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APPENDIX

Station Area Allocation of Potential Demand, 2010 - 2040

The following is a summary of market demand for each of the station areas within the Metro system based upon a market analysis developed by Bay Area Economics.

	Station Area Housing (h)		Station Area Jobs (i)		
	Units 2010-2040	Share of Total	Jobs 2010-2040	Sq. Ft. 2010-2040	Share of Total
North St. Louis County (a)					
Lambert Airport - Main		0%	96	28,774	5%
Lambert Airport - East		0%	96	28,774	5%
North Hanley	240	25%	959	287,742	50%
UMSL - North	96	10%	192	57,548	10%
UMSL - South	192	20%	192	57,548	10%
Rock Road	192	20%	192	57,548	10%
Wellston	240	25%	192	57,548	10%
Total for Submarket	**958**	**100%**	**1,918**	**575,484**	**100%**
Central St. Louis County (b)					
Delmar Loop	402	20%	852	255,563	25%
Brentwood/I-64	201	10%	682	204,451	20%
Richmond Heights	402	20%	341	102,225	10%
Clayton	402	20%	1,022	306,676	30%
Forsyth	201	10%	341	102,225	10%
Skinker	201	10%	170	51,113	5%
University City-Big Bend	201	10%	0	0	0%
Total for Submarket	**2,011**	**100%**	**3,408**	**1,022,253**	**100%**
South St. Louis County (c)					
Shrewsbury	285	30%	382	114,521	30%
Sunnen	285	30%	382	114,521	30%
Maplewood-Manchester	380	40%	509	152,695	40%
Total for Submarket	**949**	**100**	**1,272**	**381,797**	**100%**
Central St. Louis City (d)					
Forest Park-DeBaliviere	424	30%	641	192,307	20%
Central West End	707	50%	1,603	480,767	50%
Grand	283	20%	962	288,460	30%
Total for Submarket	**1,414**	**100%**	**3,205**	**961,535**	**100%**
Downtown St. Louis City (e)					
Union Station	55	10%	575	172,551	10%
Civic Center	55	10%	575	172,551	10%
Stadium	110	20%	1,150	345,102	20%
8th & Pine	110	20%	1,150	345,102	20%
Convention Center	110	20%	1,150	345,102	20%
Arch-Laclede's Landing	110	20%	1,150	345,102	20%
Total for Submarket	**551**	**100%**	**5,752**	**1,725,508**	**100%**
West St. Clair County (f)					
East Riverfront	125	20%	137	41,027	15%
5th & Missouri	62	10%	137	41,027	15%
Emerson Park	125	20%	137	41,027	15%
Jackie Joyner-Kersee	125	20%	137	41,027	15%
Washington Park	62	10%	137	41,027	15%
Fairview Heights	125	20%	228	68,379	25%
Total for Submarket	**624**	**100%**	**912**	**273,516**	**100%**
Central St. Clair County (g)					
Memorial Hospital	214	25%	196	57,830	25%
Swansea	171	20%	157	46,984	20%
Belleville	214	25%	196	58,730	25%
College	128	15%	117	35,238	15%
Shiloh-Scott	128	15%	117	35,238	15%
Total for Submarket	**854**	**100**	**783**	**234,918**	**100%**
Total for all Station Areas	**7,360**		**17,250**	**5,174,950**	

a) North St. Louis figures reflect impact of development limits due to airport parking lot. Also, UMSL South is expected to capture more demand than UMSL North.

b) This submarket has strongest likely demand at Delmar Loop, Richmond Heights, and Clayton. Demand for other stations limited by existing campus and built-out residential uses.

c) South St. Louis figures reflect more potential at Maplewood-Manchester as the station closer to Central St. Louis County.

d) Central St. Louis figures reflect the largest portion of development in the Central West End based on BJC and other institutions redevelopment of sites; residential demand is stronger at Park-DeBaliviere because of the surrounding area; while Grand station development favors commercial uses due to existing users, including SLU.

e) Downtown St. Louis figures reflect stronger market potential for stations closer to the Downtown core and waterfront.

f) West St. Clair figures reflect stronger market conditions for waterfront and areas with existing or nearby development.

g) Central St. Clair figures reflect stronger market potential at areas with existing mixed-use development, less potential at outlying stations involving greenfield development.

h) Station area total demand from prior table. This table further allocates station area total capture to each station within the submarket.

i) Jobs converted to commercial space as 300 sq. ft. of space per job.

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Station Area TOD Potential

- Lambert Airport (Main & East) – Airport terminals and parking areas limit TOD on the north side of I-70. There is potential for TOD on the south side of I-70, however the difficulty and cost of creating viable pedestrian connections across I-70 is a significant impediment.

- North Hanley – This station is well located and provides opportunities for mixed-use development, including residential, particularly on the south side of I-70. Providing a pedestrian connection across North Hanley Road and I-70 is problematic.

- UMSL (North & South) – This location is well suited for a range of residential development including faculty, staff, and student housing, as well as neighborhood-oriented retail and services. The South station is considered to have more market potential TOD than the North station, particularly with assembly of existing sites.

- Rock Road – This station has a large amount of land that is well suited for a range of residential product types as well as neighborhood serving retail. Lack of current market activity and perception issues are considerable barriers. Initial residential development of affordable rental and ownership units, including townhouses, can be one strategy to stimulate market interest. Public-private partnerships with financial assistance for catalyst projects may be necessary.

- Wellston – The large amount of land in this station area is well suited for various types of residential and potentially institutional uses, although current market conditions are not supporting new development. Some of the same issues that impact Rock Road apply to this station.

- Delmar Loop – There is significant amounts of developable land in the parking station and adjacent industrial and commercial uses that have the potential to be redeveloped into higher value uses including mixed-use development and institutional uses. Abandonment of Des Peres Avenue north of Delmar Boulevard would increase developable area and support land assembly. There is strong potential for a grocery store as part of a TOD.

- Brentwood/I-64 – TOD potential is impacted by existing development patterns and physical barriers, including high value retail adjacent to the station. Industrial areas southwest of the station may have redevelopment potential. While various development projects have been pursued east of the station, these have faced challenges in site assembly.

- Richmond Heights – The location of the station between I-170 and a residential neighborhood and problematic pedestrian access limit the potential for a larger TOD neighborhood, despite very strong market conditions and the location of high value retail across I-170. There are near-term opportunities for assembly and development of a moderate sized project around the existing station area that could include either apartments or office uses.

- Clayton – The station's location in the middle of the Forest Park Parkway, and adjacent high value development north of the Parkway and established single-family neighborhoods south of it, along with a lack of available sites preclude new ground-up TOD. At the same time, this is one of the strongest real estate markets in the region with existing dense development, and there is strong and continuing potential for adaptive reuse and redevelopment of existing dense development adjacent to the station, including into residential uses.

- Forsyth – Although there is a limited amount of land for TOD, sites are well located and can support a range of residential, commercial, and institutional uses on available sites. As market conditions improve, developers are likely to propose new TOD.

- Skinker – The sole available site is under the control of Washington University.

- University City-Big Bend – Development of the sole available site will be limited by the adjacent single-family residential neighborhood. The greatest potential may be for townhouse development or moderate density multifamily.

- Shrewsbury – This station area has significant TOD potential for residential and office uses, although the local market area has not demonstrated support for residential at TOD densities. Residential development may need to occur in phases, with initial phases including townhouse units.

- Sunnen – The station area has similar challenges to Shrewsbury, in terms of establishing market support for residential. Redevelopment of nearby industrial properties to higher value commercial has potential, and projects are being pursued to convert industrial sites to retail and office uses. New road construction and infrastructure needs are understood to present development challenges.

- Maplewood – Manchester – This station area has similar potential to Shrewsbury and Sunnen for residential and commercial uses.

- Forest Park-DeBaliviere – This is a tremendous location, next to the Central West End, existing bus lines, and an endpoint for the future Loop trolley. There is strong potential for dense mixed-use development on the station parking areas and potentially adjacent retail. A proposed senior housing project would introduce another type of TOD use in the area. However, other adjacent residential buildings are too high value to support significant redevelopment, and many have already been converted from rental to new, higher-value forsale units.

- Central West End – This area already has extensive mixed-use development at various densities. While this area has a strong market for residential, office, and institutional uses, available sites are not adjacent to the station and are some distance from it.

- Grand – The stations location below the Grand Boulevard bridge, adjacent to main railroad lines precludes significant TOD, particularly the area between the tracks and I-64. South of the station there is some potential for non-TOD reuse of industrial properties, including institutional or other uses associated with St. Louis University.

- Union Station – The Union Station building itself is currently in escrow, and there is a substantial opportunity for its renovation that could support a variety of uses. There is limited potential for other TOD due to the small amount of land available and the location adjacent to I-64, although these properties have potential for other uses.

- Civic Center – This has limitations for TOD due to the relatively small amount of land available for development, although parcels and existing buildings can be redeveloped for uses supported by the TOD.

- Stadium – This is the Downtown station area with the greatest potential for TOD, with a number of available sites that could support residential and entertainment-related uses, as well as office. Current plans for an Anheuser-Busch themed bar and grill that would open in 2014 represent an initial entertainment use that could attract greater interest.

- 8th & Pine – This and the Convention Center are closest to Washington Avenue, and there is potential for mixed-use TOD through redevelopment of adjacent properties into new mixed use development that includes residential.

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- Convention Center – This area has experienced more redevelopment than 8th & Pine due to numerous existing buildings with the potential for adaptive reuse. The Mercantile Exchange project is an adaptive reuse project with residential, lodging, and retail, and has attracted retailers with locations elsewhere in the region.

- Arch-Laclede's Landing – This is the second largest TOD opportunity downtown, in terms of potential acreage, and could support lodging, dining and entertainment, and other uses. While separated from the rest of Downtown by I-70, its attractiveness would be enhanced by revitalization of the adjacent waterfront.

- East Riverfront – While there is substantial available land, the lack of current development activity, and difficult access except by MetroLink or indirectly through Downtown East St. Louis, creates substantial near- and medium-term development challenges.

- 5th & Missouri – There is significant potential land and properties suitable for redevelopment, however the lack of current development activity and market perception issues creates substantial near- and medium-term development challenges. Affordable rental and homeownership residential could be a first step to generating market activity and interest.

- Emerson Park – This station area has extensive residential development that has occurred, involving both affordable and market rate residential, with the potential for supporting additional residential development.

- Jackie Joyner-Kersee – This station area has potential for a variety of different types of residential development, including redevelopment of a portion of the community recreation center site near the station into denser residential.

- Washington Park – This station area has the potential to support a range of residential development, as well as commercial and institutional uses that benefit from the access to Metro as well as nearby I-64. The adjacent prison and industrial uses may present a near-term or longer barrier.

- Fairview Heights – This station has the potential to support a range of residential TOD, and a limited amount of mixed-use.

- Memorial Hospital – This station area could support a range of residential TOD. Apartments had previously been proposed, although the project died during the recent recession.

- Swansea – This station area could support moderate-density mixed-use as well as various types of residential development.

- Belleville – This infill site is well suited to a range of moderate density residential, including townhouse and apartments and condominium units (and apartments have been previously proposed). Previous studies have also identified the potential for institutional uses, and neighborhood oriented retail and services.

- College – In the medium-term, this station area may support residential of various types tied to faculty, staff, and students. New retail development has occurred near the station, and a site on the other side of SWIC from the station has been previously proposed for mixed-use development, although the project did not proceed. The station area's TOD potential will be determined by the timing and nature of other development at this site on the edge of urbanization in the County.

- Shiloh-Scott – As with College, its long-term potential will be determined by the timing and nature of other development at this site on the edge of urbanization in the County. Depending on military requirements, off-site privatized housing for military personnel may be an option.

Keypad Polling Responses

The following shows the results of keypad polling questions placed before representatives of the Urban Land Institute July 18, 2012.

1. The most important criteria in selecting the five demonstration stations are… (select your top three)

	Responses	
	(percent)	(count)
Select the stations where there are identified private sector interests ready and willing to partner	19.63%	21
Stations which have planned catalytic public or private investment	18.69%	20
Stations with the strongest TOD potential (ability to drive ridership, serve transit dependent	17.76%	19
Stations with the strongest market demand	14.95%	16
Stations with the greatest political support (community is supportive of appropriate zoning, there	13.08%	14
The five stations selected should represent each of the prototypes identified for the system	7.48%	8
Station with the strongest Sustainable Development potential (best sites, fewest environmental	3.74%	4
One station should be selected on each segment of the Metro system to provide geographic	3.74%	4
Other	0.93%	1
	100%	107

2. Which of the stations do you believe have strong enough market demand for TOD. (select your top 5 total)

	Responses	
	(percent)	(count)
Delmar Loop	34.09%	15
Forest Park	28.57%	10
Brentwood/1-64	13.56%	8
Laclede's Landing	13.56%	8
North Hanley	15.91%	7
Clayton	15.91%	7
Richmond Heights	11.86%	7
Sunnen	11.86%	7
Central West End	20%	7
Maplewood-Manchester	10.17%	6
8th and Pine	10.17%	6
Grand Station	17.14%	6
Stadium	17.14%	6
Convention Center	8.47%	5
Union Station	14.29%	5
Shiloh Scott AFT	33.33%	5
UMSL South	9.09%	4
Forsyth	6.78%	4
Big Bend	6.78%	4
Skinker	6.78%	4
Lambert Terminal 1	6.82%	3
Shrewsburry	6.82%	3
Fairview Heights	20%	3
Bellevile	20%	3
Rock Road	4.55%	2
College (SWIC)	13.33%	2
Lambert Terminal 2	2.27%	1
UMSL North	2.27%	1
Wellston	2.27%	1
Civic Center	2.86%	1
Memorial Hospital	6.67%	1
Swansea	6.67%	1
5th and Missouri	0%	0
East Riverfront	0%	0
Emerson Park	0%	0
JJK	0%	0
Washington Park	0%	0
	100%	15

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3. Which of the stations do you believe has adequate political support to obtain appropriate zoning for TOD? (select your top 5)

	Responses	
	(percent)	(count)
Delmar Loop	30.51%	18
UMSL South	20.34%	12
Shiloh Scott AFT	40%	12
Laclede's Landing	22.73%	10
Clayton	15.25%	9
Convention Center	20.45%	9
Forest Park	20%	8
Stadium	20%	8
Union Station	17.50%	7
Central West End	17.50%	7
Bellevile	23.33%	7
North Hanley	10.17%	6
UMSL North	10.17%	6
Maplewood-Manchester	13.64%	6
Grand Station	15%	6
College (SWIC)	20%	6
Richmond Heights	11.36%	5
Brentwood/1-64	11.36%	5
Fairview Heights	16.67%	5
8th and Pine	9.09%	4
Lambert Terminal 1	5.08%	3
Civic Center	7.50%	3
Rock Road	3.39%	2
Shrewsburry	3.39%	2
Forsyth	4.55%	2
Skinker	4.55%	2
Lambert Terminal 2	1.69%	1
Sunnen	2.27%	1
East Riverfront	2.50%	1
Wellston	0%	0
Big Bend	0%	0
5th and Missouri	0%	0
Emerson Park	0%	0
JJK	0%	0
Washington Park	0%	0
Memorial Hospital	0%	0
Swansea	0%	0
	100%	30

4a. If we were to select one demonstration station per line segment which would you pick on the Red Line? (select one)

	Responses	
	(percent)	(count)
Delmar Loop	56.25%	18
UMSL South	15.62%	5
North Hanley	12.50%	4
Lambert Terminal 1	3.12%	1
Lambert Terminal 2	3.12%	1
UMSL North	3.12%	1
Rock Road	3.12%	1
Wellston	3.12%	1
	100%	32

4b. If we were to select one demonstration station per line segment which would you pick on the Blue Line? (select one)

	Responses	
	(percent)	(count)
Shrewsburry	21.88%	7
Brentwood/1-64	18.75%	6
Maplewood-Manchester	15.62%	5
Clayton	12.50%	4
Richmond Heights	12.50%	4
Forsyth	6.25%	2
Big Bend	6.25%	2
Skinker	3.12%	1
Sunnen	3.12%	1
	100%	32

4c. If we were to select one demonstration station per line segment which would you pick on the Red and Blue Line? (select one)

	Responses	
	(percent)	(count)
Laclede's Landing	25.71%	9
Forest Park	25.71%	9
Convention Center	11.43%	4
Union Station	11.43%	4
8th and Pine	8.57%	3
Central West End	8.57%	3
Grand Station	8.57%	3
Civic Center	0%	0
Stadium	0%	0
	100%	35

4d. If we were to select one demonstration station per line segment which would you pick from the East St. Louis Stations? (select one)

	Responses	
	(percent)	(count)
Emerson Park	31.25%	10
East Riverfront	25%	8
5th and Missouri	21.88%	7
Washington Park	12.50%	4
JJK	9.38%	3
	100%	32

4e. If we were to select one demonstration station per line segment which would you pick from the Suburban Illinois stations? (select one)

	Responses	
	(percent)	(count)
Shiloh Scott AFT	45.16%	14
Bellevile	29.03%	9
College (SWIC)	16.13%	5
Fairview Heights	6.45%	2
Swansea	3.23%	1
Memorial Hospital	0%	0
	100%	31

5a. Select your top "Downtown" typology station. (select one)

	Responses	
	(percent)	(count)
Arch / Laclede's Landing	51.52%	17
8th and Pine	30.30%	10
Convention Center	18.18%	6
5th and Missouri	0%	0
	100%	33

5b. Select your top "Major Urban Center" typology station. (select one)

	Responses	
	(percent)	(count)
Clayton	47.06%	16
Union Station	35.29%	12
Civic Center	14.71%	5
East Riverfront	2.94%	1
	100%	34

5c. Select your top "Suburban Town Center" typology station. (select one)

	Responses	
	(percent)	(count)
Maplewood-Manchester	33.33%	11
Brentwood/I-64	33.33%	11
North Hanley	15.15%	5
College (SWIC)	12.12%	4
Sunnen	6.06%	2
	100%	33

5d. Select your top "Campus/Special Event" typology station. (select one)

	Responses	
	(percent)	(count)
Stadium	60.61%	20
Shiloh Scott AFB	33.33%	11
Lambert Terminal 1	6.06%	2
Lambert Terminal 2	0%	0
	100%	33

5e. Select your top "Neighborhood" typology station. (select one from)

	Responses	
	(percent)	(count)
Delmar Loop	52.17%	12
Forest Park	42.86%	6
Strewsbury	21.74%	5
UMSL South	8.70%	2
Big Bend/University City	8.70%	2
Central West End	14.29%	2
Grand Station	14.29%	2
Wellston	4.35%	1
Richmond Heights	4.35%	1
Emerson Park	7.14%	1
Fairview Heights	7.14%	1
Swansea	7.14%	1
Belleville	7.14%	1
UMSL North	0%	0
Rock Road	0%	0
Forsyth	0%	0
Skinker	0%	0
JJK	0%	0
Washington Park	0%	0
Memorial Hospital	0%	0
	100%	14

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6. Which five stations would you choose as demonstration TOD projects from the entire Metro system? (select your top 5 from the following 4 slides) (multiple choice)

	Responses	
	(percent)	(count)
Delmar Loop	40.91%	18
Laclede's Landing	34%	17
Forest Park	30.95%	13
Shiloh Scott AFT	50%	10
Grand Station	19.05%	8
UMSL South	15.91%	7
Shrewsburry	15.91%	7
Richmond Heights	12%	6
Maplewood-Manchester	12%	6
Brentwood/1-64	12%	6
Convention Center	12%	6
Union Station	14.29%	6
North Hanley	11.36%	5
Central West End	11.90%	5
Stadium	11.90%	5
Clayton	9.09%	4
8th and Pine	8%	4
Bellevile	20%	4
College (SWIC)	20%	4
Forsyth	4%	2
East Riverfront	4.76%	2
UMSL North	2.27%	1
Rock Road	2.27%	1
Wellston	2.27%	1
Big Bend	2%	1
Skinker	2%	1
Sunnen	2%	1
Civic Center	2.38%	1
5th and Missouri	2.38%	1
Emerson Park	2.38%	1
Fairview Heights	5%	1
Swansea	5%	1
Lambert Terminal 1	0%	0
Lambert Terminal 2	0%	0
JJK	0%	0
Washington Park	0%	0
Memorial Hospital	0%	0
	100%	20

Keypad Polling Responses

The following shows the results of keypad polling questions placed before the Homebuilders Group July 19th, 2012.

1. The most important criteria in selecting the five demonstration stations are... (select your top three)

	Responses	
	(percent)	(count)
Stations with the strongest market demand	27.27%	6
Select the stations where there are identified private sector interests ready and	22.73%	5
Stations with the strongest TOD potential (ability to drive ridership, serve transit	13.64%	3
Station with the strongest Sustainable Development potential (best sites, fewest	13.64%	3
Stations with the greatest political support (community is supportive of appropriate	13.64%	3
Stations which have planned catalytic public or private investment	9.09%	2
The five stations selected should represent each of the prototypes identified for the	0%	0
One station should be selected on each segment of the Metro system to provide	0%	0
Other	0%	0
	100%	22

2. Which of the stations do you believe have strong enough market demand for TOD. (select your top 5 total)

	Responses	
	(percent)	(count)
Delmar Loop	44.44%	4
Forest Park	36.36%	4
Central West End	36.36%	4
North Hanley	22.22%	2
UMSL North	22.22%	2
Richmond Heights	28.57%	2
Convention Center	28.57%	2
Grand Station	18.18%	2
UMSL South	11.11%	1
Sunnen	14.29%	1
Brentwood/1-64	14.29%	1
Laclede's Landing	14.29%	1
East Riverfront	9.09%	1
Belleville	100%	1
Lambert Terminal 1	0%	0
Lambert Terminal 2	0%	0
Rock Road	0%	0
Wellston	0%	0
Clayton	0%	0
Shrewsbury	0%	0
Forsyth	0%	0
Big Bend	0%	0
Skinker	0%	0
Maplewood-Manchester	0%	0
8th and Pine	0%	0
Union Station	0%	0
Civic Center	0%	0
Stadium	0%	0
5th and Missouri	0%	0
Emerson Park	0%	0
JJK	0%	0
Washington Park	0%	0
Fairview Heights	0%	0
Memorial Hospital	0%	0
Swansea	0%	0
College (SWIC)	0%	0
Shiloh Scott AFB	0%	0
	100%	1

3. Which of the stations do you believe has adequate political support to obtain appropriate zoning for TOD? (select your top 5)

	Responses	
	(percent)	(count)
Lambert Terminal 1	9.09%	1
Delmar Loop	36.36%	4
North Hanley	27.27%	3
Clayton	18.18%	2
Brentwood/1-64	28.57%	2
Laclede's Landing	28.57%	2
Union Station	33.33%	2
Forest Park	33.33%	2
UMSL North	9.09%	1
Forsyth	14.29%	1
Sunnen	14.29%	1
8th and Pine	14.29%	1
Central West End	16.67%	1
Stadium	16.67%	1
College (SWIC)	100%	1
Lambert Terminal 2	0%	0
UMSL South	0%	0
Rock Road	0%	0
Wellston	0%	0
Shrewsbury	0%	0
Richmond Heights	0%	0
Big Bend	0%	0
Skinker	0%	0
Maplewood-Manchester	0%	0
Convention Center	0%	0
Civic Center	0%	0
Grand Station	0%	0
5th and Missouri	0%	0
East Riverfront	0%	0
Emerson Park	0%	0
JJK	0%	0
Washington Park	0%	0
Fairview Heights	0%	0
Memorial Hospital	0%	0
Swansea	0%	0
Belleville	0%	0
Shiloh Scott AFB	0%	0
	100%	1

4a. If we were to select one demonstration station per line segment which would you pick on the Red Line? (select one)

	Responses	
	(percent)	(count)
North Hanley	33.33%	2
Delmar Loop	33.33%	2
UMSL North	16.67%	1
UMSL South	16.67%	1
Lambert Terminal 1	0%	0
Lambert Terminal 2	0%	0
Rock Road	0%	0
Wellston	0%	0
	100%	6

4a. If we were to select one demonstration station per line segment which would you pick on the Red Line? (select one)

	Responses	
	(percent)	(count)
North Hanley	33.33%	2
Delmar Loop	33.33%	2
UMSL North	16.67%	1
UMSL South	16.67%	1
Lambert Terminal 1	0%	0
Lambert Terminal 2	0%	0
Rock Road	0%	0
Wellston	0%	0
	100%	6

4b. If we were to select one demonstration station per line segment which would you pick on the Blue Line? (select one)

	Responses	
	(percent)	(count)
Brentwood/1-64	50%	3
Clayton	16.67%	1
Richmond Heights	16.67%	1
Forsyth	16.67%	1
Shrewsbury	0%	0
Big Bend	0%	0
Skinker	0%	0
Sunnen	0%	0
Maplewood-Manchester	0%	0
	100%	6

4c. If we were to select one demonstration station per line segment which would you pick on the Red and Blue Line? (select one)

	Responses	
	(percent)	(count)
Forest Park	75%	3
Central West End	25%	1
8th and Pine	0%	0
Convention Center	0%	0
Laclede's Landing	0%	0
Union Station	0%	0
Civic Center	0%	0
Grand Station	0%	0
Stadium	0%	0
	100%	4

4d. If we were to select one demonstration station per line segment which would you pick from the East St. Louis Stations? (select one)

	Responses	
	(percent)	(count)
Emerson Park	100%	4
5th and Missouri	0%	0
East Riverfront	0%	0
JJK	0%	0
Washington Park	0%	0
	100%	4

4e. If we were to select one demonstration station per line segment which would you pick from the Suburban Illinois stations? (select one)
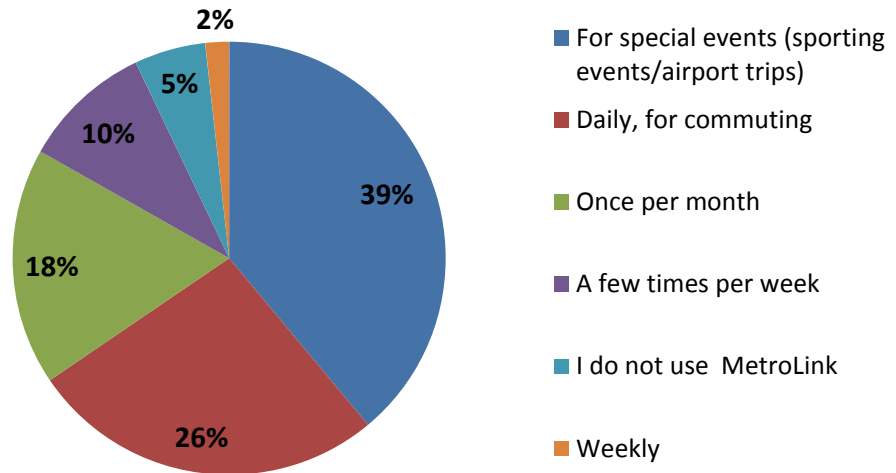
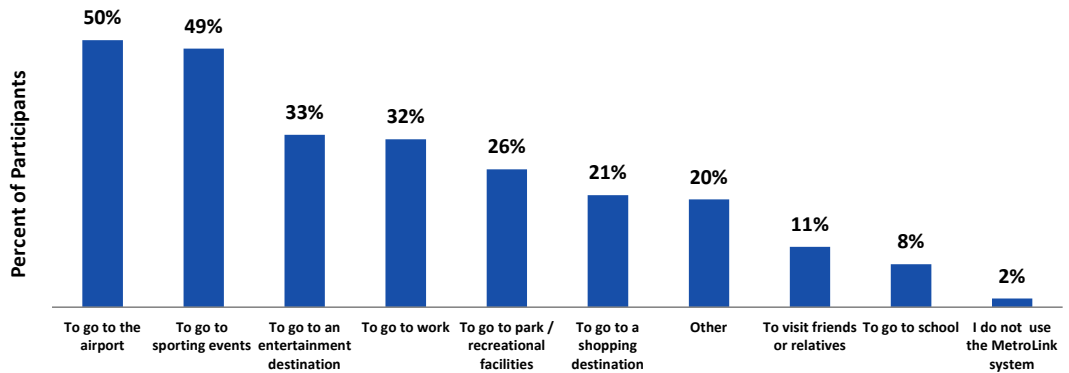|	Responses	
	(percent)	(count)
College (SWIC)	40%	2
Swansea	20%	1
Belleville	20%	1
Shiloh Scott AFT	20%	1
Fairview Heights	0%	0
Memorial Hospital	0%	0
	100%	5

Keypad Polling Responses

The following shows the results of keypad polling questions placed before members of the public July 19th, 2012.

1. How often do you use the MetroLink system?

- **For special events (sporting events/airport trips):** 39%
- **Daily, for commuting:** 26%
- **Once per month:** 18%
- **A few times per week:** 10%
- **I do not use MetroLink:** 5%
- **Weekly:** 2%

2. Why do you currently use the MetroLink system? (choose all that apply)

Percent of Participants

- To go to the airport: 50%
- To go to sporting events: 49%
- To go to an entertainment destination: 33%
- To go to work: 32%
- To go to park / recreational facilities: 26%
- To go to a shopping destination: 21%
- Other: 20%
- To visit friends or relatives: 11%
- To go to school: 8%
- I do not use the MetroLink system: 2%

3. Which of the following reasons currently or may discourage you from using MetroLink? (choose all that apply)

Percent of Participants

- MetroLink does not go where I need to go: 56%
- It is difficult to walk to MetroLink stations: 30%
- Concerns about crime or safety in or around MetroLink stations: 24%
- The MetroLink trains do not come often enough: 23%
- The cost of MetroLink fares: 18%
- Limited parking at MetroLink stations: 15%
- Lack of bus connections to MetroLink stations: 12%
- Hard to find or drive to MetroLink stations: 12%
- Other: 11%
- Hard to find a seat on MetroLink: 6%

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4. How do you typically travel to MetroLink? (choose one)

Percent of Participants

Category	Percent
I drive my personal vehicle	33%
I walk	29%
I take the bus	12%
Someone else drops me off (by vehicle)	11%
I bike	10%
I do not currently use MetroLink	5%
Other	1%
I carpool	0%
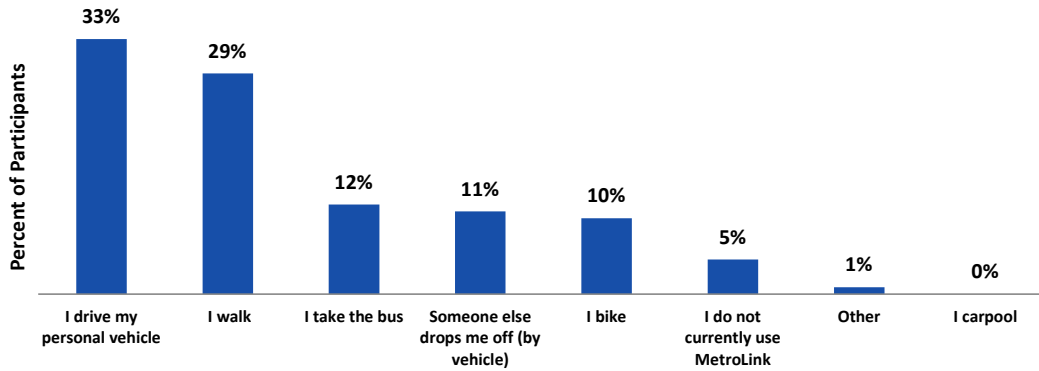
5. I typically get on the MetroLink system at the following station (choose one)

Percent of Responses

Station	Percent
5th and Missouri	6%
8th and Pine	4%
Airport Station (Terminal 1)	8%
Airport Station (Terminal 2)	1%
Arch / Laclede's Landing	13%
Belleville	4%
Brentwood / I-64	4%
Central West End	15%
Civic Center	3%
Clayton	5%
College / SWIC	2%
Convention Center	5%
Delmar Loop	19%
East Riverfront	0%
Emerson Park	3%
Fairview Heights	5%
Forest Park – DeBaliviere	16%
Forsyth	3%
Grand	11%
Jackie Joyner-Kersee (JJK) Center	2%
Maplewood-Manchester	6%
Memorial Hospital	2%
North Hanley	6%
Richmond Heights	3%
Rock Road	0%
Shiloh – Scott AFB	2%
Shrewsbury	17%
Skinker	6%
Stadium	13%
Sunnen	7%
Swansea	2%
UMSL North	2%
UMSL South	1%
Union Station	3%
University City / Big Bend	9%
Washington Park	3%
Wellston	0%

6. I typically get off the MetroLink system at the following station (choose one)

Percent of Responses

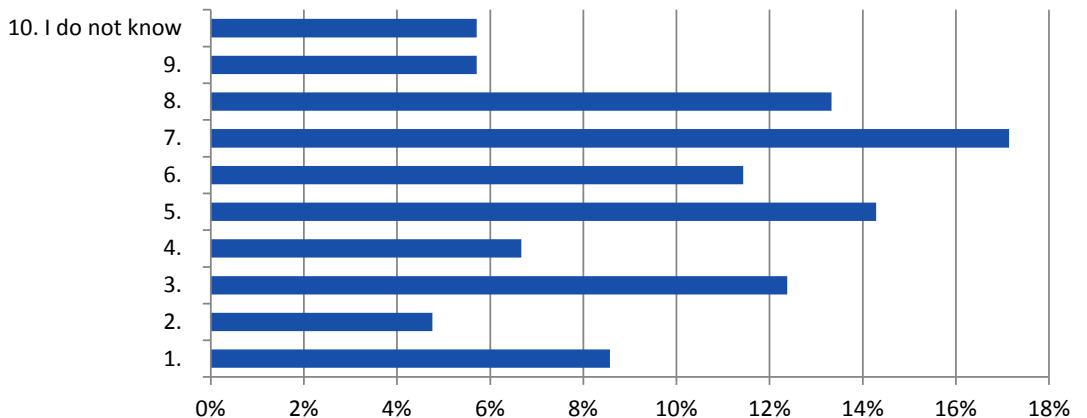| Station	Percent
5th and Missouri	6%
8th and Pine	18%
Airport Station (Terminal 1)	21%
Airport Station (Terminal 2)	6%
Arch / Laclede's Landing	15%
Belleville	1%
Brentwood / I-64	6%
Central West End	13%
Civic Center	9%
Clayton	11%
College / SWIC	3%
Convention Center	10%
Delmar Loop	12%
East Riverfront	0%
Emerson Park	3%
Fairview Heights	1%
Forest Park – DeBaliviere	14%
Forsyth	5%
Grand	2%
Jackie Joyner-Kersee (JJK) Center	4%
Maplewood-Manchester	3%
Memorial Hospital	3%
North Hanley	5%
Richmond Heights	3%
Rock Road	1%
Shiloh – Scott AFB	5%
Shrewsbury	7%
Skinker	4%
Stadium	29%
Sunnen	1%
Swansea	1%
UMSL North	1%
UMSL South	2%
Union Station	4%
University City / Big Bend	8%
Washington Park	4%
Wellston	0%

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7. Which of the following outcomes for Transit-Oriented Development in the St. Louis region would make this effort a success? (choose your top three)
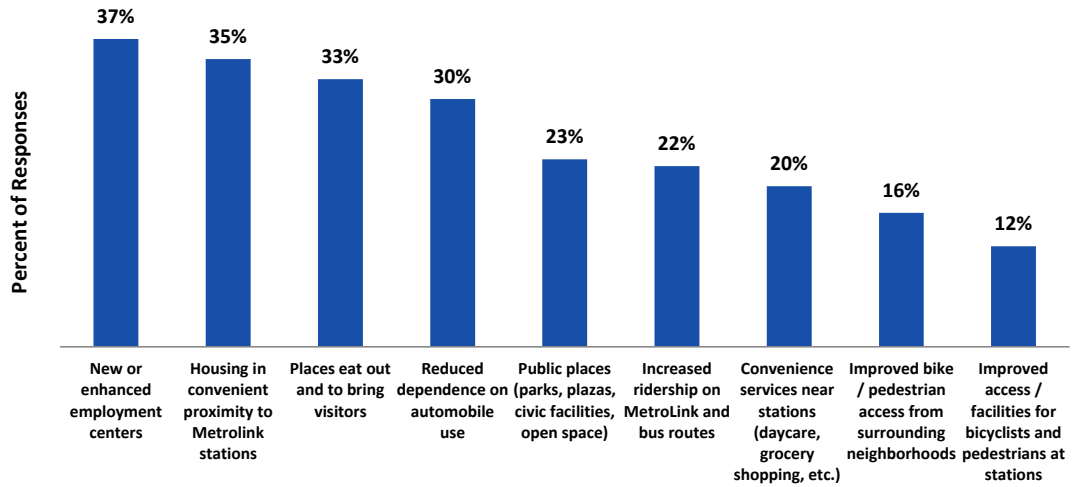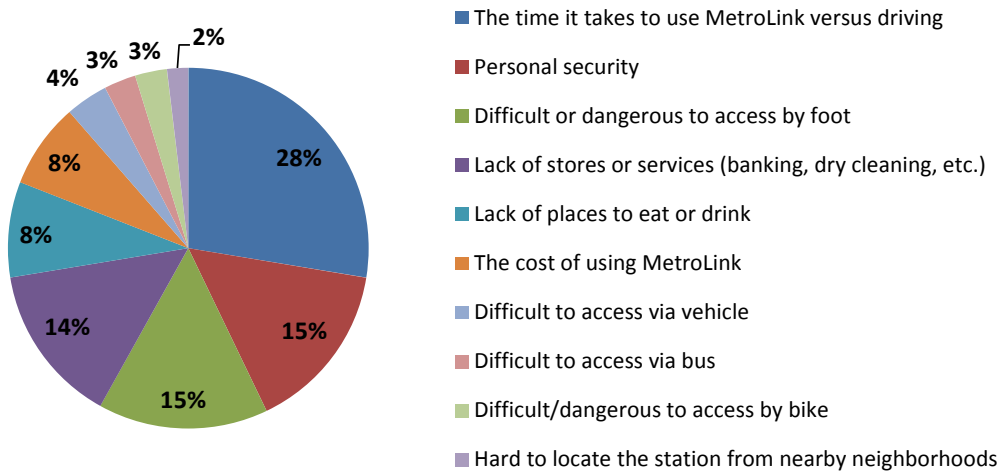

8. On a scale of 1 to 10 please rate the services and conveniences around the MetroLink station you typically use to get on the MetroLink system (including the selection of stores, restaurants, offices, gathering places, etc.) (9 = Highest, 1 = Lowest)
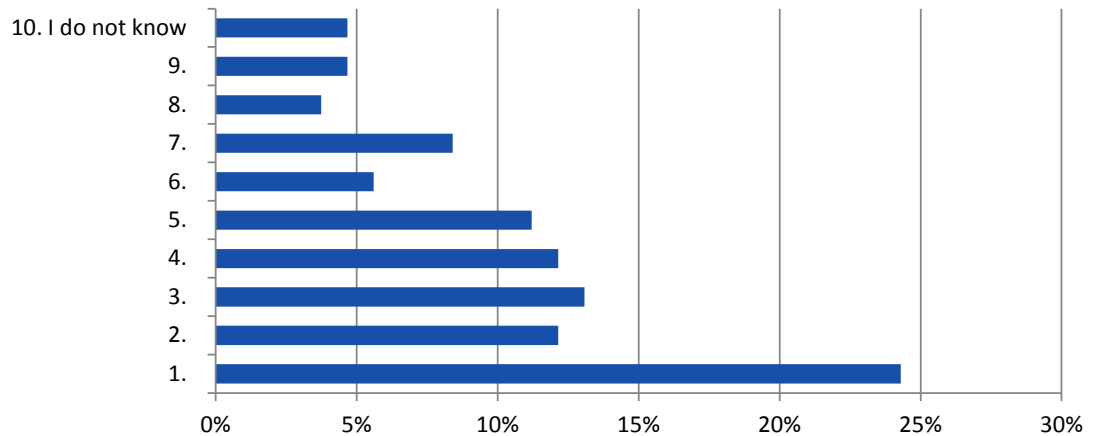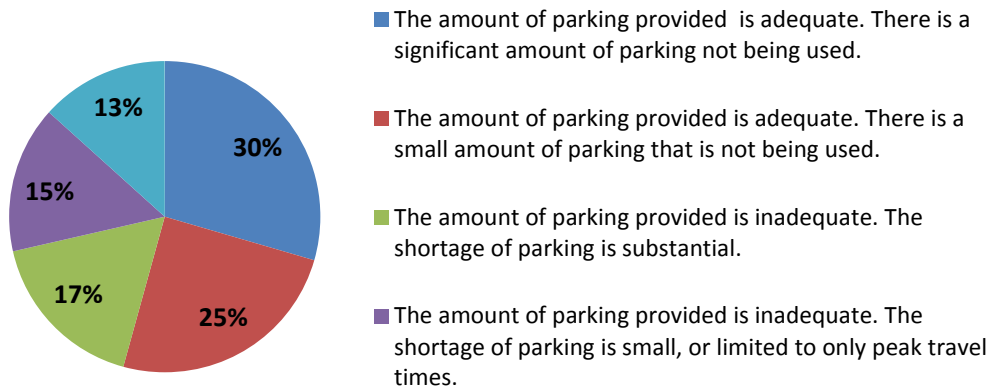

9. On a scale of 1 to 10 please rate the services and conveniences around the MetroLink station you typically depart the MetroLink system (including the selection of stores, restaurants, offices, gathering places, etc.) (9 = Highest, 1 = Lowest)

10. When I am using MetroLink stations, the following concerns me the most:

- The time it takes to use MetroLink versus driving
- Personal security
- Difficult or dangerous to access by foot
- Lack of stores or services (banking, dry cleaning, etc.)
- Lack of places to eat or drink
- The cost of using MetroLink
- Difficult to access via vehicle
- Difficult to access via bus
- Difficult/dangerous to access by bike
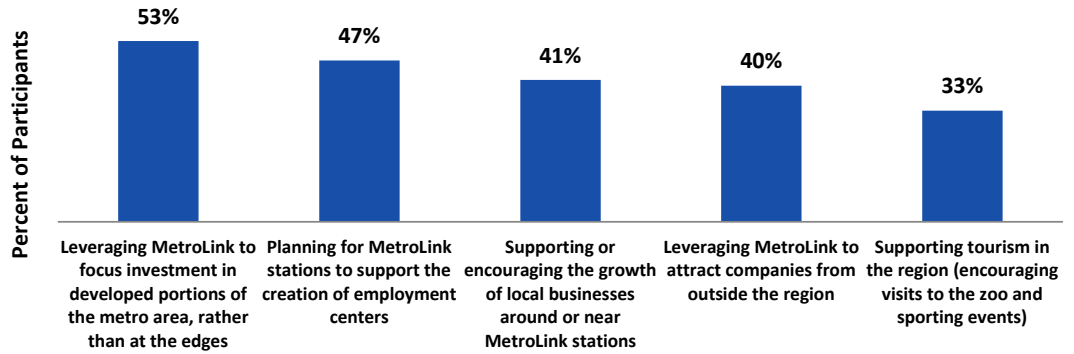- Hard to locate the station from nearby neighborhoods

11. The following reflects my thoughts concerning the current supply of parking at the MetroLink stations I typically use to get on the train: (choose one)

- The amount of parking provided is adequate. There is a significant amount of parking not being used.
- The amount of parking provided is adequate. There is a small amount of parking that is not being used.
- The amount of parking provided is inadequate. The shortage of parking is substantial.
- The amount of parking provided is inadequate. The shortage of parking is small, or limited to only peak travel times.
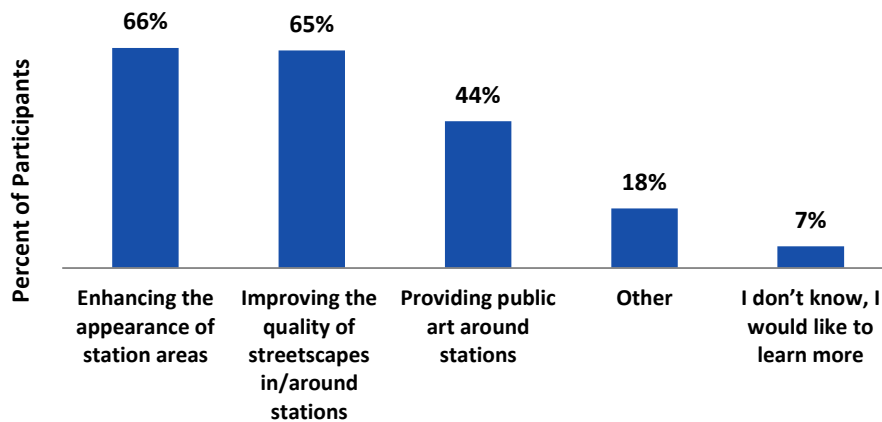
12. The most important community issues to address in planning for MetroLink station areas (existing stations, or future stations) are as follows: (choose your top three)
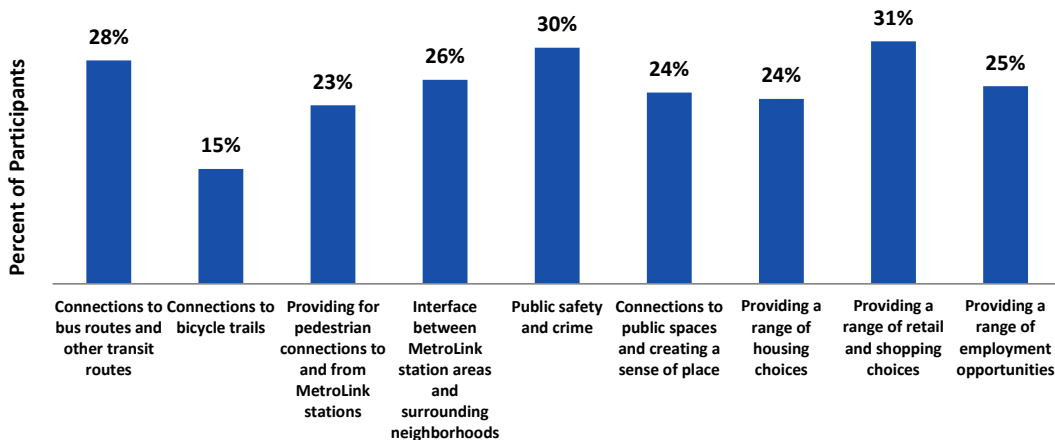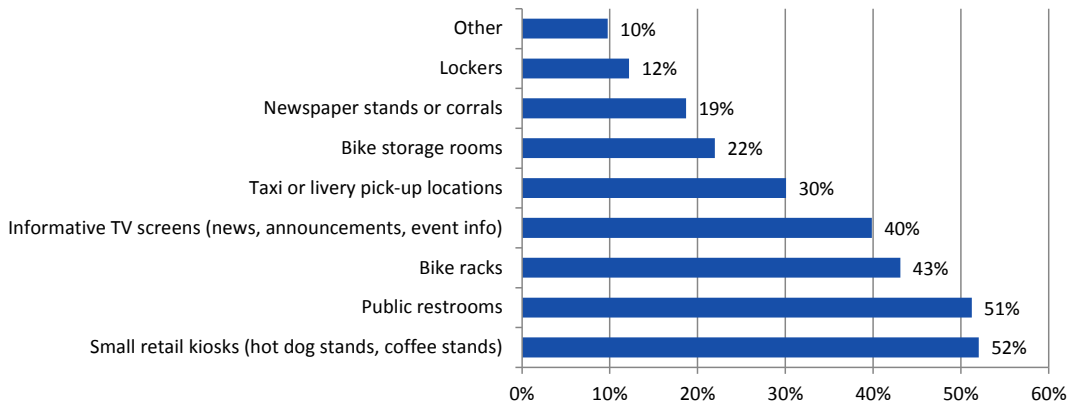
13. The most important economics issues to address in planning for MetroLink station areas (existing stations or future stations) are: (choose your top three)
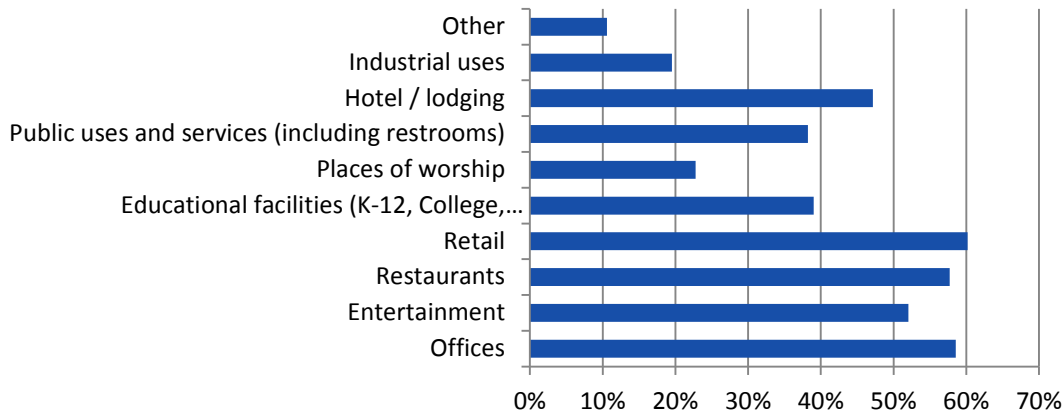
53%	47%	41%	40%	33%

Percent of Participants

- Leveraging MetroLink to focus investment in developed portions of the metro area, rather than at the edges
- Planning for MetroLink stations to support the creation of employment centers
- Supporting or encouraging the growth of local businesses around or near MetroLink stations
- Leveraging MetroLink to attract companies from outside the region
- Supporting tourism in the region (encouraging visits to the zoo and sporting events)

14. The most important aesthetic issues to address in planning for MetroLink station areas (existing stations, or future stations) are as follows:

66%	65%	44%	18%	7%

Percent of Participants

- Enhancing the appearance of station areas
- Improving the quality of streetscapes in/around stations
- Providing public art around stations
- Other
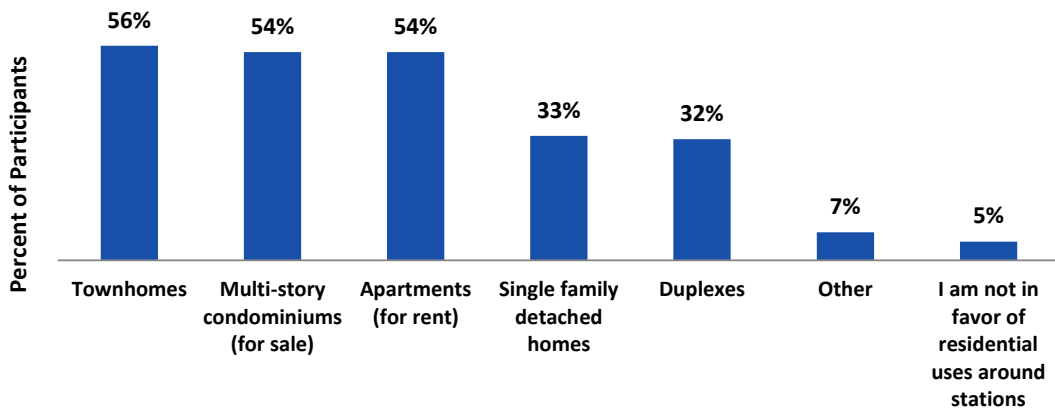- I don't know, I would like to learn more

15. I would be in favor of designing existing or future MetroLink station areas to include the following services or amenities: (choose all that apply)

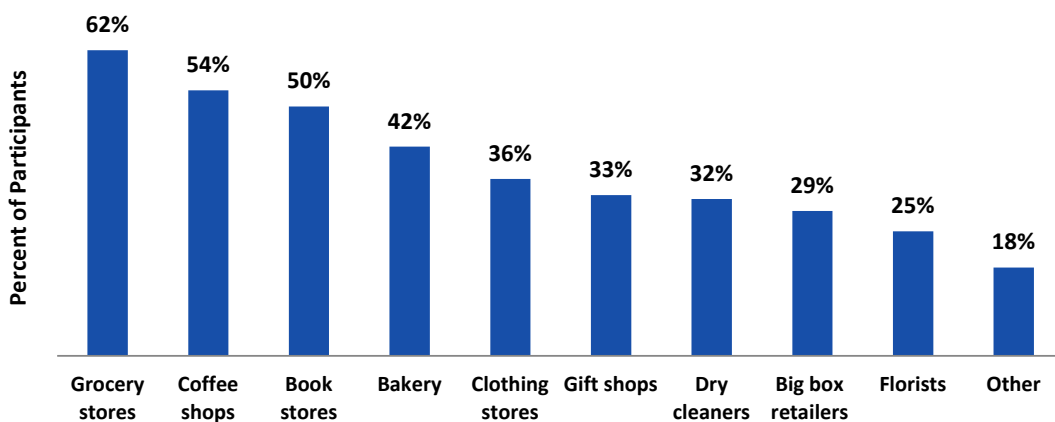| Category	Percent
Other	10%
Lockers	12%
Newspaper stands or corrals	19%
Bike storage rooms	22%
Taxi or livery pick-up locations	30%
Informative TV screens (news, announcements, event info)	40%
Bike racks	43%
Public restrooms	51%
Small retail kiosks (hot dog stands, coffee stands)	52%

16. I would be in favor of the following types of land uses around (within one-half mile) of MetroLink stations (either new or existing): (choose all that apply)
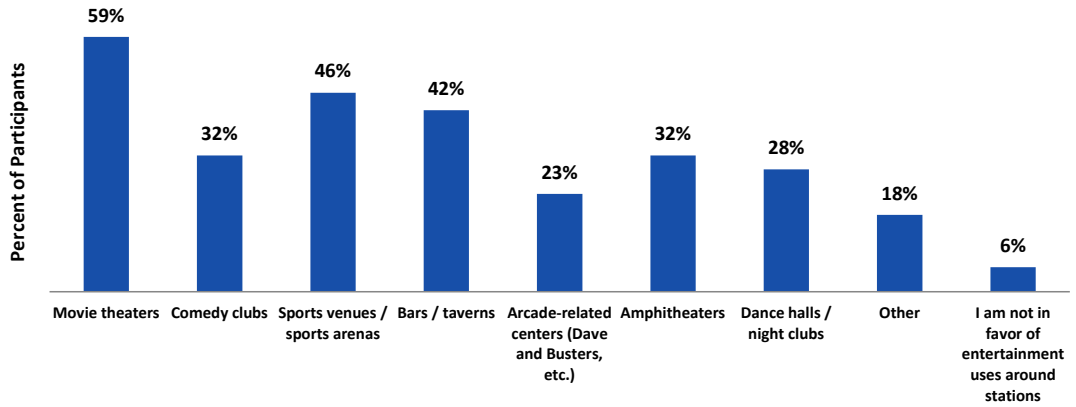
Bar chart showing percentages for land use types:
- Other: ~10%
- Industrial uses: ~20%
- Hotel / lodging: ~47%
- Public uses and services (including restrooms): ~38%
- Places of worship: ~23%
- Educational facilities (K-12, College,...): ~39%
- Retail: ~60%
- Restaurants: ~58%
- Entertainment: ~52%
- Offices: ~58%

(x-axis: 0% to 70%)

17. I would be in favor of the following types of residential uses around (within one-half mile) of MetroLink stations: (choose all that apply)

Bar chart (Percent of Participants):
- Townhomes: 56%
- Multi-story condominiums (for sale): 54%
- Apartments (for rent): 54%
- Single family detached homes: 33%
- Duplexes: 32%
- Other: 7%
- I am not in favor of residential uses around stations: 5%

18. I would be in favor of the following types of retail uses around (within one-half mile) of MetroLink stations: (choose all that apply)
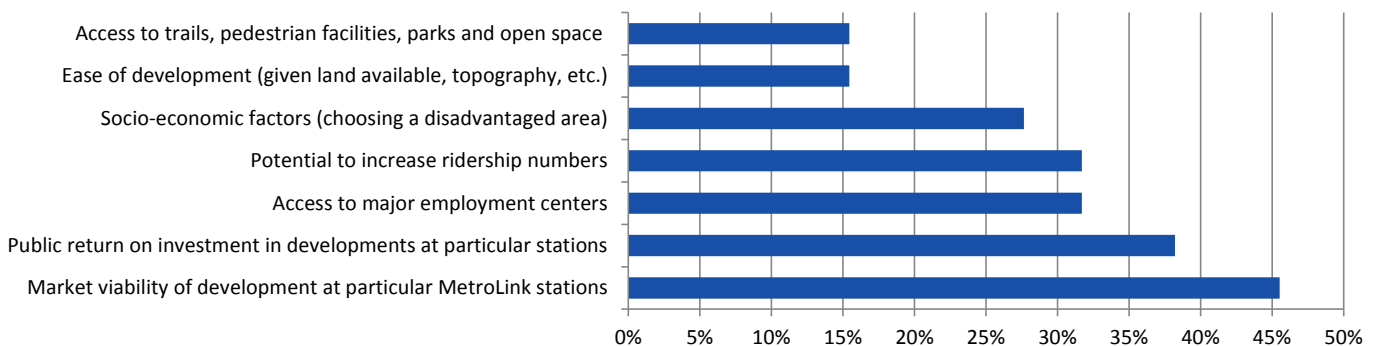
Bar chart (Percent of Participants):
- Grocery stores: 62%
- Coffee shops: 54%
- Book stores: 50%
- Bakery: 42%
- Clothing stores: 36%
- Gift shops: 33%
- Dry cleaners: 32%
- Big box retailers: 29%
- Florists: 25%
- Other: 18%

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19. I would be in favor of the following types of entertainment uses around (within one-half mile) of MetroLink stations:

Percent of Participants

| Category	%
Movie theaters	59%
Comedy clubs	32%
Sports venues / sports arenas	46%
Bars / taverns	42%
Arcade-related centers (Dave and Busters, etc.)	23%
Amphitheaters	32%
Dance halls / night clubs	28%
Other	18%
I am not in favor of entertainment uses around stations	6%

20. I would be in favor of "mixed-use" developments around MetroLink stations including a mixture of retail, residential, office, or entertainment uses

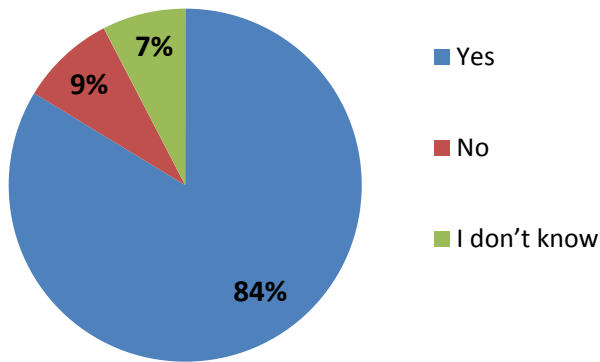

- Yes — 86%
- I don't know — 9%
- No — 5%
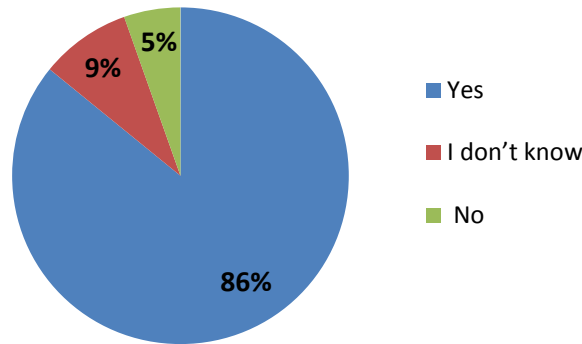
21. In general, I believe the following factors should most strongly influence the selection of the five stations for further station area planning as part of this project: (choose your top three selections
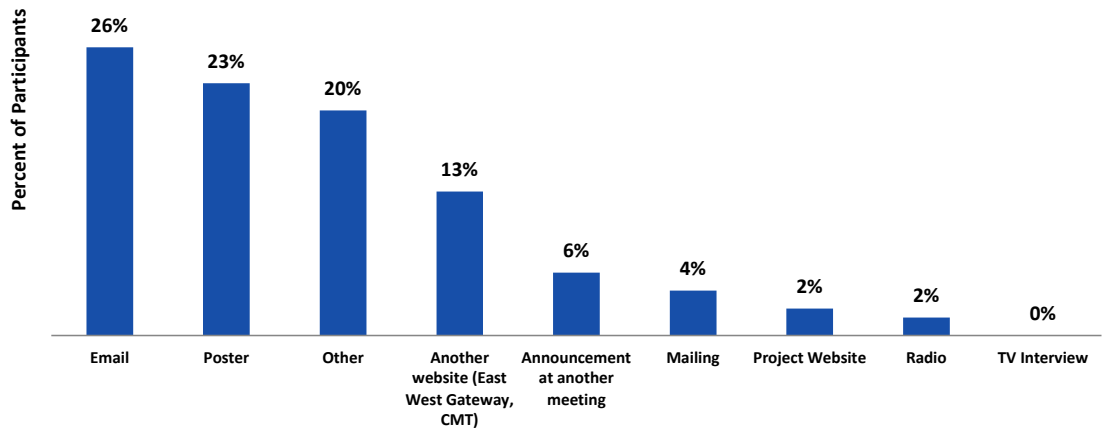

Factor	
Access to trails, pedestrian facilities, parks and open space	
Ease of development (given land available, topography, etc.)	
Socio-economic factors (choosing a disadvantaged area)	
Potential to increase ridership numbers	
Access to major employment centers	
Public return on investment in developments at particular stations	
Market viability of development at particular MetroLink stations	

22. I would be in favor of the following types of public investment in development around MetroLink stations: (choose all that apply)
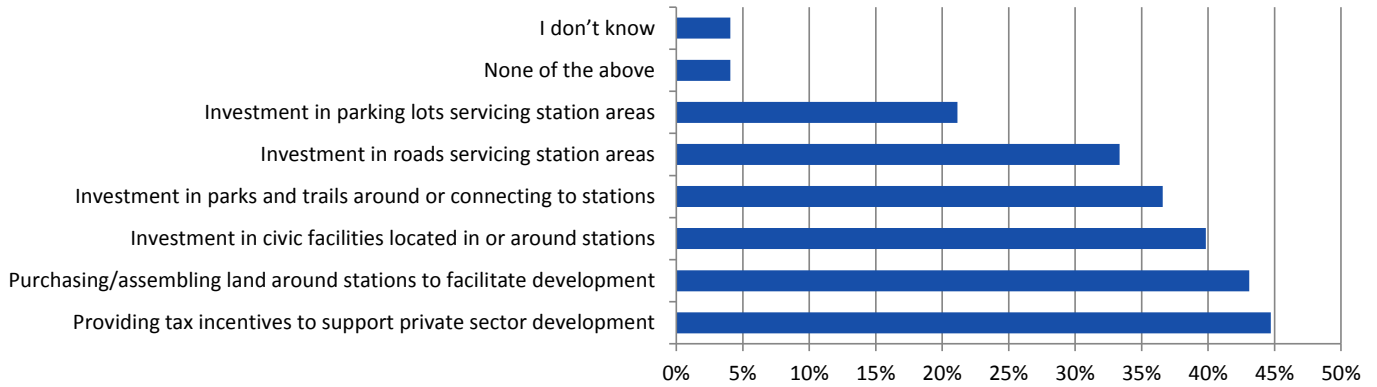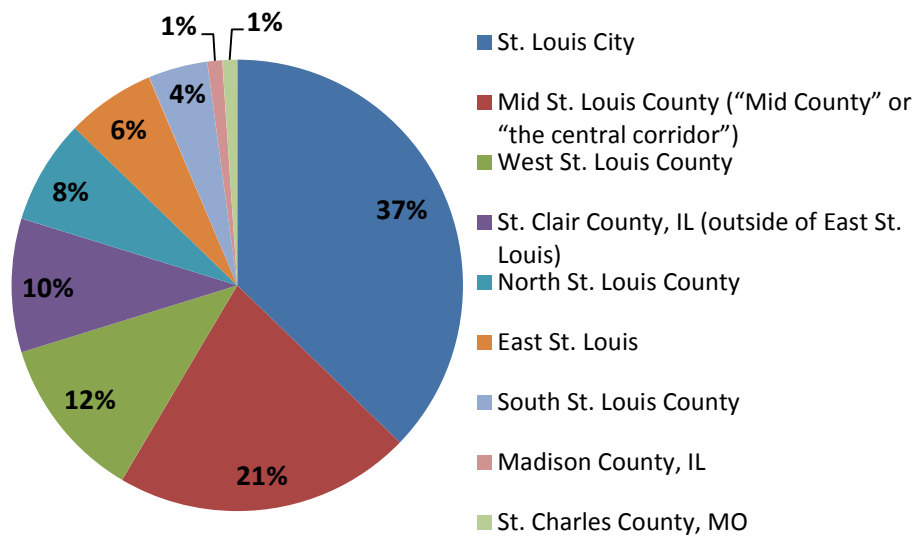

23. I would be in favor of local communities altering their zoning and development regulations to help facilitate Transit Oriented Development.

- Yes
- No
- I don't know

24. How did you learn about this meeting?

Bar chart — Percent of Participants:
- Email: 26%
- Poster: 23%
- Other: 20%
- Another website (East West Gateway, CMT): 13%
- Announcement at another meeting: 6%
- Mailing: 4%
- Project Website: 2%
- Radio: 2%
- TV Interview: 0%

25. Where do you live in the St. Louis metropolitan region?

Pie chart:
- St. Louis City: 37%
- Mid St. Louis County ("Mid County" or "the central corridor"): 21%
- West St. Louis County: 12%
- St. Clair County, IL (outside of East St. Louis): 10%
- North St. Louis County: 8%
- East St. Louis: 6%
- South St. Louis County: 4%
- Madison County, IL: 1%
- St. Charles County, MO: 1%

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