



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



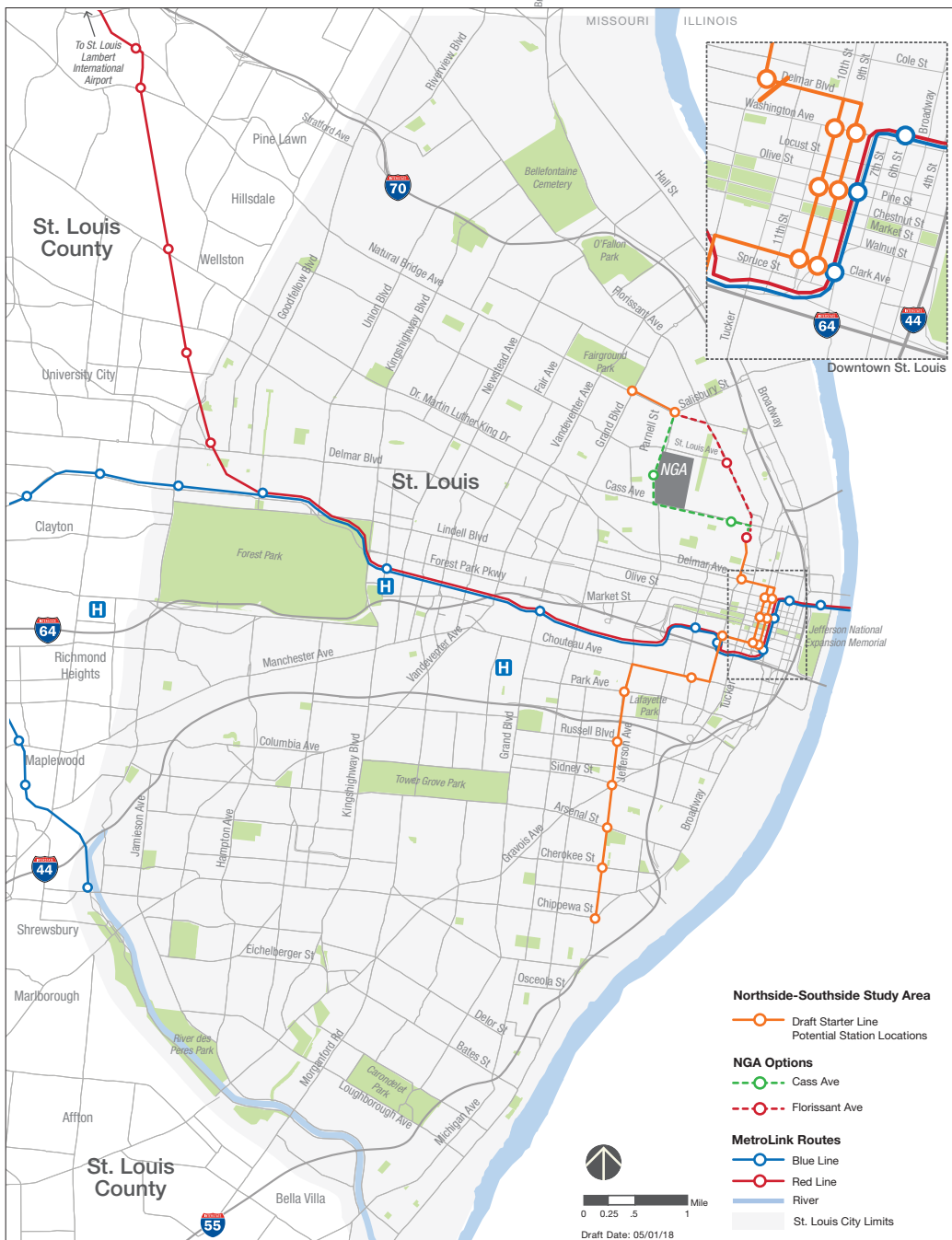
NORTH
SOUTH | **SIDE**

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.



APPRX. RESIDENTS SERVED

47,000



JOBS ACCESSED

65,000



DAILY TRANSIT RIDERS

9,000 PER DAY



DEPENDENT TRANSIT RIDERS

4,200 PER DAY

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 & Community Meetings **371** Comment Forms **230** Open House Surveys

OVER 3,300 ONLINE SURVEYS 

ADDS 19 STATIONS
COST: \$667 MILLION
FEDERAL AND LOCAL SOURCES



NORTH | **SIDE**
SOUTH | **SIDE**

TIMELINE

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

