

Appendix G

Public Involvement (Newsletters, Open House Summaries, Resolutions, and Correspondence)

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Summer 2003

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Open HOUSE

**Wednesday,
July 23**

**4-7 P.M.
Presentation at
5:30 p.m.**

**Cor Jesu
Academy
10230 Gravois Rd.**



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Planning MetroLink In South St. Louis County

Transit Planning for South St. Louis County Underway

Be a part of planning MetroLink and other transit improvements for South St. Louis County by attending a public kick-off meeting on Wednesday, July 23 from 4-7 p.m. at Cor Jesu Academy, 10230 Gravois Road. Feel free to stop by anytime during the open house. There will be a short presentation at 5:30 p.m.

This event is an opportunity for you to learn about the Metro South Study (formally known as the MetroLink Extension - Alternatives Analysis and Draft Environmental Impact Statement Study), to tell us about your community's needs and issues, and to suggest where possible MetroLink routes could be located in South County.

The Metro South Study will determine where a light-rail alternative or other transit improvements should be built in South County. Several factors will be considered including how transit can continue or spur economic development.

The Study Team will develop potential alternatives that connect current and future activity areas. Each alternative will then be evaluated based on: the community and environmental impacts; the benefits; the costs to build, operate and maintain a new extension; and the effect the new extension will have on the current MetroLink system. Based on this information and your input, the Study Team will then recommend to East-West Gateway Coordinating Council's Board of Directors which alternative would best serve South County.

The Federal Transit Administration (FTA) requires that a planning study be conducted in order for a community to be considered for federal funding assistance to design and build its preferred alternative. Once this study is completed, EWGCC will submit an application to FTA for inclusion in its funding program.

A Message from East-West Gateway's Executive Director

Dear Fellow Citizens:

Once again, East-West Gateway Coordinating Council along with Metro and the Missouri Department of Transportation, are working together to expand MetroLink in the St. Louis area. Recently we began planning a light-rail extension for South St.

Louis County called Metro South.

Planning a new MetroLink extension is always an exciting time for our region. When the first light-rail line began operating ten



Continued on page 2.



"It is no surprise our award-winning MetroLink system is viewed as one of the best in the country."

— Lea Sterman



Study Timeline

The Metro South Study will last nearly two years and will follow a federally mandated process. Each milestone will require your input and involvement.



A message from the executive director from page one

years ago from Lambert Airport to East St. Louis, Illinois, none of us could guess how well it would be received. But the light-rail system's popularity exceeded even our wildest expectations. Everyday thousands of area St. Louisans ride MetroLink to work, to shop or to go to entertainment venues in a safe, convenient, low-cost, environmentally-friendly atmosphere. It is no surprise our award-winning MetroLink system is viewed as one of the best in the country.

By bringing MetroLink to South St. Louis County, even more citizens will be able to use the light-rail system. But in order to plan a route that serves many people and will help the community grow and prosper, we want you to get involved in this planning study and stay

involved. We have provided numerous ways for you to be engaged in this process as you will read in this newsletter.

We welcome you to climb aboard and make MetroLink in South St. Louis County a reality. As always, we look forward to working with you to make our region the best place to live, work and play.



Your Involvement Critical to Study's Success

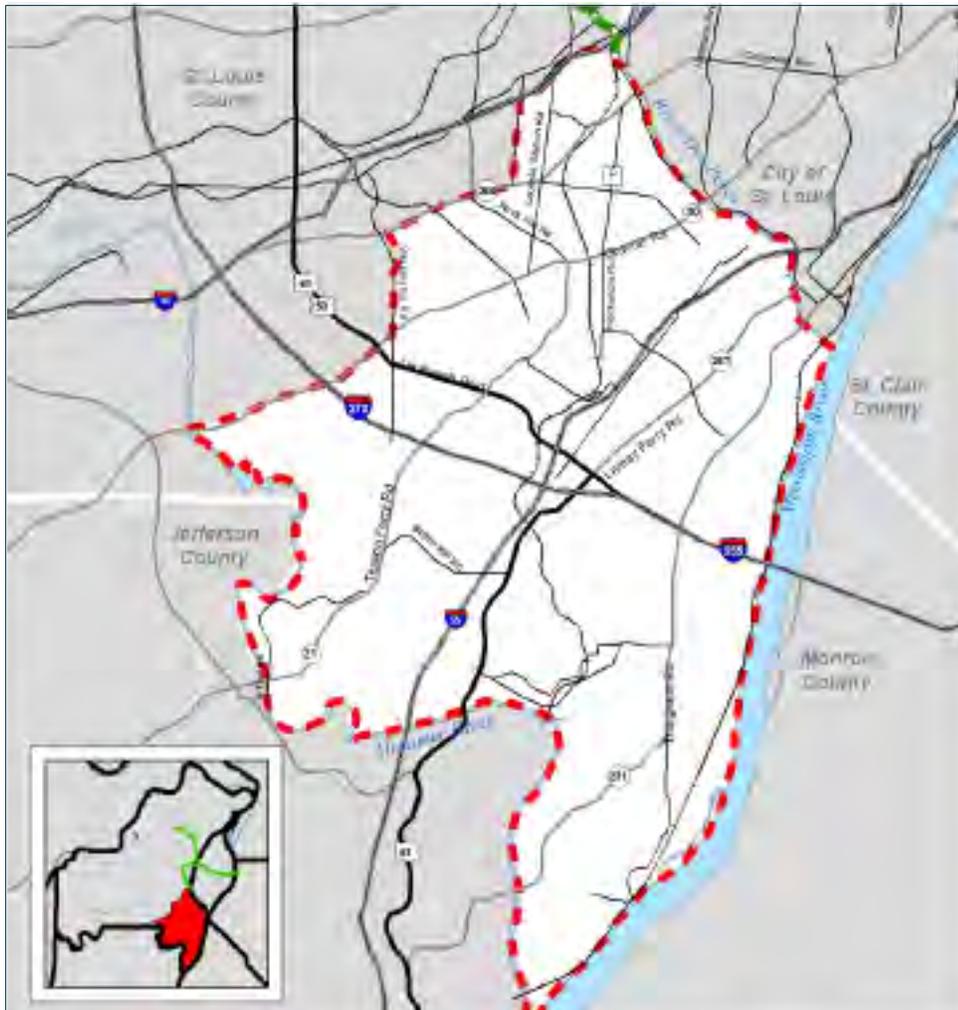
Your involvement is the cornerstone of the Metro South Study. During the study, major decisions will be made that will affect the future of South St. Louis County and the region. That's why you need to get involved and stay involved.

Your input will help the study team develop a light-rail alternative or other transit improvements that serves many people and both sustains and provides development opportunities for South County.

To encourage your involvement, we have provided numerous engagement methods in addition to our public open houses. We have a 24-hour hotline (314-621-4499) and a web site (www.metrosouthstudy.org) that will include all the latest technical documents developed during the study.

If you do not have access to the Internet, you can visit one of our eight information sites listed on the back page of this newsletter.

Metro South Study Area



Did You Know?

- **MetroLink now extends from Lambert Airport to Scott Air Force Base**
- **MetroLink ridership averages 44,500 daily**
- **A full MetroLink train at rush hour removes 125 cars from the highway**
- **You can save about \$1,500 a year by using public transit**



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How to Participate

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Suite 1001E
St. Louis, MO 63103-1925

Call Us

314-621-4499

E-mail Us

Comments@
metrosouthstudy.org

Visit Our Web Site

www.metrosouthstudy.org

Information Sites

Visit one of the following information sites to review the technical documents.

Reference Desk

at these public library branches:

St. Louis County Library:
Main Branch
1640 Lindbergh
(at Clayton)
St. Louis, MO 63131

Tesson Ferry Branch
9920 Lin-Ferry Drive
(Lindbergh and Tesson Ferry)
St. Louis, MO 63123

Cliff Cave Branch
5430 Telegraph
(South of Yeager Road)
St. Louis, MO 63129

Weber Road
4444 Weber Road
(between Gravois and Morganford-Union)
St. Louis, MO 63123

Other Locations

(Please call before you visit to make sure someone is there).

Affton Chamber of Commerce
10203 Gravois Road
Affton, MO 63123
314-849-6499

Lemay Chamber of Commerce
9417 South Broadway
St. Louis, MO 63125
314-631-2796

South County Chamber of Commerce
6921 S. Lindbergh (Holiday Inn)
St. Louis, MO 63125
314-894-6800

Affton White-Rodgers Community Center
9801 Mackenzie
Affton, MO 63123
638-2100



Fall 2003

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Light-rail and property values p. 3

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OpenHOUSES

Wednesday, September 17

4-7 p.m.
Presentation at 6 p.m.
Orlando Gardens
8352 Watson

Thursday, September 18

5-8 p.m.
Presentation at 7 p.m.
Oakville High School
5557 Milburn



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Planning MetroLink in South St. Louis County

Potential MetroLink alternatives featured at next public meetings

The next round of open houses regarding the Metro South Study will be held on **Wednesday, September 17 and Thursday, September 18.**

The Wednesday meeting will be from 4 – 7 p.m. at Orlando Gardens, 8352 Watson Road, with a brief presentation at 6 p.m. The Thursday meeting will be from 5– 8 p.m. at Oakville High School, 5557 Milburn Road with a brief presentation at 7 p.m. At both open houses, the study team will present four potential

MetroLink alternatives along with a virtual reality simulation.

The content in both meetings will be exactly the same. The purpose of having two meetings is to give more people the opportunity to attend and to give their input. “We had great attendance at our July kick-off and now that we are starting to look at specific routes, we hope even more people will attend these meetings,” says Donna Day, the study’s project manager.

Stakeholders take MetroLink field trip

“I am totally impressed with actually riding MetroLink and being able to visually see the impact on students, parents, and business people who use this service,” said Donna Schumann, Executive Director of the South County Chamber of Commerce, after riding MetroLink for the first time.

On Wednesday, August 20, Schumann and several other South County stakeholders took a ride on MetroLink courtesy of the Metro South Study team. For most, this was the first time they had ridden on the light-rail system. Lance Welling, of Metropolitan Congregations United, described MetroLink as “clean, easily accessible, with a high level of security.”

After receiving a brief presentation on the Metro South Study, the group traveled via

Continued on page 3.

Stakeholders learn how to buy MetroLink tickets at Laclede's Landing station.

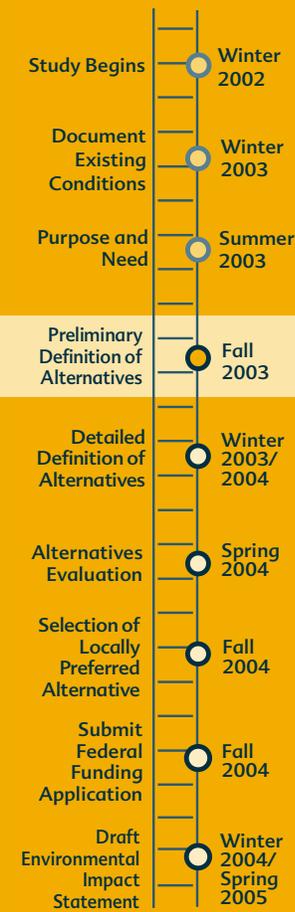


Stakeholders listen to a presentation on the ride to Lambert Airport.



Study Timeline

The Metro South Study will last nearly two years and will follow a federally mandated process. Each milestone will require your input and involvement.



Numerous MetroLink routes suggested at kick-off meeting

Nearly 160 people attended the July public kick-off meeting of the Metro South Study and more than half of them suggested possible routes for extending MetroLink into South County. Attendees were given study area maps and asked to draw their suggested routes.

“It was wonderful to see people take the time to think about where MetroLink should travel,” said Uri Avin of HNTB, lead study consultant. “Interestingly enough, their suggestions fell into four primary groupings.”

One group suggested a route that would run along Mackenzie Road to I-55 and then south on I-55 and Union Road to the South County mall. From here, it would continue south along I-55 or Lemay Ferry Road. Another group followed Watson Road and then

either Laclede Station Road to Tesson Ferry Road or Sappington Road to Tesson Ferry. A third group suggested the Burlington Northern Santa Fe Railway line to the mall, then continuing south along I-55 or Lemay Ferry Road. The fourth group followed River Des Peres and then traveled either I-55 to the mall or via Lemay Ferry Road to the mall.

Since the July meeting, study team members have been conducting a preliminary assessment of each of these suggestions by evaluating such factors as directness, activity centers served, right-of-way widths, number of turns, grades and number of homes and jobs along the route. After much work and review, they have narrowed the



Meeting attendees give their input.

suggestions down to four basic alternatives, with some minor options, which will be presented at the September meetings for your comment.

At the July meeting, participants also gave their input on the purpose and need for transit improvements. Each potential alternative must satisfy the purpose and need. Better access to key activity centers, community stability and quality of life were attendees’ primary needs. They also felt the best ways to promote economic development

in South County were to increase accessibility and to promote walkable, focused mixed-use development around station locations. The final purpose and need statement will be presented at the September meetings.



Meeting attendees watch a presentation on the Metro South Study.



Light-rail can boost property values

Numerous studies have demonstrated that being near rail stops raises property values to varying degrees. For instance, a 2001 California study showed that residential property values near Santa Clara County's light-rail line increased an average of 28 percent.



This is an example of transit oriented development in San Diego, California.

Research on the effect of light-rail on commercial property values is fairly scarce.

However, a study of the Dallas Area Rapid Transit system found land-rent premiums for retail and office properties near light-rail stations between 10 to 15 percent. In Santa Clara County, recent analysis found that office, research and development and retail properties near light-rail stops enjoyed a 28 percent increase in land value, thanks to the presence of transit.

However, the effects of transit oriented developments or TODs themselves on real estate values have only been sparingly examined.

TODs are developments near transit stations that can help redevelop and stabilize older areas and enhance accessibility. In general, the land-value impacts of TODs are greatest in healthy real-estate markets with considerable peak-hour congestion and fairly tepid in settings with flat real estate markets and little congestion.

Meet the Metro South consulting team!

East-West Gateway Coordinating Council, along with its partners Metro and the Missouri Department of Transportation, have hired a team of consultants to work on the Metro South Study.

Leading the study team is **Uri Avin of HNTB**. Avin is an urban planner with 30 years of experience. His specialty is integrating land use and transportation planning.

Primary sub-consultants on the team are **Jacobs**, which is responsible for the transit planning and engineering, and **Vector Communications**, which is responsible for the public engagement and communications.

MetroLink trip from page 1

bus to the Laclede's Landing station, where they boarded the MetroLink and rode to Lambert Airport and back. Participants said the experience was enlightening.

Sandy Parker, of the Lemay Chamber of Commerce, admitted that her biggest misconception of MetroLink was about safety, but after experiencing it, found that there was a lot of security. Perhaps the youngest participant, who is ten-years-old, summed up the experience best when he exclaimed, "This was fun!"

Did You Know?

n Study team members are available to make presentations to area organizations.

If your group is interested, call the study hotline at 314-621-4499.

n The Metro South Study has a web site where you can read the latest study information and give your input.

Visit www.metrosouthstudy.org.



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metrosouthstudy.org

Visit Our Web Site

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Information Sites

Visit one of the following information sites to review the technical documents. Currently available is the “Existing Conditions Report.”

Reference Desk

at these public library branches:

St. Louis County Library:
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(at Clayton)
St. Louis, MO 63131

Tesson Ferry Branch
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(Lindbergh and Tesson Ferry)
St. Louis, MO 63123

Cliff Cave Branch
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9801 Mackenzie
Affton, MO 63123
638-2100



Winter 2003

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Your Input Critical to Study p. 4

OpenHOUSES

Tuesday, December 9

4-7 p.m.
Presentation at 6 p.m.
Shrewsbury City Center
5200 Shrewsbury

Wednesday, December 10

5-8 p.m.
Presentation at 7 p.m.
Sperrung Middle School
12111 Tesson Ferry Road

Open house attendees view purpose and need boards.



metroSOUTH

Planning MetroLink in South St. Louis County

Evaluation Results of Preliminary MetroLink Alternatives at Next Open Houses

You are encouraged to attend one of two Metro South open houses scheduled for December. At these meetings, you will have the opportunity to view the results of the analysis of the four preliminary MetroLink alternatives that were presented at our fall meetings and to provide feedback on the analysis.

These meetings will take place on Tuesday, December 9, at the Shrewsbury City Center, located at 5200 Shrewsbury, from 4–7 p.m., with a presentation at 6 p.m. and Wednesday, December 10, at Robert Sperrung Middle School, 12111 Tesson Ferry Road, from 5–8 p.m., with a presentation at 7 p.m. The content in both meetings will be the same.

Following the December meetings, the study team will use the analytical results of the four preliminary MetroLink alternatives, as well as public input, to reduce the number of alternatives to two or three. The remaining alternatives will then be subject to further detailed analysis. More information on the four preliminary alternatives and the evaluation criteria is available in this newsletter.



South County residents discuss preliminary MetroLink alternatives with study team member at September public meeting.

Purpose and Need Guides Evaluation Process

Since presenting the four preliminary light-rail alternatives for South County to the public last September, the Metro South study team has been focusing on evaluating them using the following goals: access to opportunity; sustainable development; and preserving neighborhoods. These three goals represent the “purpose and need statement” for the Metro South Study. “Defining the purpose and need is critical to a federal study such as this,” says Donna Day, study team manager for the Metro South Study. “The purpose and need statement outlines transportation and other related problems in the corridor and the need for transit improvements to address them. It is the basis by which all transit alternatives must be evaluated.”

The purpose and need statement for the Metro South Study was developed with input from participants at our initial public meeting and from dozens of stakeholders who were interviewed by the study team. “When evaluating the four preliminary alternatives to recommend which of these

are to be carried forward for further consideration, the public and the study team must determine whether they satisfy our purpose and need statement,” says Day. “If an alternative does not, it should not be selected.”

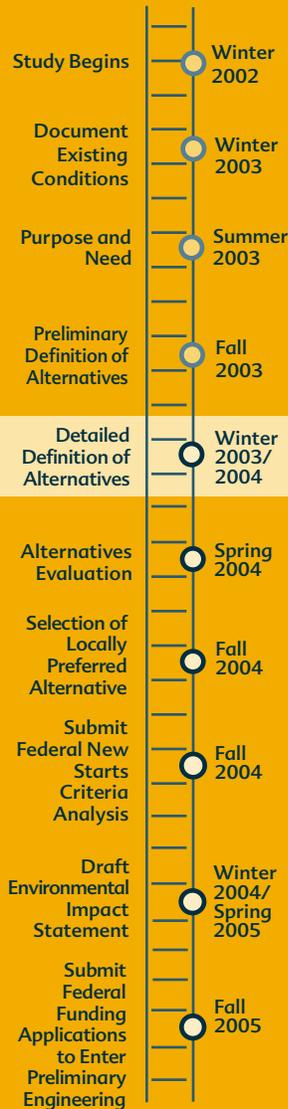
To satisfy the goal of access to opportunity, the following is being examined: the ability to serve major attractions, residents without a car and low-income families living near station stops; connectivity to mid-St. Louis County, buses and future MetroLink extensions; travel time savings; park-and-ride opportunities/accessibility; and rider-ship.

Analyzing sustainable development includes considering: existing jobs and households within 1/2 mile of Metro South stations; increase in jobs and households within 1/2 mile of Metro South stations by 2025; transit-oriented development potential and the opportunity for public/private

Continued on page 3.

Study Timeline

The Metro South Study will last nearly two years and will follow a federally mandated process. Each milestone will require your input and involvement.



Preliminary MetroLink Alternatives Debut at Fall Public Meetings

In September, two Metro South open houses were held to present four preliminary MetroLink alternatives for South St. Louis County. These alternatives were selected from a pool of more than 300 potential routes and combinations generated from 90 maps received from participants at the July open house. The study team narrowed down the pool to four alternatives by looking at major destinations, route directness, slopes, right-of-way constraints, number of jobs and houses within one-half mile of each of the routes, and environmental disruption. Based on the results of this preliminary evaluation, as well as your suggestions, the following four preliminary MetroLink routes were developed.

The Red alternative, the western most alignment, leaves the Shrewsbury station at Lansdowne along River Des Peres Boulevard, and then runs southwest along Watson Road. It continues south along Laclede Station Road, uses Rock Hill Road to get to Tesson Ferry Road, and follows Tesson Ferry Road south to generally the General American office campus. The line has two sub-options: leaving the Lansdowne station via the Burlington Northern Santa Fe (BNSF) railway to connect to Watson Road; and following Laclede Station Road south to Gravois Road (bypassing Rock Hill Road), and following Grant's Trail from Gravois Road to get to Tesson Ferry Road. This alternative provides access to a variety of activity centers including potential redevelopment areas along Watson, Heege, and Gravois Roads, as well as the Tesson Ferry Road/Lindbergh Boulevard intersection. It also serves major activity areas such as the St. Anthony's Medical Center and the General American office park.

The Orange alternative is the eastern most alignment. It leaves the Lansdowne station and proceeds south along River Des Peres Boulevard, and follows the boulevard all the way to Interstate 55, where it turns south and runs all the way to Butler Hill Road. Near the Westfield Shopping Town South County Center, the alignment veers off the interstate to

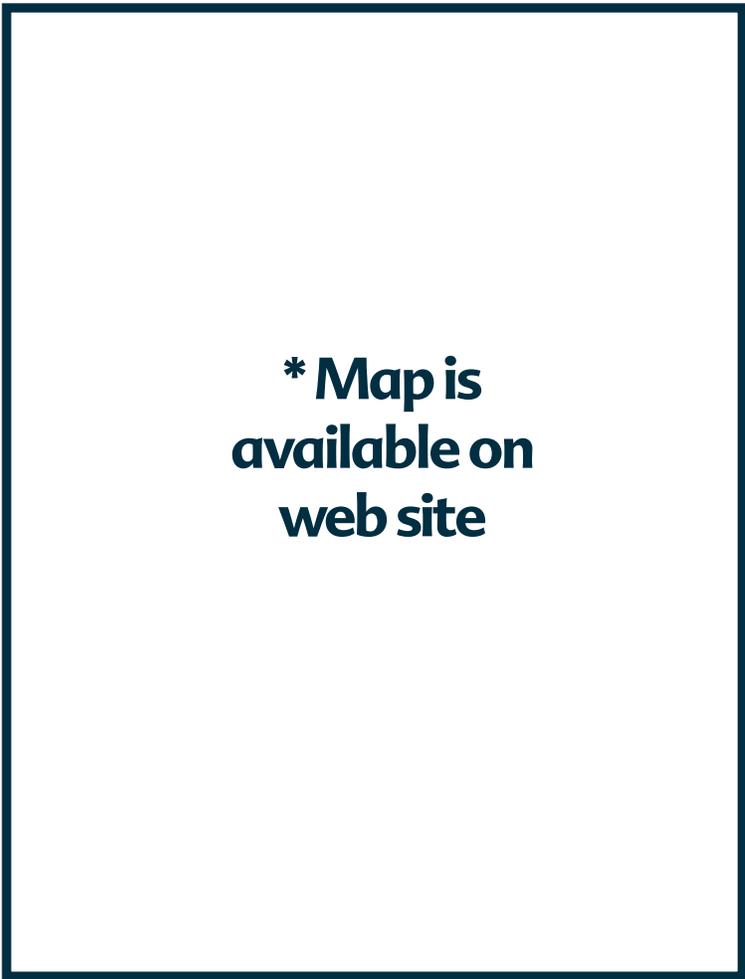
access the mall area and veers back to the interstate to continue south. This alignment has two sub-options to be evaluated. One leaves River Des Peres Boulevard at Morgan Ford Road and heads south along Morgan Ford Road before intersecting with Interstate 55 at Union Road. The other sub-option leaves the Interstate 55 right-of-way at Lemay Ferry Road, and heads south along Lemay Ferry Road to the St. Louis Community College campus. This alternative provides access to activity centers as diverse as the Hampton/Gravois bus transfer center, the Westfield Shopping Town South County Center area, and a possible park/ride and development area at Interstate 55 and Butler Hill Road. Other possible links include connections to a possible future Southside MetroLink alternative and to the St. Louis Community College campus.

The Green line leaves the Lansdowne Station along River Des Peres Boulevard and turns south on Watson Road. After a short distance the line heads south on Mackenzie Road and follows Mackenzie Road straight south to Reavis Barracks Road. After a short distance east on Reavis Barracks Road, the alignment enters the Interstate 55 right-of-way, where it generally follows the Orange route either south to Butler Hill or along Lemay Ferry Road to the St. Louis Community College. One sub-option on this route is to take Reavis Barracks Road past Interstate 55 to Union Road. The sub-option follows Union Road south to the Westfield Shopping Town South County Center, and terminates just south of Lindbergh Boulevard, west of the mall. The Green alternative not only provides connection to such potential redevelopment areas as those on Heege and Gravois Roads, but also access to a relatively dense residential population in the northern portion of the route. It also provides access to the Westfield Shopping Town South County Center, and alternately to either the park/ride and development area at Butler Hill and Interstate 55 or the St. Louis Community College.

The Blue line leaves the Lansdowne Station via the BNSF railway, and follows that south to Lindbergh Boulevard. It follows Lindbergh Boulevard for a short ways

around the Westfield Shopping Town South County Center, and then enters the Interstate 55 corridor. It continues south along Interstate 55 to Butler Hill Road, or heads south along Lemay Ferry Road to the St. Louis Community College. One sub-option to this route is to follow the BNSF railway all the way south to where Interstate 55 and Lemay Ferry Road intersect, and follow one of the two routes

south. This alternative runs through some areas that are more industrial in nature, providing links to different potential redevelopment possibilities on Watson, Heege, and Gravois Roads. It also provides the same links as the Orange and Green lines to the Westfield Shopping Town South County Center, the park/ride and development area at Butler Hill and Interstate 55, and the St. Louis Community College.



*** Map is
available on
web site**

Purpose and Need from page one

partnerships to assist in developing the areas near the stations.

To accomplish the goal of preserving neighborhoods, the study team is evaluating the routes based on: whether they support local planned priorities for housing opportunities, local businesses, and

attractive “walkable” neighborhoods and centers; right-of-way impacts, parking, and traffic circulation; and environmental and/or cultural impacts. The cost to construct, operate and maintain the routes will also be evaluated.

How to get involved and stay informed!

Besides attending the public events, here are the other ways you can obtain study information and give us your input.

Write Us
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c/o Vector Communications
701 N. 15th Street,
Suite 1001E
St. Louis, MO 63103-1925

Call Us
314-621-4499

E-mail Us
Comments@
metrosouthstudy.org

Visit Our Web Site
www.metrosouthstudy.org

Visit Information Sites
Visit one of our information sites to review technical documents and study information. For a complete list of these sites, please visit our web site or call our hotline.

South County citizens gather around information board at September open house.



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Your Input Critical to Study

As the Metro South Study progresses, public input is increasing. Citizens are sharing their thoughts and opinions via our study web site, e-mail, hotline messages and letters. They are also attending our presentations and open houses plus participating in our MetroLink field trips. While the increased awareness and involvement is great to see, it is the well-informed input that helps the study team most in conducting the study.

The opportunity to obtain study information and provide input is always available. If you belong to a local organization that distributes a newsletter, we encourage you to contact the community engagement team so that we can provide you with the most up-to-date information about the Metro South Study. In addition, if your organization would like a presentation by study team members or want to participate in a MetroLink field trip, please call our study hotline at 314-621-4499.

The study team is always looking for more ways to involve the public. Please call our hotline if you have any suggestions.

Railway Corridor May Not Be Most Suitable Route for Light-Rail

The study to bring MetroLink to South County is underway. The challenge is finding the best way to get it there. Based on information gathered from several open houses, some people find running the light-rail alignment alongside the current Burlington Northern Santa Fe (BNSF) Railway right-of-way appealing and even logical — but there are constraints that make this route challenging. Here are several of the challenges to using the BNSF right-of-way (ROW):

- The railway is not abandoned — light-rail may be affordable when the lines have been abandoned, but the BNSF is an active freight railroad that runs approximately 12 trains a day through this corridor;

- In some locations the ROW is too narrow to operate jointly - this

would require the acquisition of land that would impact abutting properties;

- The BNSF has set some very strict requirements, including physical barriers between tracks, a minimum of 55 feet for its operations, access to current and future customers on both sides of the existing ROW, and no legal liability; and

- Light-rail vehicles cannot share tracks or grade crossings with freight rail.

Metro South team members recently met with the BNSF officials to discuss these challenges. We continue to investigate ways to use the existing BNSF Railway right-of-way as a potential light-rail route, however MetroLink in South County may have to pave its own path.



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Planning MetroLink in South St. Louis County

Preliminary MetroLink Alternatives Narrowed Down

In bringing the study a step closer to its goal of identifying a light-rail route and other transit improvements for South St. Louis County, the study team has identified and defined three alternatives that will advance for detailed analysis. **They are the Orange and Blue lines, which would both terminate at Butler Hill Road, and the Purple line, a much shortened version of the Red line, that would end at or near Watson/Kenrick Plaza.** All of the alternatives originate at the Lansdowne/Shrewsbury station. The decision to advance these alternatives was based on a technical evaluation, along with public input. These draft detailed alternatives will now be analyzed based on how they meet the goals and objectives outlined in the Purpose and Need Statement, and how they compare to other proposed transit improvements.

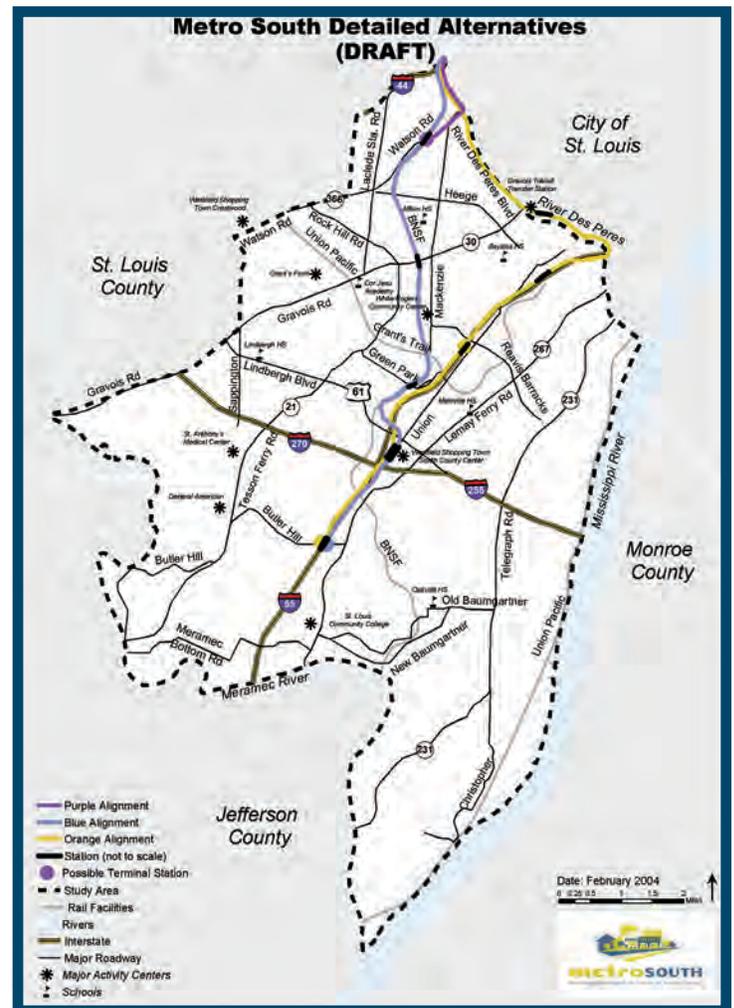
The four preliminary alternatives were rated unfavorable, neutral, or favorable based on how they compared to one another according to 37 evaluation criteria in the following areas: access to opportunity; economic development; neighborhood preservation; and performance and costs. Overall, the Blue route came out as the strongest and rated particularly favorable when it came to economic development impacts. The Orange alternative was rated slightly better than the Blue alternative in the areas of neighborhood preservation and performance. The full Red route rated the least favorable of all the preliminary alternatives. However, the Purple line, a much shortened version of the Red route, is being considered because of the potential for economic development near Kenrick Plaza, and its potential to still meet the transportation goals of the Metro South Study and serve South St. Louis County commuters with less overall community impact. The Green route, which is not being carried forth for detailed analysis, performed favorably in the category of access to opportunity, but did not rate well in other categories, especially neighborhood preservation.

The Orange alternative would travel along River Des Peres Boulevard. It would follow the boulevard to a point where it crosses to the north side of the River Des Peres to interface with the Gravois Hampton Bus Transfer Station. From here, it would parallel the River Des Peres to Interstate 55, where it would turn south
November 2005

and run to a terminus station at Butler Hill Road. A possible option on this alignment would be a terminus station at Reavis Barracks Road along with a park-and-ride lot.

The Blue line would follow the Burlington Northern Santa Fe Railway right-of-way south to a point north of Lindbergh Boulevard where it would cross to the east side of Interstate 55 and run adjacent to the Westfield Shoppingtown South County Center. It would then proceed south on Interstate 55 to a terminus station at Butler Hill Road.

The Purple alternative would run along River Des Peres Boulevard to Chippewa/Watson Road. It would then run west along Watson Road to a terminus station near Kenrick Plaza and Trianon Parkway.



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Station Workshops to be held in March

Station area planning workshops for the remaining proposed Metro South MetroLink alternatives will be held in March. These workshops will look at ways to design stations to complement the character of South County's communities, as well as ways to encourage new development and/or redevelopment, including opportunities for office space, retail shops, and other land uses (such as multi-family housing) at appropriate locations.

The workshops will be held on **Tuesday, March 16**, at the Shrewsbury City Center (5200 Shrewsbury) **with a session at 4:00 p.m. and another at 5:30 p.m.** and on **Wednesday, March 17**, at Mehlville High School (3120 Lemay Ferry Road) **with sessions at 5:00 p.m. and 6:30 p.m.** For more information, please call our hotline at 314-621-4499.

Next Steps for the Study Team

Now that the preliminary alternatives have been analyzed and three have been selected for further evaluation, the study moves into detailed analysis. In this stage, the Purple, Orange, and Blue alternatives will be studied in greater detail and compared to No Build, which includes planned and committed transportation improvements that are anticipated to be in place by the year 2025, and TSM (Transportation System Management), a package of mobility improvements that attempt to serve the purpose and need without building light rail. The analysis will be based on much of the same evaluation criteria from the preliminary analysis, though at greater detail. Once this evaluation is complete, another round of open houses will be held to present the results to the public and to obtain feedback.

Based on the information derived from the detailed analysis and public input, a recommendation will be made to the East West Gateway Coordinating Council's Board of Directors on the MetroLink route that best serves South County, also known as the Locally Preferred Alternative (LPA). The study team will then prepare and submit an application to the Federal Transit Administration requesting entrance into its New Starts funding program. Currently there is no local, state, or federal money to build an extension.

For more information about the study, or to find out how to get involved and stay informed, please visit our web site at www.metrosouthstudy.org or call our hotline at 314-621-4499.





Summer 2004

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metroSOUTH

Planning MetroLink in South St. Louis County

Detailed Evaluation Results Focus of Upcoming Meetings

After months of analyzing the potential light-rail alternatives for the Metro South study area, the study team will present the detailed evaluation results at the next round of open houses in August. These meetings will mark the end of the technical evaluation portion of the Metro South Study. The study team will simply present the evaluation analysis and not give a recommendation or decision on the Locally Preferred Alternative (LPA). You are encouraged to attend one of these open houses, to review the results and to give your feedback.

adjacent to the Burlington Northern Santa Fe railway, would end at either Watson or Butler Hill Road. The Purple alternative, which would travel along Watson Road to Kenrick, would end near or at the Watson/Kenrick Plaza. All the alternatives would begin where the Cross-County MetroLink line will end, at the Lansdowne/I-44/Shrewsbury station.

During the last few months, all the alternatives have been studied in great detail by using 40+ evaluation criteria. For a summary of the criteria, please see page 3 of this newsletter. Continued on page 2.

OpenHOUSES

**Monday,
August 30**

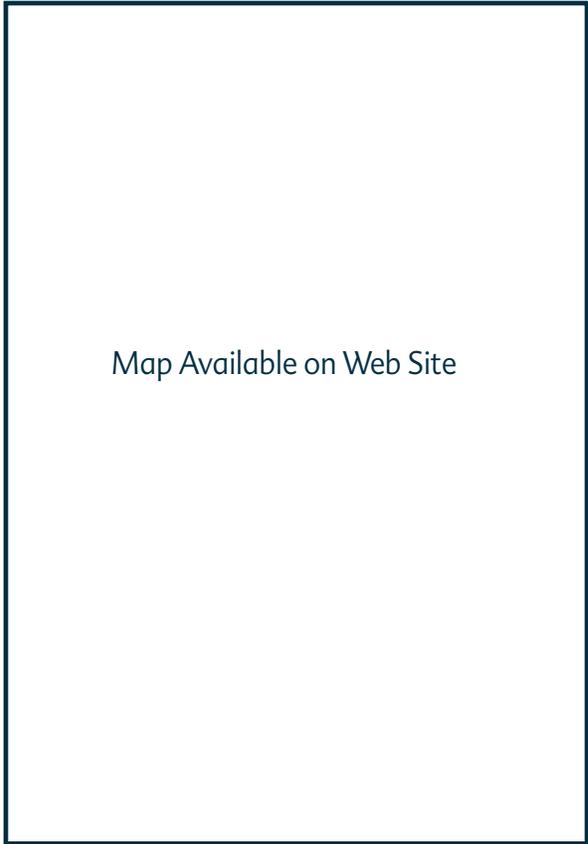
4:30-7:30 p.m.
Presentation at 6 p.m.
Shrewsbury City Hall
5200 Shrewsbury Ave.

**Tuesday,
August 31**

5-8 p.m.
Presentation
at 6:30 p.m.
Holiday Inn South County
6921 S. Lindbergh Blvd.

The first open house will be held on Monday, August 30, from 4:30 p.m.-7:30 p.m., with a presentation at 6:00 p.m. at the Shrewsbury City Hall, 5200 Shrewsbury Avenue. The second open house will be on Tuesday, August 31, from 5:00 p.m.-8:00 p.m., with a presentation at 6:30 p.m. at the Holiday Inn-South County at 6921 South Lindbergh Blvd. Please stop by anytime during either open house. The same information will be presented at both meetings.

The potential light-rail alternatives were identified last winter from a larger group of preliminary alternatives. The Orange alternative, which would follow the River Des Peres then I-55 south, would end either at Reavis Barracks or Butler Hill Road. The Blue alternative, which would be

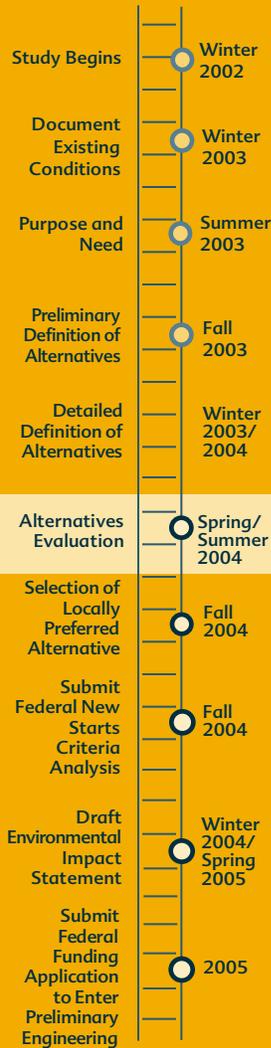


Map Available on Web Site



Study Timeline

The Metro South Study will last nearly two years and will follow a federally mandated process. Each milestone will require your input and involvement.



Dozens of Citizens Attended Station Area Planning Workshops

Last March, a round of station area planning workshops was held for the proposed MetroLink alternatives for the Metro South study area. These workshops looked at ways to design stations that would complement the study area's communities and neighborhoods by encouraging new development, redevelopment or stability.

The planning workshops were organized into three areas: Shrewsbury/Affton, South City/Lemay and South County (particularly the area around the Westfield South County Center and at Butler Hill).



▲ Workshop attendees give their input on station planning.

Citizen input regarding the potential station area locations was generally positive.

For instance, attendees liked the Gravois station along the Blue alternative because it could create a "main street" commercial district for Affton, and the Kenrick Plaza station along the Purple alternative because it could promote new business development. Some attendees were concerned about the potential of a Reavis Barracks terminus station along

the Orange alternative because they said it would negatively impact the local neighborhood. Green Park residents in attendance expressed concern about whether a proposed MetroLink station was really needed in their community. To view the land use concepts for the proposed stations, visit our study web site at www.metrosouthstudy.org.



◀ Workshop attendee discusses detailed alternatives with a study team member.

Detailed Evaluation Results Focus of Upcoming Meetings (continued from page 1)

The alternatives were not only analyzed in detail but also compared to two other federally mandated alternatives. One is known as the No Build alternative, which only includes currently planned and committed transportation improvements expected to be in place by the year 2025. The other option is called the TSM (Transportation System Management), a package of transportation (mobility) improvements that attempts to address the need for improvements without building a light-rail alternative (for example, bus service enhancements.)

The East-West Gateway staff will present the evaluation results to the Board of Directors of the East-West Gateway Council of Governments (formerly known as the East-West Gateway Coordinating Council) at its September meeting. The staff will also recommend a best alternative for the Metro South study area based on the technical data and your input. This alternative is known as the Locally Preferred Alternative or LPA. East-West Gateway's Board is expected to take action on a final decision for the preferred Metro South alternative later this fall.

Numerous Criteria Used to Evaluate Light-Rail Alternatives

Since the Metro South Study may lead to an application for federal funding, certain federal study guidelines must be followed. One is to take the light-rail alternatives being considered through a detailed evaluation process. The potential MetroLink alternatives for the Metro South study area have been evaluated based on 47 criteria. These criteria are divided into the four study goals that are outlined in the Purpose and Need document – access to opportunity, economic development, preserving neighborhoods and performance and cost.

The evaluation data will be presented at our August open houses. If you are interested in more information on how the criteria were developed, please visit the Metro South study web site at www.metrosouthstudy.org and view the “Draft Detailed Alternatives Evaluation Methodology” report. Below is a list of 14 criteria which the study team feels provide a good representation of the larger group.

Fourteen Representative Evaluation Criteria:

1. Projected ridership
2. Zero-car households served
3. 2025 households near stations (official projections)
4. 2025 jobs near stations (official projections)
5. TOD development/redevelopment potential
6. Business displacements
7. Residential displacements
8. Visual Impacts
9. Annual Travel Time Savings
10. Total capital costs
11. Capital costs/mile
12. Capital costs/passenger mile
13. Annual operating and maintenance costs
14. Ease of implementation (ROW control)

Just the Facts . . .

At our previous public events and community presentations, many of you have asked questions about various study-related topics. In an attempt to address these questions in detail, we have included inserts in this newsletter around three topics that have been the focus of most of your questions: safety and security; property values; and noise levels. Please take time to read these inserts to learn more about these topics.

After the open houses, residents will have until September 15, 2004 to submit their comments on the study to the Metro South Study Team. Comments can be submitted by mail, phone or e-mail.

For detailed information on the study, residents should visit the web site or one of the information sites listed on page 4 of this newsletter.



How to get involved and stay informed!

Besides attending the public events, here are the other ways you can obtain study information and give us your input.

Write Us
Metro South Study
c/o Vector Communications
701 N. 15th Street,
Mailbox 43
St. Louis, MO 63103-1925
(please make note of our new address)

Call Us
314-621-4499

E-mail Us
Comments@
metrosouthstudy.org



Open House attendees submit their comments.

MetroSOUTH

c/o Vector Communications
701 N. 15th Street
Mailbox 43
St. Louis, MO 63103

Presorted
Standard
U.S. POSTAGE
PAID
ST. LOUIS, MO
PERMIT NO.
4438

For more study information . . .

Visit Our Web Site

www.metrosouthstudy.org

Visit Information Sites

Visit one of our information sites to review the latest technical documents and study information.

The Reference Desk at these public library branches:

St. Louis County Library:
Main Branch
1640 Lindbergh (at Clayton)
St. Louis, MO 63131

Tesson Ferry Branch
9920 Lin-Ferry Drive
(Lindbergh and Tesson Ferry)
St. Louis, MO 63123

Cliff Cave Branch
5430 Telegraph (South of Yeager Road)
St. Louis, MO 63129

Weber Road
4444 Weber Road
(between Gravois and Morganford-Union)
St. Louis, MO 63123

Other locations:

(Please call before you visit to make sure someone is available).

Affton Chamber of Commerce
10203 Gravois Road
Affton, MO 63123
314-849-6499

Lemay Chamber of Commerce
9417 South Broadway
St. Louis, MO 63125
314-631-2796

South County Chamber of Commerce
6921 S. Lindbergh (Holiday Inn)
St. Louis, MO 63125
314-894-6800

Affton White-Rodgers Community Center
9801 Mackenzie
Affton, MO 63123
314-638-2100



What's INSIDE

Analysis Shows Pros and Cons p. 2

Staying informed p. 2

Evaluation Results Insert

Study Statistics

Since the study's beginning, there have been ...

- 190 Hotline calls
- 187 Emails
- 54 Letters
- 14 Presentations
- 10 Public Meetings
- 7 Newsletters
- 4 MetroLink Field Trips



Open house attendees tune into speaker at Shrewsbury City Center last August.

November 2005

metroSOUTH

Planning MetroLink in South St. Louis County

East-West Gateway Board Defers Selection of a MetroLink Alternative for Metro South Study Area

After reviewing the results from the detailed analysis and the public input on the potential Metro South MetroLink alternatives, the East-West Gateway Council of Governments (EWGCOG) Board of Directors adopted its staff's recommendation and deferred the selection of a Locally Preferred Alternative (LPA) at its October 27 meeting. "The three longer alternatives meet the study's purpose and need goals and are competitive, but perform quite differently," says Jerry Blair, Director of Transportation for East-West Gateway. "Changing conditions in the near-term plus other external factors could affect the cost and benefits of the alternatives prior to the project advancing into preliminary engineering," Also, since a project cannot compete for federal New Starts funding without an identified local funding source, there is no urgency to make an LPA decision at this point. This planning study is the first step in a multiple-phased process with a 25-year planning horizon. If any of the factors (See Other Influencing Factors) that led to this outcome change, the decision could be revisited. This means that, in the meantime, plans to advance a specific MetroLink extension in the Metro South Study Area have been put on hold. However, the study team will continue the development of the Draft Environmental Impact Statement (DEIS), a technical document that summarizes the study.

Public Response to Alternatives Evaluation

In August the study team presented the evaluation results to the public at two open houses and asked for input on which alternatives best served the

study's goals. More than 300 people attended the events. Based on comments received during the open houses, along with emails, phone calls, and letters, there is no strong support for any



Citizens give their input on the alternatives evaluation at August open houses.

one particular build alternative. In fact, public input collected over the past thirteen months shows mixed

reactions to a Metro South extension. On the one hand, some civic groups and individuals support an extension because of benefits like fostering economic development and providing transit alternatives, while others see light-rail as a disruption to existing neighborhoods.

Other Influencing Factors

In considering possible recommendations for a locally preferred alternative, staff identified several external factors that influenced the Board's decision to defer the selection of an LPA. For one, the Burlington Northern Santa Fe (BNSF) Railroad presents significant design challenges for the Blue Alternative, which would run parallel to the railway and terminate at either Watson Road (shortened version) or Butler Hill Road. These challenges include right-of-way constraints and requiring a physical barrier and a vertical separation of 10' – 15' between the MetroLink and freight tracks. "Even if we could get the BNSF to agree to share its right-of-way, the requirements the railroad has put forth (Continued on page 4)

Here's how to stay informed:

Write Us

Metro South Study
c/o Vector Communications
701 N. 15th Street,
Mailbox 43
St. Louis, MO 63103-1925
(please make note of our new address)

Call Us

314-621-4499

E-mail Us

Comments@
metrosouthstudy.org

Visit Us on the Web

www.metrosouthstudy.org

Visit Information Sites

The complete list in on page 3.

Analysis of Alternatives Shows Pros and Cons

The MetroLink alternatives being considered for the study area are two Orange Alternatives (with a long and shortened version), two Blue Alternatives (also with a long and abbreviated version), and the Purple Alternative. The Orange Alternative would travel along the River Des Peres to I-55 and end at either Reavis Barracks (shortened version) or Butler Hill Road. The Blue Alternative, which would be adjacent to the Burlington Northern Santa Fe (BNSF) railway, would end at either Kenrick Plaza/Watson Road (shortened version) or Butler Hill Road. The Purple alternative would travel along River Des Peres and Watson Road, to end at or near Watson Road/Kenrick Plaza. All three alternatives would begin at the Shrewsbury-Lansdowne I-44 terminus station for the Cross County MetroLink extension through Clayton.



All of the MetroLink alternatives were analyzed and compared to one another based on more than 60 criteria, which grew out of the study's Purpose and Need goals: improving access to opportunity; fostering economic development; and preserving neighborhoods. Performance and costs were also considered in the evaluation.

The analysis shows the complexity of evaluating light rail alternatives, and points to the advantages and disadvantages of each option. Following is a description of how each alternative fares, in comparison to one another, according to the study's evaluation categories. The newsletter insert contains results for 14 representative criteria, which

reflect the entire set of evaluation measures.

Blue Alternative (to Butler Hill)

Other alternatives being considered are the No-Build and Transportation System Management (TSM) alternatives. The former includes only those transit and roadway improvements that are already planned for and included in the region's long-range transportation plan. The TSM consists of improvements beyond those in the No-Build that attempt to serve the purpose and need of the study, but without actually building a light-rail extension.

In the category of access to opportunity, this alternative has the greatest overall ridership and provides good access for commuters, but has only modest success serving transit-dependent populations. This alternative offers the greatest overall economic development impact, as it serves the highest number of jobs from potential transit-oriented development (TOD) within 1/2 mile of stations. It would also confer substantial residential and commercial property value benefits. The Blue Alternative requires the most right-of-way acquisition, which



Open house attendees view preliminary plans for potential MetroLink alternatives.

means both residential and business displacements, and has the greatest overall visual impacts. Although it has the highest regional travel time savings, it costs the most to build. This is partially due to the presence of the BNSF, which requires costly vertical and horizontal separation.

Blue Alternative (to Watson Road)

This is a shorter version of the Blue alternative that would end at Watson Road. This alternative accomplishes very little in terms of meeting the transportation goals of the study. Despite having an enhanced bus component to extend coverage into the study area, it has low projected ridership and does not serve a transit-dependent population. It has some limited economic development potential at Kenrick Plaza, and, while its overall visual impacts are low, it would never-the-less significantly impact the common property at the townhomes east of Kenrick Plaza. This alternative has a fairly low capital cost due to its short length.

Orange Alternative (to Butler Hill)

In meeting the study's purpose and need, the Orange alternative (to Butler Hill Road) is strongest in all-around access for a variety of potential riders, retains some good opportunities for economic development, and rates favorably in preserving neighborhoods. This alternative has the second-highest projected ridership and, in addition to attracting commuters, it serves the greatest number of transit-dependent people. It also has the best potential for connecting with a possible Southside MetroLink alignment. Though the opportunity for economic development is limited in the northern portion of this alternative, it connects two key employment/redevelopment areas in the study area, and provides access to the greatest number of households within 1/2 mile of the stations. This alternative has the greatest ability to provide property value

November 2005

benefits, but requires the most park-land acquisition. Visual impacts are generally minimal for the Orange alternative. In the category of performance and costs, it has significant regional travel time savings. Although it is the longest alternative, it costs less than the Blue to Butler Hill, giving it better cost-per-mile.

Orange Alternative (to Reavis)

This shortened version of the Orange Alternative performs much like its longer counterpart with a few notable differences. It provides the same access to opportunity for transit-dependent riders, but attracts fewer commuters and has lower projected ridership. The potential for economic development is significantly curtailed because it does not reach any major employment or redevelopment areas. In preserving neighborhoods, the Orange to Reavis displaces fewer businesses, but has less potential for property value benefits, than Orange to Butler Hill. It has somewhat less travel time savings than the two longer alternatives, but has the best cost-per-mile and cost-per-passenger mile. It would also cost less to operate and maintain than either Butler Hill alternative.

Purple (to Watson)

The Purple Alternative operates almost identically to the Blue to Watson, and it too does not do well in meeting the purpose and need. It performs poorly, compared to the other alternatives, in terms of providing access to opportunity owing to having little ridership and serving very few transit-dependent people. Much like the Blue to Watson, it has some limited economic development potential at Kenrick Plaza. It displaces few homes and a modest number of businesses. However, it would require some park-land acquisition along River Des Peres. It does not fare well in performance and costs because constructing and operating this small segment would be relatively expensive.

Visit Our Information Sites to view the latest technical documents

The Reference Desk at these library branches:

St. Louis County Library:
Main Branch
1640 Lindbergh (at Clayton)
St. Louis, MO 63131

Tesson Ferry Branch
9920 Lin-Ferry Drive
(Lindbergh and Tesson Ferry)
St. Louis, MO 63123

Cliff Cave Branch
5430 Telegraph
St. Louis, MO 63129

Weber Road
4444 Weber Road
St. Louis, MO 63123

Other locations:

(Please call before you visit to make sure someone is available)

Affton Chamber of Commerce
10203 Gravois Road
Affton, MO 63123
314-849-6499

Lemay Chamber of Commerce
*(New location)
744 Lemay Ferry Road
St. Louis, MO 63125
314-631-2796

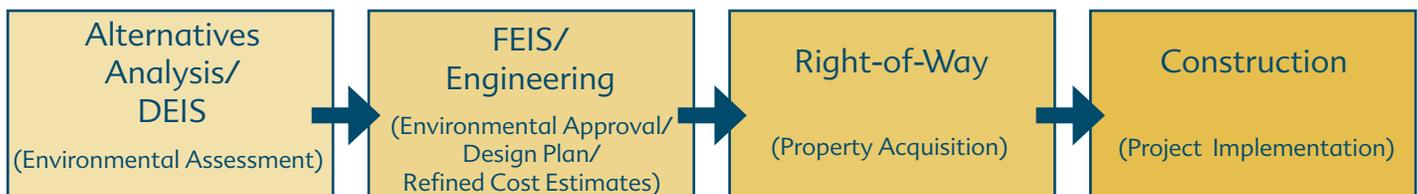
South County Chamber of Commerce
6921 S. Lindbergh (Holiday Inn)
St. Louis, MO 63125
314-894-6800

Affton White-Rodgers
Community Center
9801 Mackenzie
Affton, MO 63123
314-638-2100



Study members point out possible displacements along Metro South alternatives.

The Metro South Study, an Alternatives Analysis, is one of the first steps in a multiple-phased process with a 25-year horizon.



Board Defers Selection (continued from page 1)

substantially increase the cost of this alternative,” says Donna Day, Division Manager for EWGCOG’s Transportation Corridor Improvement Group. Although the BNSF Railroad has indicated that it has no current plans to vacate its right-of-way, it is possible that this situation could change and present an opportunity to redesign and re-evaluate the Blue Alternative at a later date.

Additionally, there is no local, state, or federal funding available for construction of any new MetroLink extension, including Metro South. Local funding could be obtained through an additional quarter of a cent sales tax increase in the City of St. Louis and St. Louis County, if a referendum on this were to pass in the County. At the beginning of the study, there was a possibility that this referendum could have been on the ballot in 2004, but it was not. Without a financial plan that identifies local funding, the study

cannot enter the Federal Transit Administration’s (FTA) New Starts funding application process. Finally, EWGCOG has previously identified potential MetroLink alignments in other parts of St. Louis County and the City of St. Louis. Further study of these corridors may be undertaken in the near future. If so, this work could affect a decision on a Metro South alternative.

Next Steps

The next step for the study team is to complete the Draft Environmental Impact Statement (DEIS). The DEIS is when all the information that has been gathered during the study is summarized into one official document for review by the FTA and other agencies. During circulation of the DEIS, a formal public hearing will be conducted to obtain public comment on the document. Completing the DEIS does not necessarily call for a recommendation or selection of an LPA.

**Metro South MetroLink Extension
Alternatives Analysis and DEIS**

**Draft Summary of Scoping Process
and Results**

Prepared by

Vector Communications

In association with

HNTB Corporation and Jacobs Civil Inc.

for

East-West Gateway Coordinating Council

October 17, 2003



Introduction

This report documents the public engagement/communications process and results of the scoping sessions that took place for Metro South MetroLink Extension Alternatives Analysis and Draft Environmental Impact Statement – more commonly known as the Metro South Study. During this two-year study, light-rail and other transit improvements for South St. Louis County are being studied. The goal is to select a locally preferred alternative for the study area. The study's lead local agency is East-West Gateway Coordinating Council, in conjunction with Metro and the Missouri Department of Transportation (MoDOT). The lead federal agency is the Federal Transit Administration (FTA).

Technical Advisory Committee and Policy Committee Scoping Session

These two committees were formed to help guide the study and provide the study team with ongoing input and advice. They are each comprised of representatives of the organizations most pertinent to the study. Both committees met for the first time in July 2003, prior to the public scoping and resource agency scoping meetings, to review planning history, study overview, study area existing conditions, and to give input on purpose and need and the pool of conceptual alternatives. Members were also invited to provide suggestions on the public scoping process. Lists of committee membership and summaries from these meetings are available in Appendix A.

Public Scoping Meeting

The public scoping meeting was held on Wednesday, July 23, 2003 from 4:00 p.m.-7:00 p.m. at Cor Jesu Academy, located at 10230 Gravois. A presentation was made at 5:30 p.m. One hundred and fifty-eight people attended. The majority of the attendees were residents from the study area, with an additional 14 % of attendees from outside the study area.

Public Scoping Outreach and Engagement

Publicizing the public scoping meeting began with FTA filing a notice of intent (NOI) in the Federal Register to notify interested agencies and the general public about the study and to invite public participation. The NOI appeared in the Federal Register dated June 25, 2003 Volume 68, No. 122 on pages 37891-37892. The complete NOI is available in Appendix B.

Additional outreach was performed to inform the public and encourage participation at the scoping meeting. These outreach tasks included the following:

- Securing newspaper ads in seven popular publications serving the study area;
- Mailing newsletters to approximately 1,150 people;
- Posting information about the study and scoping meeting on several web sites including the Metro South Study's site;
- Distributing posters and flyers with meeting information to stakeholders and area churches; and
- Placing posters in storefronts throughout the study area and at the study's eight information sites.

The study and meeting information was also made public through media coverage. Articles prior to the meeting appeared in the *South County Journal*, *South County Times*, *Webster-Kirkwood Times*, and the *St. Louis Post-Dispatch*. Additionally, the study, as well as scoping meeting information, was discussed on radio and television on ten occasions prior to and on the day of the scoping meeting. Appendix C contains a complete list of media coverage and outreach information, as well as copies of newspaper articles and advertisements. A copy of the flyer that was distributed is available in this appendix as well.

Public Scoping Layout

The public scoping meeting was held at a local site within the study area. Cor Jesu Academy was chosen as the location because it is easily accessible, well known in the community, and could accommodate a large number of attendees at any given time during the meeting. The meeting was held in the late afternoon/early evening to accommodate the varied schedules of the majority of citizens who desired to attend. Upon arrival, attendees were asked to indicate on a study area map their residence and place of employment. A photo of the map is available in Appendix D. Once attendees signed in, they were given the following handouts:

- Open House Welcome Handout;
- Glossary of Terms;
- Meeting Agenda;
- Comment Form; and
- Newsletter.

A copy of these handouts can be found in Appendix E.

Study information presented at the meeting was displayed on large boards so attendees could walk around at their leisure and talk to study team members one-on-one. The boards were organized according to the following stations:

Station 1: Metro South Study

- Purpose of tonight's meeting
- Study overview
- Study timeline

Station 2: Understanding Transit

- Transit examples from throughout the United States
- The video "Light Rail Transit: A Proven Alternative" was on play continuously

Station 3: MetroLink and Planning Study History

- MetroLink Planning History
- MetroLink System Map

Station 4: Study Area Existing Conditions

- Land Use map
- Activity Centers map
- Age of Householders map
- Slope Analysis map
- North-South vs. East-West Major Roadways map
- Roadway Congestion map
- Regional Bus Network map

Station 5: Scoping Session

- Stakeholder Interviews – overview
- Draft Purpose and Need Statements
- Potential MetroLink Alternatives map

Station 6: Public Involvement

- How you can be involved
- Next Steps
- Study Area Bus Routes map

A copy of the boards is available in Appendix F.

Public Scoping Session

At the scoping station, attendees were given a comment form and two blank maps. Participants were asked to draw, in blue marker, on the blank map, their suggested MetroLink route and station locations. On the other map, they were asked to draw in green marker, based on their suggested MetroLink route, how they would run bus routes in order to accommodate light-rail. Study team members manned the station the entire time, to assist attendees and to answer their questions. Of the 158 people who attended the meeting, ninety-six people completed comment forms, seventy-six people drew light-rail routes and twenty-four people drew suggested bus routes. Equipment and instructions were set up so participants could verbally record their comments on cassette tape instead of writing them. Copies of the comment form and blank maps on which attendees were asked to mark are available in Appendix G. A summary of the public comments received as well as verbatim written and oral comments received are available in Appendix H-1 thru H-7.

A 45-minute presentation was made at 5:30 p.m. The welcome and study overview was moderated by Donna Day of East-West Gateway Coordinating Council, the study team's manager. Joan Roeseler of the Federal Transit Administration, presented information on New Starts and the NEPA process. Uri Avin of HNTB, the lead study consultant, reviewed the study area's existing conditions, draft problems and opportunities and goals and objectives, and the draft pool of conceptual alternatives.

Public Scoping Issues

Better access to key activity centers and improved travel times were the two top goals among public scoping meeting attendees. Participants said they would not take transit if they cannot get to where they need to go.

A key focus of this meeting was to reinforce the fact that economic development and transit are linked. Participants felt the best ways to promote economic development in the study area were to increase accessibility and to promote walkable focused mixed-use development around transit stations. Attendees felt that enhancing community stability and quality of life and providing alternative transportation choices were key issues that needed to be considered when planning transit improvements.

The majority of participants currently do not use transit and of those who do, more than half use it less than once a month. This may be perhaps related to the fact that people feel that better access and improved travel times are needed.

Most attendees were made aware of the meeting through newsletters, newspaper advertisements and articles and storefront posters. As the study continues, participants indicated they would prefer to be informed of study-related events through newsletters and the media. Only a small percentage indicated they wanted to access information on the study's web site.

Overall, participants found the meeting useful, helpful, and well organized and were glad they attended.

Resource Agency Scoping Session

Two days after the public scoping session, the study team conducted a resource agency scoping meeting at MoDOT's Jefferson City office. Representatives from nine different agencies were in attendance. They had been mailed personal invitations several weeks prior to the meeting. Study team members reviewed the study's purpose and outlined the study area's existing conditions. Afterwards, attendees were asked for their input on the needs and opportunities in South St. Louis County, possible transit improvements to the area and possible light-rail alignments. Notes from this resource agency meeting can be found in Appendix I.

Summary

The Metro South Study has put forth an extensive effort to engage both affected agencies and the general public as part of the scoping process. The process used and the results of this engagement effort have been documented in this report. The comments and input received during the scoping process will be carefully considered and addressed as the study progresses.

List of Appendices

The following appendices are not included with this document but are available upon request by contacting the Metro South Hotline at (314)-621-4499.

- Appendix A-1 Technical Advisory Committee Meeting Notes
- Appendix A-2 Policy Committee Scoping Meeting Notes
- Appendix A-3 Policy Committee Membership
- Appendix A-4 Technical Advisory Committee Membership

- Appendix B Notice of Intent

- Appendix C Media Coverage and Outreach Activities

- Appendix D Study Area Map with Participants Residences and Places of Employment

- Appendix E Public Scoping Handouts

- Appendix F Public Scoping Display Boards

- Appendix G-1 Public Scoping Blank Maps
- Appendix G-2 Comment Form

- Appendix H-1 Public Comments
- Appendix H-2 Verbatim Written Comments from Question 7
- Appendix H-3 Verbatim Written Comments from Question 13
- Appendix H-4 Verbatim Written Comments from Question 14
- Appendix H-5 Oral Comments Made to Study Team Members Manning Stations
- Appendix H-6 Verbatim Written Comments from Attendees' Preferred MetroLink Route Maps
- Appendix H-7 Verbatim Written Comments on Bus Route Maps

- Appendix I Resource Agency Scoping Meeting Summary



Draft – Preliminary Working Document
Metro South Study
Open House Summary Report
September 17, 2003
September 18, 2003

Submitted By:
Vector Communications
October 6, 2003

Vector Communications

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Executive Summary

This report documents the public input collected from Metro South open house meetings held on Wednesday, September 17, 2003 at Orlando Gardens, from 4 –7 p.m., and Thursday, September 18, 2003 at Oakville High School, from 5- 8 p.m. Both meetings contained the same content, and the same Power Point presentation was shown at each meeting. The purpose of the meetings was to present:

- Four preliminary MetroLink alternatives for South St. Louis County; and
- Transportation, land use, and engineering criteria that will be used to evaluate the four alternatives and choose up to three for detailed analysis.

Approximately 72 people attended the September 17 meeting, and 62 people attended the September 18 open house. Of the attendees, 63 completed comment forms, and two additional forms were submitted by mail.

There were a total of six information stations at the open house meetings: 1) Metro South Study Overview; 2) Final Draft Purpose and Need Statements; 3) Preliminary Alternatives; 4) Light-Rail Design Guidelines; 5) Virtual Reality Simulation; 6) Next Steps.

At station #3, attendees had the opportunity to view the four draft preliminary MetroLink alternatives. The map of the preliminary alternatives is available as Appendix A. Afterward, participants were asked to complete a comment form. The comment form instructed respondents to rank their preference for each route and provide advantages and disadvantages they associated with each one. Respondents also had the opportunity to provide further comments on each. The comment form is attached to this report as Appendix B.

Comments

Question One: At Station #3, you had the opportunity to view four preliminary MetroLink alternatives selected for South St. Louis County. Please rank the degree to which you prefer each route, its stations and options, and provide the advantages and disadvantages of each.

Attendees ranked their preference for each route, 1-5, with 1 representing “highly prefer,” and 5 representing “do not prefer.” On the following page is a table that demonstrates how each route was ranked. Please note that there are not an equal number of responses for each route because some attendees only ranked and commented on some routes, and not all. Also, several respondents did not rank any of the routes.

Route	5 – Do not Prefer	4	3	2	1 - Highly Prefer
Red	25	9	12	8	5
Blue	18	8	8	9	12
Green	9	4	13	17	12
Yellow	10	4	9	9	26

Red Route: Along Watson Road, Laclede Station Road, and Tesson Ferry Road

This route was ranked “do not prefer” the most often, making it the least preferred route. Only five respondents gave it a rank of “highly prefer.” Overall most of the disadvantages associated with this route relate to the following issues:

- Right-of-way impacts on property and neighborhoods
- Lack of ability to serve major activity centers
- Impact on traffic circulation
- Lack of ability to serve lower-income and transit dependent population
- Location not central to the study area

A few respondents cited the following advantages:

- Easily accessible to nearby residential neighborhoods
- Connection to major activity centers: General American and St. Anthony’s Hospital

The full scope of verbatim comments is in Appendix C.

Blue Route: Along the Burlington North Santa Fe (BNSF) Railway to I-55

This route received the second highest amount of “do not prefer” rankings. However, there were almost an equal number of attendees that ranked it with a #1 or #2. The advantages identified include:

- Direct
- Central location
- Connection to major activity centers: South County Mall and the community college
- Minimizes right-of-way impacts on property

The constraints associated with the BNSF railway were the most cited disadvantages identified with this route, as well as the cost of right-of-way and the fact that people may not prefer to ride a light-

rail vehicle in close proximity to a freight train. A few attendees also commented that it is not the most accessible route. Appendix D contains all of the verbatim comments.

Green Route: Along Makenzie and I-55

This route was the second most preferred route and it received the least amount of “do not prefer” rankings. People cited the following advantages to this route:

- Direct
- Central location
- Connection to major activity centers: Affton Community Center, South County Mall, and the community college
- Easily accessible
- Highway access
- Capacity to spur transit-oriented development in the Affton area
- Park-and-Ride opportunities

Some of the disadvantages that were identified include:

- Disruption of traffic circulation along Mackenzie Road
- Right-of-way impacts on property
- Potential to divide Affton – create a barrier for east-west travel

Appendix E includes a complete verbatim list of all comments.

Yellow Route: Along River Des Peres and I-55

The yellow route was ranked the most as “highly prefer.” The following are some of the advantages identified by respondents:

- Least right-of-way impacts on property
- Right-of-way availability
- Connection to major activity centers: South County Mall and community college
- Minimizes traffic circulation impacts
- Easily accessible to low-income/transit-dependent populations
- Potential for connectivity to future downtown route
- Park-and-Ride opportunities
- Serves population south of study area

Some people assumed that there would be available right-of-way for this route and that this would make it the least expensive and easier to build in a timely manner. The most often cited disadvantages are that the route is not the most direct or central. Other disadvantages cited include street crossings and elevation challenges. Please refer to Appendix F for the full scope of verbatim comments.

Question 2: At station #6 you read the draft criteria for evaluating the four preliminary alternatives. Are there other criteria we should consider?

There were few responses to this question. Some attendees did not add any new criteria, but expressed their desire for one or another to be emphasized, such as right-of-way impacts to property, traffic circulation, park-and-ride opportunities, connectivity to bus network, and costs. A couple of respondents added that the types of populations (i.e. low-income, elderly, immigrants) likely to ride the MetroLink should be a consideration. Others expressed that the need for alleviating traffic congestion in certain areas should be a priority. Verbatim comments are available in Appendix G.

Public Involvement

The public involvement questions asked participants to describe themselves, tell how they learned of the meeting, and how they would like to be informed of future meetings. They were also asked to rate the meeting according to the information provided and the competence of the study team. Respondents also had the opportunity to provide suggestions for improvement and further comments; which are included in this report as Appendix H. Below are the results:

Zip code of residential address:

29% 63123	8% 63128
26% 63129	6% Other
13% 63125	3% 63119
13% 63116	2% 63116

Stakeholder type:

80% Resident	3% Business Owner
11% Employee in study area	0% Elected Official
6% Other	0% Business Tenant

How did you hear about the meeting:

32% Newsletter	3% Community Organization
27% Newspaper advertisement	3% Chamber of Commerce
7% Public Official	2% Friend
7% Other	2% Storefront flyer or poster
6% Web site	1% Co-worker
5% Letter	1% Neighbor
3% Religious Organization	1% Relative

How would you like to be kept informed:

46% Newsletter	15% Web site
17% Media	6% Flyer
16% E-Mail	0% Other

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The study team was:

52% Very Useful 48% Useful 0% Not Useful

The study team was:

59% Very Helpful 46% Helpful 1% Not Helpful

In general, the meeting was:

61% Well Organized 39% Organized 0% Not Well Organized



Draft – Preliminary Working Document
Metro South Study
Open House Summary Report
December 9, 2003
December 10, 2003

Submitted By:
Vector Communications

Vector Communications

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Executive Summary

This report documents the public engagement process and public input collected from Metro South open houses held on Tuesday, December 9, 2003 at Shrewsbury City Center, from 4 –7 p.m., and Wednesday, December 10, 2003 at Sperrang Middle School, from 5- 8 p.m. Both meetings had the same content on the various display boards, and a Power Point presentation, highlighting the evaluation of the preliminary MetroLink alternatives, was made at each meeting. The purpose of the meetings was to:

- Present the evaluation results of the four preliminary MetroLink alternatives for South St Louis County (presented at the September open houses)
- Get public input on the evaluation results; and
- Get public opinion on which criteria should be given special consideration as alternatives are developed for detailed analysis.

Between 250-260 people attended each of the open houses. At the meetings, 202 completed comment forms were submitted, and additional forms were received by mail.

Attendee Profile

The majority of attendees were residents from the north – central portion of the study area – specifically from Grantwood Village, or nearby subdivisions. By large, attendees came from residential areas that would be the most impacted by the proposed preliminary MetroLink alternatives. A good graphic indication of this is the study area map that shows, with red and yellow pins, where attendees live. When attendees first arrive, after signing in, they are asked to indicate, with a pin, their residence and/or business. A photo of the map, for each open house, is available in Appendix A.

Another characteristic of audience members is that they are not transit users. When asked to indicate, by a show of hands, whether they use MetroLink and/or bus, fewer than five, for each meeting, replied affirmatively. This response is similar to that received at the public scoping meeting held in July 2003.

This general description of open house attendees is comparable to previous open houses. For more information on the demographic nature of this open house audience, please refer to the Public Involvement section of this report.

Public Engagement

The study's public engagement process includes ongoing activities, such as the hotline and web site, but specific outreach activities were conducted to inform the public of these meetings. Besides those engagement strategies implemented by the study team, there was also media coverage prior to the open houses. Below is a detailed list of the public engagement activities for these meetings:

- Secured advertisements in the *South County Journal* and *South County Times*;
- Mailed newsletters to approximately 2,500 residences and businesses;
- Posted information on the study web site, as well as other web sites (including Citizens for Modern Transit and the South County Calendar web sites);

- Sent out an email announcement to approximately 84 people; and
- Distributed posters and flyers to area stakeholders, school officials, municipal leaders, local libraries, the Affton Community Center, and study area congregations.

Open House Format

The open houses were held at local sites within the study area. Two meetings were conducted to give people more opportunities to attend. The times of the meetings varied, with one being scheduled later in the evening to accommodate citizens with daytime work hours.

Upon arrival, attendees were signed in, given a handout, comment form and newsletter, and asked to indicate their residence or business on a study area map by putting a pin on their location. Copies of the handout and newsletter are in Appendix B.

There were a total of eight information stations at each open house and they were organized in the following manner:

- Station #1: Metro South Study Overview;
- Station #2: Light Rail Design Guidelines;
- Station #3: Preliminary Alternatives;
- Station #4: Purpose and Need and Evaluation Criteria;
- Station #5: Evaluation Results;
- Station #6: Virtual Reality Simulation;
- Station #7: Development of Detailed Alternatives; and
- Station #8: Next Steps and Public Involvement.

Appendix C contains the display boards that were on view at the open houses.

A 30-minute presentation was made at each meeting. The welcome and a brief study summary was given by Justin Carney, of East West Gateway Coordinating Council. Uri Avin of HNTB, the lead study consultant, led the rest of the presentation, which included information on the evaluation of the four preliminary MetroLink alternatives and the results. There was no question and answer session, however, Mr. Avin explained that attendees could ask questions of study team members individually after the presentation. A copy of the presentation is in Appendix D

After viewing the information at the various stations, and listening to the presentation, attendees were asked to complete a comment form. The comment form instructed respondents to choose two criteria per purpose and need goal that they deemed most important and provide the reasons for their choices. Question two of the comment form described some of the ideas the study team is considering for refining the alternatives and asked for additional ideas. Respondents also had the opportunity to provide further comments. The comment form is attached to this report as Appendix E.

Comment Summary

Question 1. After viewing the evaluation criteria and results, which criteria do you think are most important and why? Please check two per goal and provide reasons for your choices.

Responses to this first question were affected by the fact that a large number of the respondents did one of the following: choose criteria for one or more categories, but not all four; choose more than two criteria per category; did not choose any criteria, but provided written comments only. However, if criteria were chosen, it has been calculated in the results; thus all responses and comments are included. The category for “Improve Access to Opportunity” received a total of 343 responses, “Foster Economic Development” has 238 responses, “Preserve Neighborhoods” totals 378 responses, and “Performance and Cost” has 288.

In addition to choosing criteria, respondents were asked to provide reasons for their choices. Comments for “Improve Access to Opportunity” are available in Appendix F, “Foster Economic Development” in Appendix G, “Preserve Neighborhoods” in Appendix H, and “Performance and Costs” in Appendix I.

Goal: Improve Access to Opportunity

Criteria	Percent of total (rounded up)
Projected Ridership	26%
Low income households served	14%
Number of major attractions served	14%
Zero car households served	11%
Connectivity to future Southside MetroLink extension	10%
Route Directness	9%
Distance of park and ride lots to major intersections/interchanges	7%
Passenger Miles	5%
Number of park and ride spaces demanded	4%

Goal: Foster Economic Development

Criteria	Percent of total (rounded up)
Existing households served	30%
Existing Employment served	25%
Year 2025 households (Official Projections) served	19%
Year 2025 jobs (Official Projections) served	11%
TOD development/redevelopment	6%
Year 2025 households (TOD Redevelopment) served	5%
Year 2025 jobs (TOD Redevelopment) served	4%

Goal: Preserve Neighborhoods

Criteria	Percent of total (rounded up)
Minimize number of residential units displaced	22%
Residential Property Value Benefit	17%
Minimize number of dwelling units within 75' of light rail centerline	12%
Minimize number of businesses displaced	8%
Minimize number of right-turn only intersections created from streets and driveways	8%
Minimize number of streets closed	7%
Minimize number of new LRT signalized crossings	5%
Minimize vehicles delayed at gated crossings	5%
Business Property Value Benefit	5%
Minimize number of jobs displaced	4%
Minimize number of potential on-street parking spaces displaced	3%
Minimize parkland taken	3%
Increase in housing choice	1%
Minimize impact of new LRT maintenance facility	<1%

Performance and Costs

Criteria	Percent of total (rounded up)
Project Cost/Mile	23%
Capital Cost/Passenger Mile	18%
Project Cost	16%
Annual Travel Time Savings	16%
Annual Operating & Maintenance Cost for Bus and Rail	12%
Average Speed	8%
Cost per hour of time saved	7%

Question 2. As part of defining alternatives for further analysis, the study team is considering several ideas that may include modified MetroLink routes, enhanced bus service, and road improvements. What ideas do you have to meet the challenges and/or capitalize on benefits of the Metro South Study Area? What other ideas should we be considering?

This section included a wide range of comments, some of which were not in direct response to the question. These comments are not reflected below, but are included with all responses from this question in Appendix J.

The most commonly mentioned suggestion was implementing enhanced bus service, rapid bus service, and/or road improvements *instead* of light rail transit (LRT). Some of the other ideas suggested include:

- End extension at Gravois or Watson; at Reavis Barracks; or at Butler Hill
- Do not mix LRT with bus service or force transfers
- Serve St. Anthony's and General American with enhanced bus service – not LRT
- Use parkways and highways for alignment
- Focus on existing commercial corridors as destination and starting points, not residential areas
- Consider tunneling
- Construct smaller rail facilities and integrate with neighborhood character
- Consider routes that serve densely populated areas, such as multi-family dwellings and retirement communities
- Utilize commuter rail service

Additional Comments

While there were many varied comments provided in this area, most fall into one of the following three categories:

- Concern about disruption to the community, primarily residential areas;
- Opposition to a Metro South MetroLink extension; and
- Support of a Metro South MetroLink extension.

The majority of comments seemed to come from residents concerned about their property and neighborhoods being negatively impacted by an extension. A lot of people seemed to be saying, “Not in my backyard.” Others commented that they did not think there is a need for MetroLink in South County, or a desire to utilize light rail on behalf of the community. However, it is important to note that these statements do not represent the sentiment of the entire study area. There were comments from respondents who would like to see MetroLink come to South County and think it would be a viable service that could help reduce traffic and provide an alternative mode of transit for the study area residents and commuters. A complete list of additional comments, verbatim, is contained in Appendix K.

Public Engagement

The public engagement questions asked participants to provide their zip code, describe themselves, and asked them to rate the meeting according to the information provided and the competence of the study team. Respondents also had the opportunity to provide suggestions for improvement and to indicate whether they would like to be contacted about participating in upcoming 1/2-day community workshops. Below are the results:

Zip code of residential address:

63123	77%
63128	7%
63119	6%
63125	3%

Zip codes outside of study area	3%
63129	3%
63126	<1%
63116	<1%

Stakeholder type:

Resident	83%
Business Owner	10%
Business Tenant	3%

Employee in Study Area	3%
Other	1%
Elected official	<1%

The information provided was:

59% Useful **29%** Very Useful **12%** Not Useful

The study team was:

57 % Helpful **25%** Very Helpful **18 %** Not Helpful

Vector Communications

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In general, the meeting was:

62 % Organized **27% Well Organized** **11% Not Well Organized**

Suggestions for Improvement

Many respondents commented that they would have liked a question and answer session after the presentation. Some even suggested an open forum setting, whereby they could voice their opinions in response to the information presented. There were a few suggestions about making the meetings even more publicized. The full scope of comments can be found in Appendix L.

Appendices

- Appendix A – Maps of Attendees Residences/Businesses
- Appendix B – Welcome Handout and Newsletter
- Appendix C – Display Boards
- Appendix D – Presentation
- Appendix E – Comment Form
- Appendix F – Improve Access to Opportunity Comments
- Appendix G – Foster Economic Development Comments
- Appendix H – Preserve Neighborhoods Comments
- Appendix I – Performance and Cost Comments
- Appendix J – Responses to Question 2
- Appendix K – Additional Comments
- Appendix L – Public Engagement: Suggestions for Improvements



Draft – Preliminary Working Document
Metro South Study Comment Report
South County Business Community
Presentation
February 25, 2004

Submitted By:
Vector Communications

Executive Summary

This report documents the public engagement process and input collected from a special presentation held by the Metro South study team for South County's business community. The purpose of the presentation was to:

- Present proposed plans for station area development; and
- Obtain feedback from the community on potential economic development opportunities in South County.

Approximately 20 people attended the presentation.

Public Engagement

The study team worked with several business organizations in South County, including the Affton Chamber of Commerce, Lemay Chamber of Commerce and South County Chamber of Commerce, to inform members of the business community about the presentation. Below is a detailed list of the public engagement activities for this meeting:

- Contacted the executive director of the Affton, Lemay, South County, and Green Park Chambers of Commerce, St. Louis County Rotary Club, and the Affton Community Betterment Association; and
- Faxed flyers to the Chambers of Commerce.

The Affton Chamber of Commerce included an announcement in their Weekly Chamber Update, which is sent to all of their members. The Lemay Chamber of Commerce and South County Chamber Commerce conducted a broadcast fax of the flyer to their members.

Presentation Format

During the event, some general background information about the study was presented, as well as the three draft detailed MetroLink Alternatives that were narrowed down from the four preliminary alternatives. Audience members were then able to review and provide feedback on proposed plans for the following stations:

- Watson Road, along the Blue alternative;
- Watson Road, as the terminus for the Purple alternative;
- South County Center; and
- Butler Hill.

Comment Summary

Upon arriving, attendees were asked to sign in and given a newsletter and comment form. The first portion of the comment form asked respondents to provide information about their business. The second section focused on economic development, station area development, and allowed them to provide any additional comments. There six completed comment form.

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Description of Respondents' Businesses

Of the six respondents, three had retail businesses, one office, one professional/personal services, and one was a government office. The types of business included real estates sales, glass tinting, bakery, art and gift retail, and secretarial services. Of the five businesses, two owned their business property and the other three leased. Three of the respondents were the owners/presidents of their businesses and the other was the manager. Only one business was located near a proposed station – Butler Hill. However, another three were located within a mile to a mile and half radius of proposed stations.

Station Area Development

One of the questions on the comment form listed goals for South St. Louis County and asked respondents to consider which of them could helped be accomplished with station area development. Below is a chart with the goals on the left and number of respondents who checked them on the right.

What goals do you think station area development can help accomplish for South County?	# of respondents who selected this goal
Increase economic development and broaden the job base by attracting new employers to the area (especially office employment)	6
Increase local job opportunities	5
Stabilize and/or help revitalize areas of South County	4
Broaden the tax base	4
Attract greater retail patronage from other parts of the St. Louis region	3
Increase housing choices	2

The comment form also asked respondents to identify, from a list of options, which station area land uses could help foster economic development and enhance South County, Respondents could also add additional land uses. Results are charted below:

Station Area Land Use Types	# of respondents who selected this land use
Office	5
Restaurants/Entertainment	4
Major Retail	3
Multi-family housing (e.g. townhouses, apartments, condos)	2
Convenience Retail	2
Government Offices	2
Warehouse/Manufacturing	2
Major Industry	2
Personal services (e.g. medical offices)	1
Other civic services (e.g. schools, libraries)	1
Special services (e.g. day care, health clubs)	0

Respondents were also asked to identify economic development advantages and disadvantages to building light rail in St. Louis County. The chart below includes the verbatim responses.

Economic Development Advantages	Economic Development Disadvantages
Advantage along BNSF is that the buildings along RR line are pretty bad and need upgrading or redevelopment	Disadvantage is that there isn't much vacant land
Great opportunities for development at terminals and convenience for travel to Mid County. Development and better transportation choices for subdivisions and Jefferson County.	
I'm still interested in a major station at BNR and Gravois - I live in Affton, I'm interested in seeing the Gravois corridor redeveloped and hope to see MetroLink substantially and positively affect us.	
This is just a positive move	
Advantages are the goals listed above.	Only disadvantages may be some business displacements

Additional comments

Only two respondents choose to provide additional comments. One indicated that there were more advantages to the Blue alternative, even if it stopped at I-55 and Reavis Barracks Road and later connected with a South Side route to downtown St. Louis. The other attendee stated that they wanted to see “Affton get a significant economic shot in the arm from MetroLink.”

Conclusion

Despite efforts to attract an audience from among South County’s business community and get their input, approximately people attended the presentation and only six provided feedback via the comment form. According to these six respondents, there seems to be a favorably view of the economic development opportunities that could be generated by a MetroLink extension. On the top of the list for economic development goals are: 1) Increase economic development and broaden the job base by attracting new employers to the area (especially office employment) and 2) Increase local job opportunities. In terms of station area land uses, the top choices were office and restaurant/entertainment.



Draft – Preliminary Working Document
Metro South Study
Open House Summary Report
March 7, 2004

Submitted By:
Vector Communications

Vector Communications

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Executive Summary

This report documents the public engagement process and public input collected from a Metro South open house held on Sunday, March 7, 2004 at Windsor Community Center, in the city of St. Louis, from 1:00 p.m. to 3:00 p.m. Meeting materials and content included display boards, two presentations, and handouts. The purpose of the meeting was to:

- Introduce attendees to the study;
- Present the four preliminary MetroLink alternatives and the evaluation results of these alternatives;
- Present the draft detailed MetroLink alternatives; and
- Obtain public input on the three detailed alternatives and the three options of the Orange alignment.

The last item listed above was the focus of the open house. The target audience was city residents who live near and around the River Des Peres corridor, which is part of the study area and includes one of the detailed alternatives, the orange alignment. Approximately 130 people attended the open house.

Attendee Profile

The majority of attendees were residents from the area between Morganford and I-55, south of River Des Peres, and the area between Morganford and I-55, north of River Des Peres and south of Loughborough. These populations are more directly affected by the Orange alignment options. A good graphic indication of this is the study area map that exhibits, with white pins, where attendees live. When attendees first arrive, after signing in, they are asked to indicate, with a pin, their residence. A photo of the map is available in Appendix A.

For more information on characteristics of this open house audience, please refer to the Public Involvement section of this report.

Public Engagement

The study's public engagement process includes ongoing activities, such as the hotline and web site. However, in collaboration with the local alderpersons, specific outreach activities were conducted to inform the public of this meeting. Below is a detailed list of such activities:

- Secured advertisements in the *South City Journal*, *Southside Journal*, *Southwest City Journal*, and *South County Journal*;
- Distributed approximately 5,000 flyers announcing the meeting to area residences;
- Mailed out approximately 200 flyers that were included with Boulevard Heights community newsletter;
- Included an announcement in the Boulevard Heights community newsletter;
- Provided flyers and newsletters for distribution at the Boulevard Heights and St. Louis Hills community meetings;
- Posted flyers at Windsor Community Center;
- Announced meeting on Fox 2 News on March 5, 2004 between 7:00 and 8:00 a.m.; and
- Posted information on the study web site.

Open House Format

The open house was held at a local community center within the study area on a Sunday afternoon. The date, time, and location were suggested by local alderpersons, in order to make the meeting convenient for area residents and encourage greater attendance.

Upon arrival, attendees signed in, were given a handout, comment form and newsletter, and asked to indicate their residence on a study area map by putting a pin on its location. Copies of the handout and newsletter are in Appendix B.

There were a total of five information stations at the open house and they were organized in the following manner:

- Station #1: Metro South Study Overview;
- Station #2: Preliminary Alternatives;
- Station #3: Evaluation of Preliminary Alternatives;
- Station #4: Detailed Alternatives; and
- Station #5: Next Steps and Public Involvement.

Appendix C contains the display boards that were on view at the open houses.

Two half hour presentations were made during the open house. The welcome and a brief study summary was given by Justin Carney, of East West Gateway Coordinating Council. Russ Volmert, of HNTB, the lead study consultant, led the rest of the presentation, which included information on the Orange alternative, its options, and the criteria used to compare the options. There was no formal question and answer session as part of the presentation, however, attendees could ask questions of study team members individually after the presentation. A copy of the presentation is in Appendix D.

Comment Summary

After viewing the information at the various stations, and listening to the presentation, attendees were asked to complete a comment form. The comment form is in Appendix E.

Although each of the approximately 130 attendees was given a comment form, only 22 were turned in on the day of the open house. Throughout the two weeks following the open house, another six were sent in via mail, for a total of 28 completed comment forms. This summary is based on the input provided by these 28 respondents.

The comment form asked respondents to 1) List the advantages and disadvantages of the draft detailed alternatives; 2) Indicate the top four criteria they deem most important for evaluating the alternatives; 3) Identify advantages and disadvantages for each of the Orange alternative's options; and 4) Choose the top two most important criteria for evaluating the options. Respondents could also provide any additional comments on the draft detailed MetroLink alternatives and the Orange alignment options.

Draft Detailed MetroLink Alternatives

Respondents were instructed to consider and list advantages and disadvantages of each of the draft detailed MetroLink alternatives. The following is a chart that outlines some of the most commonly cited advantages and disadvantages.

Alternative	Advantages	Disadvantages
Purple	<ul style="list-style-type: none"> • Direct and central to study area • Minimal impacts to traffic and residences • Parking area already exists • Could boost economic development and revive Kenrick Plaza area 	<ul style="list-style-type: none"> • Short route • Serves limited area
Blue	<ul style="list-style-type: none"> • Direct and central to study area • Minimal impacts to traffic, businesses, and residences • Right-of-way already exists 	<ul style="list-style-type: none"> • Logistical challenges with railway • Presence of utilities • Higher cost • Limited right-of-way in some areas
Orange	<ul style="list-style-type: none"> • Follows I-55 right-of-way • Serves larger population • Easily accessible • Less residential displacements 	<ul style="list-style-type: none"> • Not direct • Residential impacts • Traffic circulation impacts • Neighborhood impacts, e.g. noise, traffic, crime • Loss of green space • Building in flood plain

When asked to choose the four most important criteria that should be considered in the detailed analysis, the top choices were Residential Property Impacts (16), Costs (9), Major Destinations Served (8), and Traffic Circulation impacts (7).

Less than half of the respondents provided any additional comments on the draft detailed alternatives, and the comments provided were very varied. Verbatim comments on the alternatives are contained in Appendix F, G, and H. Appendix I contains the verbatim responses from the additional comments section.

Orange Alignment Options

When asked to identify the most important criteria for comparing the Orange alignment options, the top two responses were Residential Displacements (16) and Traffic Impacts (10). The importance of residential and traffic impacts was also evident in the types of advantages and disadvantages attendees associated with the various options. The table below highlights the information provided by the 28 respondents.

Option A (North Side – Germania)

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Advantages	Disadvantages
Fewer residential impacts	Residential displacements
Easy access for small populated area	Negative traffic impacts
Serves broader area	Few sites for development
	Switchback from south side to north side adds to expense

Option B (North Thru – Germania)

Advantages	Disadvantages
Most direct route	Greater residential impacts
Good access	Negative traffic impacts
Convenient	

Option C (South Side – Carondelet)

Advantages	Disadvantages
Park area availability reduces impact to residential properties	Greater residential impacts
	Negative traffic impacts (e.g. reduces accessibility for local residents)
	Parkland impacts

Other disadvantages that were cited are more general in nature and not necessary specific to any of the options. These include the following:

- Neighborhood disruptions (e.g. residential displacements, traffic impacts, increase in crime, unattractiveness of light rail, parking in local neighborhoods);
- Loss of tax base because of potential property displacements; and
- Lack of direct route to downtown.

When asked to provide additional comments on the Orange alignment options, most responses pointed to concerns over neighborhood disruptions including residential displacements, traffic impacts, weakened tax base, and an increase in crime.

Similarly, responses provided in the Further Comments section pointed to these same issues. In addition, several respondents indicated that because this alternative does not provide a direct route downtown, it does not serve them well.

It is important to note that these comments were provided by only 28 respondents, which is not necessarily an accurate reflection of the population in this area nor is it an adequate measure of input. Verbatim comments on Orange line options are available in Appendix J, K, and L, and additional comments are in Appendix M.

Public Involvement

The public engagement questions asked participants to provide their zip code, describe themselves, and asked them to rate the meeting according to the information provided and the competence of the study team. Respondents also had the opportunity to provide suggestions for improvement and further comments (verbatim comments from this section are in Appendix N). Below are the results from the completed comment forms:

Zip code of residential address:

12	63123	46%
7	63116	27%
4	63109	15%
3	Did not indicate zip code	12%

Stakeholder type:

23	Resident	88%
1	Employee in Study Area	4%
3	Did not indicate type	12%

0	Business Owner	0
0	Business Tenant	0
0	Elected Official	0

The information provided was:

59% Useful **32%** Very Useful **9%** Not Useful

The study team was:

56 % Helpful **35%** Very Helpful **9 %** Not Helpful

In general, the meeting was:

60 % Organized **20%** Well Organized **20%** Not Well Organized

Conclusion

The purpose of this open house was threefold: 1) To orient South City residents to the study and to inform them of the draft detailed alternative that involves a portion of the city of St. Louis; 2) To solicit feedback on the draft detailed alternatives, and 3) To obtain feedback on the three Orange alignment options being considered for the South City area. A thorough and comprehensive public engagement campaign was conducted in order to inform and involve all residents of the area and included a distribution of 5000 flyers to area residences, newspaper advertisements and media announcements, and flyer distribution through the local neighborhood associations.

These efforts were successful in attracting approximately 130 attendees to the meeting. However, of the attendees, only 28 provided input by completing comment forms. Additionally, in the weeks following the open house, there were eight hotline messages and six emails that were received from city residents. The nature of the voicemails and emails ranged from questions about the alternative

and options, concerns about residential impacts (primarily people wanted to know about their specific residence), and support for an alternative that would travel through the South City area.

While the study team only received 28 comment forms, and some additional input via hotline calls and emails, keeping the public informed and obtaining public input is critical to the study, and all comments are being considered.

Appendices

Appendix A – Maps of Attendees Residences

Appendix B – Welcome Handout and Newsletter

Appendix C – Display Boards

Appendix D – Presentation

Appendix E – Comment Form

Appendix F – Comments on Purple Alternative

Appendix G – Comments on Blue Alternative

Appendix H – Comments on Orange Alternative

Appendix I – Additional Comments on Draft Detailed MetroLink Alternatives

Appendix J – Comments on Orange Alignment Option A (North Side – Germania)

Appendix K – Comments on Orange Alignment Option B (North Thru – Germania)

Appendix L – Comments on Orange Alignment Option C (South Side – Carondelet)

Appendix M – Additional Comments on Orange Alignment Options

Appendix N – Further Comments

Appendix O – Suggestions for Improvement



Draft – Preliminary Working Document
Metro South Study Comment Report
Station Area Land Use Workshops
March 16, 2004
March 17, 2004

Submitted By:
Vector Communications

Executive Summary

This report documents the public engagement process and public input collected from Metro South station area land use workshops held on Tuesday, March 16, 2004 at Shrewsbury City Center, from 4 –7 p.m., and Wednesday, March 17, 2004 at Mehlville High School, from 5- 8 p.m. Both meetings had the same content on the various display boards, and a continuously running Power Point presentation. The purpose of the meetings was to:

- Present the draft detailed alternatives;
- Present land use planning principles and land use ideas; and
- Get public input on proposed station area land use plans.

Approximately 140 people attended the workshops. At the meetings, 37 completed comment forms were submitted, and an additional three forms were received by mail.

Attendee Profile

Attendees seemed to have come from residential areas that would be the most impacted by the proposed MetroLink alternatives and stations. At the first workshop, there was a group of active citizens from the Village of Marlborough (approximately 15-20), as well as attendees from throughout the Affton and Shrewsbury area, with few from the city of St. Louis. There also seemed to be a contingency of residents (approximately 25 -30) from the Cedarberry Parke subdivision at the second workshop held at Mehlville High School. Both of these groups were most interested in and concerned with the Blue alternative, which primarily parallels the Burlington Northern Sante Fe Railway and I-55.

Public Engagement

The study's public engagement process includes ongoing activities, such as the hotline and web site, but specific outreach activities were conducted to inform the public of the workshops. Besides those engagement strategies implemented by the study team, there was also media coverage prior to the open houses. Below is a detailed list of the public engagement activities for these meetings:

- Secured advertisements in the *South County Journal*, *Southwest County Journal*, *Oakville/Mehlville Journal*, and *Southwest City Journal*;
- Mailed newsletters, which contained the workshop announcement, to approximately 3000 residences and businesses;
- Included announcement in the Green Park newsletter;
- Sent flyers for distribution to area stakeholders, school officials, municipal leaders, local libraries, Chambers of Commerce, and the Affton Community Center;
- Posted information on the study web site, as well as other web sites (including Citizens for Modern Transit);
- Sent out an email announcement to approximately 200 people; and
- Called and sent flyers to residents who attended the previous open house and indicated on their comment form that they wanted to be contacted about the workshops.

Workshop Format

The workshops were held at local sites within the study area. Two meetings were conducted to give people more opportunities to attend. The times of the meetings varied, and workshop sessions began every half hour so that attendees could participate in several station area workshops.

Upon arrival, attendees were signed in, given a handout, comment form and newsletter, Copies of the handout, comment form and current newsletter are in Appendix A.

There were a total of five stations at each workshop and they were organized in the following manner:

- Station #1: PowerPoint presentation (played continuously);
- Station #2: Metro South Study Overview and Detailed Alternatives;
- Station #3: Station area land use workshop tables;
- Station #4: Transit Examples and Land Use Primer handout; and
- Station #5: Comment and question area.

Appendix B contains the display boards that were on view at the workshops and the land use primer is in Appendix C.

The presentation, which played continuously during the workshop, included an update on the alternatives, which had been narrowed down to three since the last open houses, and the next steps for the alignments. It also included the role of land use planning in the study and the main goals and principles that guide land use planning. Appendix D contains the presentation.

The workshop sessions were categorized based on stations' geographic locations. There were a total of three workshop tables: Shrewsbury/Affton area stations, South City/Lemay area stations, and South County area stations. At the workshop stations, attendees discussed the proposed station area land use with land use planners and offered their comments and suggestions. Participants were also asked to record their comments on "post it notes" and position them on a large sheet of paper in one of the four following categories: *Station Features and Amenities; Local Access; Nearby Land Uses, and Special Opportunities or Challenges to a station in this area.*

Comment Summary

Station Area Land Use Planning Workshop Tables: "Post it" notes

After discussing proposed planning concepts for the various stations, participants were asked to write their comments on "post it notes" and post it on a large board in one of four categories. The charts below reflect a summary of the comments and suggestions provided by respondents for each of the proposed stations.

Watson (Purple Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
			<ul style="list-style-type: none"> Station may not be necessary due to station at Lansdowne/I-44

Watson (Blue Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
	<ul style="list-style-type: none"> Create safe pedestrian access on the east side 	<ul style="list-style-type: none"> Encourage small businesses to remain Give incentives to small businesses to rehab 	<ul style="list-style-type: none"> Great location for redevelopment Could create traffic problems, e.g. increased volume on Kenrick Manor Drive, Trianon Parkway, and Watson Potential for displacing senior citizens and Kenrick condos

Gravois (Blue Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
	<ul style="list-style-type: none"> Make it easily accessible from Gravois Create pedestrian access to Affton Community Center 	<ul style="list-style-type: none"> Encourage small businesses to remain Encourage redevelopment of desirable businesses and new residences No big box development or fast food Need new single family housing in area for people who want to stay in area. 	<ul style="list-style-type: none"> Fosters economic development in Affton Repair viaduct Gravois could be redeveloped as a “main street” commercial district Could create traffic problems at Reavis and Tesson Ferry Why would redevelopment work? Excess of vacant space now.

Gravois (Orange Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
<ul style="list-style-type: none"> • Create parking facility 	<ul style="list-style-type: none"> • Good way to connect with bus service 		<ul style="list-style-type: none"> • Move station to Walgreens lot

Morganford (Orange Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
<ul style="list-style-type: none"> • Create parking facility 	<ul style="list-style-type: none"> • Create pedestrian access via sidewalks 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Would serve dense/populated area • Goodwill site maybe good location for park-n-ride lot • Reducing lanes on Germania could create traffic problems • Crossing at grade at Morganford could have noise impact because of horns

Bayless (Orange Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
	<ul style="list-style-type: none"> • Provide for pedestrian access (especially since Bayless and I-55 intersection can be very busy & congested) • Provide access to the station from west side of I-55 		<ul style="list-style-type: none"> • Good location

Reavis Barracks (Orange Line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
<ul style="list-style-type: none"> • Parking facilities • Security • Restrooms 		<ul style="list-style-type: none"> • Retail facilities • Make surrounding area attractive 	<ul style="list-style-type: none"> • Concerns about making this a terminus include increased traffic, crime, and noise in residential neighborhood

Green Park (Blue line)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
			<ul style="list-style-type: none"> • Current infrastructure is not conducive for a “walk up” station (due to lack of sidewalks and street lighting, as well as no current foot traffic) • Green Park Road is not suitable to handle increased traffic volume

Butler Hill (Orange and Blue lines)

Station Features and Amenities	Local Access	Nearby Land Uses	Special Opportunities and/or Challenges
•	<ul style="list-style-type: none"> • Include a pedestrian bridge 	•	<ul style="list-style-type: none"> • Great possibilities

About half of the post it note remarks do not pertain specifically to station planning concepts, but are general comments related to the alternatives. The group of citizens from the Village of Marlborough and residents from Cedarberry Parke Subdivision in Green Park were primarily concerned with the impact and encroachment of the light rail right of way onto their residential properties. Verbatim comments from the post it notes are available in Appendix E.

Comment Forms

Attendees also had the opportunity to complete comment forms. There were a total of 40 comment forms submitted. The comment form asked for feedback on the draft detailed MetroLink alternatives and on the proposed planning concepts for the Metro South

MetroLink stations. The majority of respondents choose to comment on the draft detailed alternatives, but several provided input on the conceptual station plans.

Station Planning Workshops

Participants were asked if they had any additional comments on the proposed planning concepts for Metro South MetroLink stations, however, there very few comment forms that included input in this section, and remarks were varied.

One attendee encouraged the station at Gravois along the Blue alternative because it could create “main street” commercial district for Affton. Another participant encouraged the station at Kenrick Plaza, along the Purple route, because it could promote new business development and would support increased foot traffic. However, according to another respondent, the Watson station near Kenrick Plaza seemed to force a more “urban” environment than desired by current residents, who favor a “suburban” experience.

Another attendee seemed concerned with how a terminus at Reavis Barracks (an option to the Orange alternative) would impact the local neighborhood, especially in terms of noise, crime, and property values. However, these concerns are very general in nature, and have been voiced with regard to a MetroLink extension.

One other comment suggested the study consider the Walgreens lot as a park-n-ride garage to serve the proposed Gravois station along the Orange alternative.

Verbatim comments on station planning workshops are located in Appendix F.

Draft Detailed MetroLink Alternatives

As part of the comment form, attendees were asked for their input regarding the draft detailed MetroLink alternatives. The following tables reflect commonly cited advantages and disadvantages for each of the alternatives. Appendix G contains the verbatim comments.

Purple Alternative

Advantages	Disadvantages
<ul style="list-style-type: none"> • Better access via Watson Road than current Cross County terminus at Lansdowne 	<ul style="list-style-type: none"> • Does not serve South County

Orange Alternative

Advantages	Disadvantages
<ul style="list-style-type: none"> • Less residential impacts • Better opportunity to serve greater South County area • Easy access from I-55 • Less costly • Connects to City of St. Louis 	<ul style="list-style-type: none"> • Possible terminus at Reavis Barracks would be disruptive to local neighborhood

Blue Alternative

Advantages	Disadvantages
<ul style="list-style-type: none">• More Transit Oriented Development opportunities• Would effectively serve the North/South travel pattern• Would encourage economic development in Affton	<ul style="list-style-type: none">• Negative residential impacts e.g. decrease in property values, noise, unsightliness, safety threatened, generally disruptive to local neighborhoods along the route (most comments of this nature came from Cedarberry Parke subdivision residents)• Traffic impacts on Green Park Road

Further comments

Those who completed a comment form also had the opportunity to provide any further comments. Of the 40 forms that were submitted, only about a fourth contained remarks in this section. The comments were very broad, but commonly referred to the extension in general.

Some respondents voiced their opinion about the lack of need or desire for a MetroLink extension, while others offered their support of expanding the mass transit system. Only one respondent commented on the station concepts, and recommended that the study share the range of transit oriented development ideas, even if they are ambitious and reflect displacements. The verbatim comments are in Appendix H.

Question Board

New to this public meeting was the question board. In addition to completing a comment form, posting a “post it” note, and having questions answered by study team members, attendees could also post their questions on a large sheet of paper. The purpose of this was to be able to share and view questions of other attendees.

Below is a list of the questions that were posted:

- How does light-rail affect property values?
- Is there funding for construction?
- Why continue expanding when you can't pay for Metro now?
- Why not explore the Rapid Bus system, which is flexible and less expensive?
- Would bus service do?

Most of these questions can be answered via the study web site and the Frequently Asked Questions sheets available on the web site and at information sites.

Public Engagement

The public engagement questions of the comment form asked participants to provide their zip code, describe themselves, and asked them to rate the meeting according to the information provided and the competence of the study team. The results below are based on the responses from the 40 comment forms submitted by attendees:

Zip code of residential address:

72%	63123
16%	63119
3%	63109
3%	63105

3%	63129
3%	Outside of the study area

Stakeholder type:

88%	Resident
6%	Business Owner
3%	Employee in Study Area

3%	Elected official
-	Business Tenant
-	Other

The information provided was:

65% Useful **29%** Very Useful **6%** Not Useful

The study team was:

66% Helpful **31%** Very Helpful **3%** Not Helpful

In general, the meeting was:

59% Organized **37%** Well Organized **4%** Not Well Organized

Conclusion

The workshops served to inform the public of and obtain feedback on proposed planning concepts for station area design that would complement the neighborhoods and communities of the study area. The activities were designed for a high level of interaction and participation. In addition to the workshops activities, there was a presentation on the draft detailed alternatives and land use planning guidelines, a study overview, and a question/comment area.

While the proposed plans are very conceptual in nature, and a locally preferred alternative has yet to be identified, the workshops served as an education tool for transit oriented development principles and was a good forum for soliciting feedback on proposed plans. As noted, many of the comments were related to general alignment issues and not specific input regarding station area planning. However, the majority of citizen input received regarding the potential station area locations was positive in nature.

Appendices

Appendix A – Handout, Comment Form, Newsletter

Appendix B – Display Boards

Appendix C – Land Use Primer

Appendix D – Presentation

Appendix E – Verbatim Comments from Post It Notes

Appendix F – Verbatim Comments on Station Planning Workshops

Appendix G – Verbatim Comments on Draft Detailed MetroLink Alternatives

Appendix H – Verbatim Further Comments



Draft – Preliminary Working Document
Metro South Study
Open House Summary Report
August 30, 2004
August 31, 2004

Submitted By:
Vector Communications

Open House Summary

This report documents the public engagement process and public input collected from Metro South open houses held on Monday, August 30 at Shrewsbury City Center, from 4:30 –7:30 p.m., and Tuesday, August 31 at Holiday Inn – South County, from 5- 8 p.m. Both meetings had the same content on various display boards, a Power Point presentation, and virtual reality tours and aerial maps of the alternatives. The purpose of the meetings was to:

- Present the alternatives in more detail;
- Present results and implications from the evaluation; and
- Solicit public input on the evaluation of the alternatives.

Approximately 300 people attended the open houses, about 170 the first night and 130 the second night. At the meetings, 84 completed comment forms were collected, and eight additional forms were received by mail.

Attendee Profile

Upon signing in, attendees were asked if this was their first time at a Metro South open house or public event. On the first night, the majority of the audience informed us that they had been to a previous open house and had received the latest newsletter. However, on the second evening, almost half of the attendees indicated that it was their first time at a Metro South public event.

Public Engagement

The study's public engagement process includes ongoing activities, such as the hotline and web site, but specific outreach activities were conducted to inform the public of these meetings. Besides those engagement strategies implemented by the study team, there was also some media coverage prior to the open houses. Below is a detailed list of the outreach activities for these meetings:

- Placed advertisements in six *Suburban Journals* the two weeks prior to the meetings and in the *South County Times* one week beforehand;
- Mailed newsletters to approximately 4000 residences and businesses;
- Posted information on the study web site;
- Sent out an email announcement to approximately 250 people; and
- Distributed posters and flyers to area stakeholders, school officials, municipal leaders, local libraries, the Affton Community Center, and study area congregations.

Open House Format

The open houses were held at local sites within the study area. Two meetings were conducted to give people more opportunities to attend. The times of the meetings varied, with one being scheduled somewhat later in the evening to accommodate citizens with daytime work hours.

Upon arrival, attendees were signed in, given a handout, comment form, newsletter, and the Draft Detailed Alternatives Evaluation Booklet (dated 08/30/04), and asked to indicate their residence or business on a study area map by putting a pin on their location. A copy of the welcome handout is in Appendix A. The booklet is available in appendix B.

There were a total of six information stations at each open house and they were organized in the following sequence:

- Station #1: Metro South Study Overview;
- Station #2: Detailed Alternatives;
- Station #3: Detailed Analysis of Alternatives;
- Station #4: MetroLink Stations: Cross Sections and Visual Impacts;
- Station #5: Virtual Reality Simulation; and
- Station #6: Next Steps and Public Involvement.

Appendix C contains the display boards that were on view at the open houses.

A 30-minute presentation was made at each meeting. The welcome and a brief study summary was given by Donna Day, of East-West Gateway Council of Governments. Uri Avin of HNTB, the lead study consultant, led the rest of the presentation, which included information on the evaluation criteria and results, and findings from the evaluation. There was no question and answer session, however, attendees were encouraged to ask questions of study team members individually after the presentation. A copy of the presentation is in Appendix D.

After viewing the information at the various stations, and listening to the presentation, attendees were asked to complete a comment form. The comment form instructed respondents to identify which alternative best served each of the purpose and need goals: improving access to opportunity, fostering economic development, preserving neighborhoods, and performance and costs. It also asked respondents to choose their four top choices of 14 representative criteria. These 14 representative criteria, as identified by the study team, best represent the purpose and need goals and performance and cost criteria from the overall list of 60. There was also a section for additional comments. The comment form is attached to this report as Appendix E.

Comment Summary

The comment form was designed to solicit informed input from open house attendees. The first four questions asked respondents to identify the alternative that best served each of the purpose and need goals and to provide reasons for why they selected that particular alternative. The second part of the comment form listed 14 representative criteria and instructed attendees to select those they thought most important (up to four) and provide justification for their choices. People were also asked if there were any additional criteria that they thought could better represent the entire group. The form provided a section for additional comments as well. About one third of attendees submitted a comment form.

Section One: Ability of Alternatives to Serve the Purpose and Need Goals

When reviewing this summary, it is important to note that in many cases, respondents did not distinguish between the Orange-Reavis and Orange-Butler Hill alternatives. Also, based on the reasons people provided when they selected the Blue alternative, it appears that in most cases, respondents are referring to the Blue-Butler Hill Alternative. Another somewhat noticeable trend occurred: respondents would identify one alternative because they associated negative impacts with

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another (i.e. Orange-Butler best serves this goal because the Blue-Butler would effect my neighborhood).

Improving Access to Opportunity

Approximately half of the respondents indicated that the Orange Alternative best served this purpose and need goal. They provided the following reasons:

- Serves more homes than other alternatives
- Provides service to more transit-dependent households
- Attracts commuters from Jefferson County
- Connects better with future Southside extension
- Reaches Westfield Shoppingtown – South County

About a fourth of the responses selected the Blue Alternative because of the following:

- Provides good access for walk-up ridership
- Serves larger area of South County
- Provides direct service through the area
- Reaches Westfield Shoppingtown – South County

Almost one quarter of those who completed a comment form choose the No Build alternative for this category. They explained their selection by commenting that the need – improving access to opportunity – does not exist, is not relevant, or is already being fulfilled by existing transportation corridors. The full list of comments from this section is in Appendix F.

Fostering Economic Development

For this goal, again, the Orange alternative was identified on close to fifty percent of the comment forms. Respondents choose it because it could help areas in need of revitalization (e.g. Lemay area and Hampton/Gravois) and could utilize development opportunities at Butler Hill and Reavis Barracks.

The second most common response in this category was the No-Build. About 30% of the comment forms cited this alternative because of the following:

- Business development can adjust more readily to transportation improvements (both roadway and bus improvements) than to fixed guideways
- The need for economic development/redevelopment is not prevalent in South County
- Business displacements that would occur for light-rail construction are counterproductive
- Transit improvements should not focus on addressing economic development

The Blue Alternative was chosen on 22% of the forms because it could accomplish the following:

- Revitalize the Affton business district
- Provide greatest potential for Transit-Oriented-Development (TOD)
- Serve more jobs

The Purple and Blue to Watson appeared a few times in this category because of the redevelopment potential at Kenrick Plaza. Appendix G contains all of the verbatim comments.

Preserving Neighborhoods

Responses in this category show an almost even split between the Orange Alternative (37%) and No Build (32%).

According to reasons provided by the attendees, the Orange Alternative would best serve this goal because of the following factors:

- Has less business and residential displacements than Blue Alternative
- Utilizes available right-of-way (ROW) in an existing transportation corridor
- Creates less visual impacts than Blue Alternative

The No Build was an obvious frontrunner in this category because, according to respondents, it would not have residential and business displacements, nor will it have any visual impacts. Other people commented that light-rail would be disruptive to the quiet, residential nature of South County, and could potentially create crime and safety problems.

About 18% said the Blue alternative because it, like the Orange alternative, would be located in existing ROW and would also exist in a corridor already being used for rail.

The two shorter alternatives, the Purple and the Blue to Watson, were mentioned on about 13% of the comment forms. Some attendees mentioned the fact that these shorter routes would not have as many residential or business impacts as the longer alternatives. However, a handful of respondents expressed some concern about the residential impacts the Purple Alternative could have on the townhouses at Kenrick Manor. Verbatim comments are available in Appendix H.

Performance and Costs

About 40% of the respondents thought the Orange alternative performed best in this category because it is the most cost-effective and has less capital costs (Orange-Butler in comparison to Blue-Butler). Also, Orange to Reavis was mentioned on at least three occasions for this goal.

No Build received approximately 36% of the responses, while the Blue Alternative got about 20%. The Blue Alternative was identified because it is more direct, serves more neighborhoods, and has lower operating and maintenance costs (Blue-Butler in comparison with Orange-Butler). Respondents chose No Build or “none” because of the costs associated with the light rail alternatives.

Less than five percent selected the Purple Alternative. For the few that did, the most common reason was that it was short and required less capital and operating costs. Appendix I has the verbatim comments from this section.

Section Two: Most Important Criteria from among the representative 14 and Proposed Additional Criteria

Fourteen representative criteria, identified by the study team, were listed on the comment form and respondents were asked to choose up to four that they thought were most important and explain why. For each criteria, the corresponding number is the percentage of respondents that choose it.

Projected Ridership	39%
Residential displacements	39%
Capital costs	28%
Business displacements	25%
Visual impacts	22%
Zero car households served	21%
Capital costs/mile	19%
Operating and maintenance costs	19%
Ease of Implementation (ROW)	19%
2025 households served	18%
Capital costs/passenger mile	17%
2025 jobs served (official projections)	13%
Transit Oriented Development potential	13%
Annual travel time savings	12%

When one looks at the comments from this section, two very different themes emerge. On the one hand, some respondents seemed to think that the long-term benefits associated with MetroLink outweigh any impacts – these people usually chose projected ridership, zero-car households served, and 2025 households and jobs served. Projected ridership was a top choice because respondents thought that this measure was a key determinant of whether an alternative served its main purpose – providing service for the most likely riders. Second to ridership was zero-car households served, for similar reasons – light-rail should serve people who most depend on it. Other responses mentioned factors such as an alternative’s ability to reduce traffic congestion and stimulate economic development.

However, on the other hand, a group of attendees felt that the cost and impacts of light-rail were not justified, especially in this area. The most important criteria to this group was residential displacements, capital costs, business displacements, and visual impacts. Their message was that MetroLink would do greater harm than good, especially if it meant taking private property and businesses, and creating potentially negative impacts on neighborhoods. Comments from this group came from both residents of the City of St. Louis and South County. Remarks from this section can be found in Appendix J.

Overall, the comments in this section demonstrated mixed thoughts and feelings toward light-rail expansion. This is also evident in the criteria that were chosen most often by respondents.

Few people responded when asked if there were any other criteria that would better represent the ability of the alternatives to meet the purpose and need. One respondent put existing employment served and transit-oriented development, but offered no explanation. Several others added financial responsibility and accountability, and made reference to Metro’s current financial issues. A few

indicated major attractions served, and made remarks about the lack of destinations in the study area. Verbatim responses from this question are in Appendix K.

Section Three: Additional Comments

Like previous open house summaries, the remarks and statements from this section show great variety. For some people, this was their opportunity to express their support for a Metro South extension. Respondents remarked that light-rail could enhance the area, reduce traffic congestion, improve access to Clayton, stabilize economic development, and produce other positive benefits.

Other attendees choose to point out their concerns about a particular alternative, or light rail in general. Concerns such as visual impacts (at Villas at Kenrick, in Marlborough, and along River Des Peres), disruption to residential communities (Villas at Kenrick, residences on Birkenhead, Tesson Creek Estates, Cedarberry Parke), business displacements, traffic impacts (City of St. Louis), decrease in property values, parking problems at terminus points, and safety issues (e.g. derailment on elevated tracks).

Several people commented that there was no need for light-rail in the study area. Some remarked that the people (in the city and county) did not want MetroLink, would not use it, and may not support it (financially). Others pointed to financial issues at Metro and commented that more extensions would only worsen the current situation. The verbatim remarks are available in Appendix L.

Public Engagement

The public engagement questions asked participants to provide their zip code, describe themselves, indicate how they found out about the open house, and asked them to rate the meeting according to the information provided and the competence of the study team. Respondents also had the opportunity to provide suggestions for improvement. It should be noted that this information is based on the comment forms, and may not be an accurate reflection of the entire open house audience. Below are the results:

Zip code of residential address:

63123	63%
63119	16%
63129	6%
63125	5%

63126	2%
63116	2%
Other	2%

Stakeholder type:

Resident	86%
Business Owner	5%
Employee in Study Area	5%

Business Tenant	3%
Other	2%
Elected official	1%

How informed of Open House:

Newsletter	55%
Flyer or Poster	22%
Newspaper Advertisement	18%
Web site	11%
Neighbor	10%
Email announcement	7%
Newspaper article	5%
Friend	5%

Letter	4%
Public Official	4%
Community Organization	3%
Co-Worker	2%
Other: TV	2%
Chamber of Commerce	2%
Religion Organization	2%
Relative	0%

The information provided was:

49% Very Useful 48% Useful 3% Not Useful

The study team was:

48% Helpful 46% Very Helpful 6% Not Helpful

In general, the meeting was:

56% Well Organized 42% Organized 2% Not Well Organized

Suggestions for Improvement

There were few comments in this section that actually addressed the request for suggestions on improving public engagement. Below are some of the suggestions:

- Include a question/answer session
- Have virtual reality tours in separate room
- Make virtual reality tours focus of presentation
- Have directional signs in parking lots
- Include list of acronyms and their meanings on a handout

Some respondents wrote that they appreciated the study team’s work and the meetings. Several people remarked that the visuals, especially the virtual reality tour, were useful tools.

Other attendees used this space to provide their thoughts on the alternatives and the study in general. These comments are similar to those documented in the *Additional Comments* section. Appendix M contains verbatim comments.

Appendices

Appendix A – Open House Handout

Appendix B – Draft Detailed Alternatives Booklet

Appendix C – Display Boards

Appendix D – Presentation

Appendix E – Comment Form

Appendix F – Improve Access to Opportunity Comments

Appendix G – Foster Economic Development Comments

Appendix H – Preserve Neighborhoods Comments

Appendix I – Performance and Cost Comments

Appendix J – Remarks on Criteria

Appendix K – Additional Criteria

Appendix L – Additional Comments

Appendix M – Public Engagement: Suggestions for Improvements

Study Area Stakeholders Take MetroLink Field Trip

On Wednesday, August 20, 2003, 14 South County stakeholders took a ride on MetroLink courtesy of the Metro South Study team. For most, this was the first time they had ridden on the light-rail system. After receiving a brief presentation on the Metro South Study, they traveled via bus to the Laclede's Landing station, where they boarded the MetroLink and rode to Lambert Airport and back. Participants said the experience was enlightening, as well as exciting.

South County Chamber of Commerce executive director Donna Schumann remarked, "I am totally impressed with actually riding MetroLink and being able to visually see the impact on students, parents, business men and women who use the service." Lance Welling of Metropolitan Congregations United described MetroLink as "Clean, easily accessible, with a high level of security."

For some participants, who had never ridden MetroLink, the experience addressed their concerns over safety and security. Sandy Parker, of the Lemay Chamber of Commerce, admitted that her biggest misconception was about safety, but having experienced MetroLink, found that there is a lot of security.

The purpose of this activity was to expose South County citizens to MetroLink. The study team discovered that many residents have never used St. Louis's light-rail system and that some of their concerns about MetroLink could be addressed if they had the opportunity to experience the system firsthand.

RESOLUTION No. 1-03

A RESOLUTION STATING THE POSITION OF
THE TOWN OF GRANTWOOD VILLAGE CONCERNING
THE ROUTE LOCATION OF THE METROLINK SOUTH.



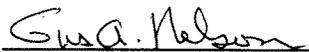
WHEREAS, the Town of Grantwood Village has been incorporated since 1937 as a single family residential community, whose boundaries are Rock Hill Road, Laclede Station Road, Gravois Road and an irregular side including Grant's Farm.

WHEREAS, the Town of Grantwood Village can appreciate the value and convenience of a rapid transit system to its citizens in and around the South County area in general.

WHEREAS, it appears a proposed route along Laclede Station Road (RED) would do irreparable damage to the Town of Grantwood Village in taking and destroying a substantial number of our homes and our one commercial property. We strongly and vehemently oppose this (RED) route along Laclede Station Road and will use our collective influence to maintain the integrity of the Town of Grantwood Village.


Kenneth Wilhelms
Chairman of the Board of Trustees

ATTEST


Gus A. Nelson, Village Clerk

- Copy: Joseph R. Ortwerth: East West Gateway Coordinating Council - Chairman
Jerry Blair: East West Gateway Coordinating Council - Director of Transportation
Laura Godwin: Vector Communications
Kurt Odenwald: County Councilman
James Avery: Missouri State Representative - 95th District
Anita Yeckel: Missouri State Senator
Michael R. Gibbons: Missouri State Senator
Todd Akin: United States Representative - 2nd District
Christopher Bond: United States Senator
James M. Talent: United States Senator

COPY OF ORDER

*Jerry
Justin
Dana*

JAN 16

STATE OF MISSOURI)

)SS.

ST. LOUIS COUNTY)

In the County Council of said County on the 13th day of January, 2004 the following among other proceedings were had, viz:

In the matter of Communications directed to The Honorable Kurt S. Odenwald, Councilman for the 5th District, from the following residents of Grantwood Village expressing their opposition to routing MetroLink along Laclede Station Road to Gravois and urging the County Council to support the River Des Peres Route: George and Amelia L. Theodore, 7332 Whitehaven Dr., 63123; Edward and Kathleen Hill, 30 Zinzer Ct., 63123; Sue Ehrhardt, 10 Vicksburg Circle, 63123-2034; and Betty and Mac Steinhaus, No. 1 Grantwood Lane, 63123

By motion duly made, seconded and carried, IT IS ORDERED BY the County Council of Saint Louis County, Missouri, that the Communications directed to The Honorable Kurt S. Odenwald, Councilman for the 5th District, from the following residents of Grantwood Village expressing their opposition to routing MetroLink along Laclede Station Road to Gravois and urging the County Council to support the River Des Peres Route: George and Amelia L. Theodore, 7332 Whitehaven Dr., 63123; Edward and Kathleen Hill, 30 Zinzer Ct., 63123; Sue Ehrhardt, 10 Vicksburg Circle, 63123-2034; and Betty and Mac Steinhaus, No. 1 Grantwood Lane, 63123, be received, filed and referred to the East-West Gateway Coordinating Council.

SKIP MANGE

CHAIRMAN, COUNTY COUNCIL

Copies to:

2 Highways

1 County Executive

1 East West Gateway Coordinating Council

O.B. 1-13-04

005

1-13

George & Amelia L. Theodore
7332 Whitehaven Dr.
St. Louis, MO 63123

RECEIVED

JAN 7 - 2004

**St. Louis County Council
Administrative Director**

County Councilman Kurt Oldenwald
7316 Sutherland
St. Louis, MO 63119

Councilman Oldenwald:

As residents of Grantwood Village for 30 years, we are writing to express our opposition to routing Metrolink along Laclede Station Road to Gravois. This particular route would destroy a significant number of our homes, and would mean great financial loss to us, among many others. Our home is only five lots away from Laclede Station Road. We stongly urge that you vote for the River Des Peres route, which would disrupt the least number of residences.

Sincerely,

George Theodore
Amelia L. Theodore

George Theodore
Amelia L. Theodore

TO: Mr. Kurt Odenwald
7316 Sutherland
St Louis, Mo 63119

DATE 12-12-03
SUBJECT Metrolink South
Opposition to Red route

Dear Mr. Odenwald,

I am writing you to express our opinion on the proposed Metrolink routes in South St Louis County. My wife & I own a home that backs up to Laclede Station Road. As a result we are strongly opposed to the Red route and in particular to the dotted line portion that would run the track directly behind ^{our} ~~my~~ home. We are very concerned that the noise and construction would threaten home values in our area. We also feel that ridership from our immediate neighborhood would be minimal. We bought & built our home because of the quiet & stable neighborhood.

We believe the Orange route is the best choice for a number of reasons. The Orange route passes many final destinations along its route. It links with the new bus hub @ Gravois & River Des Peres. It ~~is~~ runs along the city - county line, providing transportation to both. It runs through neighborhoods that are likely to frequently use the service. Please oppose the red route in the meeting that are ahead. Sincerely

November 2005

SIGNED

Edward & Kathleen Hill

30 ZINZER CT GRANTWOOD

63123. VILLAGES

10 Vicksburg Circle
St. Louis, MO 63123-2034
January 1, 2004

Councilman Kurt Odenwald
41 South Central
Clayton, MO 63105

Dear Councilman Odenwald:

I am writing concerning the planned expansion of Metro-Link into South County. While I support public transportation, I am very opposed to putting Metro-Link tracks down the middle of the street. According to plans presented by the MetroSouth Study, two of the proposed routes would do just that. This would be disastrous for South County.

The current Metro-Link line through St. Louis County to the airport primarily used abandoned railroad right of way. This worked well and is an economic stimulus to that area. Putting the tracks down the middle of the street would do the opposite for us.

The plans presented by MetroSouth indicated that there would be limited ability to cross the tracks. This would increase the response time for police, fire and ambulance personnel. An increase in insurance rates certainly would not be beneficial to the area.

The MetroSouth information claims that "Light-rail can boost property values." Last year I was informed that my property was assessed at greater than 17% more than the previous assessment, and many of my neighbors received the same notice. I do not doubt that the Metro-Link line to the airport raised property values in that area, but have residential assessments risen more than 17% in Wellston, Pagedale and Normandy? Do you honestly believe that the residents along the street routes in South County would continue to see their property values rise?

There are viable alternatives available to the planners. I understand that there are difficulties associated with the other proposed routes, but they are minor compared to the public safety and neighborhood stability issues that would be negatively impacted by the street routes.

Thank you for your consideration.

Sincerely,



Sue Ehrhardt



December 10, 2003

County Councilman Kurt Odemwald
7316 Sutherland
St. Louis, Missouri 63119

Dear Sir:

It is our understanding that there is a possibility that one of the four alternatives for the Metrolink South Route may possibly skirt Brentwood Village.

An alternate route from Watson Road would continue on Laclede Station Road to Gravois south on Gravois to Grant's Trail, left on Grant's Trail to Jesson Ferry, follow Jesson Ferry to Butler Hill where it would terminate.

It is also our understanding that this would be the most intrusive route. Needless to say we are very definitely opposed to this route.

This route would certainly make horrendous traffic problems at Gravois and Grant's Trail (Grant Road) much worse. There are a lot of accidents in this area.

We have lived in Brentwood Village for over 47 years and are very concerned that this alternate route is being considered.

Betty Mae Stephens
No. 1 Brentwood Lane
St. Louis, Missouri 63123

RESOLUTION

Number 2004-01

Introduced by the Board of Aldermen of the City of Lakeshire

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF LAKESHIRE, COUNTY OF ST. LOUIS, STATE OF MISSOURI, as follows:

In the interest of its citizens; and in order to preserve the quality of life now enjoyed by its residents, the Board of Aldermen hereby state its unanimous opposition to the Red Route of the Metro South Extension of Metro Link as proposed by the East-West Gateway Coordinating Council, the Missouri Department of Transportation, and Metro Link.

Be it further resolved that the Board of Aldermen of the City of Lakeshire hereby state its objection to any other route proposal that impacts the property or thoroughfares of this municipality or in anyway infringes on the level of safety now enjoyed by its citizens.

This Resolution passed and approved by the Board of Aldermen of the City of Lakeshire, Missouri, this 9th day of February, 2004 and is recorded as a permanent record of this municipality.

Robert A. Belzung

Mayor

Attest:

Ruth Atkins

City Clerk

A RESOLUTION DEFINING THE CITY OF GREEN PARK POSITION ON ANY EXPANSION OF THE METROLINK SYSTEM TO THE SOUTH COUNTY AREA IMPACTING THE CITY OF GREEN PARK

Whereas, the City of Green Park considers an expansion of the MetroLink System serving the City of Green Park and the South County area to be a positive transportation improvement; and

Whereas, the City of Green Park assessed a potential MetroLink expansion route that would follow the Burlington Northern Railroad right-of-way when establishing the City's Initial Comprehensive Plan; and

Whereas, the City of Green Park has assessed the information associated with the current Metro South Study for the expansion of the MetroLink System from Shrewsbury to the South County area; and

Whereas, the City of Green Park has assessed the information associated with the route that would follow the Burlington Northern Railroad right-of-way as it relates to the City's Initial Comprehensive Plan; and

Whereas, the City of Green Park has assessed the potential routes under evaluation within the current Metro South Study in particular the route that would follow the Burlington Northern Railroad right-of-way having a direct impact upon the residents and businesses of the City of Green Park.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF GREEN PARK, MISSOURI AS FOLLOWS:

Section One. The Board of Aldermen believes the expansion of the MetroLink to the South County area serving the City of Green Park and the surrounding communities to be a positive transportation improvement.

Section Two. The Board of Aldermen re-affirms the finding of the City's Initial Comprehensive Plan with respect to the locating of a MetroLink Station within Green Park, that no appropriate sites exist within the present city boundaries for a MetroLink Station.

Section Three. The Board of Aldermen believes that any expansion of the MetroLink System should be done in a manner so as to explore and make every feasible change so as to minimize to the greatest extent possible the taking of all or part of any residential or commercial properties within the City. The Board further believes that every effort shall be taken to provide ample buffers to residential properties and to limit negative impacts on surrounding properties.

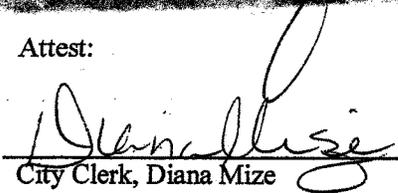
Section Four. The Board of Aldermen authorizes the Mayor to take all necessary steps to communicate this Resolution to the: East-West Gateway Council, Metro South Study Team, Missouri Department of Transportation, and any other groups and individuals so as necessary to ensure communication of the City's position on an expansion of a MetroLink System to the South County area that would have an impact upon the City of Green Park.

Section Five. This Resolution adopted hereby shall be in full force and effect on and after its passage and approval.

THIS RESOLUTION WAS PASSED AND APPROVED THE 20TH DAY OF SEPTEMBER 2004, BY THE BOARD OF ALDERMEN OF THE CITY OF GREEN PARK, MISSOURI.



Attest:


City Clerk, Diana Mize

Kurt S. Odenwald

Jerry Justin DeLuca

Councilman, 5th District • St. Louis County Council

JAN 20

January 16, 2004

Mr. Les Sterman, Executive Director
East-West Gateway Coordinating Council
One Memorial Dr., Ste. 600
St. Louis, MO 63102

Re: Metro South Study

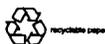
Dear Les:

As the process continues for the Metro South Study Policy to review alternative routes for the extension of MetroLink to South County, I believe we have reached an appropriate time for me, as the elected representative of a portion of the area through which the extension will travel, to comment with regard to the four alternative routes that have been presented by the Metro South Study to the public. The current four alternatives include the BNSF Railroad right-of-way that was first presented to the public as a desired route for MetroLink from I-44 to I-55 several years ago. As you know, considerable confusion has been raised with the public when the current study undertook to consider various additional alternative routes. Whether rightly or wrongly, members of the public believed that the southward extension to I-55 would travel along the BNSF Railroad right-of-way route, and question the need of the current study. Notwithstanding this public perception, I have considered the four alternative routes in light of the information provided by the staff to my office, my office's involvement in the Advisory Committee meetings, the information provided to the general public at the public forums, as well as the input I have received from the County residents.

The current Metro South Study introduces new alternative routes which run through heavily trafficked roadways that are lined on both sides with many homes. Two of the new alternative routes, Laclede Station Road (the Red route) and Mackenzie Road (the Green route) have generated considerable public opposition as a result of the perceived negative impact of these proposals on the existing neighborhoods. Equally as important to any decision of the Metro South Study process is that the comparative analysis developed as part of the Metro South Study process, and which was presented to the public, in my opinion, clearly illustrates that the alternative Red route and Green route have a significantly higher degree of unfavorable ratings (14 and 8 respectively) than either the Blue route (4) or the Orange route (5). In addition, a comparison of the "favorable ratings" for each of these routes shows that the Blue and Orange



41 S. Central Avenue, Clayton, MO 63105 • 314 / 615-5441 • Telefax 314 / 615-7890
7316 Sutherland Avenue • Shrewsbury, MO 63119 • 314 / 647-5481



12



November 2005

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Mr. Les Sterman
January 16, 2004
Page 2

routes generated higher favorable ratings (15 and 13 respectively) than either of the alternatives for Laclede Station Road (11) and Mackenzie Road (12).

Many of the homes located on Laclede Station Road and Mackenzie Roads have very small front yards. These homes are situated very close to the existing roadway. Adding a MetroLink track with the necessary right-of-way onto the existing roadways of either Mackenzie Road or Laclede Station Road will invariably require encroachments onto the front yards of these properties. Given the limited right-of-way, small yards and density of the resident population along these roadways, introducing a light rail line into these traffic corridors would dramatically alter the current neighborhood environment without achieving the benefits that could otherwise be obtained through less intrusive alternatives. For these reasons, I strongly believe that both the Red route and the Orange route should be eliminated from the current alternative routes under consideration for the extension of MetroLink from Interstate 44 to Interstate 55. In my opinion, the public opposition to these routes does not reflect a NIMBY attitude, but more accurately reflects the deficiencies of these two alternate routes, especially in light of available superior alternatives.

As the Metro South Study proceeds, the reasonable course of action I suggest is to focus on the alternatives extending MetroLink from the Lansdowne station to I-55 along either River Des Peres Blvd. or the BNSF Railroad right-of-way. To be honest, I have been very dismayed to learn of the reported difficulties that have been encountered with the railroad regarding the BNSF route. When we discussed the southern extension of MetroLink beyond I-44 years ago, the Burlington Northern route seemed to be such a logical fit for the southern extension, and as I recall, recommendations were made at that time for the location of specific stations (stations on Heege Road and at the Gravois viaduct are two specific stations that I recall). I realize that the discussions regarding plans for the BNSF Railroad right-of-way route were not absolutely final, but there was certainly the understanding and expectation that those presentations were more than mere suggestions. Also, it is my recollection that the proposed railroad route would have the MetroLink track located adjacent to the existing railroad track used by Burlington Northern. Although the track would still be in the right-of-way owned and/or controlled by Burlington Northern, MetroLink was not sharing the existing track as had been discussed when commuter trains were still an option. While I understand that there are difficulties in discussions with Burlington Northern, I do not believe the Metro South Study should abandon this alternative as a possible route at this time.

The River Des Peres alternative appears to have significantly less impact on neighboring residential areas due to the expansive right-of-way that already exists along this route. In addition, I believe that this alternative also presents a very real opportunity to help further economic redevelopment along the eastern edge of St. Louis County in both Affton and Lemay, as well as on the outer western reaches of the City of St. Louis. One of our greater needs in St. Louis County is to help further spur redevelopment and growth in the inner suburban core. This

Mr. Les Sterman
January 16, 2004
Page 3

goal is certainly similar to that envisioned by the City of St. Louis. The River Des Peres route seems to have the potential of having a more substantial effect in helping to revitalize our older neighborhoods in both St. Louis City and St. Louis County.

I look forward to continuing this discussion in the context of the Metro South Study. My interest in MetroLink and commitment to its extensions throughout our region has not waned since I was first elected to the County Council in 1990. I remain a very fervent supporter of MetroLink, and have committed my office to participate in the Metro South Study since its inception. I met very early in the process with representatives of Vector Communications. My administrative assistant, David Stokes, has regularly attended the Metro South Study meetings, and will continue to do so. I believe that once we are able to eliminate both the Red and Green routes from consideration, the study will be able to focus more positively on the remaining alternatives. As you know, public support is critical for the funding of MetroLink extensions into the future. The dramatic lack of public support for the alternatives along Laclede Station Road and Mackenzie Road, in addition to the analysis clearly demonstrating the many unfavorable ratings of both the Laclede Station Road and Mackenzie Road routes, make it very clear to me that both of these routes should be eliminated from consideration. I cannot envision that either of these routes would garner the support of the public, or critical members of the County Council, nor should they based upon the analysis provided to date. I look forward to continuing this discussion, and thank you for your continued assistance and commitment to the St. Louis region.

Very truly yours,



Kurt S. Odenwald
Councilman, 5th District

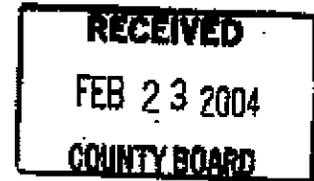
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COPY TO: Les Sterman F.Y.I.
JB



CITY OF SHREWSBURY
Office of the Mayor, Bert L. Gates

Down D



February 13, 2004

MAR - 1

The Honorable John Baricevic
Chairman, St. Clair County Board
10 Public Square, Room 3561
Belleville, IL 62220-1623

Dear John:

I have met with Justin Carney from East-West Gateway recently on their newly proposed extension from the Shrewsbury Station in the Cross County line to Kenrick Plaza, on Watson Road in Shrewsbury. I, and every member of our Board of Aldermen, believe that this is the best alternative at this time.

Kenrick Plaza provides better access as a terminus of MetroLink than Lansdowne. Its location is between Mackenzie Road and Laclede Station Road, which are the two major routes to mid-county. I know there is concern that the ridership numbers from South County may not justify a considerable investment in MetroLink in that direction. The Kenrick Plaza extension would be able to built at a fraction of what the other two remaining routes would cost. Enhanced express bus lines linking the Kenrick Plaza station to South County could help alleviate the transportation problems, again at a lower cost than full light rail lines. This would also enable Metro to start planning future extensions of light rail to West County and through St. Louis City, both of which would probably generate greater ridership numbers.

Finally, our residents overwhelmingly support MetroLink whereas we have encountered considerable resistance from residents and elected officials south of Shrewsbury. I am enclosing a copy of a resolution our Board passed recently after learning of the new shorter spur of MetroLink. Please let me know if there is anything I can do to help in this matter.

Thanking you for your interest in our position and all of your assistance, I am

Truly,

Bert L. Gates

BLG/mms

5200 Shrewsbury Avenue • Shrewsbury, Missouri 63219-4398
Telephone: 314-647-5795 • Facsimile: 314-647-1811



**EAST-WEST GATEWAY
Coordinating Council**

Creating Solutions Across Jurisdictional Boundaries

Chair

Joseph R. Ortwerth
County Executive, St. Charles
County

Vice Chair

Alan Dunstan
Chairman, Madison County Board

Treasurer

Francis G. Slay
Mayor, City of St. Louis

Executive Committee

John Baricevic
Chairman, St. Clair County Board

Charlie A. Dooley
County Executive, St. Louis County

Mark Mertens

Presiding Commissioner, Jefferson
County

Ed Hillhouse

Presiding Commissioner, Franklin
County

Franklin E. Kohler

Chairman, Board of Commissioners
Monroe County

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President, Board of Aldermen
City of St. Louis

John W. Hamm
President, Southwestern
Illinois Council of Mayors

Gerry Welch

St. Louis County Municipal League

Gerald E. Daugherty

Vice President, Southwestern
Illinois
Council of Mayors

David Meyer

President, Southwestern Illinois
Metropolitan & Regional Planning
Commission

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Transportation

Dick Smith

Illinois Department of
Transportation

Jacquelyn White

Missouri Office of Administration

Mark Spizzo

Illinois Department of Commerce
and Economic Opportunity

Executive Director

Les Serman

March 19, 2004

The Honorable Thomas Villa
Missouri State Representative, Dist. #108
201 W. Capitol, Room 105B
Jefferson City, MO
65101-1556

Dear Tom:

Les told me that you have received enquiries about the Metro South Alternatives Analysis and DEIS that we are currently undertaking.

Metro South is a two-year study which should be completed next winter (2004/2005). A staff recommendation on a locally preferred alternative is expected to go to the Board of Directors this July or September. Although a major reason for considering a MetroLink extension in this study area is to improve accessibility from South County to mid-County, one of the Detailed Alternatives (the "Orange Alternative") does partially run along River des Peres in the City of St. Louis from Lansdowne to I-55. Over the last month or two, we have been working with three of the Aldermen and the Mayor's Office on evaluating conceptual design options within this Orange Alternative. Based on the technical analysis and the input we have received from the City, we have identified the "north side option" which runs along Germania from Gravois to I-55 as the most appropriate.

I am enclosing a hard copy of a power point presentation which will hopefully answer the questions you may have on this study. Please feel free to let me know if you would like any additional materials or information.

We miss you here at Gateway. Hope you are doing well!

Sincerely,

Donna L. Day
Division Manager, TCIG

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org *Page 90*
www.ewgateway.org

Village of Marlborough

7826 Wimbledon Drive
Marlborough, Missouri 63119

BOARD OF TRUSTEES

Riordan L. Timmons
Roy Bormmueller
Ruth Elliott
Joan Doebber
Bill Kupferle

William J. Hornberg
Village Attorney

Joy V. Porter Drennan
Village Clerk

June 10, 2004

The Honorable Charlie A. Dooley
County Executive
Saint Louis County
41 S. Central Avenue
Clayton MO 63105

Re: Metro South Extension

Dear Executive Dooley:

The residents of the Village of Marlborough recently were given an update on the progress of plans to extend the Metro system into South County.

As you are aware, the issue of which of the three remaining preferred routes will be built will come before the East West Gateway Coordinating Council in July.

The Board of Trustees would like to convey to you their thoughts and the thoughts of the residents of the Village of Marlborough.

It has become apparent that there is not complete unanimity of thought among our constituents, but we would like to attempt to describe to you the thinking we have observed, and some choices which would be acceptable to those from whom we have received input.

First, the routes along the River Des Peres and the abbreviated route terminating at Kenrick Plaza would be acceptable to most of our residents. These two routes would have the least impact on properties in our area and would provide convenient service to our residents and businesses.

Secondly, the route along the Burlington Northern tracks, which apparently has been favored by the consultants Metro has retained and by Metro itself, would certainly appear to provide the most convenient service to the most residents of the South County area since it virtually cuts down the middle of the South County sector. However, if the Metro tracks were laid along the West side of the Burlington Northern tracks, as had been

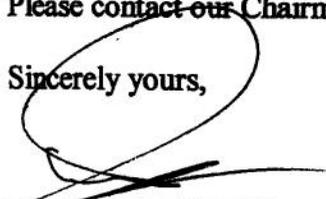
The Honorable Charlie A. Dooley - June 10, 2004

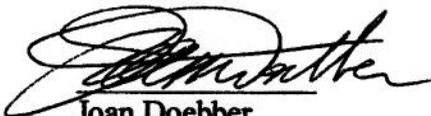
suggested in our meeting, the impact to one of our businesses (Provider Plus), and on many of the homes on Birkenhead Drive, could be quite devastating. If, however, the Metro tracks were laid along the East side of the Burlington Northern tracks, the impact on businesses and residences in the Village would be minimal. In addition, the possibility of providing enhanced service to our residents would be facilitated,

We would appreciate your taking into account our comments as you consider your vote on this issue. Although we might prefer the River Des Peres route because of the adverse impact issue involved with the Burlington Northern route, we would certainly find the latter route more acceptable if it were laid on the East side of the existing railroad tracks.

Please contact our Chairman if you need more information or further clarification.

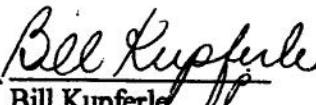
Sincerely yours,


Jordan L. Timmons
Trustee and Chairman


Joan Doebber
Trustee and Treasurer


Roy Bornmueller
Trustee and Street and
Road Commissioner


Ruth Elliott
Trustee and Commissioner
for Community Development


Bill Kupferle
Trustee and Solid Waste
Commissioner

Kurt S. Odenwald

Councilman, 5th District • St. Louis County Council

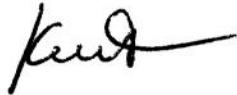
June 22, 2004

The Honorable Riordan L. Timmons, Chairman
Village of Marlborough
7826 Wimbledon Drive
Marlborough, MO 63119

Dear Chairman Timmons:

Thank you for copying my office on the very thoughtful letter the Village of Marlborough Board of Trustee's sent to County Executive Dooley regarding the proposed Metro South extension. I have carefully reviewed and considered your letter and I agree with your conclusions and recommendations. Bu copying them with this letter, I am informing the East-West Gateway Council of Governments that I request that they give your letter and suggestions their highest consideration while making their final determination. Please feel free to contact me if there is anything else I can do for you on this or any other issue.

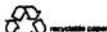
Sincerely,



Kurt S. Odenwald
Councilmember, Fifth District

cc: Trustee Joan Doebber
Trustee Roy Bornmueller
Trustee Ruth Elliott
Trustee Bill Kupferle
East - West Gateway Council of Governments

41 S. Central Avenue, Clayton, MO 63105 • 314 / 615-5441 • Telefax 314 / 615-7890
7316 Sutherland Avenue • Shrewsbury, MO 63119 • 314 / 647-5481
Email: kodenwald@stlouisco.com



12



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Chair

Joseph R. Ortwerth
County Executive
St. Charles County

Vice Chair

Alan Dunstan
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Les Sterman

July 9, 2004

Councilman Kurt Odenwald
St. Louis County Council
41 S. Central Avenue
Clayton, MO 63105

Dear Councilman Odenwald:

I appreciate you copying East-West Gateway on your response to the June 10, 2004 letter from the Village of Marlborough. We are pleased to see the Village taking an interest in the study and letting their thoughtful opinions be heard. Likewise, your continued interest and participation is a valued part of the study process.

We have met with representatives of the Village on several occasions to keep them apprised of the Metro South study. Most recently they invited us to give a presentation and question and answer session in a town hall format on April 19, 2004. At that meeting, the study team presented the draft conceptual design of the Blue Alternative (following the BNSF freight rail right-of-way), along with the rationale for why the alignment was located where it was. During the question and answer period, many questions were asked about the impacts of the alignment, particularly to properties along Birkenhead Drive. Possible conceptual design options were discussed, along with their related impacts.

While there was a common concern for the impacts the Blue Alternative would have on the properties in the Village (currently the design would lead to two residential displacements, with property needed from several other parcels), there was not consensus on the relevance of the impacts of the different options. For example, crossing over to the east side of the BNSF tracks as the line passes through the Village (as referenced in the Village Trustees' letter to the County Executive) would require two elevated crossings of the existing freight tracks. Many residents thought this was only a matter of additional cost, but the study team explained that this design would require the light rail track to be approximately thirty feet above the freight track where they cross, as well as requiring the acquisition of cemetery property. The significant visual impact of the elevated line on the community, along with the sensitive issue of acquiring cemetery property and the increased costs, were all taken into careful consideration in the study team's recommendation to remain on the west side of the BNSF tracks. Many attendees at the Village meeting seemed to understand the trade-offs between the options, and some even indicated that they did not want to see the light rail line elevated thirty feet.

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Councilman Odenwald

July 9, 2004

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There is one point in the letter from the Village that I would like to take this opportunity to clarify. This study is an Alternatives Analysis. By definition, all alternatives are equal and, to my knowledge, there is no favored alternative by the consultants or our partner agencies. Until the technical analysis of the detailed alternatives is complete (tentatively at the end of the summer) and the public has had an opportunity to review the data and give their input, no recommendation on a preferred alternative will be developed. Perhaps the focus on the Blue Alternative at the Village meetings led some of the attendees to believe that this was the favored alignment, but this was done simply to address the Village's main area of concern.

If you like, representatives from the study team would be happy to meet with you, as well as with representatives from the Village of Marlborough, to discuss the issues that influenced the conceptual design of all the detailed alternatives.

Again, thank you for your continued involvement in the Metro South study. If you have any questions, or would like to have a meeting to further discuss the study, do not hesitate to contact me or Justin Carney at (314) 421-4220.

Sincerely,



Donna L. Day
Division Manager
Transportation Corridor Improvement Group

cc: Charles Dooley, St. Louis County Executive
Riordan Timmons, Marlborough Village Chairman