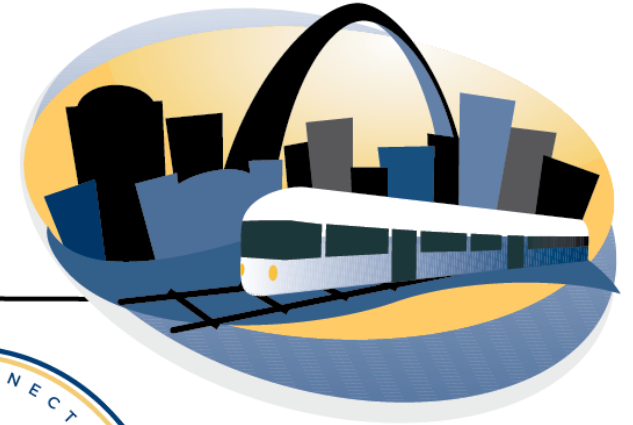


NORTHSIDE-SOUTHSIDE STUDY

NORTH STL COUNTY COMMUNITY CONNECTOR



May 2023

Virtual Open House



Presenters & Team Introductions



Stephanie Leon Streeter
St. Louis County



Larna Godwin
Vector Communications



Kristen Lueken
AECOM



Kevin Scott
Bi-State Development



Darby Latham
Vector Communications



Taylor Bardsley
Vector Communications



Agenda

- Welcome/Introduction – St. Louis County
- North STL County Community Connector Project Overview – AECOM
- Typical Rail Design Elements – AECOM
- Jefferson Avenue Alignment – AECOM
- Public Involvement and Next Steps – Vector
- Secure Platform Plan – Metro

Welcome!

Thank you for attending today's virtual open house about the North STL County Community Connector in St. Louis County. Explore more project information at:
www.growingmetrolink.com



Virtual Presentation Protocol

- Everyone on mute
 - No verbal questions
 - Submit questions to the “Q&A” box
 - Closed Captions are enabled – go to Zoom toolbar at the bottom of your screen, select “Show Captions” and your language of choice.
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NORTH STL COUNTY
COMMUNITY
CONNECTOR



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SOUTHSIDE
STUDY

1: Project Overview

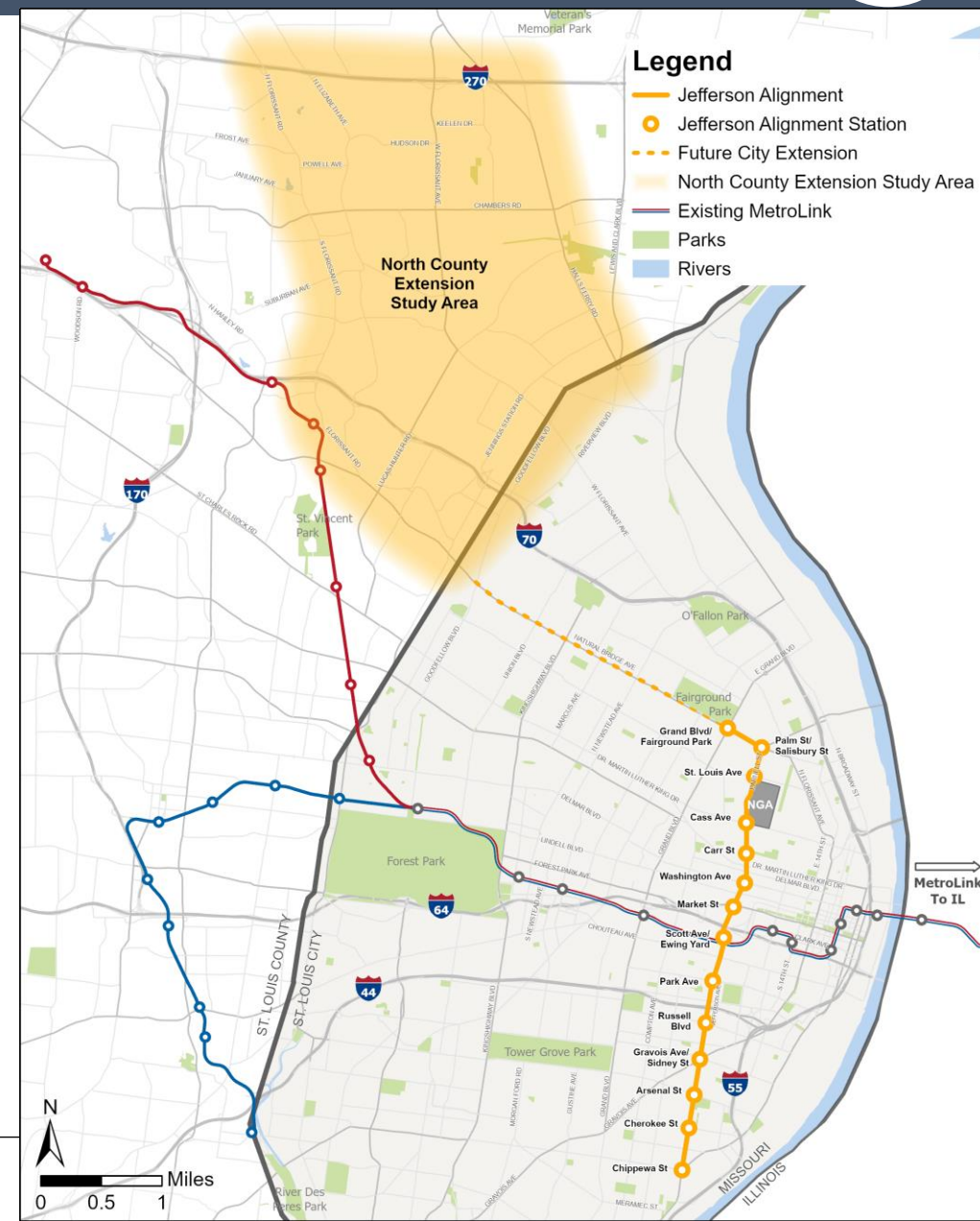




Project Study Area

Potential Extension to the Jefferson Avenue Alignment MetroLink:

	Jefferson Ave. Alignment	North STL County Community Connector	Total Project*
Project Length	5.6 miles	5-8 miles	14-17 miles
Stations	14	7-10	25-28
Hours of Operation	5 AM–1 AM, seven days/week		
Frequency	10-20 minutes		
Station Amenities	Safe crossings, seating, ticketing, and weather protection at all stations		





Alignment Alternatives

Technical factors guiding development of alternatives:

Equity and Demographic factors

Existing bus ridership

Rail-compatible alignment

Network transfer opportunities



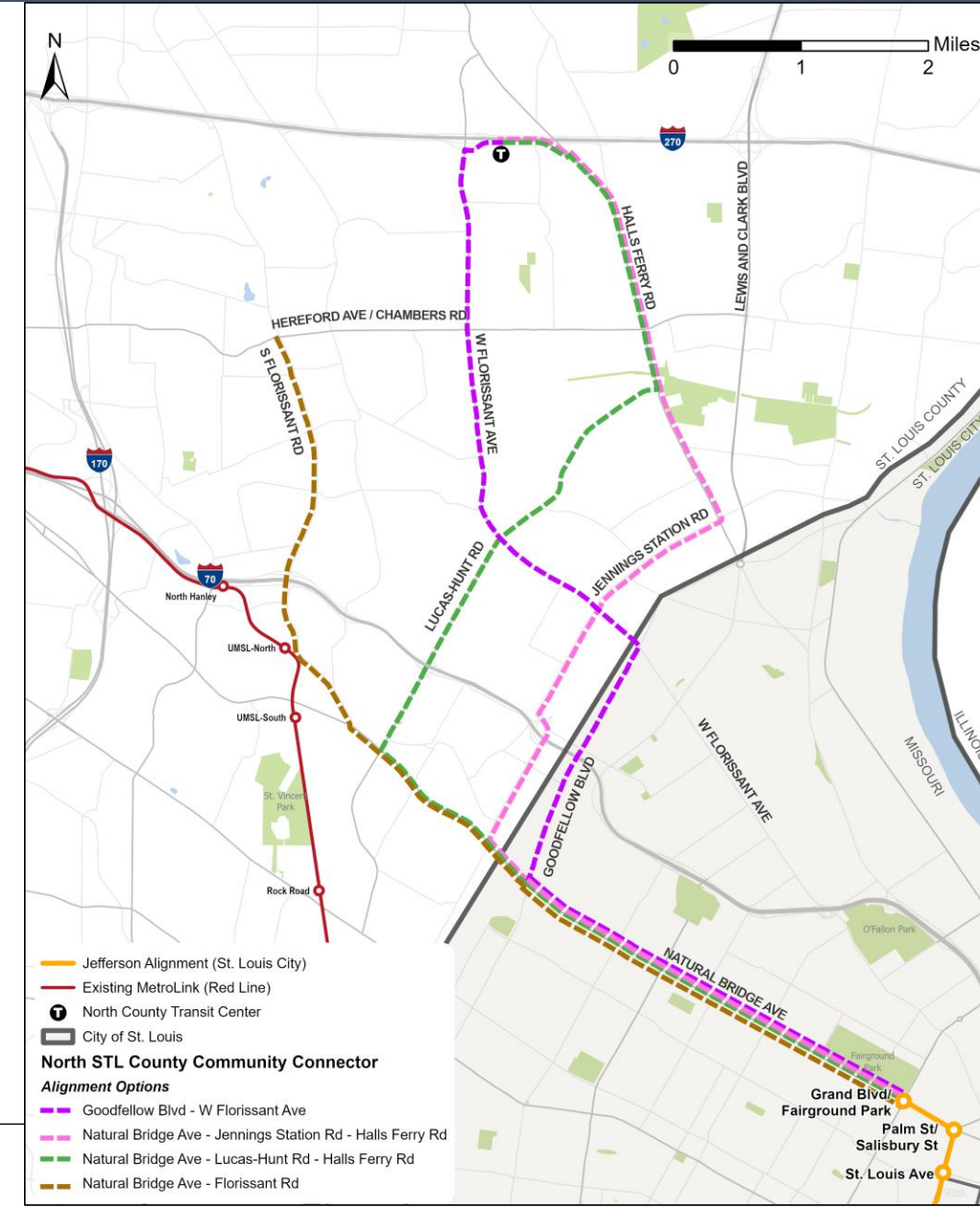
Factors for refinement and selection of preferred corridor

Public feedback

Design requirements

Rough cost estimates

Ridership forecast





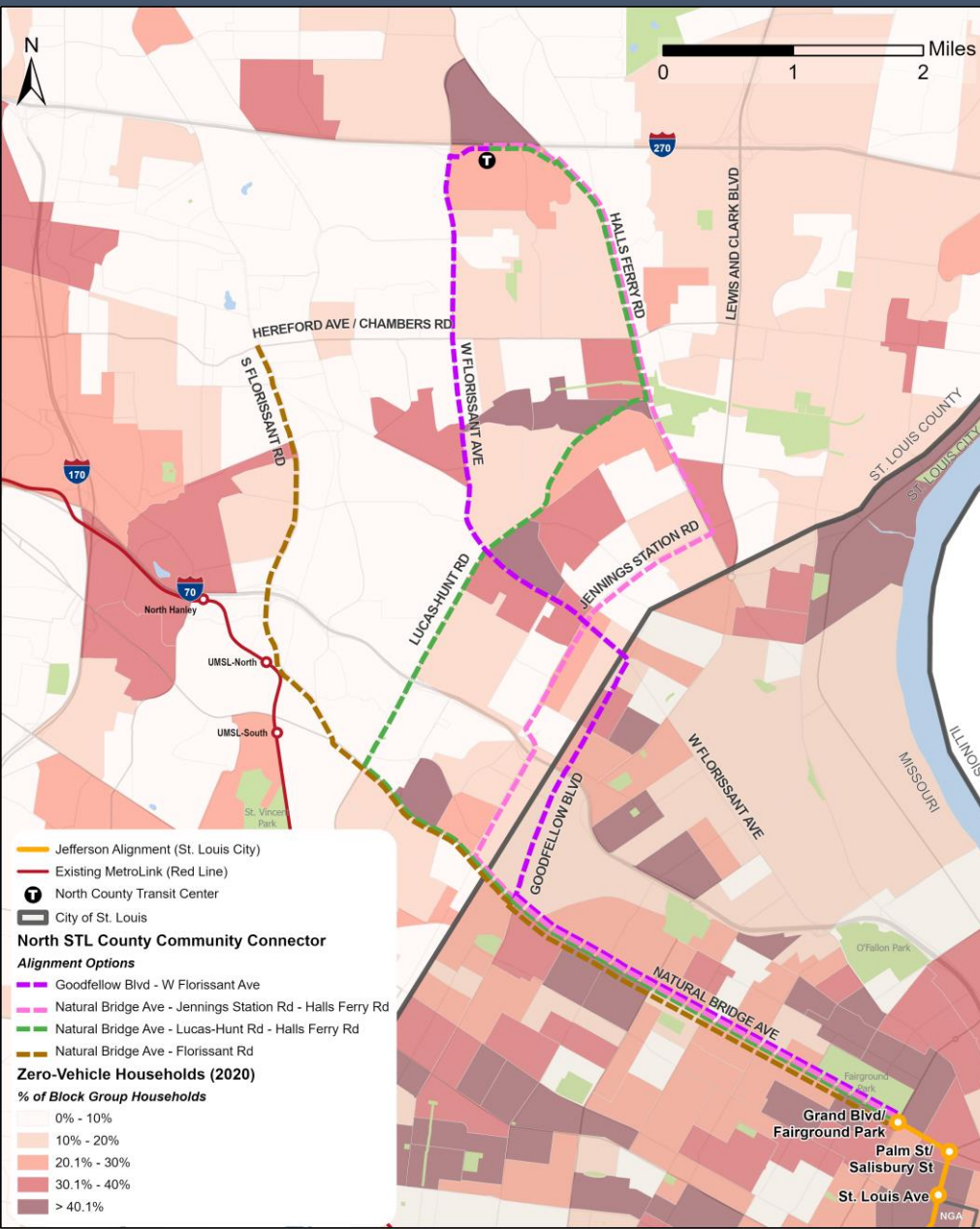
Comparison within a half mile of each Alternative

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

Over 5X the
County average

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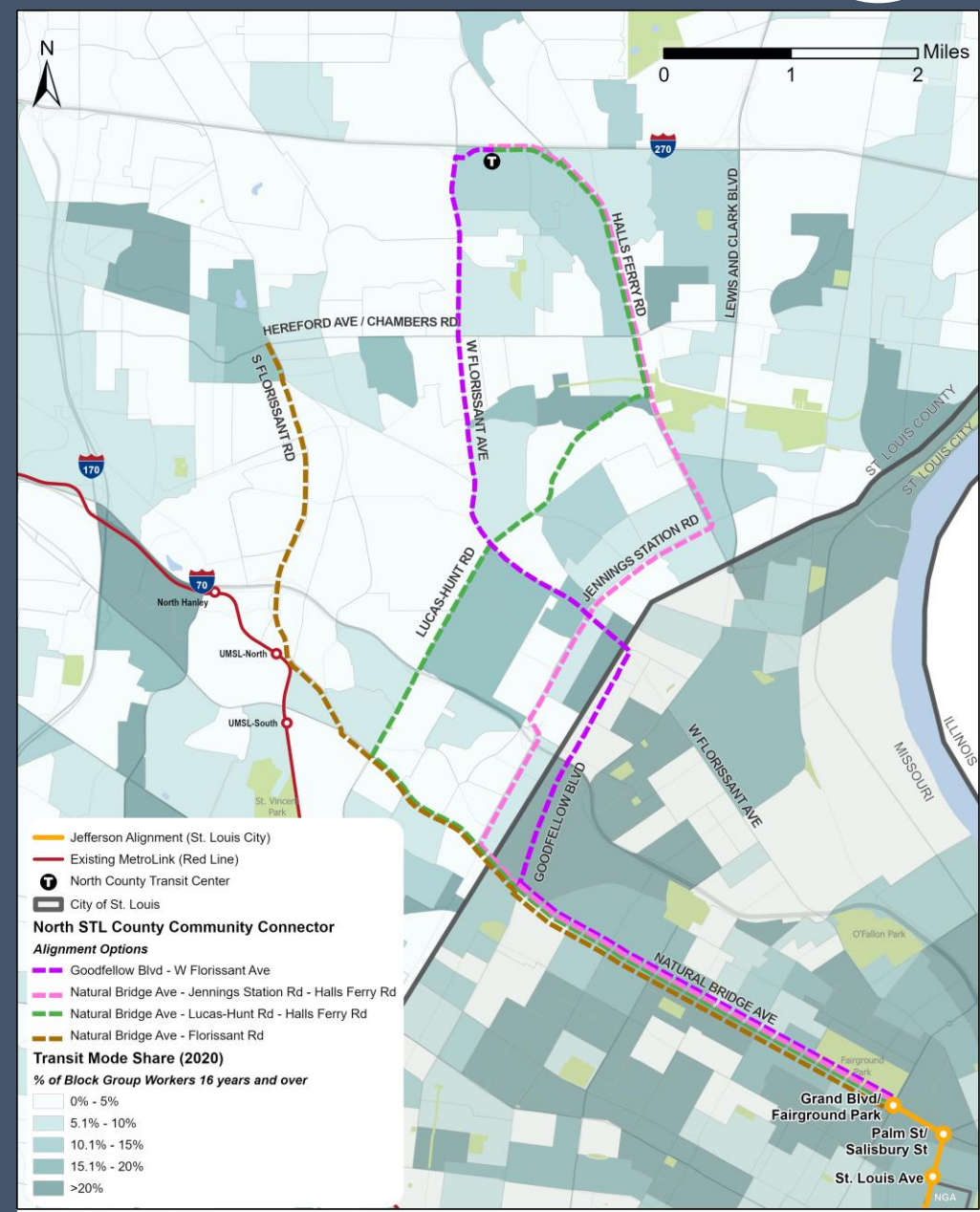
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← Percent of households without a vehicle

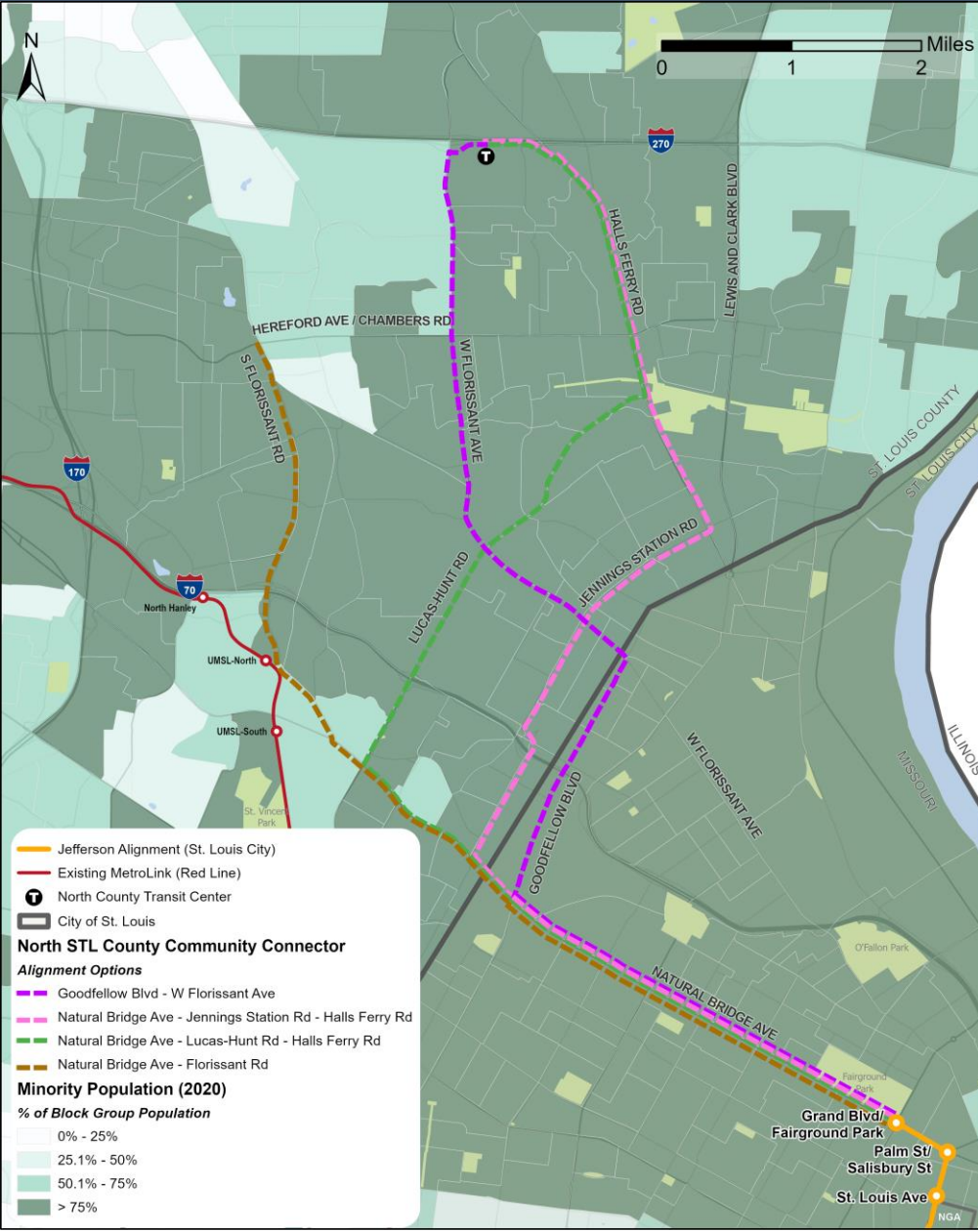
Transit Mode Share →

Goal: Provide more choices to those with limited transportation options



NORTHSIDE-SOUTHSIDE STUDY

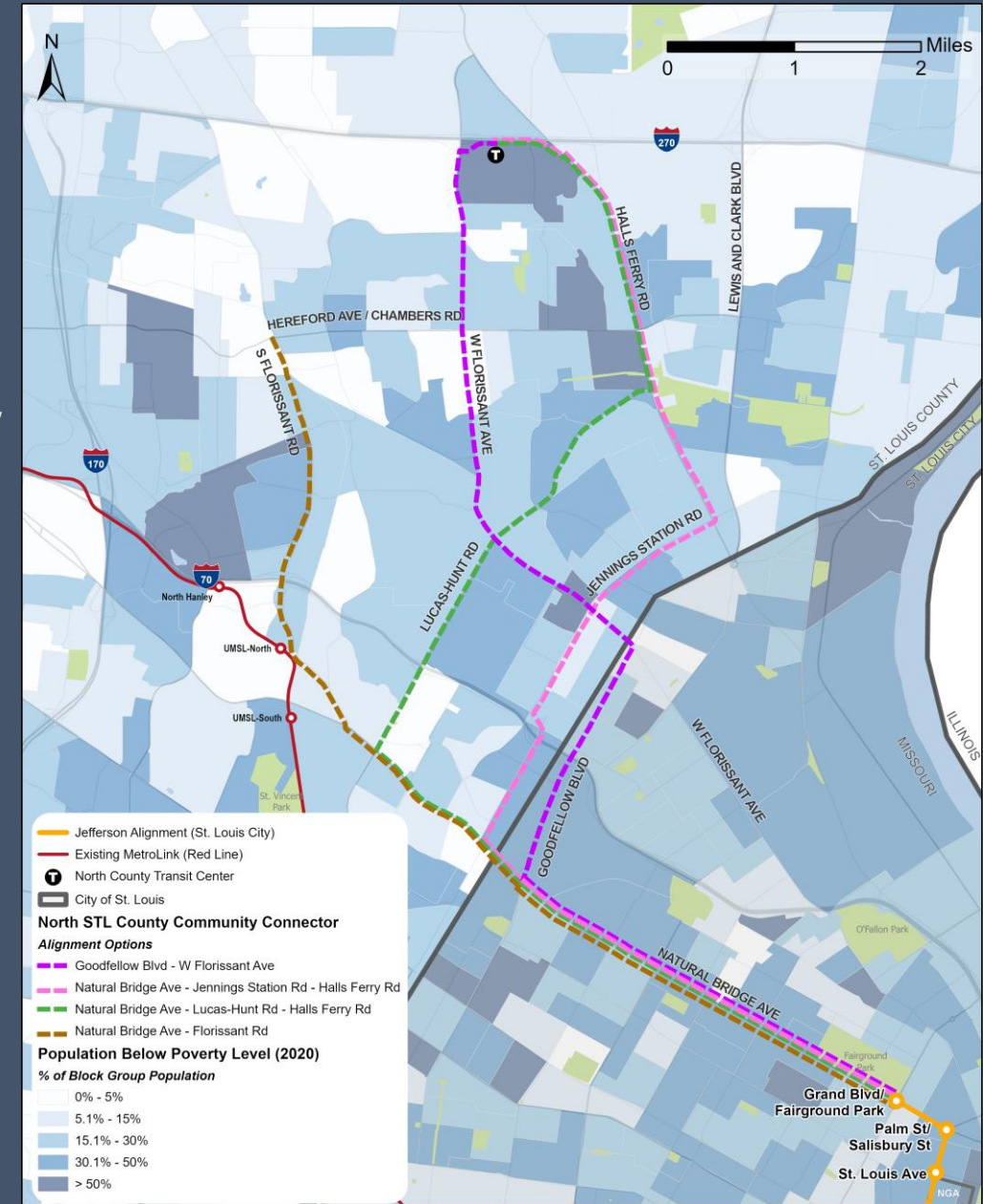
NORTH STL COUNTY COMMUNITY CONNECTOR



← Percent Minority population

Population living below Poverty →

Goal: Invest in historically underserved or marginalized neighborhoods

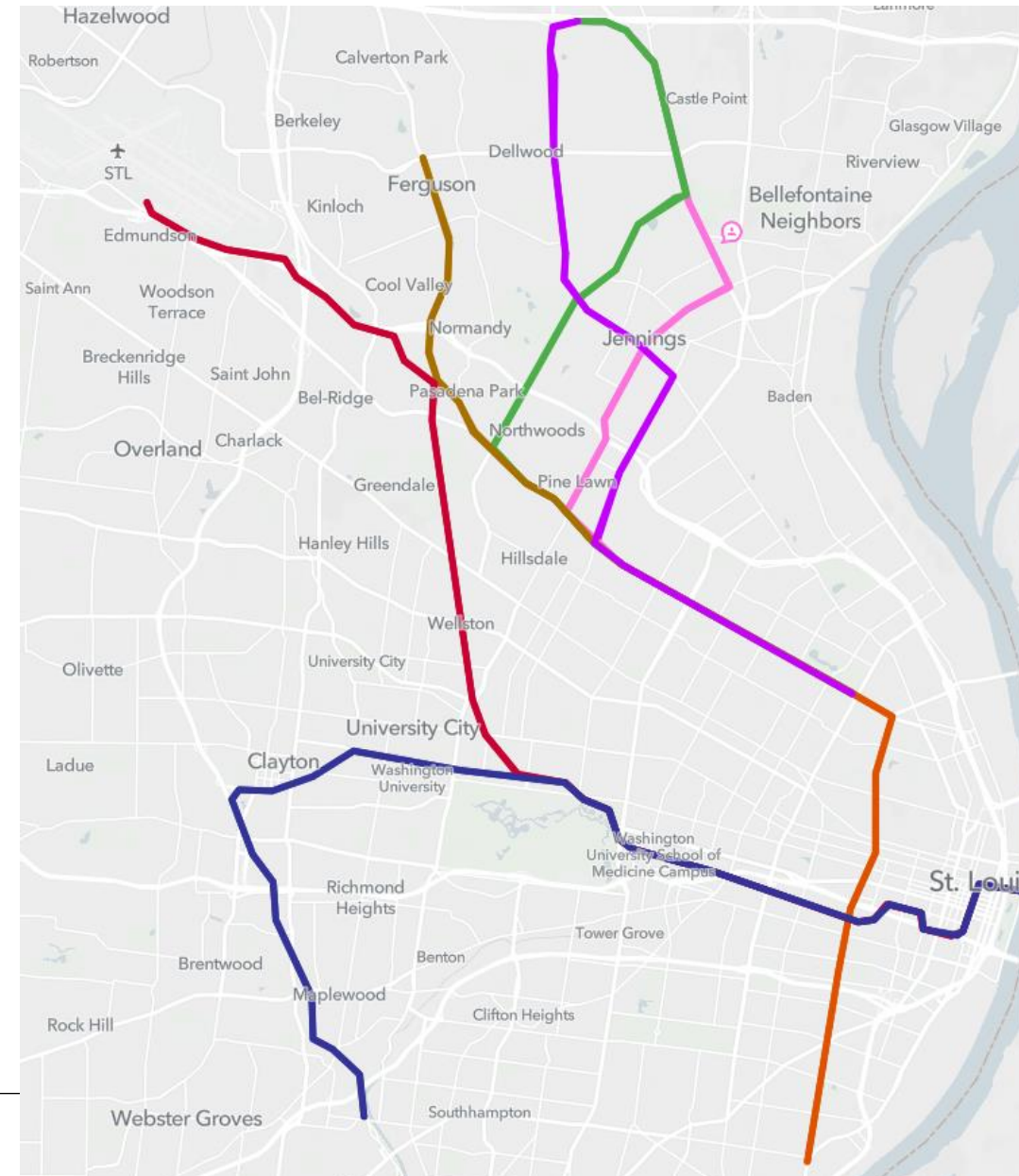




Remix Interactive Map

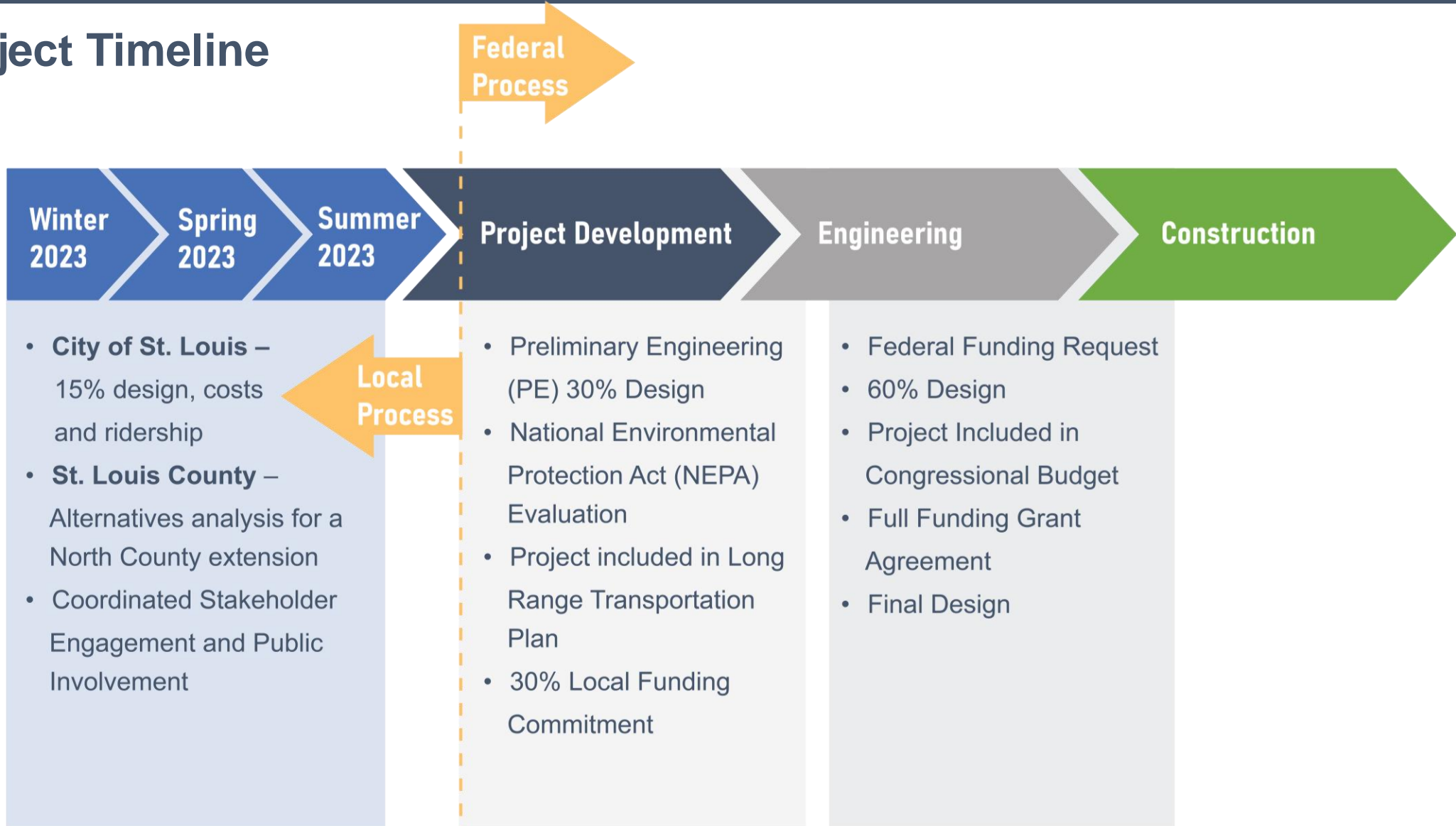


[NS-SS Open House Interactive Map - Remix](#)





Project Timeline



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

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2: Typical Rail Design Elements





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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TYPICAL DESIGN ELEMENTS



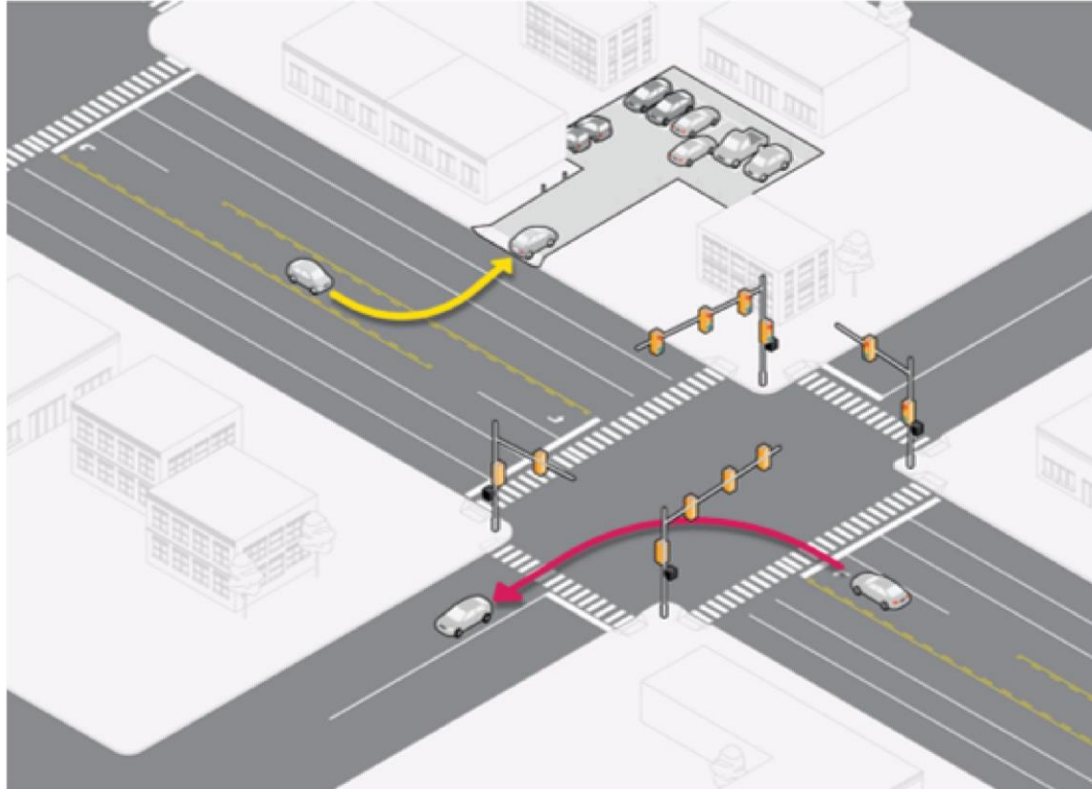
Comparable Project Examples



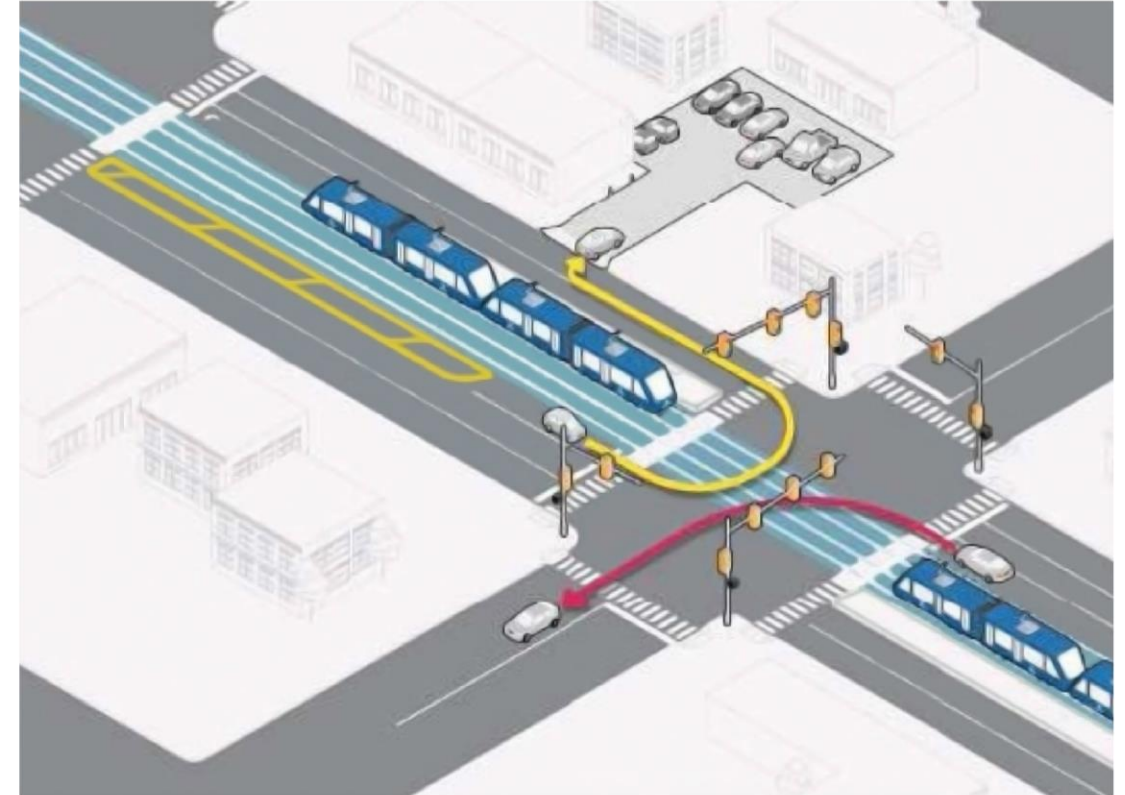


Rail Requirements

Intersections



Existing – Unprotected left allowed

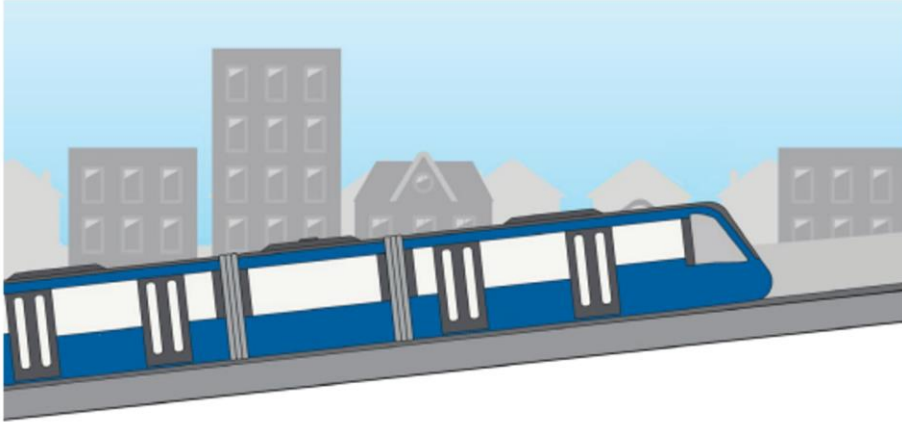


With Rail– Signalized across track



Rail Requirements

Incline

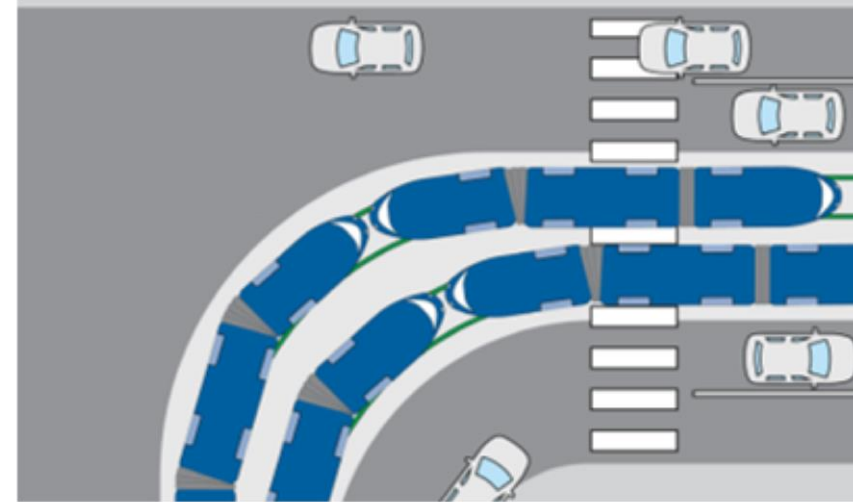


Maximum 6% Slope

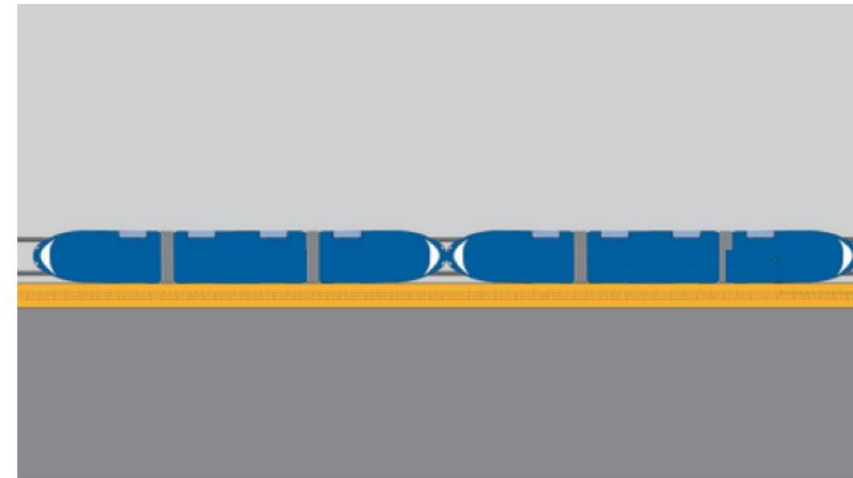


Stations should be on flat topography

Curvature



Rounded turns

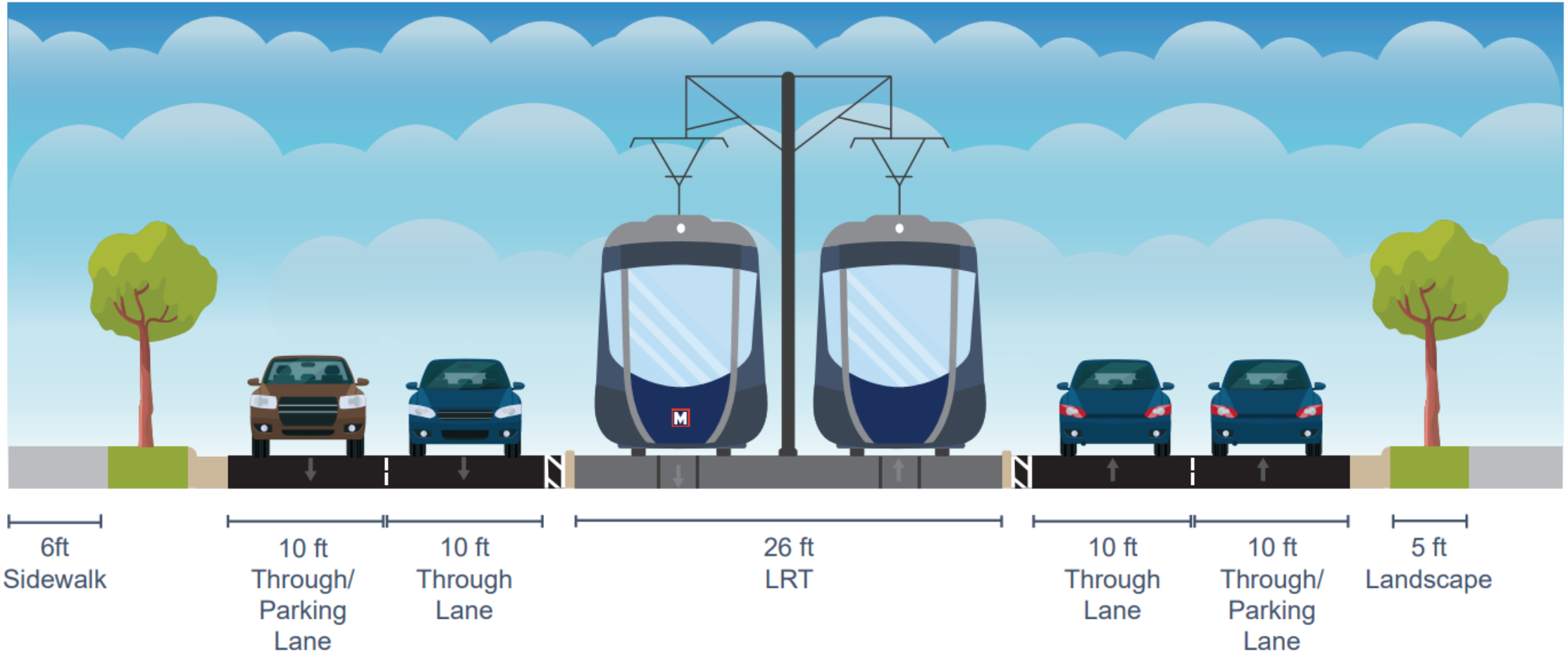


Stations should be on a straight line



How Does Rail Fit in the Street?

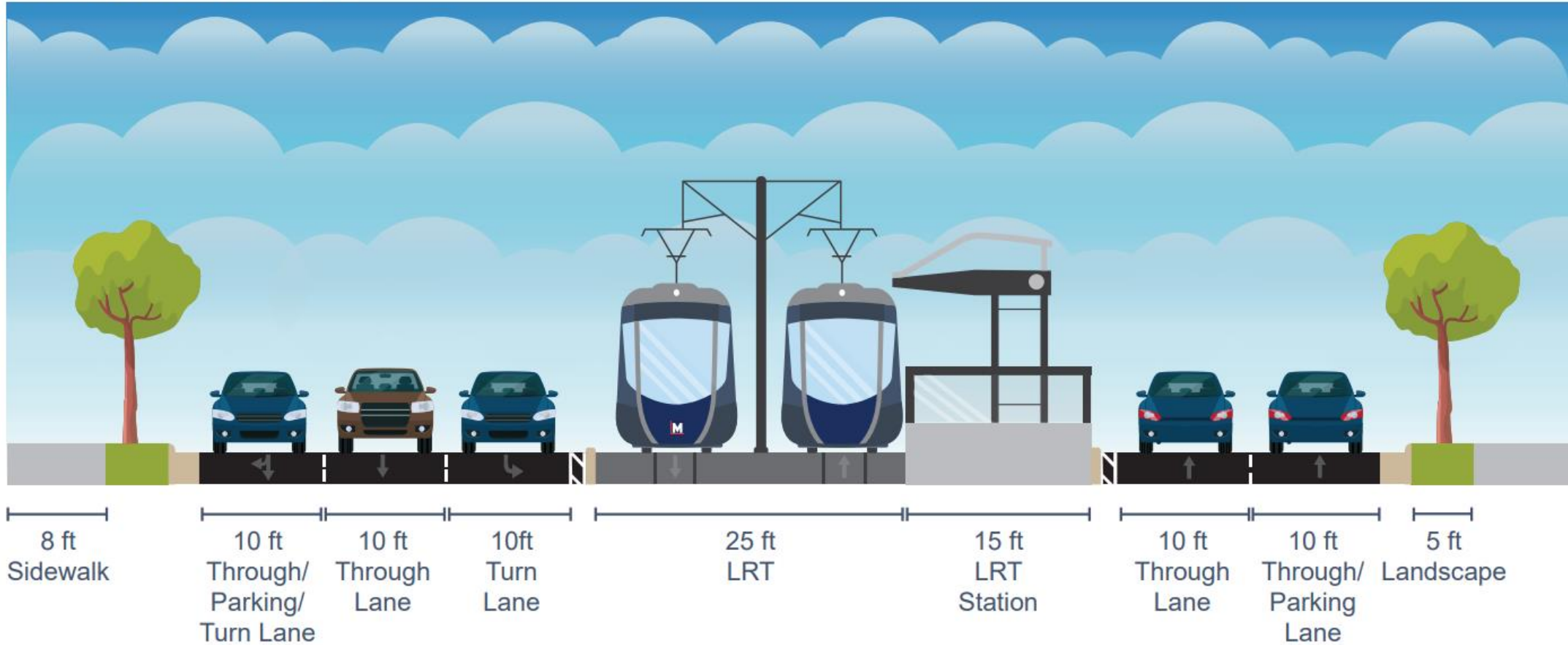
Between Station: Center Tracks





How Does Rail Fit in the Street?

Station: Side Platform





How Does Rail Fit in the Street?

Station: Center Platform

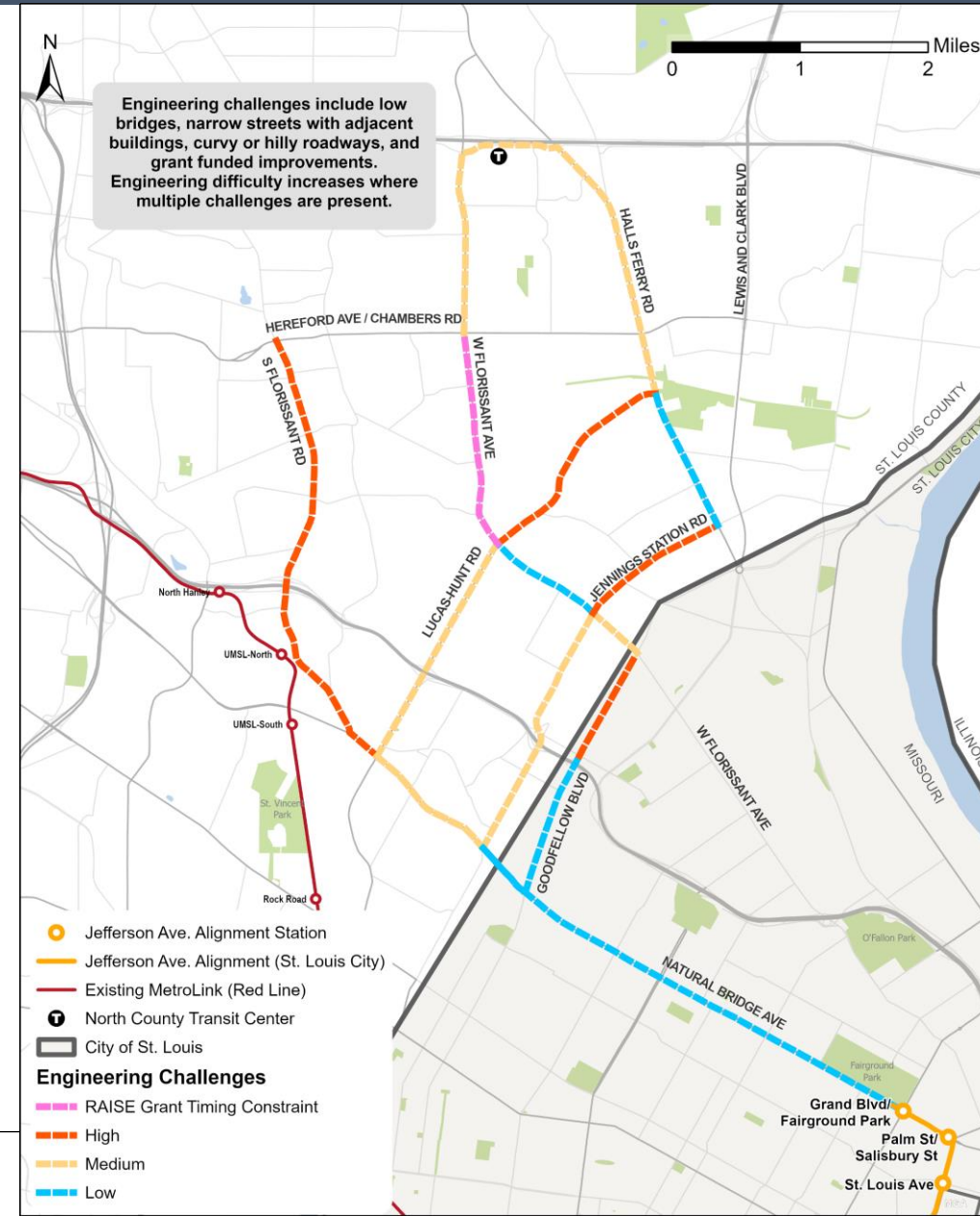




Engineering Challenges

High level screening based on:

- How wide or narrow is the street?
- How far back are buildings from the sidewalk?
- Is the corridor very steep or hilly?
- Are there any bridges or other tight spots?
- How curvy is the roadway?
- What other plans are in place?





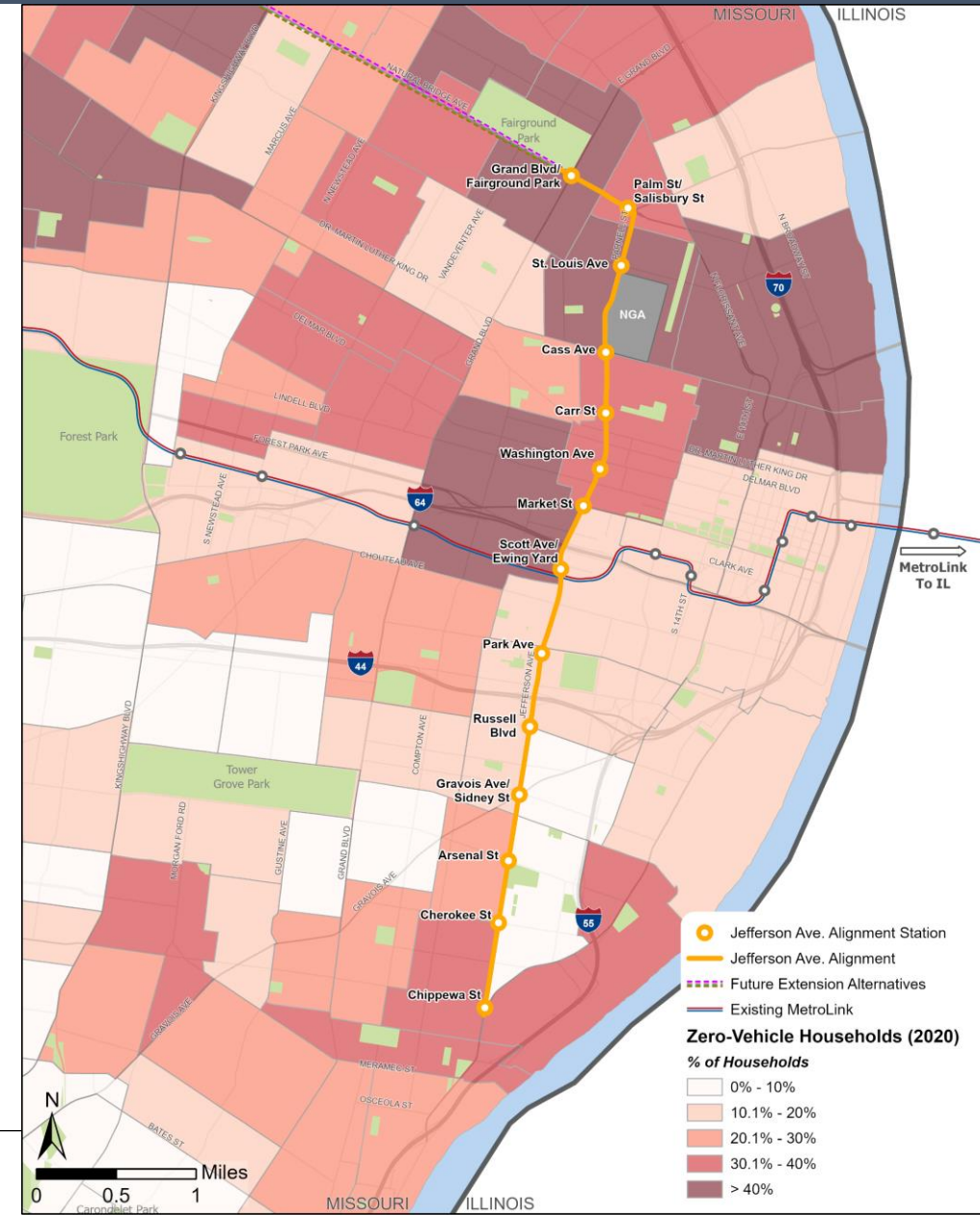
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3: Jefferson Avenue Alignment



Goal #1: Provide more choices to those with limited transportation options

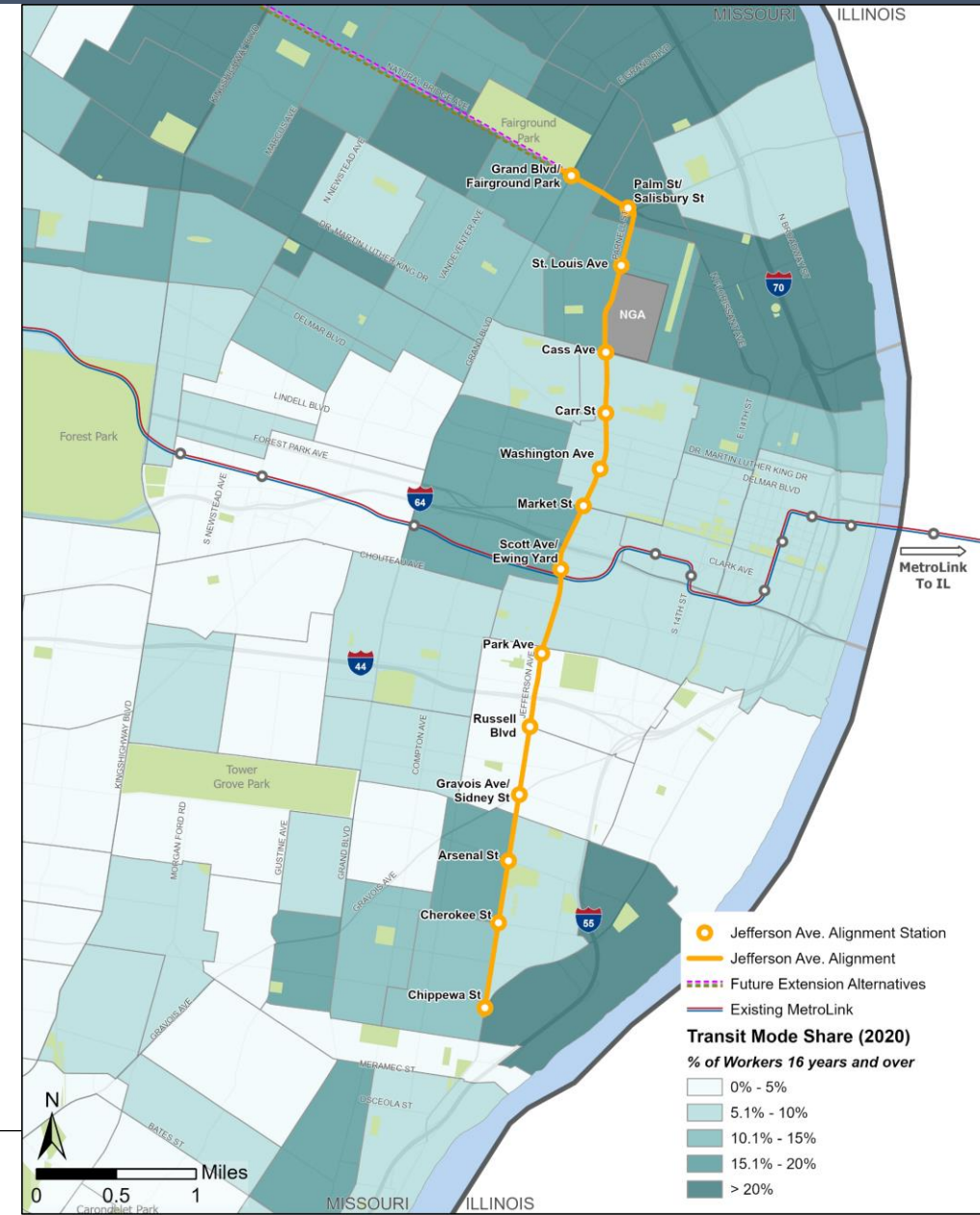
- Over one quarter of households within walking distance of a proposed station do not own a vehicle.
- 10% of workers in these neighborhoods rely on transit as their primary means of transportation to work.
- The proposed light rail would operate twice as often with faster and more reliable travel times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





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5.6
Mile Corridor



14
Stations



Operates
•5AM-1AM
•7 days a week



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

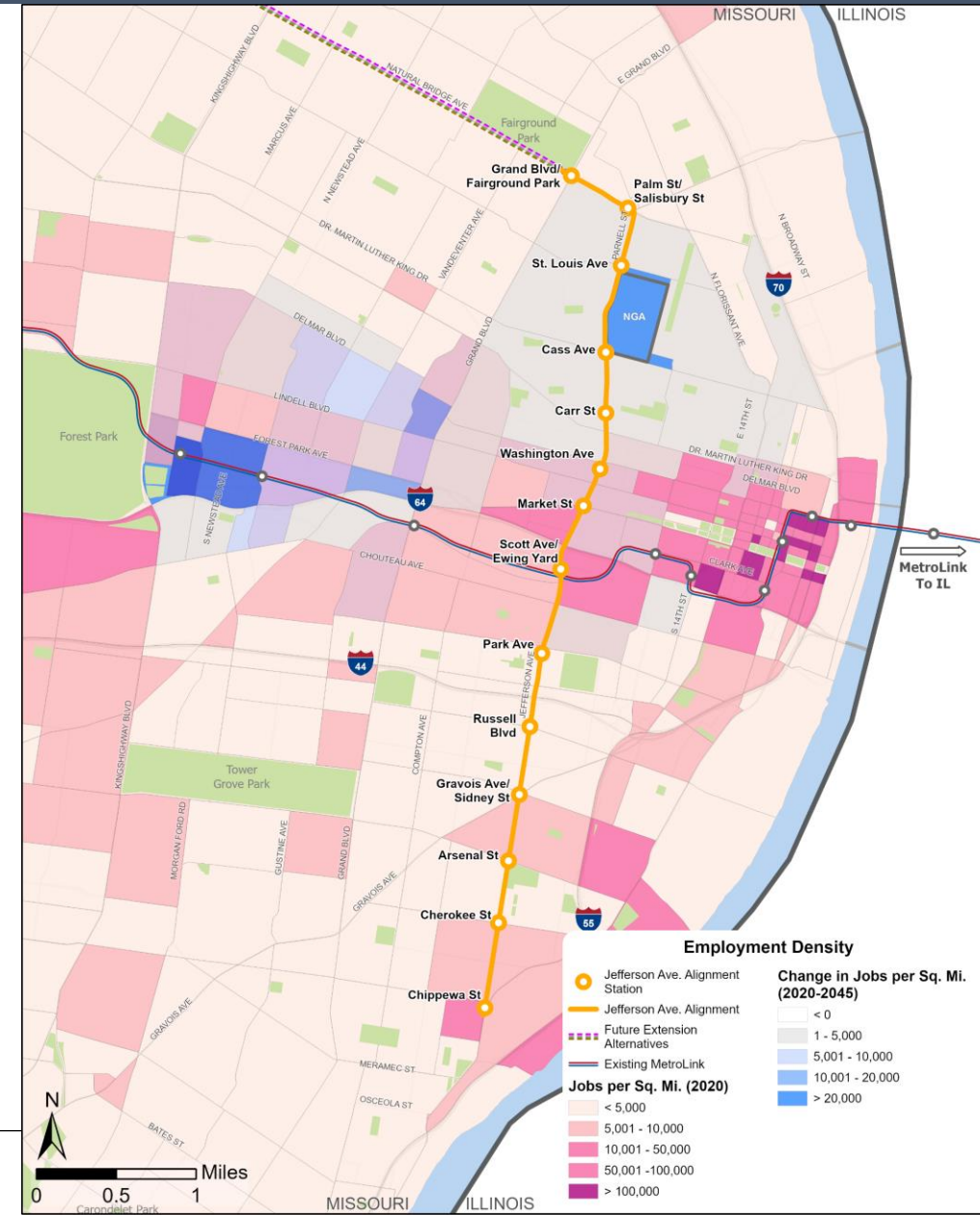


#4 – Natural Bridge and #11 – Chippewa bus routes would continue to provide underlying local service but at reduced frequencies



Better Access to Jobs Education, and Health Services

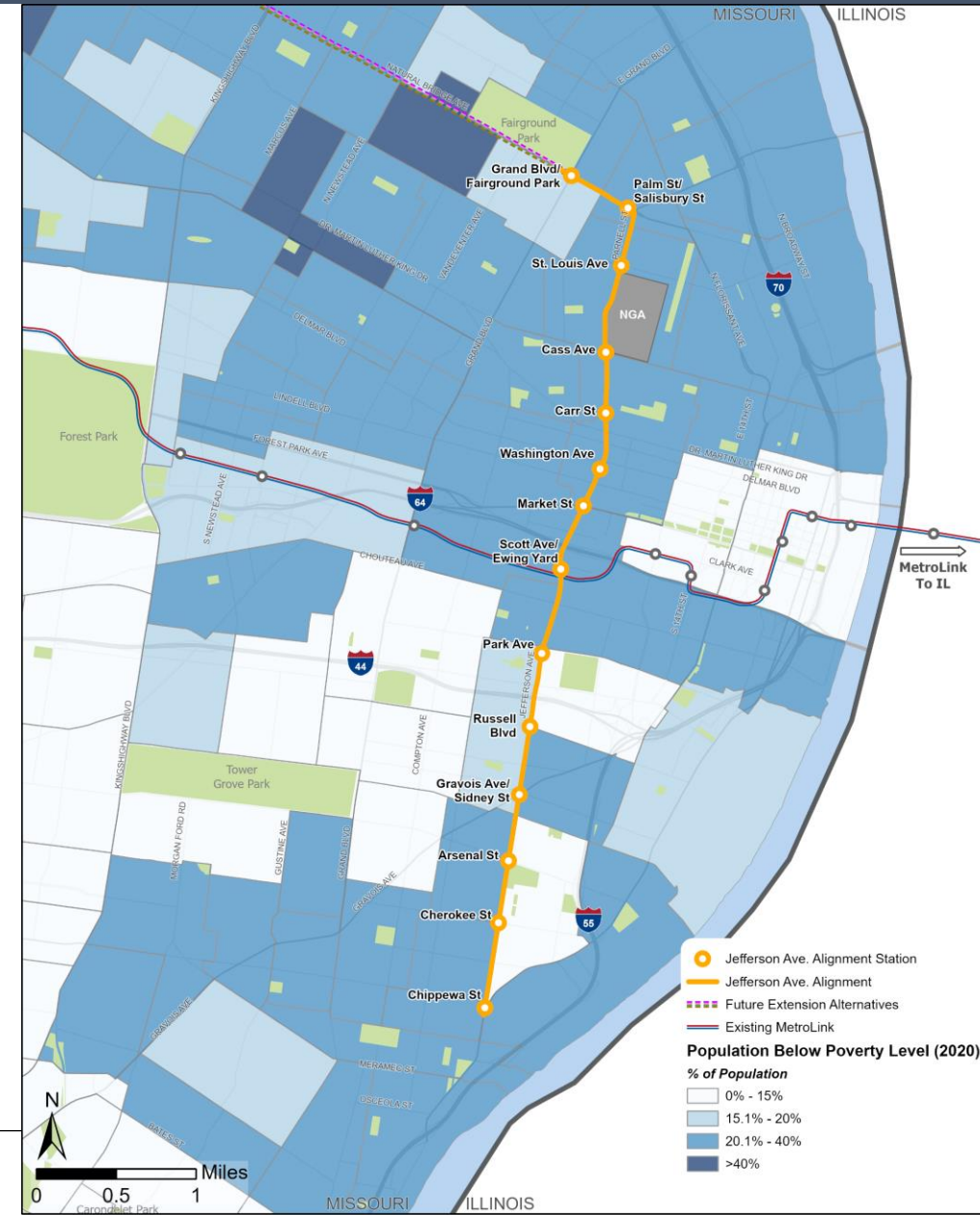
- Serves existing job density in Midtown, Downtown West and South City
- Serves projected job growth in Project Connect neighborhoods
- New MetroLink passenger transfer station provides access to the central corridor, Downtown, and Illinois





Goal #2: 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 continued affordability and livability of these neighborhoods following investment.





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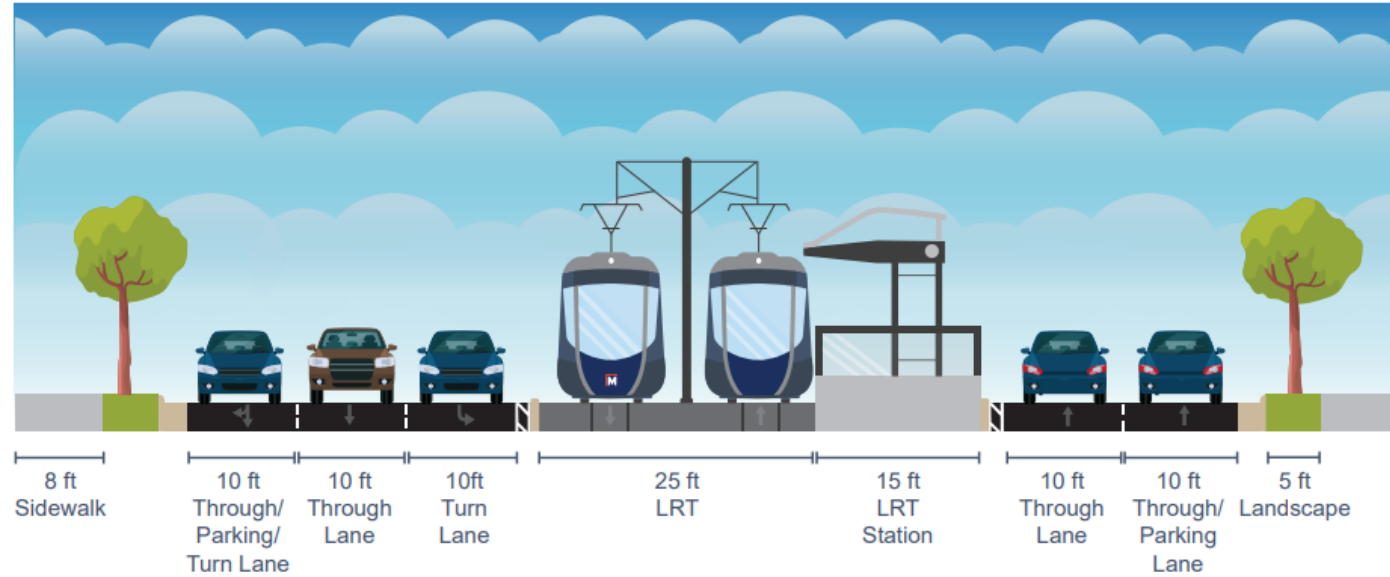


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JEFFERSON AVENUE ALIGNMENT



Station: Side Platform



Station: Center Platform





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4: Public Involvement and Next Steps



Outreach and Public Engagement

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
 - 40 street team pop-ups in City and County (survey and 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
-



Online Survey

Who took our survey?

- 2,390 respondents
 - Mainly 30-49 years old, followed by ages 18-29
 - 57% White or Caucasian and 29% African American or Black
 - 1,375 respondents gave residential zip code – 57% from City and 41% from County
 - 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:

- 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

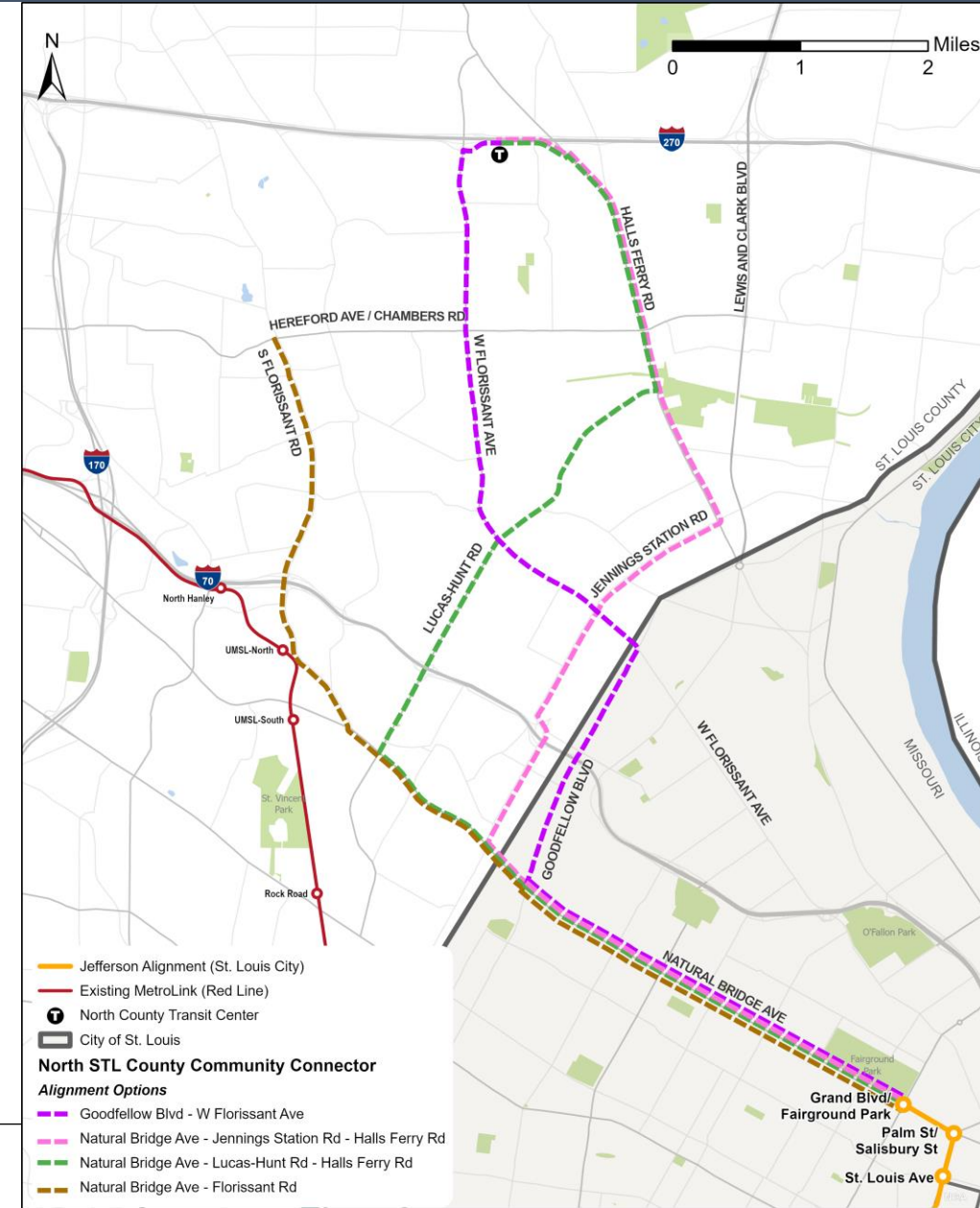




Online Survey Results

North STL County Community Connector:

- Goodfellow-West Florissant option, closely followed by the 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





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
-