



Frequently Asked Questions

PROJECT DEVELOPMENT AND SCHEDULE

Why are we doing this project?

For more than two decades, residents and community stakeholders within the City of St. Louis and University City have worked tirelessly to restore streetcar service to the St. Louis area along DeBaliviere Avenue and Delmar Boulevards. They wanted to explore the best alternative and most cost efficient way to provide a new transportation link between two major regional attractions: the Delmar Loop and Forest Park. In addition, they wanted to reduce dependence on the private automobile for trips within the corridor, encourage urban infill and transit-oriented development along the route, provide a greenhouse gas minimizing alternative for travel and create an unparalleled opportunity to initiate a 21st Century “Smart City” Zone along the route.

What is the purpose of the project?

The Loop Trolley Project is designed to provide a direct transit connection between the Delmar Loop and Forest Park that would encourage greater usage of transit for residents, employees, and visitors and promote economic development and neighborhood revitalization in the area, while improving the environmental sustainability of the St. Louis region.

Where are we in the process? When will construction begin?

We are in the final design phase of the project and hope to have construction documents completed by this summer so that construction activities can begin later this year.

What kind of trolley?

The Loop Trolley Company (LTC) will operate heritage vehicles that will be heated, air conditioned and accessible and draw power from overhead wires. The hybrid street car originally discussed presents risks to the operations that could jeopardize service. There are no hybrid heritage streetcars with heat and air conditioning currently operating in regular transit service in mixed traffic. The concern was that a hybrid streetcar delayed due to congestion or an accident could run out of power. Additionally, the untested hybrid streetcars are three times the cost of the heritage streetcars.

What will the visual impact of the poles and wires?

The Direct Suspension Overhead Contact System is different from the overhead catenary system that powers MetroLink and is significantly less obtrusive. Because it is operating at relatively low speeds, the Trolley doesn't need as much power and can operate on a single wire connected to poles. The design team is exploring visual reduction methods to minimize visual impact. Also, the replacement poles could serve both lighting and rail needs.

How many trolley stops will be along the route and where will they be located?

Nine station stops will directly serve key attractions or be within reasonable walking distance to destinations. Locations include: The Missouri History Museum, Forest Park Metro, Crossroads College Preparatory School, Laurel and Delmar, Delmar MetroLink Station, the Pageant, Limit Ave., Leland Ave., and Sgt. Mike King Drive.

What will the trolley stops look like?

Station stops will be at curb height (no platforms) and will blend with the existing pedestrian area. All station stops will be accessible and ADA compliant. The overall treatment for station stops is minimalist.

Where will the trolley operate?

The trolley will circle the Missouri History Museum in Forest Park and head north up DeBaliviere. On DeBaliviere it will run along a multi-use path in the grass portion of the St. Vincent's Greenway, a Great Rivers Greenway project. At Delmar the trolley will turn west. At the western terminus at Trinity Avenue, a roundabout will be incorporated in the design allowing the trolley to turn around with minimal impact on parking and traffic.

How will the roundabout function?

The roundabout will be one way. Traffic entering the roundabout from any direction will turn right into the flow and travel in a counter clockwise direction to its destination street where it will then move out of the roundabout with a right turn movement.

What are the anticipated construction impacts?

Like with all construction projects there will be some construction impacts. The technical design team is currently working on developing a plan that will minimize the impact to both businesses and traffic along the corridor.

Will this system be expandable to other areas?

The system could be expanded to the east or west on Delmar, to the north on Kingsland, or into Forest Park, should there be a demand for expansion at a later date, and if funding were available.

Are plans for the Trolley consistent with the goals and objectives of the Forest Park Master Plan?

Yes, trolley plans are consistent with the goals of the Forest Park Master Plan. Our Technical Design Team has been working with representatives from the park to ensure that they work together.

TRAFFIC AND SAFETY

What is the ridership capacity?

The capacity of ridership is scalable based on demand. The proposed trolley cars can carry 145 passengers. If single cars are operating with 20 minute headways, the system can move 435 people per hour. During peak periods, adding an additional car to operate in tandem will double capacity to 870 people per hour. Headways can also be reduced during peak periods. Reducing headways to 10 minutes and using two cars in tandem, the system can move 1,740 people per hour.

How will safety be addressed?

The design calls for the rail and the pavement to be flush. The gap between the rail and the pavement is narrow (less than 2 inches) so when crossing at a right angle, there is no safety hazard for wheels. Clear and obvious signs on the route and at all crossings will explain that right angle crossing is the safest way to cross. Crosswalks painted on the pavement will be obvious, and signs will direct people to the crosswalks.

What will be the trolley's hours of operation?

On start-up, the trolley will run year round, seven days a week, at 20 minutes headways. It is currently planned to operate from 11 a.m. to 6 p.m. Sunday through Thursday, with Friday and Saturday hours extended to 1 a.m.

ST. VINCENT GREENWAY**How will the trolley fit with the St. Vincent Greenway?**

The grass type track structure will allow the trolley tracks to blend into the greenway grassed area. The streetcar will operate along the grassed portion of the greenway adjacent to the multi-purpose path. A curb will separate the grassed area from the path.

FUNDING**What will it cost to build and operate the Trolley system?**

It will cost up to \$43 million to build the system and \$1.3 million per year to operate.

Is all the funding in place for this project?

The construction funding plan for the project is currently being developed, with most of the funding already in place. The project's implementation budget comes from several federal funding sources as well as private donations. It is anticipated that the operations budget for the project will be met based on the following:

- *\$500,000 from Loop Trolley Transportation Development District Revenues*
- *\$600,000 from Fares (estimated)*
- *\$150,000 Advertising Income*
- *\$50,000 from Institutional Subsidies or Sponsorships*

What are the next steps for the project?

Next steps are final engineering scheduled to be completed by the end of this Summer with construction slated to begin as early as Late 2012/Early 2013.