ADD 19 STATIONS  
COST: $667 MILLION  
FEDERAL AND LOCAL SOURCES FOR NEIGHBORHOODS  
• Economic development: Will support increased development in station areas, including affordable and market-rate housing and new businesses  
• Employment access: Will better connect residents to jobs at NGA, in downtown St. Louis, and along the Central Corridor from downtown St. Louis through the Central West End to Clayton; a disproportionate number of corridor residents rely on transit for mobility  
• Safer neighborhoods: More pedestrians on the street makes neighborhoods safer through increased activity  
• Increased property value: LRT investment has resulted in increased property value in communities across the country, including Denver, Dallas, Minneapolis/St. Paul, and Charlotte  

FOR BUSINESSES  
• Expanded connections: Access to a wider pool of customers and employees  
• Improved employee performance: Improves on-time performance of employees through improved transit service reliability and frequency  
• More customers: Generates increased foot traffic in station areas  
• Improved site flexibility: Reduces the demand for parking, allowing for more flexibility in selecting commercial, retail, and office locations  

FOR RIDERS  
• Reliability: Improves reliability and frequency, compared to current corridor bus service  
• Connections: Optimize and expand transfers within the Metro system  
• Speed: Provides faster trips, compared to current corridor bus service  

FOR DRIVERS  
• Less congestion: Fewer cars on the road means less congestion  
• Safer roads: Fewer cars on the road means fewer car crashes  

FOR THE REGION  
• Balanced growth while increasing tax revenue: Will help address unemployment problems in some of the region’s most troubled neighborhoods through expanded access to jobs and, consequently, the social and safety issues that are linked to poverty  
• Expanded access to regionally important employment destinations: Reliable, frequent service to NGA, Cortex, downtown, and the Central Corridor  
• Another step towards an expanded regional transit system: Designed to link up to the high-capacity transit corridors that St. Louis County has identified for potential future investment  

EXECUTIVE SUMMARY: SUMMER 2018  
NORTHSIDE-SOUTHSIDE LIGHT RAIL PROJECT FOR THE ST. LOUIS REGION  
TIMELINE  
Northside-Southside LRT could be operating by 2029. This study is the first step; next steps are outlined in the graphic below.  
2019 - 2021  Project Development  
2020 - 2022  Environmental Review  
2022 - 2025  Engineering  
2025 - 2029  Construction  

STUDY PUBLIC ENGAGEMENT  
83 Stakeholder & Community Meetings  
371 Comment Forms  
230 Open House Surveys  
OVER 3,300 ONLINE SURVEYS

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St. Louis that will be studied in future project phases; Cass Avenue is the preferred alignment going into that analysis.

lanes in the middle of the street between Grand Boulevard on the Northside, along 9th and 10th Streets downtown,

Following extensive technical analysis and community outreach, a recommended first phase of Northside-Southside Bayless and I-55 on the Southside. This study builds on the recommendations of the 2008 Northside-Southside Study.

to study light rail (LRT) investment in the corridor connecting Goodfellow and I-70 on the Northside of St. Louis to Lambert Airport. For this project, the study team analyzed three corridors:

Why Grand Avenue to Chippewa Street?

While the 2008 study recommended a 17-mile LRT investment between Goodfellow to Bayless, this study found that the route from Grand to Chippewa is the best balance of cost, ridership and benefits— and is financially feasible as an initial investment in the full 17-mile Northside-Southside corridor.

Why Cass and Florissant?

Two alignment options through the NGA / North St. Louis area will be carried forward for additional analysis in later project phases: Cass Avenue (the preferred alternative) and Florissant Avenue. While the Northside-Southside study also considered options along St. Louis Avenue and Delmar Boulevard, Cass and Florissant Avenues were identified as the preferred options because they:

- Align with the Choice Neighborhoods designation and other redevelopment activity
- Better serve existing neighborhoods
- Best serve the planned entrances to the NGA site
- Reflect community preference

Why LRT?

LRT is needed to carry the anticipated number of riders in the Northside-Southside corridor, and has a strong track record of catalyzing economic development. As the project moves into future phases, advances in LRT vehicle technology will be integrated into the design process.

How will this be paid for?

It is anticipated that the federal government will pay for approximately half of the capital cost of the Northside-Southside LRT through the New Starts Capital Investment Grant Program that is administered by the Federal Transit Administration. The Economic Development sales tax and other local and regional sources would pay for the balance of the capital costs.

Operating and maintenance funding will likely come from the same mix of fare revenue and local, regional, state, and federal sources as existing Metro service.

FAQs

How does this connect to the existing Metro service?

Metrolink riders will be able to access the Northside-Southside LRT at almost every station along its route. Riders can transfer to the Red and Blue Lines along 9th and 10th Streets downtown and at the Civic Center station.

Will the stations be enclosed or use turnstiles?

Currently, the design of the Northside-Southside stations, which will be at street-level (unlike existing Metrolink stations), does not include turnstiles; this is consistent with how nearly all street-level light rail stations operate in cities across the country.

How was the community engaged?

More than 7,000 people participated in the Northside-Southside Study through community events, business outreach, presentations, pop-up events, social media, and online engagement forums.

How are you addressing safety and security?

We know from engaging with the public during this study that safety and security on light rail is a top concern. We recommend that future phases of the Northside-Southside project incorporate safety and security elements into its design and operations plan, and continue collaborating with the community to address these concerns.