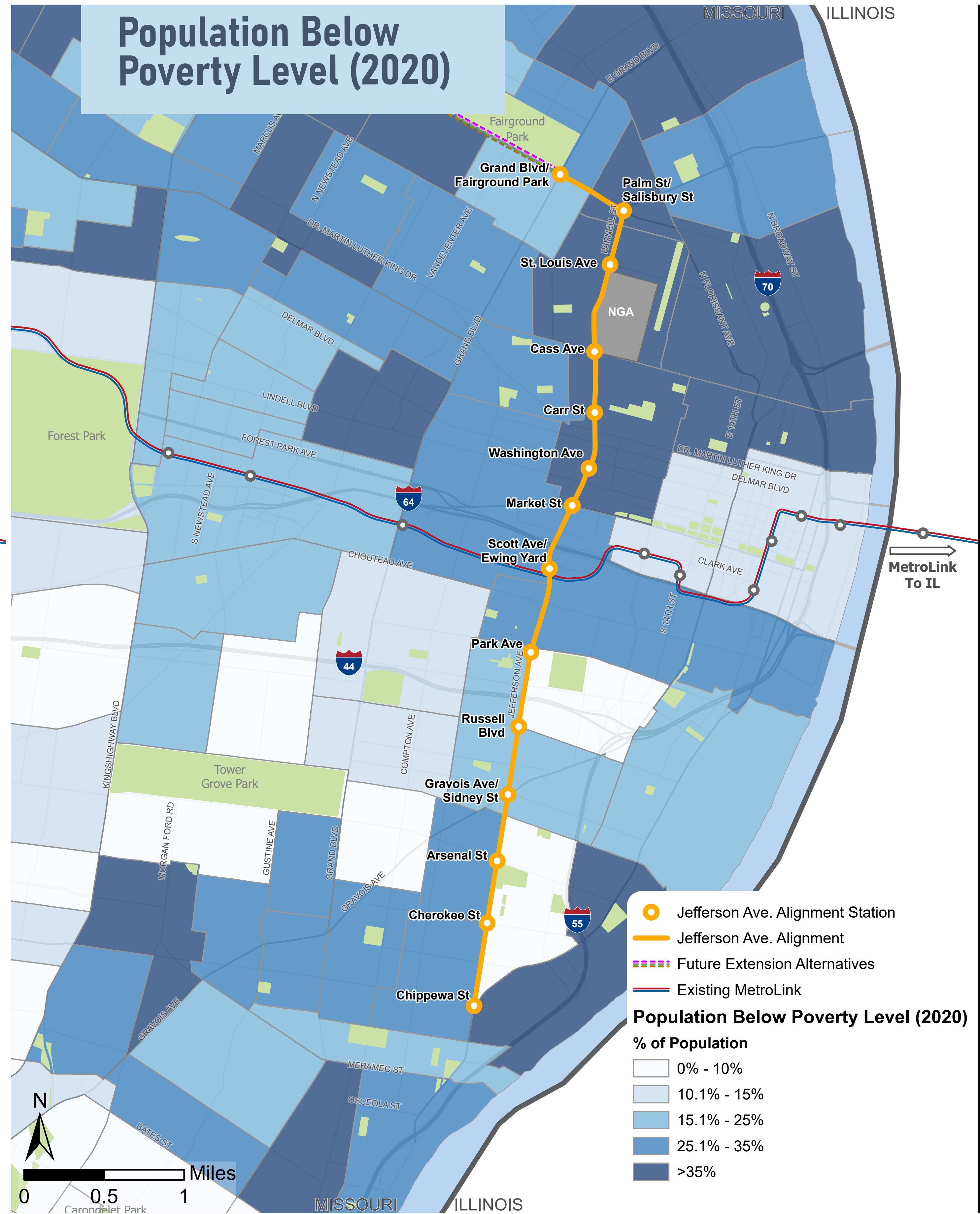
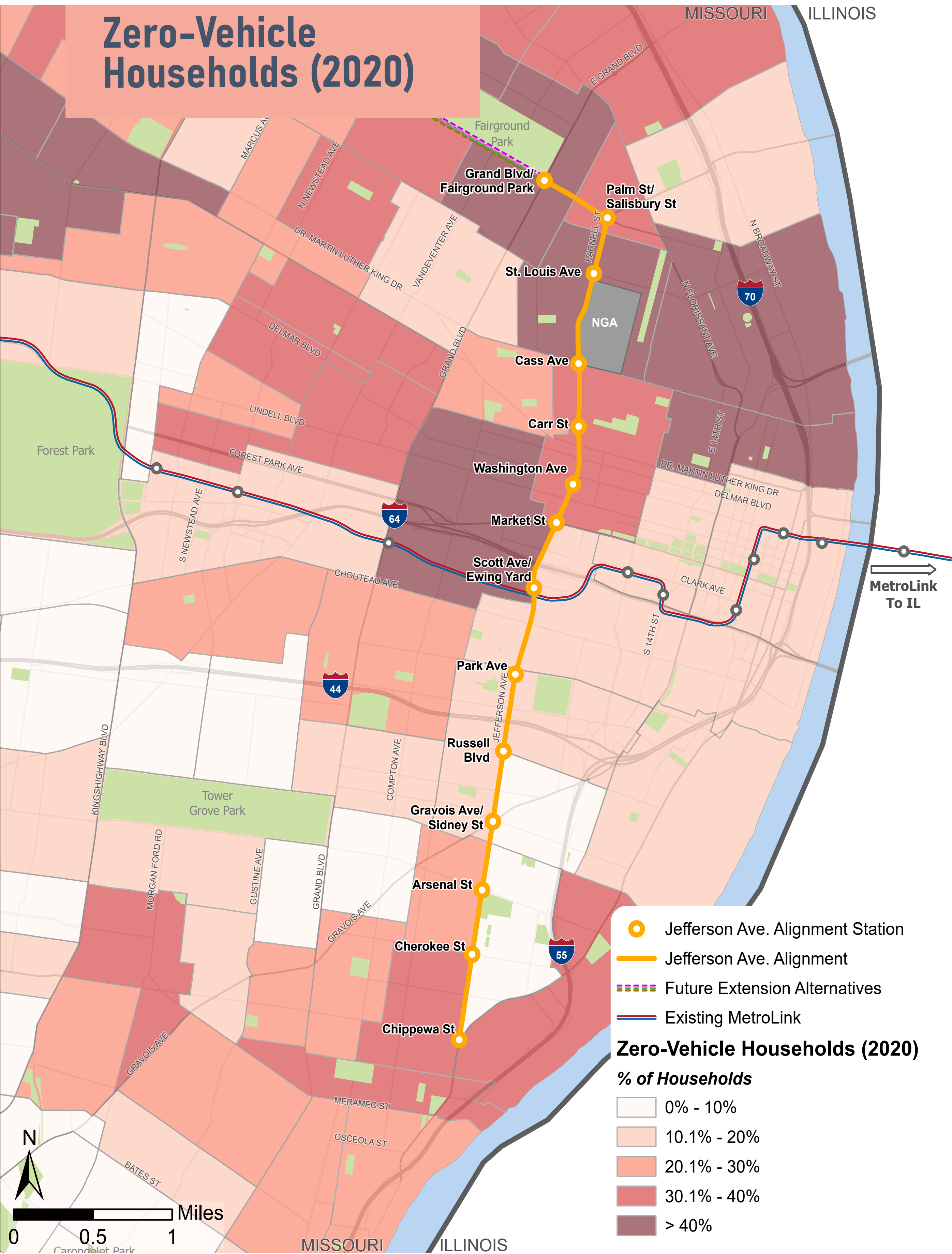


Project Purpose



Provide more choices to those with limited transportation options:

- Over one quarter of households within walking distance of a proposed station do not own a vehicle.
- 10% of workers in these neighborhoods rely on transit as their primary means of transportation to work.
- The proposed light rail would operate twice as often with faster and more reliable travel times compared to typical bus service.

Invest in historically underserved or marginalized neighborhoods:

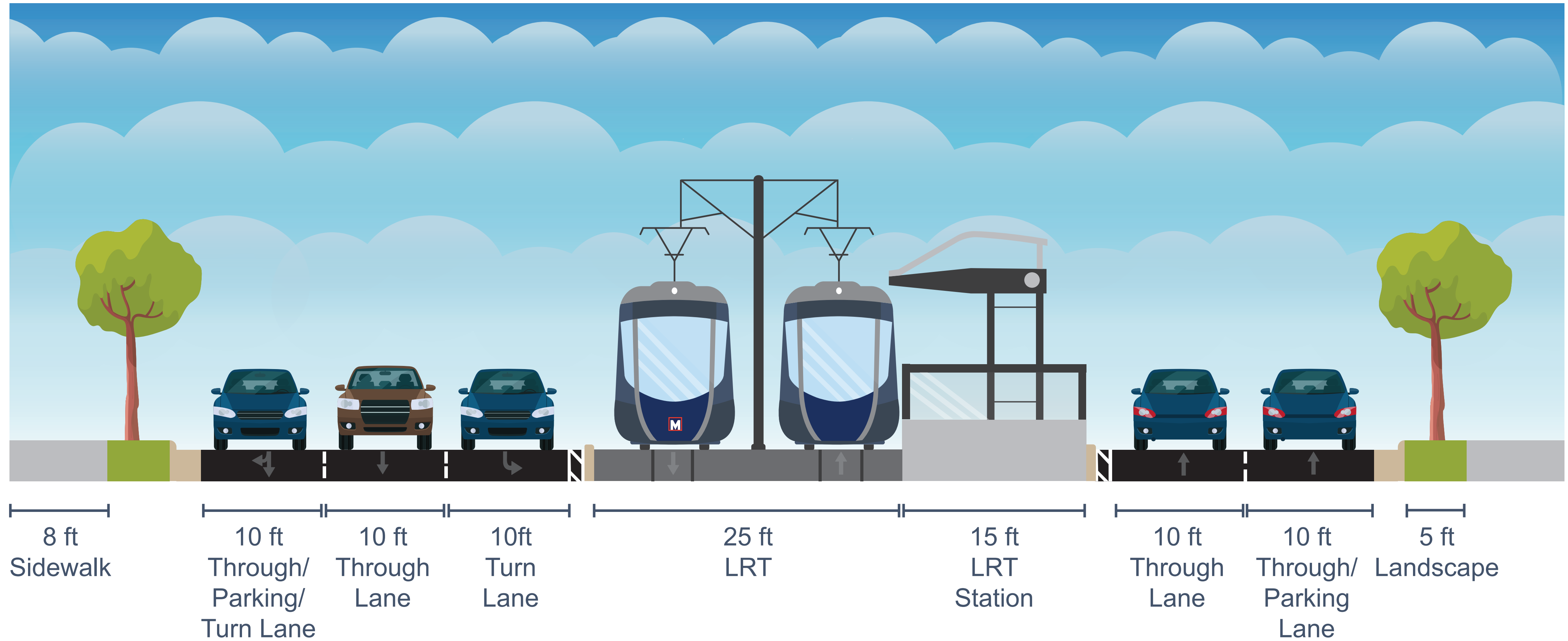
- About 24% of residents along the alignment live below the federal poverty threshold.
- The proposed investment serves an area with racial/ethnic minority population 10 percentage points greater than the City average.
- There are over 2,600 legally binding affordable housing units within walking distance of a proposed station, helping to ensure continue affordability and livability of these neighborhoods following investment.



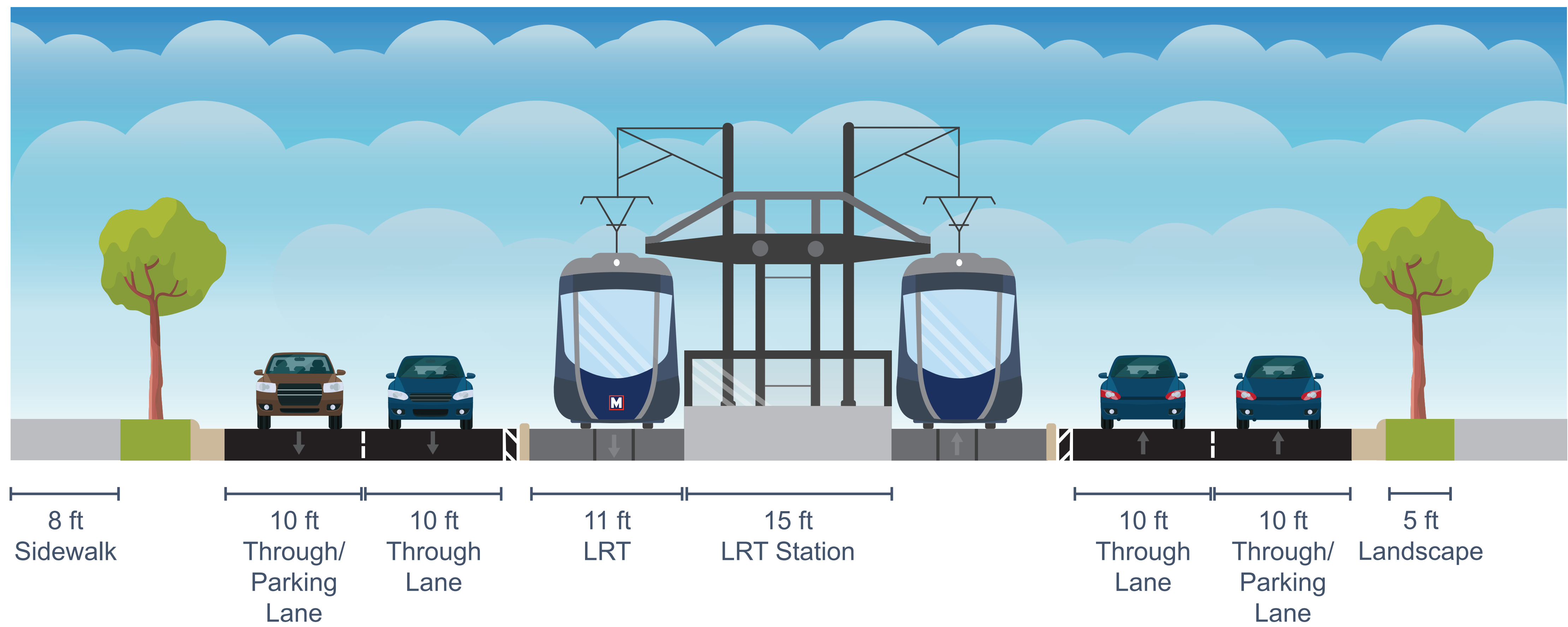
How Does Rail Fit in the Street?



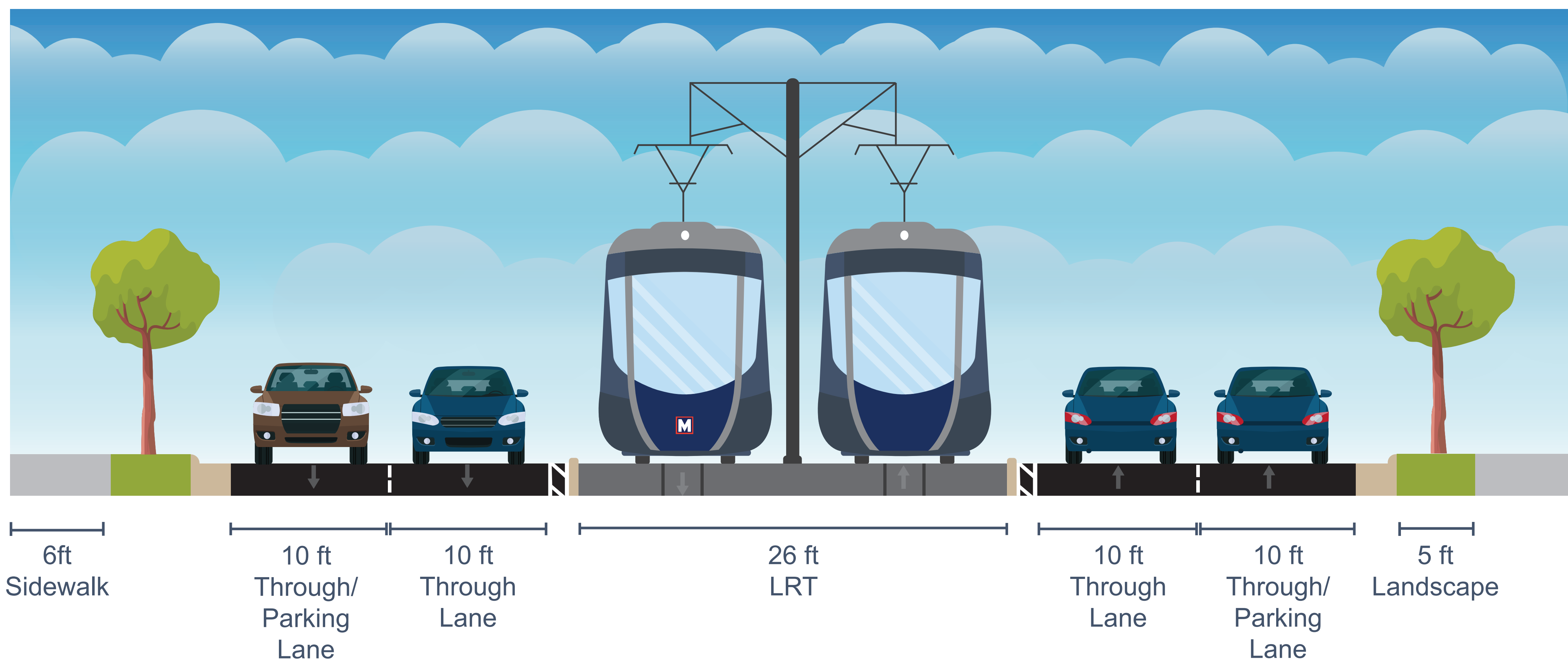
Station: Side Platform



Station: Center Platform



Between Station: Center Tracks



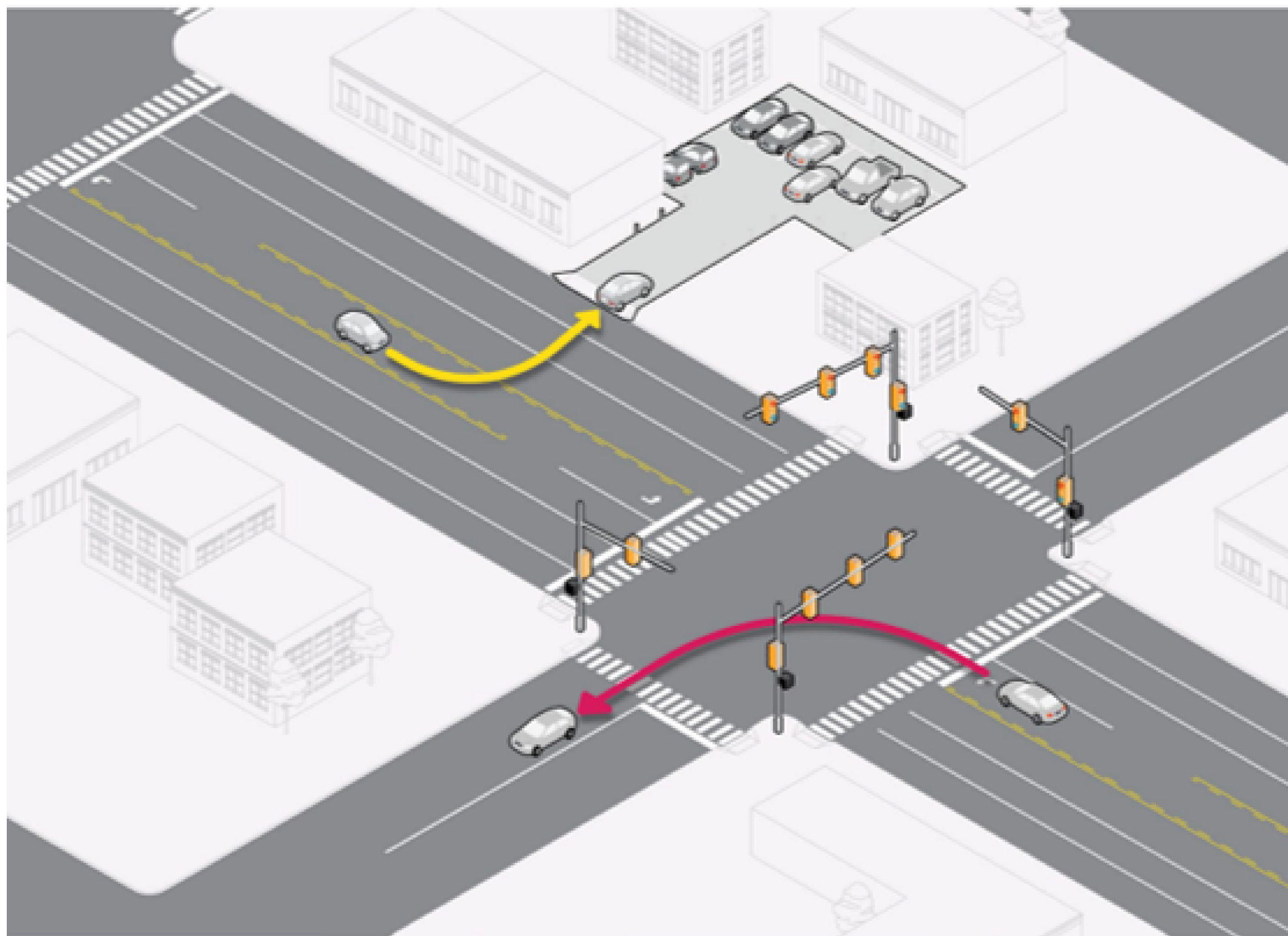
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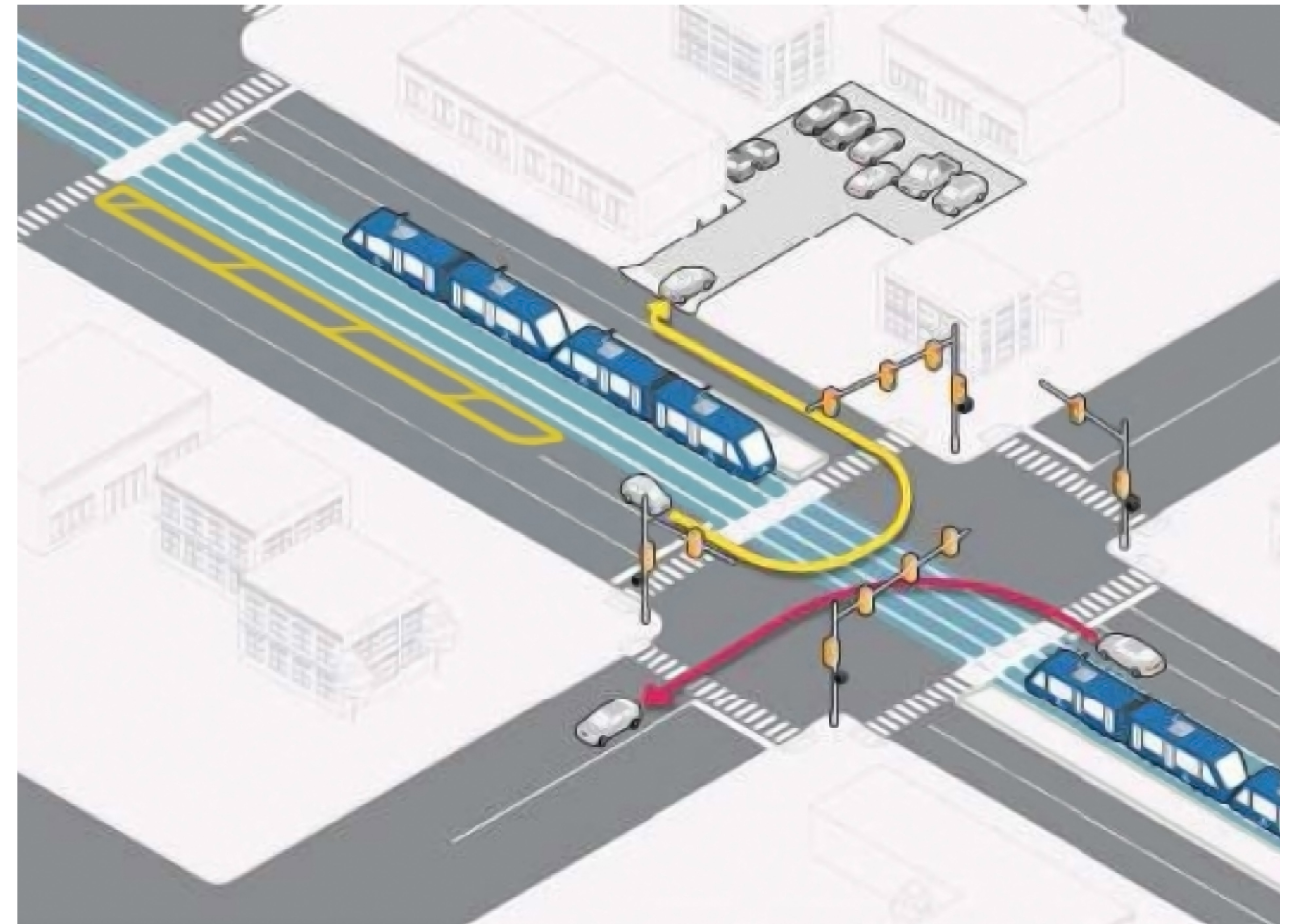
Rail Requirements



Intersections

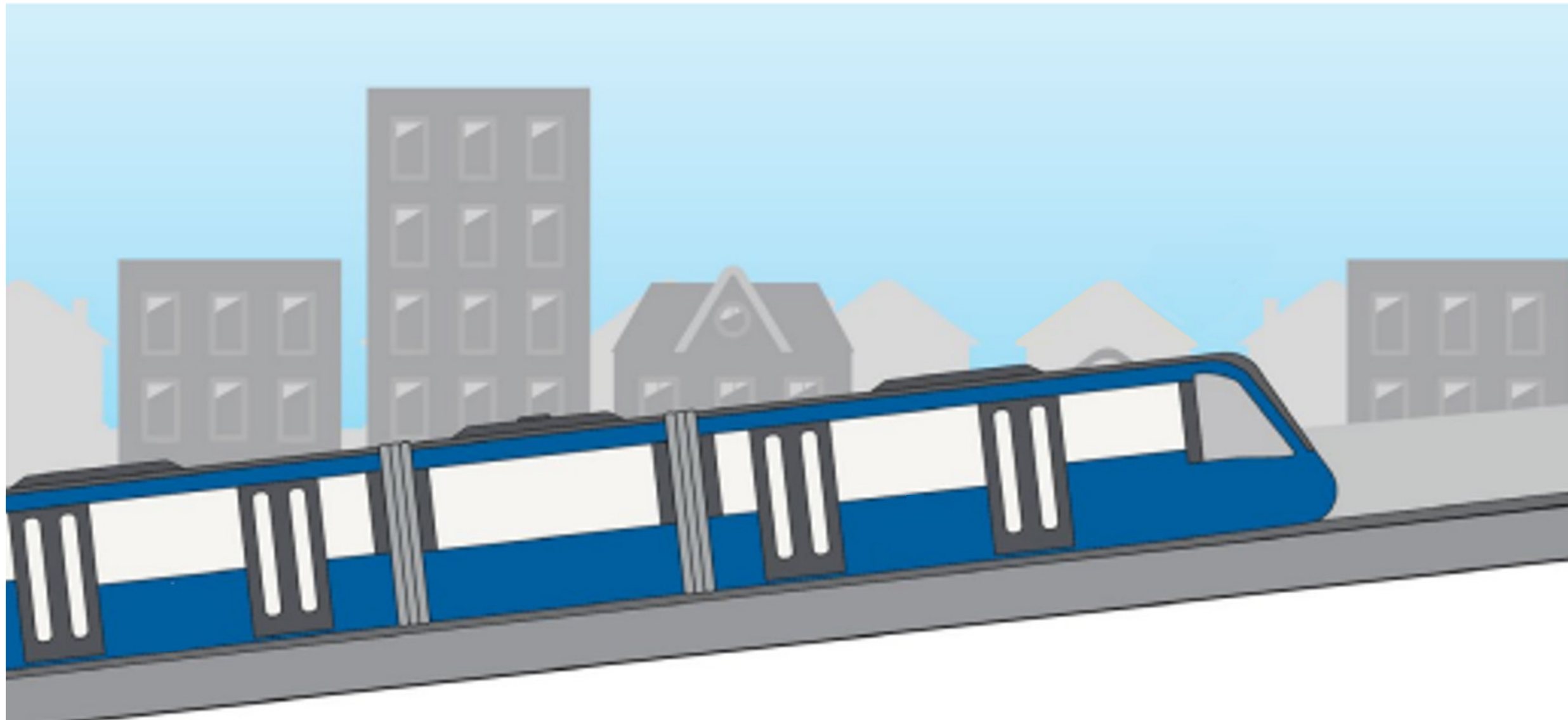


Existing – Unprotected left allowed



With Rail – Signalized across track

Incline

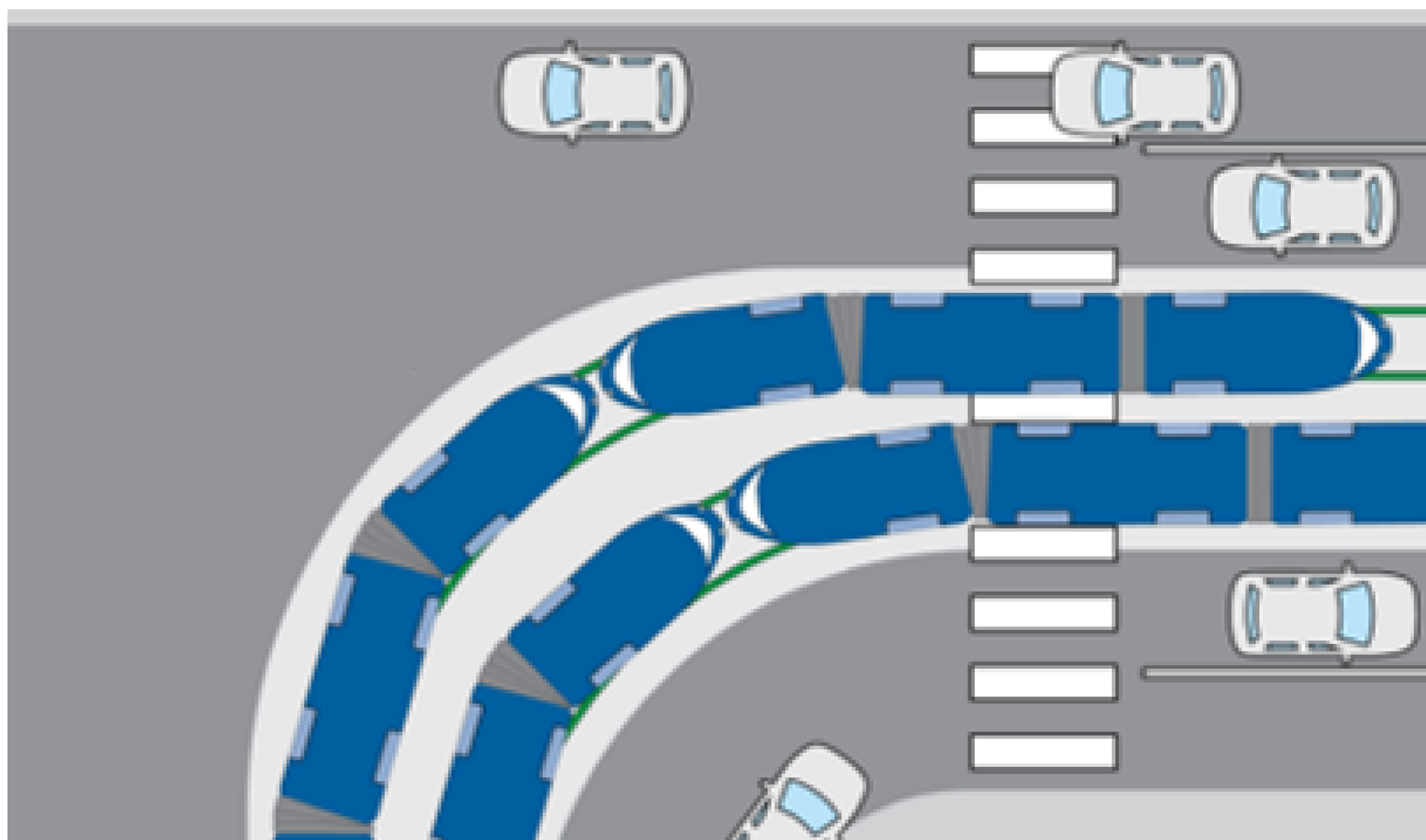


Maximum 6% Slope



Stations should be on flat topography

Curvature



Rounded turns



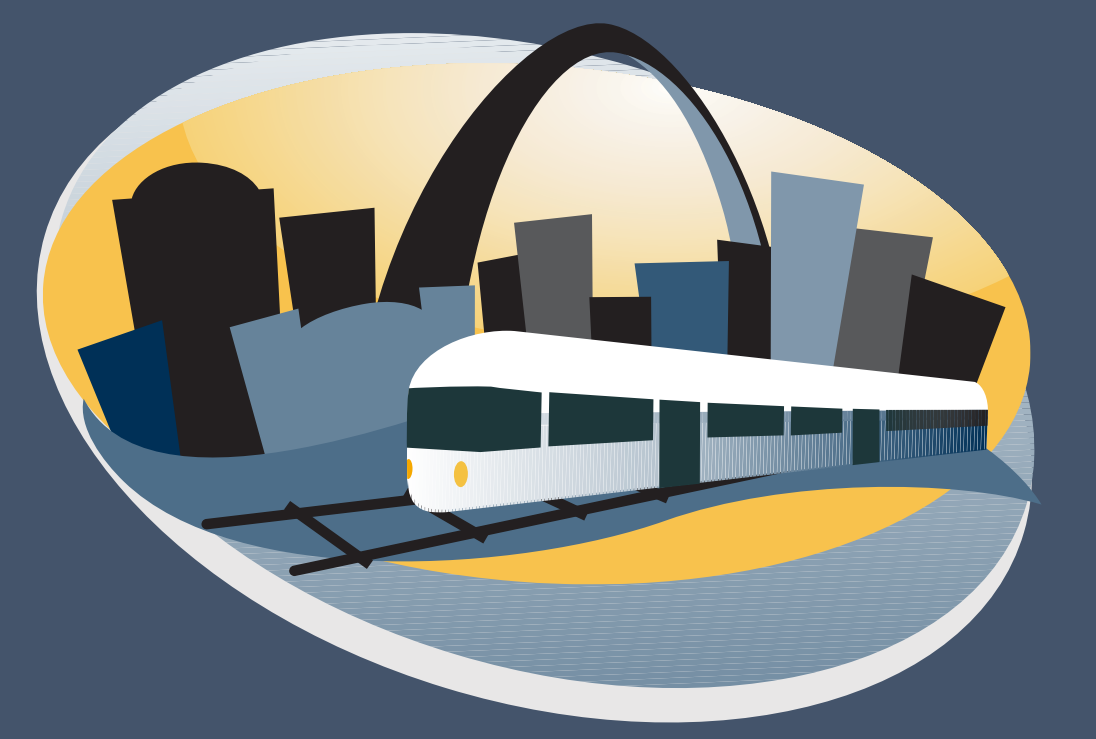
Stations should be on a straight line



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Project Overview



5.6
Mile Corridor

14
Stations

Operates
-5AM-1AM
-7 days a week

10-15
Minute End-to-End
Transit
Travel Time
Improvement



#4 - Natural Bridge and #11 - Chippewa bus routes would continue to provide underlying local service but at reduced frequencies



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Rail Technology



Decisions about vehicle power (battery, overhead catenary, hybrid) will be evaluated during later phases of design.



In-street light rail systems minimize impacts to adjacent properties.

Modern in-street light rail operates in a dedicated lane to enhance safety and travel times.

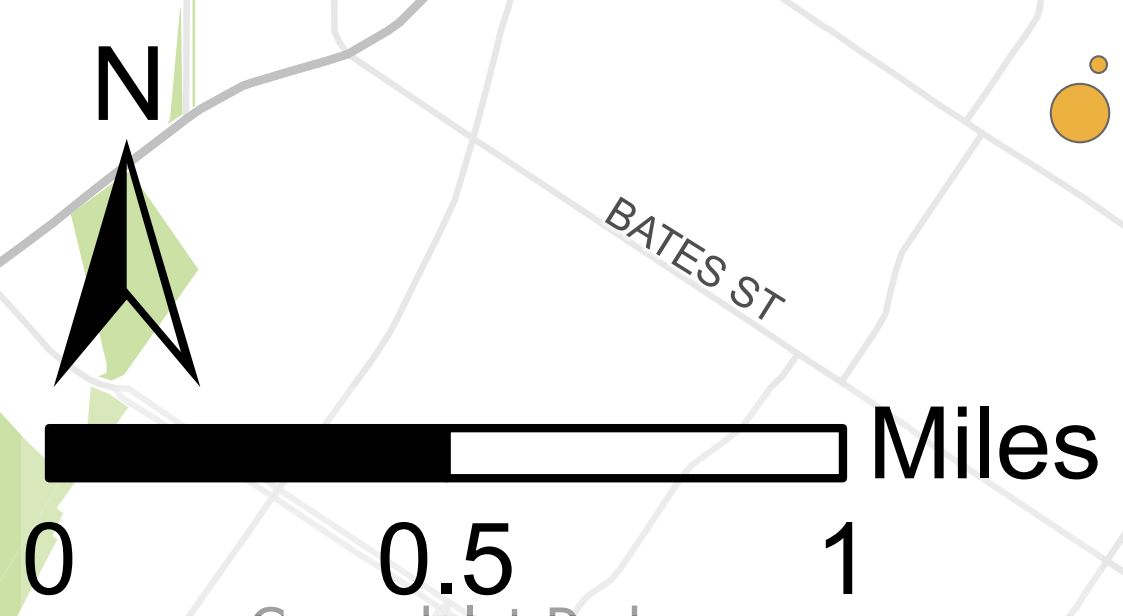
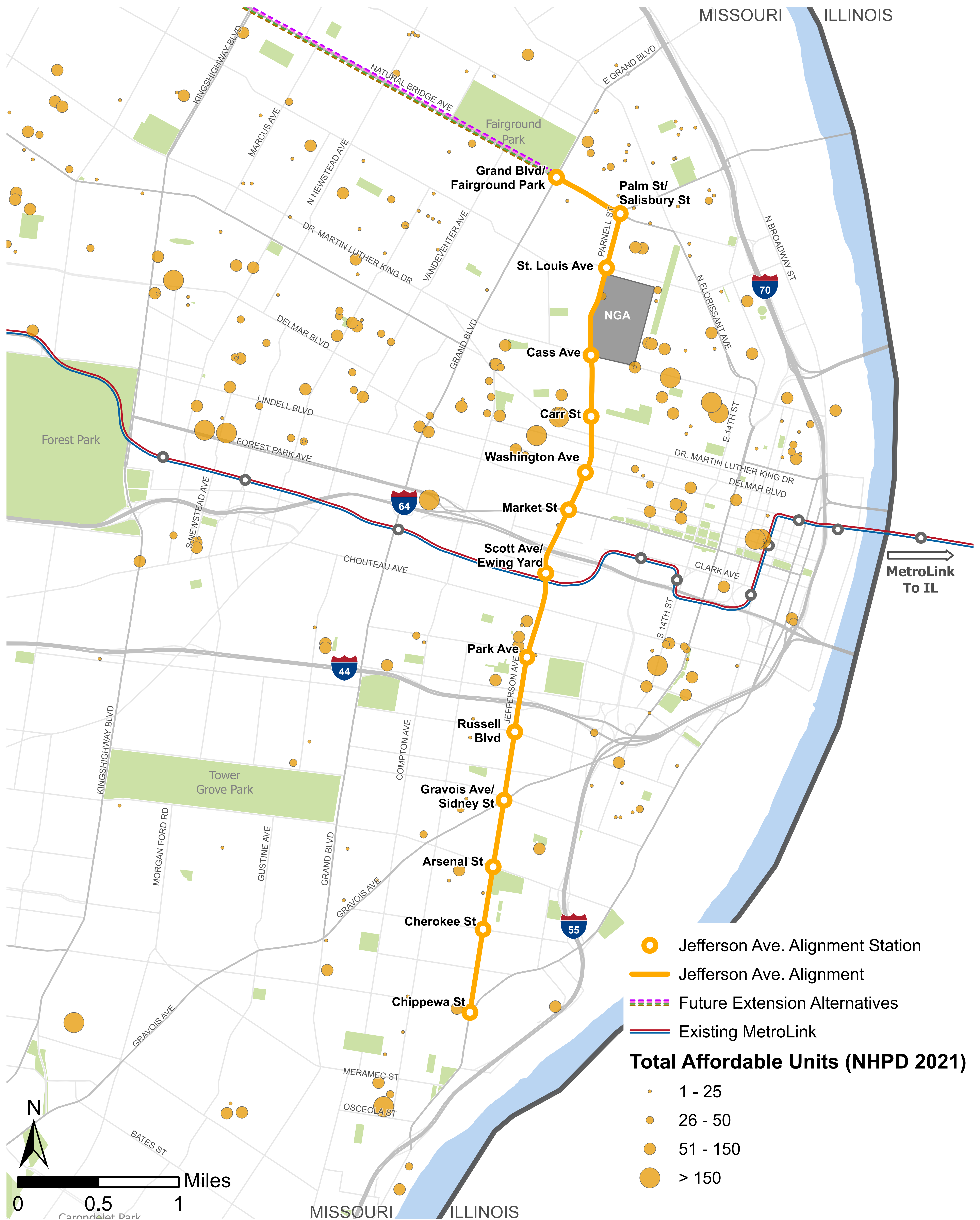
Pedestrian Enhancements



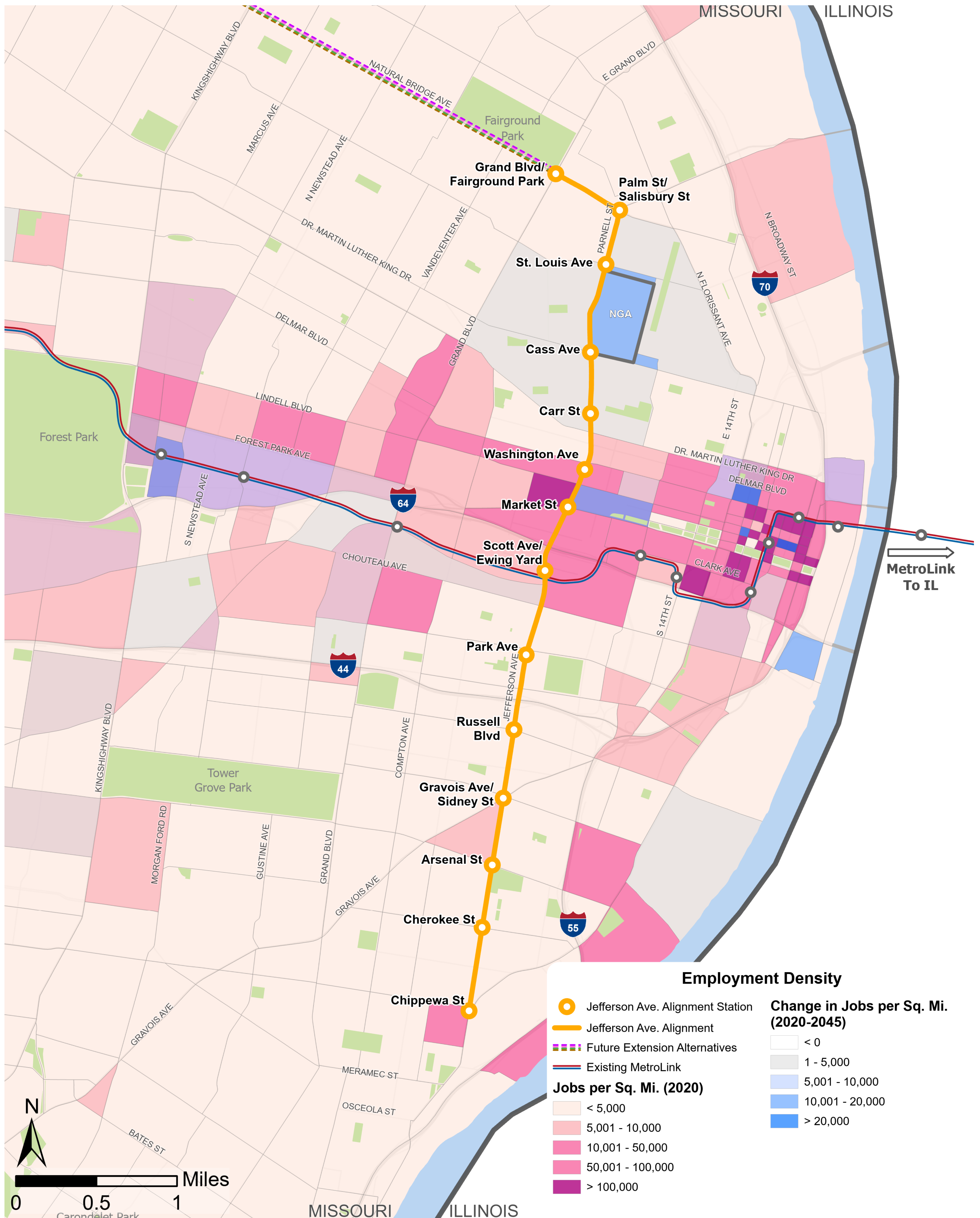
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Invest in Livable, Affordable Communities



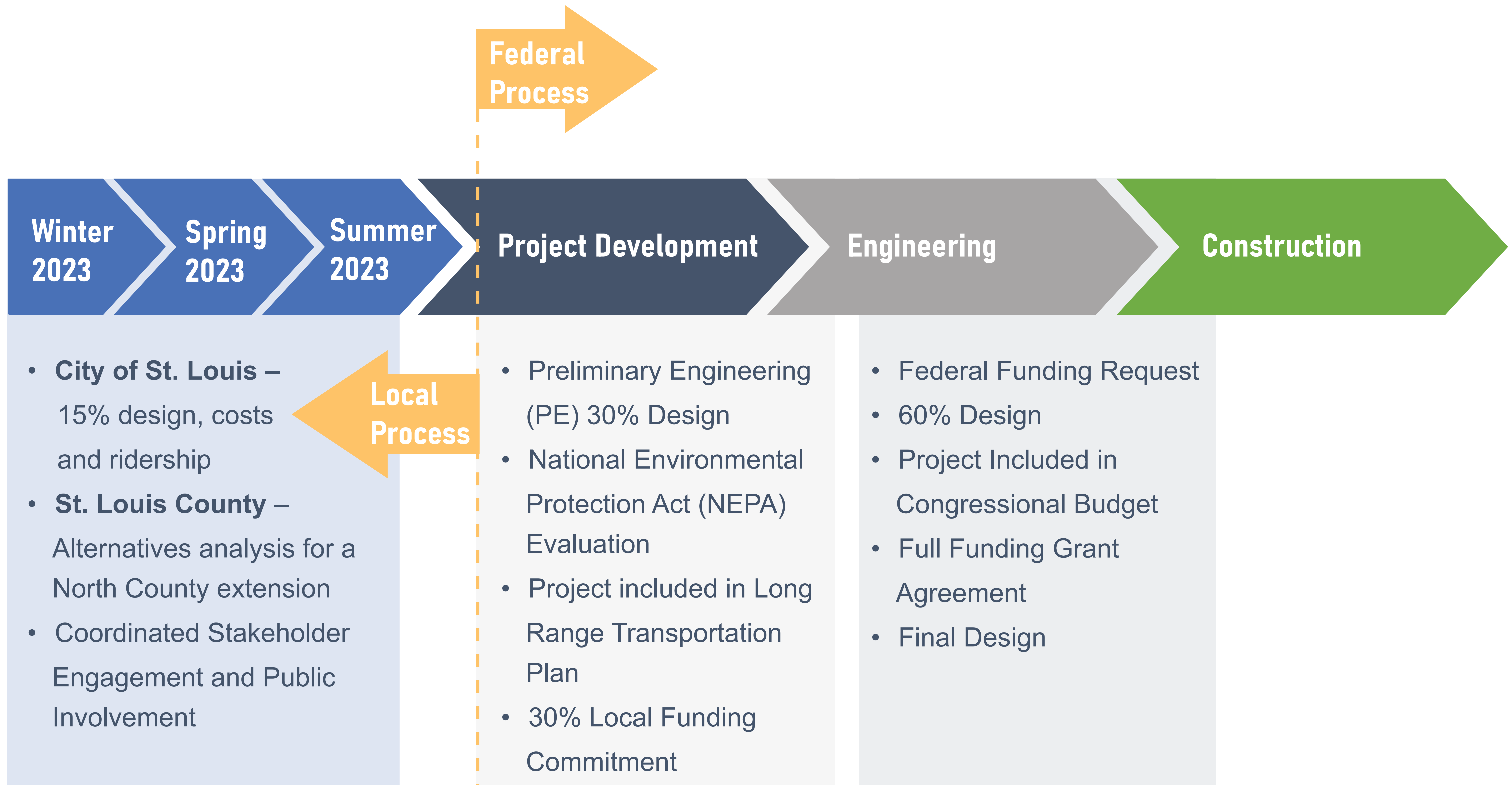
Enhanced Access to Jobs



Platform Design by Station



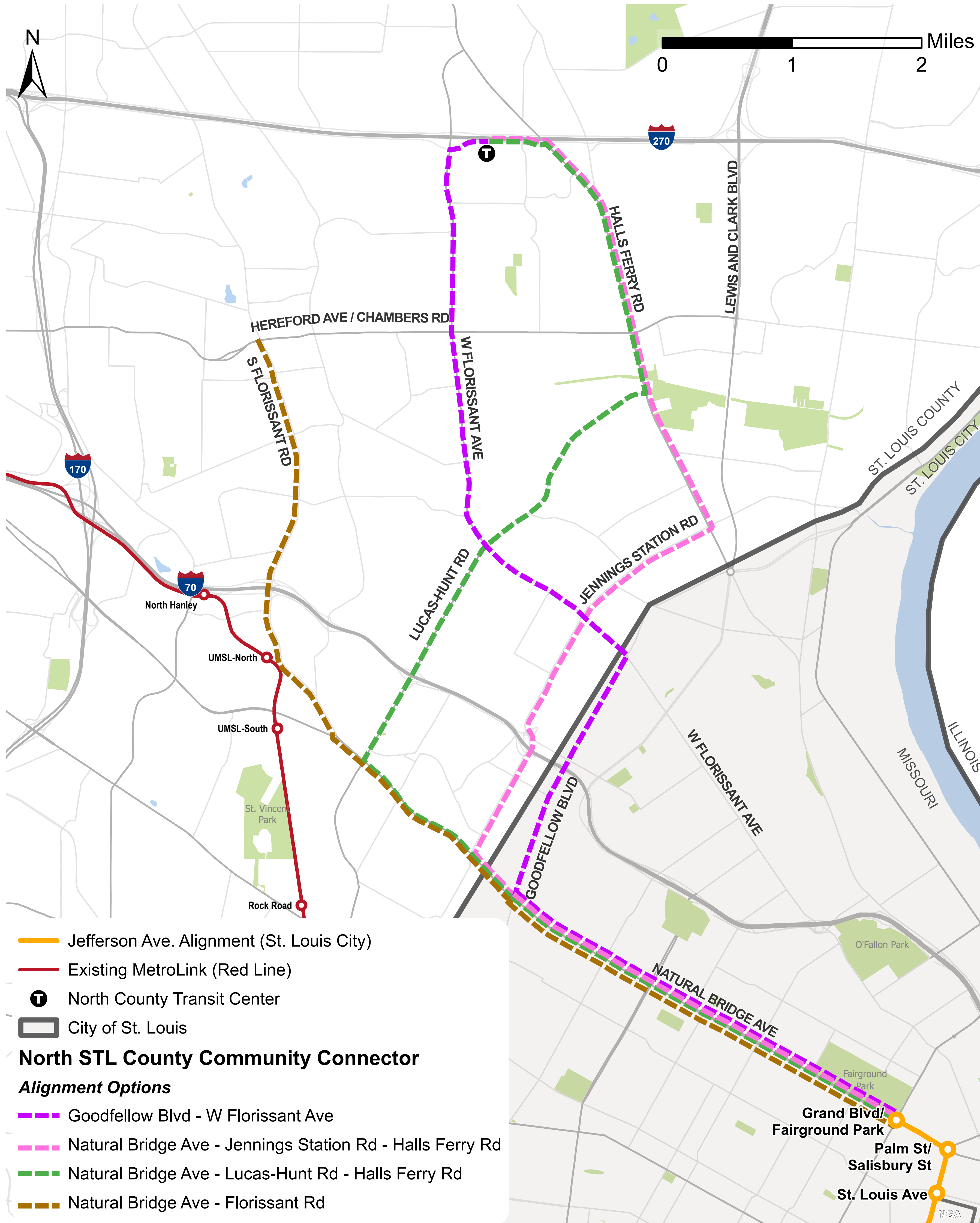
Timeline Overview



*Similar projects typically take 2 years for project development, then 3 years for engineering, and 2 years for construction.

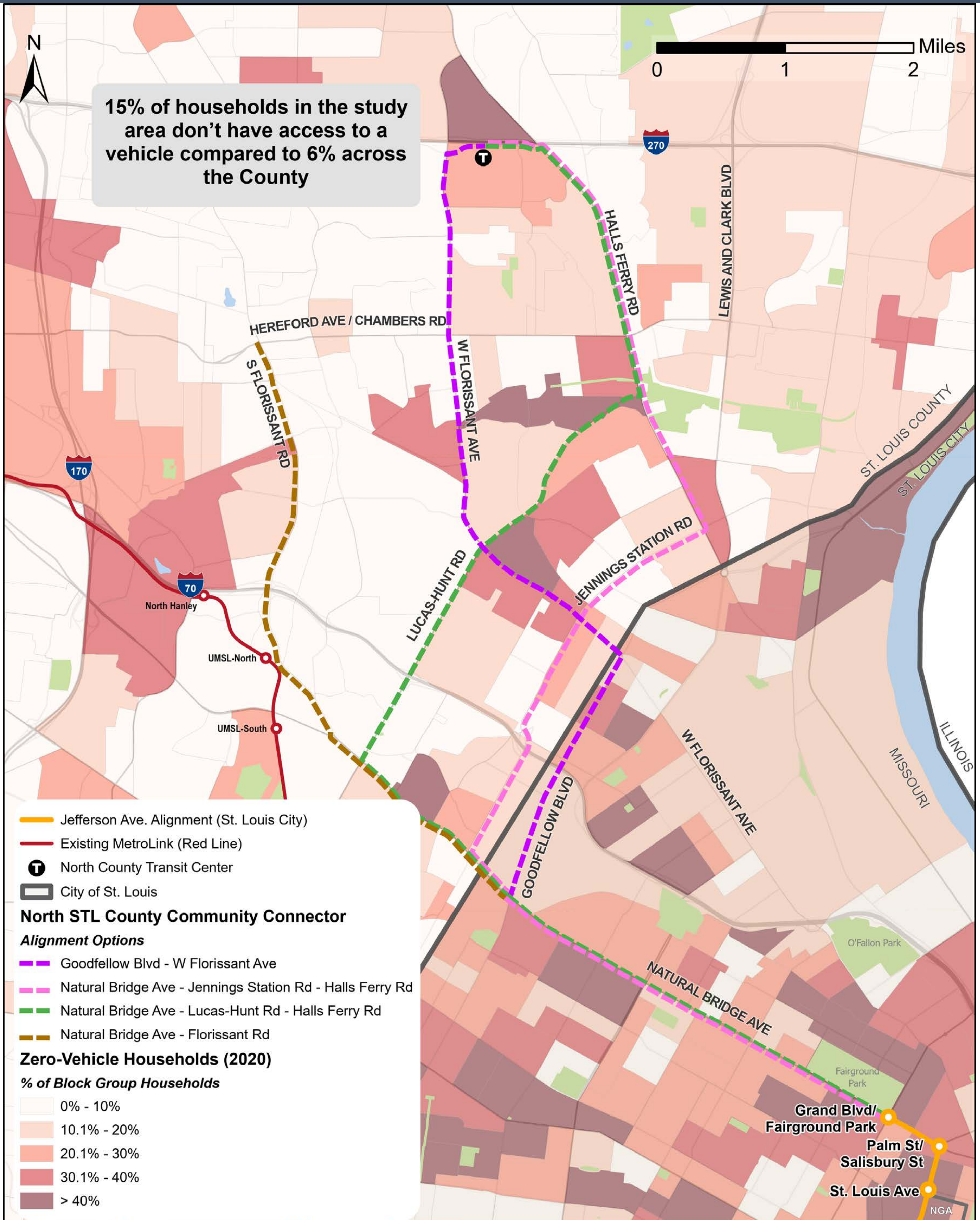


North STL County Community Connector Project Benefits



Project Benefits	Population Served (TAZ 2020)	Employment Served (TAZ 2020)	Population Below Poverty Served (2020)	Zero-Vehicle Households Served (2020)	Percent of Workers Who Use Transit (2020)	Minority Representation (2020)	Affordable Housing Units Served (2020)
Natural Bridge Ave - Florissant Rd (Brown)	26,300	17,000	6,400	2,400	10%	91%	800
Goodfellow Blvd - W Florissant Ave (Purple)	34,700	16,500	9,900	3,900	11%	95%	1,500
Natural Bridge Ave - Jennings Station Rd - Halls Ferry Rd (Pink)	36,100	15,200	11,000	4,000	11%	96%	1,800
Natural Bridge Ave - Lucas-Hunt Rd - Halls Ferry Rd (Green)	34,700	15,300	10,000	3,700	11%	95%	1,700

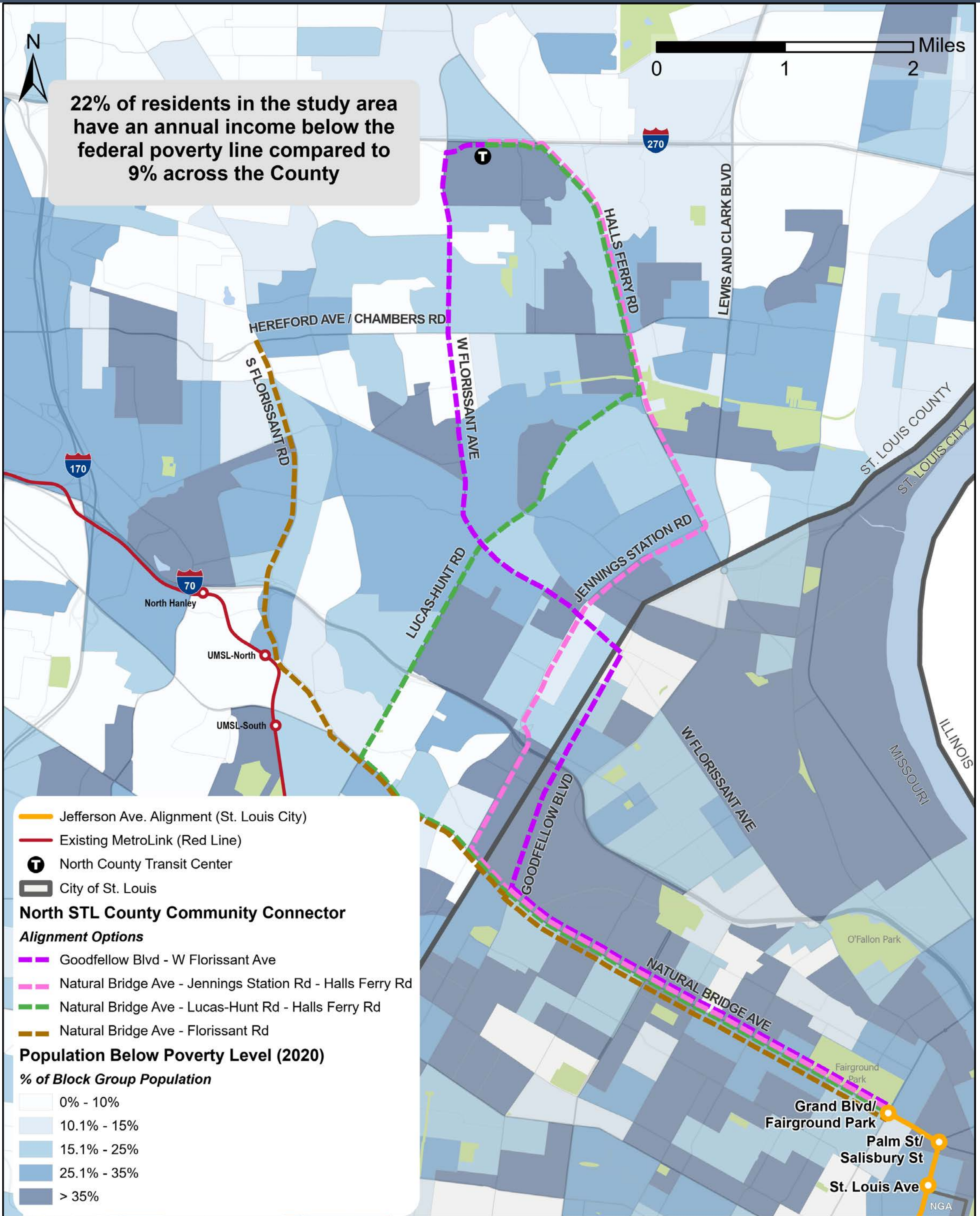
North STL County Community Connector Zero-Vehicle Households



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North STL County Community Connector Population Below Poverty



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North STL County Community Connector Engineering Challenges



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Outreach & Public Involvement



Here's a summary of outreach and engagement this past winter and spring:

- 33 stakeholder groups and elected officials briefings (20 County, 13 City)
- 7 City neighborhood presentations
- 2 City community sponsored tabling events
- 31 street team pop-ups in City and County (online survey, project promotion)
- 17,750 City residents reached through paid social media, 327 engagements
- 10,844 County residents reached through paid social media, 200 engagements
- 2,390 online survey respondents

Please complete our open house comment form before Friday, June 2, 2023! Thank You!

Scan QR Code for Comment Form



St. Louis
COUNTY
MISSOURI

BI-STATE
DEVELOPMENT



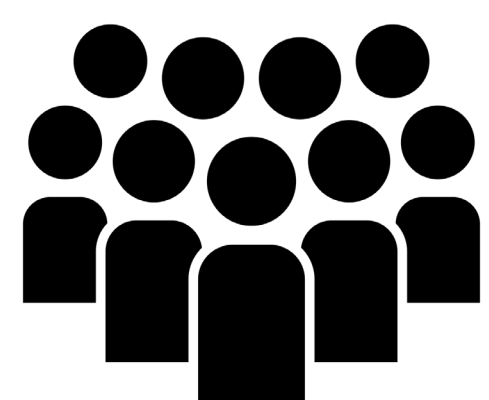
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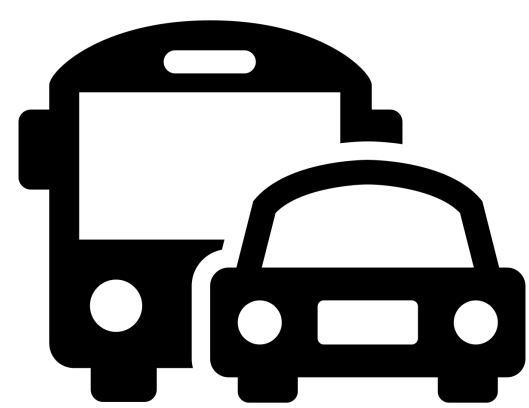
Online Survey



Who took our survey?



- 2,390 respondents
- Mainly 30-49 year old's, followed by ages 18-29
- 57% White or Caucasian and 29% African American or Black respondents



- 70% currently own or lease a vehicle
- 65% currently use Metro Transit
- 19% do not own or have access to a vehicle
- 11% have access to a vehicle they do not own



Online Survey Results



Jefferson Avenue Alignment Feedback:

- Most feel the alignment will improve regional air quality and reduce traffic
- Most would get to the alignment using MetroBus/MetroLink or walking
- Most selected their preferred station because of proximity to entertainment/social venues and their home

North STL County Community Connector Feedback:

- Goodfellow-West Florissant option, closely followed by Natural Bridge Avenue-Florissant Road option received the highest five-star ratings
- Most selected their preferred station because of proximity to work/school followed by home
- Most would get to the alignment using MetroBus/MetroLink and either walking or being dropped off or picked up by car



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Next Steps



Here are the next steps:

- Project team reviews open house feedback
- Stakeholder and public outreach continues in City and County
- Stakeholder and public feedback is incorporated into design
- Northside-Southside advances to project development, environmental study and engineering with goal of submitting for federal funding

