Saint Louis
RAPID TRANSIT CONNECTOR STUDY
Moving Transit Forward

East West Gateway Council of Governments
Board of Directors

April 30, 2014

STUDY PURPOSE

- Rapid Transit Connector Study managed by TCIG Oct 2012 – Dec 2013
- Alternatives analysis evaluates mode and alignment options for a corridor
  - Informs local officials and community members on costs and benefits of options
  - Culminates when local / regional decision makers select a locally preferred alternative, which is adopted by the MPO into regional long-range transportation plan
  - If adopted, final planning and design would take place at a later time

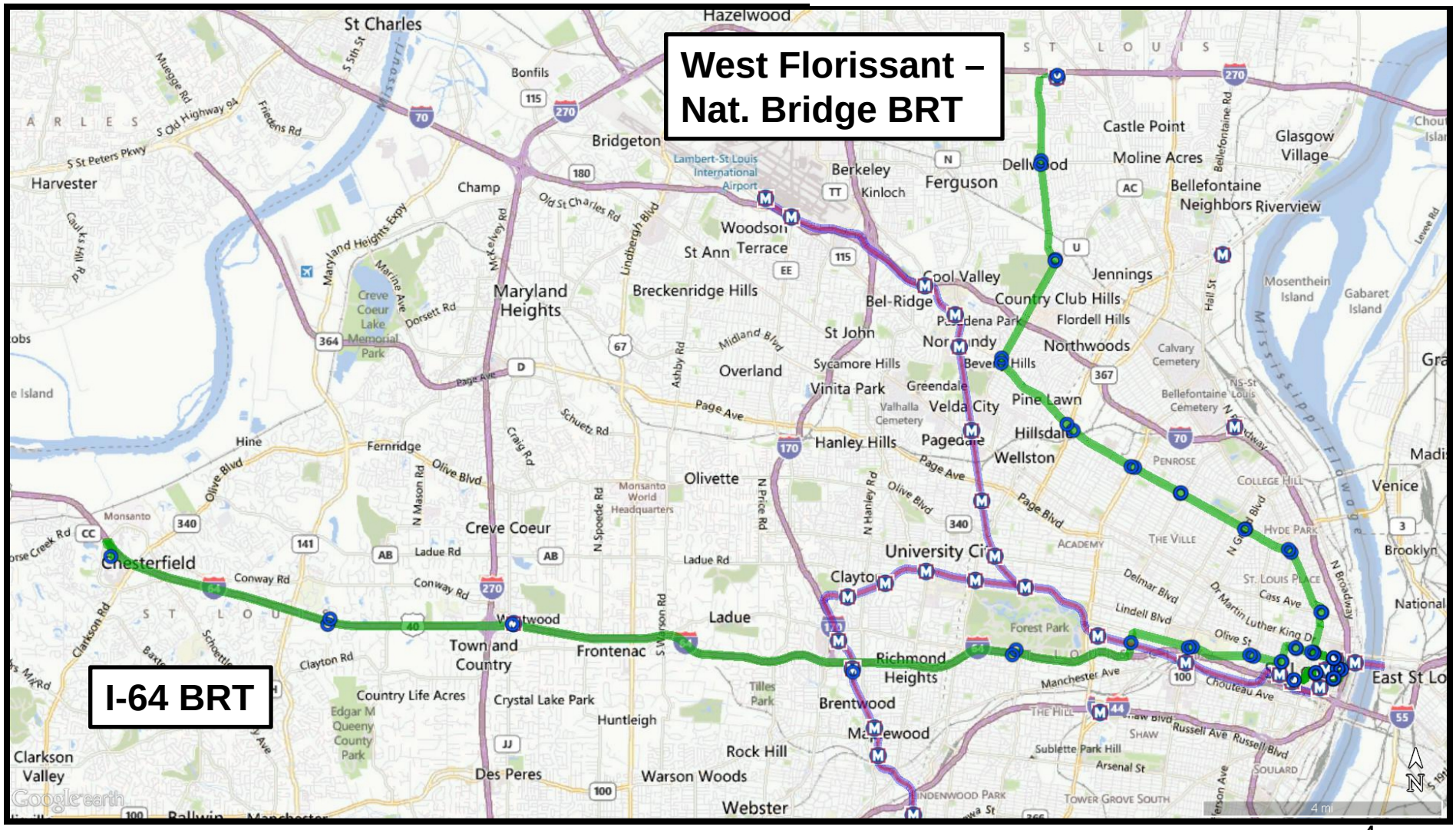
TRANSPORTATION NEED

- **Provide competitive transit options that connect concentrations of employment and population not currently served by high-performance transit**

- "High performance" elements:
  - Frequent service
  - Dedicated stations
  - Limited stops
  - Low wait times
  - Quick fare payment
  - Transit prioritization strategies

- Can be rail, bus rapid transit (BRT), or enhanced express bus
  - Configuration depends on market demand, development patterns & desired development impact, funding resources
  - Typically requires significant capital investment

TCIG RECOMMENDED LPA



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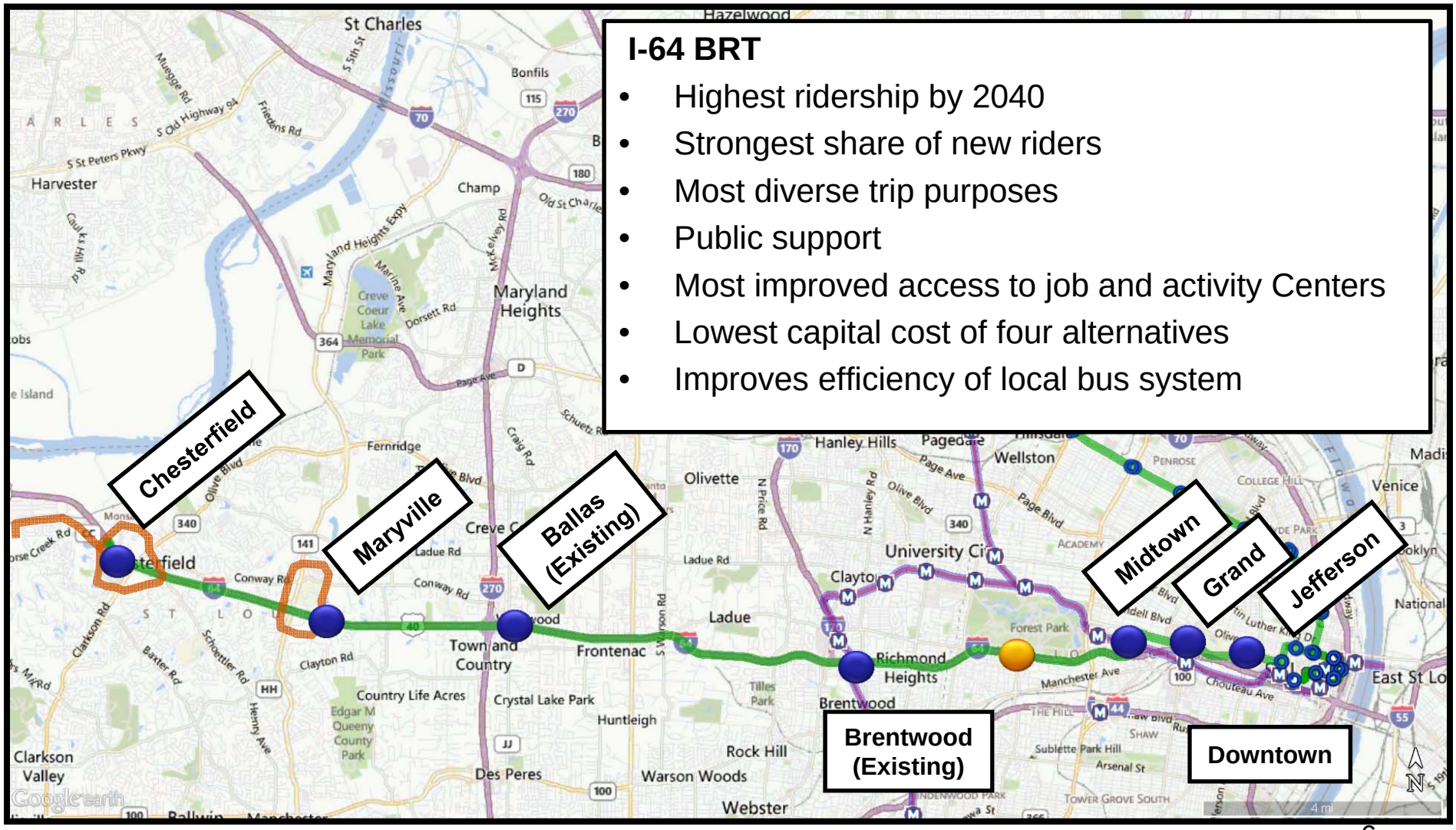
PROJECT COMPONENTS

- High-performance service
  - Span of service
  - Frequency
  - Bi-directional travel
- Right-of-way & systems strategies
  - Mixed traffic, some business access and transit (BAT) lanes
  - Traffic signal prioritization (TSP)
- Station & branding strategies
  - Attractive, comfortable, branded, high-capacity vehicles
  - Limited stops
  - Off-board fare payment

I-64 BRT



I-64 BRT

- Highest ridership by 2040
- Strongest share of new riders
- Most diverse trip purposes
- Public support
- Most improved access to job and activity Centers
- Lowest capital cost of four alternatives
- Improves efficiency of local bus system

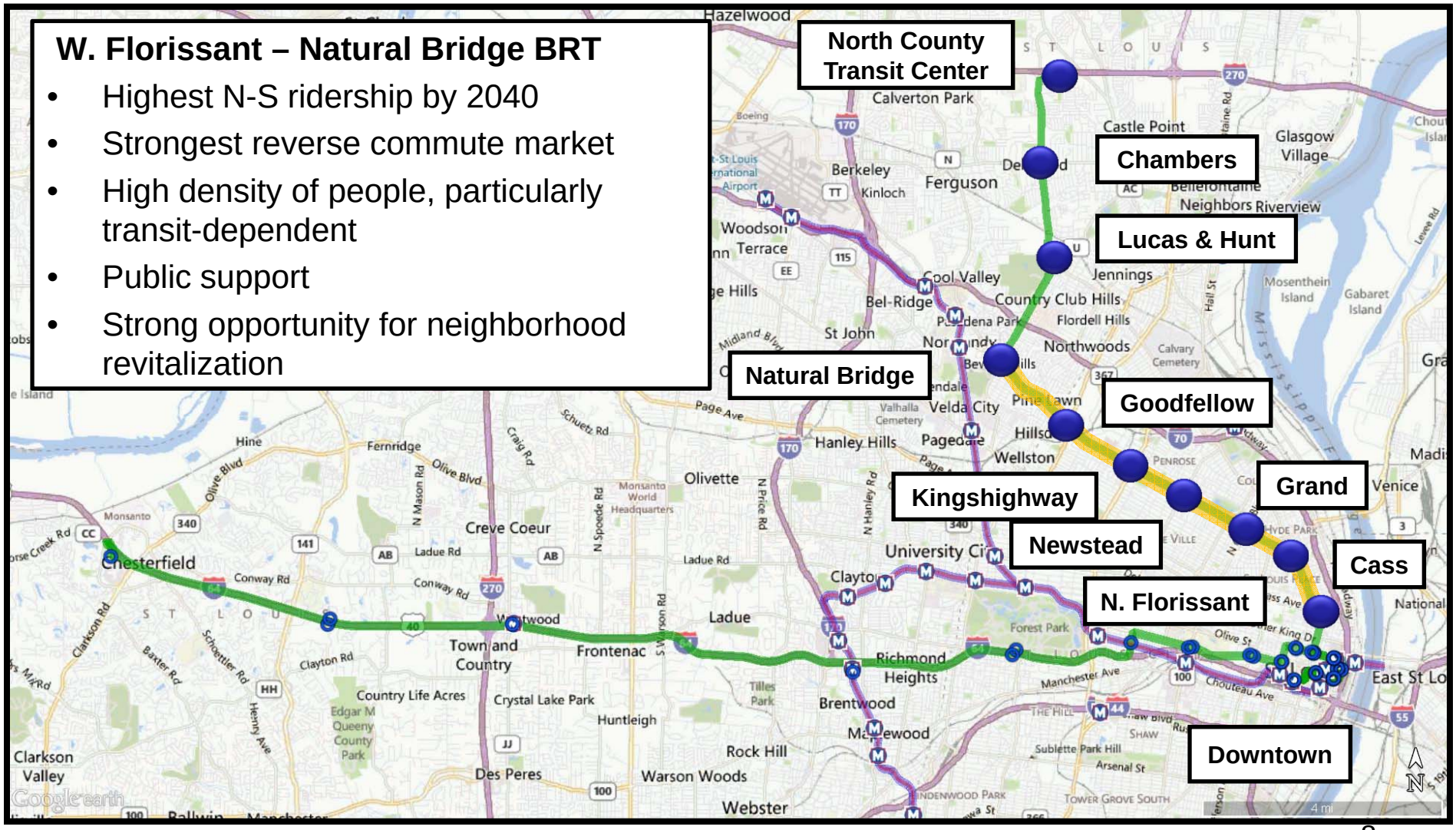
I-64 BRT PROJECT BENEFITS

- End-to-end transit travel time reduced from 76 minutes to 53 minutes
  - Compared to auto travel time of 25 minutes
  - Offers motorists option of comfortable, affordable, productive commute
- Corridor ridership projected to increase 357% from 1,115 to 5,100 weekday riders opening year; 6,800 in 2040
  - 2,100 (41%) new riders opening year
- Enhanced service
  - BRT option provides single-seat service not currently available
  - Reduce transfers by 50%
  - End-to-end service available all day, rather than only peak
  - Create additional hubs to make local bus service more efficient

W. FLORISSANT–NATURAL BRIDGE BRT

W. Florissant – Natural Bridge BRT

- Highest N-S ridership by 2040
- Strongest reverse commute market
- High density of people, particularly transit-dependent
- Public support
- Strong opportunity for neighborhood revitalization



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W. FLORISSANT–NATURAL BRIDGE BRT PROJECT BENEFITS

- End-to-end transit travel time reduced from 85 minutes to 42 minutes
  - Compared to auto travel time of 25 minutes
  - Attractive amenity package offers affordable, comfortable commute
- Corridor ridership projected to increase 23% from 2,610 to 3,200 opening year and 2040
  - 600 (19%) new riders
- Enhanced service
  - BRT option supports fast single-seat ride to Downtown St. Louis
  - If paired with I-64 BRT, travel from North County to CWE and West County would require only 1 transfer between 2 high-speed routes; currently requires multiple transfers and 2-3 local routes

ESTIMATED PROJECT COSTS

- Capital and operating costs based on 10% design
  - Does not include right-of-way acquisition
  - Operating plan will be further refined in design
- I-64 BRT
  - Capital cost $37.9 million
  - Marginal operating cost, including circulator routes, $4.0 million
- West Florissant – Natural Bridge BRT
  - Capital cost $39.1 million
  - Marginal operating cost $2.6 million

NEXT STEPS

- Requesting East West Gateway Council of Governments Board include LPA in Regional Long Range Transportation Plan (2040)
- Seek Guidance from FTA regarding project competitiveness and eligibility future federal funding
  - Discussion will include whether these should be one project or two
  - Discussion will also include what final attributes need to be included to enhance project competitiveness.
- Seeking funding for next phase of planning
  - NEPA through final design