong track record of catalyzing economic development. As the project moves into future phases, advances in LRT vehicle technology will be integrated into the design process.

How will this be paid for?

It is anticipated that the federal government will pay for approximately half of the capital cost of the Northside-Southside LRT through the New Starts Capital Investment Grant Program that is administered by the Federal Transit Administration. The Economic Development sales tax and other local and regional sources would pay for the balance of the capital costs.

Operating and maintenance funding will likely come from the same mix of fare revenue and local, regional, state, and federal sources as existing Metro service.

Q16 4 am - 1 am stations 7 DAYS A WEEK



12 minutes 20 minutes (non-rush hour)

Travel Time (one way) **25** minutes approximately

	CASS	FLORISSANT
Length	8.29 miles	8.0 miles
Capital Costs (2017)	\$667 M	\$660 M
Annual Operating and Maintenance Costs (2017)	\$17 M	\$14 M
Average Daily Ridership (2025)	9,000	8,200
Number of Residents in Station Areas (2015)	47,100	47,000
Number of Jobs in Station Areas (2015)	65,500	64,900

How does this connect to the existing Metro service?

MetroBus riders will be able to access the Northside-Southside LRT at almost every station along its route. Riders can transfer to the Red and Blue Lines along 9th and 10th Streets downtown and at the Civic Center station.

Will the stations be enclosed or use turnstiles?

Currently, the design of the Northside-Southside stations, which will be at street-level (unlike existing MetroLink stations), does not include turnstiles; this is consistent with how nearly all street-level light rail stations operate in cities across the country.

How was the community engaged?

More than 7,000 people participated in the Northside-Southside Study through community events, business outreach, presentations, pop-up events, social media, and online engagement forums.

How are you addressing safety and security?

We know from engaging with the public during this study that safety and security on light rail is a top concern. We recommend that future phases of the Northside-Southside project incorporate safety and security elements into its design and operations plan, and continue collaborating with the community to address these concerns.

BENEFITS

FOR NEIGHBORHOODS

- Economic development: Will support increased development in station areas, including affordable and market-rate housing and new businesses
- Employment access: Will better connect residents to jobs at NGA, in downtown St. Louis, and along the Central Corridor from downtown St. Louis through the Central West End to Clayton; a disproportionate number of corridor residents rely on transit for mobility
- · Safer neighborhoods: More pedestrians on the street makes neighborhoods safer through increased activity
- · Increased property value: LRT investment has resulted in increased property value in communities across the country, including Denver, Dallas, Minneapolis/ St. Paul, and Charlotte

FOR BUSINESSES

- Expanded connections: Access to a wider pool of customers and employees
- Improved employee performance: Improves on-time performance of employees through improved transit service reliability and frequency
- More customers: Generates increased foot traffic in station areas
- Improved site flexibility: Reduces the demand for parking, allowing for more flexibility in selecting commercial, retail, and office locations

FOR RIDERS

- Reliability: Improves reliability and frequency, compared to current corridor bus service
- Connections: Optimize and expand transfers within the Metro system
- Speed: Provides faster trips, compared to current corridor bus service

FOR DRIVERS

- Less congestion: Fewer cars on the road means less congestion
- Safer roads: Fewer cars on the road means fewer car crashes

FOR THE REGION

- Balanced growth while increasing tax revenue: Will help address unemployment problems in some of the region's most troubled neighborhoods through expanded access to jobs and, consequently, the social and safety issues that are linked to poverty
- Expanded access to regionally-important employment destinations: Reliable, frequent service to NGA, Cortex, downtown, and the Central Corridor
- Another step towards an expanded regional transit system: Designed to link up to the high-capacity transit corridors that St. Louis County has identified for potential future investment







STUDY PUBLIC ENGAGEMENT

83 Stakeholder & 371 Comment 230 Open House Community Meetings 371 Forms

OVER 3,300 ONLINE SURVEYS





TIMELINE

Northside-Southside LRT could be operating by 2029. This study is the first step; next steps are outlined in the graphic below.

2019 - 2021	2020 - 2022	2022 - 2025	2025 - 2029	
Environmental Review	Project Development	Engineering	Construction	

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