

# NORTHSIDE-SOUTHSIDE STUDY

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## Project Update

**October 6, 2017**  
Citizens for Modern Transit



# 2008 Northside-Southside Study

- 2007-2008 Northside-Southside Alternatives Analysis
- Led by East-West Gateway Council of Governments, in coordination with Metro and Missouri Department of Transportation
- **Purpose:**
  - Improve transit service to connect northern and southern corridors within the City of St. Louis through the Central Business District
  - Coordinate land use and transit investment
- **Challenges:**
  - Balancing cost and ridership
  - City/County coordination
  - Engineering in-street running rail





# 2017 Study Alignment and Stations

## • Draft Alignments

- 2008 LPA and two alternatives
  - NGA 1: St. Louis Avenue
  - NGA 2: Jefferson Avenue

## • Draft Station Locations

- 29 for each potential alignment
- Differences limited to the NGA area

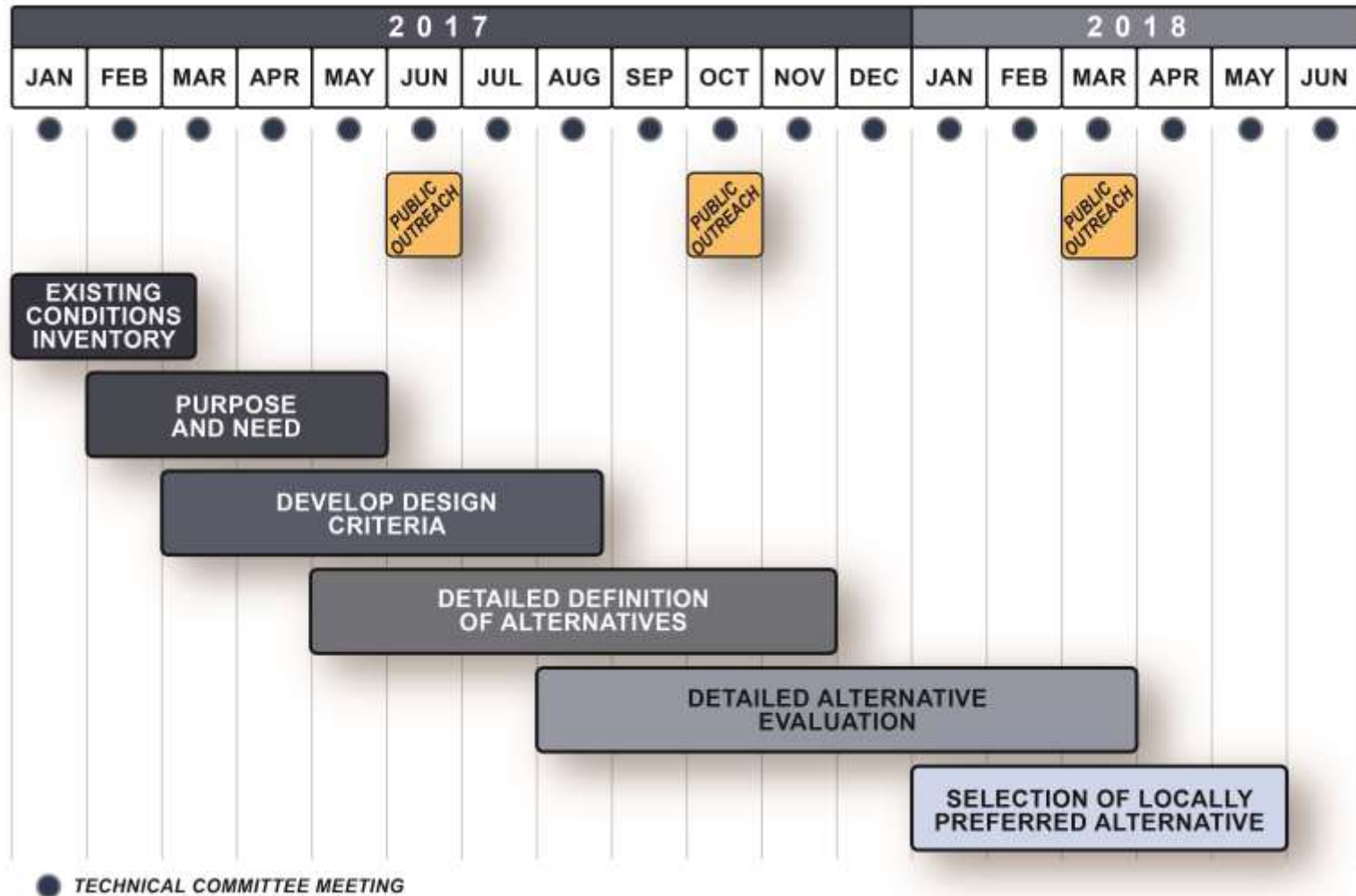
## • Station locations may shift due to:

- Technical analysis
- Public input
- Environmental analysis during the next project phase





# Project Schedule





## Project Purpose

The purpose of the Northside-Southside Conceptual Design Study is to identify the light rail investment that encourages **sustainable development** patterns which **expand access to opportunity** for Study Area residents, **matches demographic trends** and preferences within the Study Area, and leverages the existing transportation infrastructure to **improve connectivity** within and beyond the Study Area.



# Project Need #1

## Stabilization, Revitalization, and Redevelopment of Key Areas

Study area neighborhoods need **stabilization, revitalization, and redevelopment.**

- ✓ LRT will **catalyze development** and leverage existing and planned developments
- ✓ LRT will promote **stable and strong neighborhoods** throughout the Study Area

Areas of decreased commercial and residential development require **increases in community safety.**

- ✓ LRT will **increase foot traffic** at station areas
- ✓ LRT will contribute to the **economic sustainability** of neighborhoods

The **positive momentum** of recent or planned investments can be **leveraged by light rail** investment.

- ✓ LRT will **link residents** with services, schools, public assets, and access to jobs

The character of existing **stable residential areas** needs to be **preserved.**

- ✓ LRT will **focus context-sensitive development** in station areas
- ✓ LRT will **bolstering property values**



## Project Need #2

### Expanded Access to Jobs and Activity Centers

Study Area residents – especially transportation-disadvantaged residents – need **improved access to jobs**.

- ✓ LRT will **enhance direct connections** between transportation-disadvantaged households and employment opportunities

Light rail is an **attractive** transit alternative that is **competitive with cars**.

- ✓ LRT will **enhance MetroLink** system ridership, expand **reliable transit access** for Study Area residents **to jobs Downtown and along the central corridor**, and **complement** the underlying **local bus** network.



# Community Engagement Goals

- **Re-engage 2008 study participants** in a way that honors their previous input and focuses on identifying changing conditions and priorities;
- **Conduct substantial outreach to potentially affected communities** and stakeholders along new or revised alternatives;
- **Inform stakeholders** about Federal Transit Administration funding process and the steps necessary to move from an LPA to an operational project; and
- **Foster opportunities for communications** between regional stakeholders with the understanding that federal funding requires development of a project that has achieved broad community support.

Agency  
partners

Elected  
officials

Residents

Transit riders

Individuals with  
limited mobility

Seniors, youth

Business  
owners

Limited English  
Proficiency





## Areas of focus

NGA alignment

Vehicles





## Areas of focus

**Phasing / Minimal Operable Segment**

**Maintenance Facility**





# Service Planning

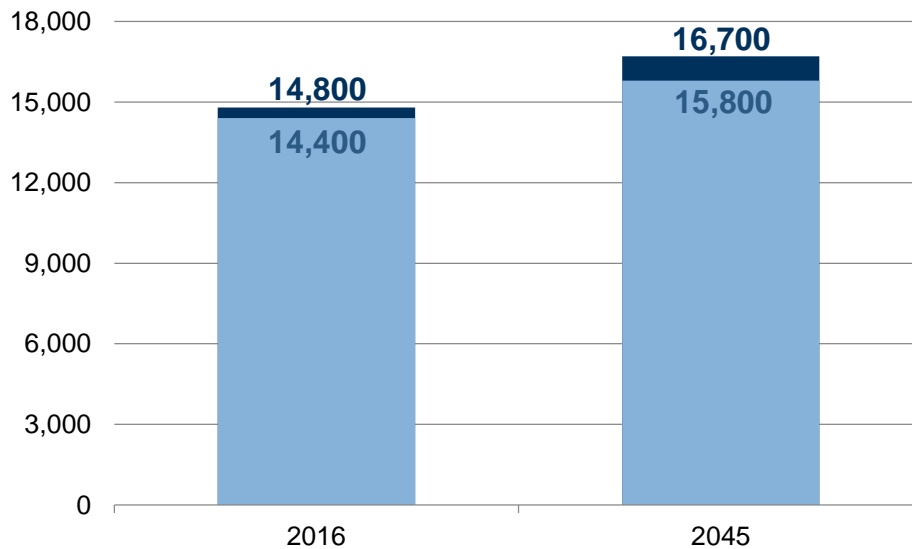


Alternative	LPA	NGA1	NGA2
Southbound Travel Time	44:06	44:08	44:13
Northbound Travel Time	44:37	44:39	44:44
Minimum round trip with 10% recovery	95:35	95:40	95:51
No difference in cycle time, revenue hours or vehicle requirements between alternatives			
Total Route Length (miles)	16.9	17.0	17.1



# Ridership Forecasting

**DRAFT** results: average daily ridership



## Upcoming runs

- Runs with adjustments to background bus and rail networks
- MOS options



NGA 1 has the highest ridership in 2045 due to:

- slightly faster running time
- stations serving both NGA and St Louis/Florissant



## Station Area Market Analyses

**Purpose:** Analyze half-mile radius area around eight select station locations to identify economic development opportunities.

Stations primarily selected because of connectivity, development potential, and ridership gains:

- Natural Bridge/Goodfellow
- North Grand
- O'Fallon/Biddle
- Cass Ave
- Chouteau and Truman
- Sidney St
- Cherokee St
- Broadway at Osceola

**Status:** In-progress; drafts complete





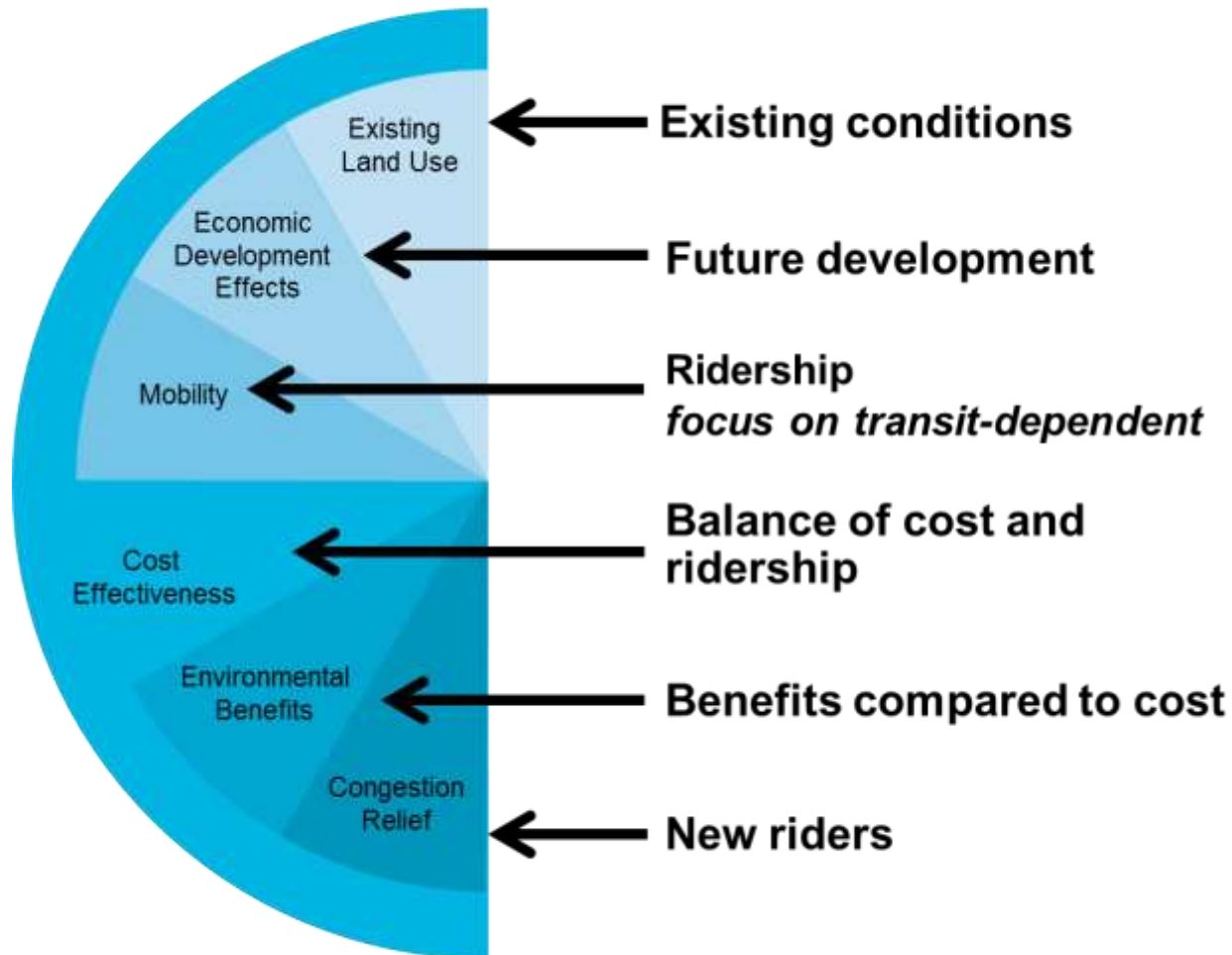
# 2017 Study Outcomes

- Route (NGA site, phasing)
- Station locations
- Maintenance facility site
- Service plan (span, frequency, underlying bus network)
- Benefits and impacts (traffic, parking, environmental, economic)
- Ridership forecasts
- Capital and operating costs
- **June 2018: a community-supported project that is competitive for federal New Starts funding**





# FTA New Starts Evaluation Criteria





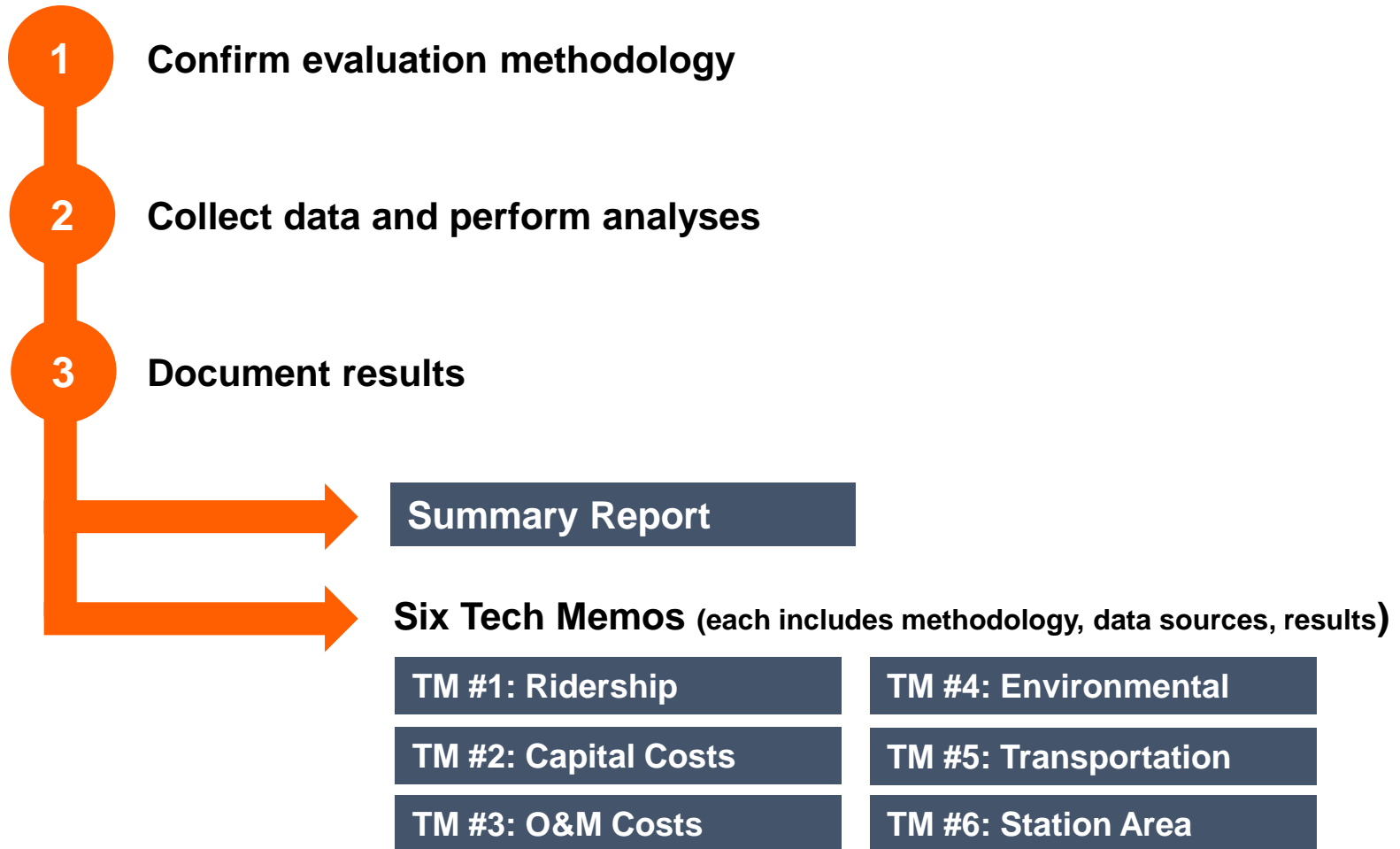
# Linking Study Criteria to New Starts Criteria

Project Goals	Phase 1: Detailed Evaluation	Phase 2: Refinement of the LPA
<b><i>Foster Sustainable Development and Redevelopment</i></b>	Station area population and employment densities  Station area equity characteristics  Station area land use and economic development opportunities  Environmental impacts / benefits	Economic Development <i>future development</i>  Land Use <i>existing conditions</i>  Environmental Benefits <i>benefits compared to costs</i>
<b><i>Improve Access to Opportunity</i></b>	Ridership  Transit travel times  Traffic impacts  Parking impacts  Potential right-of-way impacts  Bicycle and pedestrian impacts	Mobility Improvements <i>ridership</i>  Congestion Relief <i>new riders</i>
<b><i>Develop and Select an Implementable and Community-Supported Project</i></b>	Capital and O&M costs  Cost effectiveness  Community support	Cost Effectiveness <i>balance of cost and ridership</i>





# Detailed Evaluation Process





# Community Engagement: Update

[northsidesouthsidedstl.com](http://northsidesouthsidedstl.com)

[@northsouthstl](#) on Twitter, Instagram

- Stakeholder meetings: **40**
- Group presentations: **28**
- Upcoming presentations: **2**
  
- Email list: **500**
- Comment forms: **120**
- MetroQuest: **655**
- Media launch: Sept. 6
- Online surveys: Sept – Oct
- Phase 2: Nov - Jan





# Community Engagement Timeline

## Phase 1: Project introduction and data gathering

**May – October 2017**

- Stakeholder meetings and calls
- Community meetings
- Web, social media, MetroQuest
- Coordinate with Wash U studies, Project Connect, Choice Neighborhoods, RISE



## Phase 2: Station design and impacts

**November – January 2017**

- November public meetings
- NGA alternatives outreach
- MetroQuest, digital content (web, social media, video)
- Hispanic and other non-English speaking outreach
- School and youth, transit rider outreach





# Community Engagement Timeline

## Phase 2a: Evaluate NGA alternatives

**October 2017 – February 2018**

- Community meetings
- Door-to-door outreach
- Stakeholder interviews

## Phase 3: Recommendations

**February – May, 2018**

- Traveling roadshow
- Public meetings: TBD
- Online and digital content
- Community meetings as needed
- Stakeholder follow-ups





# Steps After This Study

