Northside-Southside TAA

East West Gateway Council of Governments
Executive Advisory Committee

August 23, 2022

Delivering a better world
Project Description
Builds from 2018 LPA Assumptions

- Locally Supported and Funded Transit Line
- Light Rail Technology
- Blue Line/Red Line Transfer Opportunity
- Phase 1 serves Grand to Chippewa
- Can be extended along Natural Bridge to St. Louis County
Adapts to 2022 Conditions

- COVID-impacted travel patterns:
  - Fewer downtown commuters
  - Transit resiliency in key NS-SS neighborhoods

- New City growth center:
  - Union Station (Downtown West)
  - MLS Stadium (Downtown West)
  - Planned residential, shopping, and entertainment growth in Midtown and Downtown West (2020 Design Downtown STL plan)

- Streamlined alignment fosters opportunity for County expansion:
  - Faster travel times
  - Reduces downtown conflicts and impacts,
  - Offsets cost escalation
Northside-Southside Jefferson Alignment LRT Service:

- 5.6-mile corridor, serving approximately 14 stations
- Operates 5 AM – 1 AM, seven days a week
- Provides a faster, more reliable, and comfortable transit service for existing Route 4 and Route 11 riders
- New associated Red Line/Blue Line transfer station at Jefferson Avenue

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<thead>
<tr>
<th></th>
<th>NS-SS Jefferson Alignment</th>
<th>Existing Bus Service</th>
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<tbody>
<tr>
<td>Grand to Chippewa Travel Time</td>
<td>20-25 minutes</td>
<td>30-40 minutes w/transfer</td>
</tr>
<tr>
<td>Frequency</td>
<td>10-20 minutes</td>
<td>20-30 minutes</td>
</tr>
<tr>
<td>Passenger Amenities</td>
<td>Safe crossings, seating,</td>
<td>Limited passenger amenities at select stops</td>
</tr>
<tr>
<td></td>
<td>ticketing, and weather</td>
<td></td>
</tr>
<tr>
<td></td>
<td>protection at all stations</td>
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Station Area Planning

- Preliminary locations reflect 2018 LPA
  - At or within short walk of high-volume bus stops on S. Jefferson
  - Creates new transit access between Chouteau and Market
  - Reflects NGA and ROW planning for N. Jefferson

- Exact station placement to be refined through additional design and ridership analysis

- Natural Bridge extension supported by higher volume local stops
Invests in Historically Underserved Communities

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<thead>
<tr>
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<th>% Opportunity Zone</th>
<th>% Areas of Persistent Poverty</th>
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<tbody>
<tr>
<td>Total Study Corridor</td>
<td>39.8%</td>
<td>75.5%</td>
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<tr>
<td>City of St. Louis</td>
<td>36.4%</td>
<td>61.1%</td>
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LRT has a strong track record of catalyzing economic development

- Permanent transit infrastructure can attract new investment near stations
- Better access to education, jobs, healthcare, and other services.
- Opportunity to improve or repair existing infrastructure
Fosters Stable, Livable Neighborhoods

<table>
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<tr>
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<th>Affordable Housing Units</th>
<th>% Affordable Housing</th>
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<tbody>
<tr>
<td>Total Study Corridor</td>
<td>2,676</td>
<td>13%</td>
</tr>
<tr>
<td>City of St. Louis</td>
<td>15,883</td>
<td>9.0%</td>
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</table>

- Serves approximately 17% of the City’s affordable housing units
- Metro TOD planning in the corridor blends density and neighborhood preservation
- Station improvements, lighting, and increased foot traffic can improve neighborhood safety.
Supports New and Growing Job Centers

- Serves existing job density in Midtown and Downtown West
- Provides access to new jobs associated with MLS stadium, NGA campus, and Ponce Health Sciences University
- New MetroLink transfer facility would increase access to jobs in the central corridor and Downtown

2020 Employment Density

2020-2045 Employment Growth
Provides Transportation Options Where Most Needed

- Over 25% of households in the corridor do not have a vehicle in the home

- Access to educational and health services:
  - Harris-Stowe State University and Ponce Health Sciences University (under construction)
  - Missouri Department of Health, VA Hope Recovery Center, Vivent Health, Washington Avenue VA Clinic, Assured Health
Identifies Cost Efficiencies

The Jefferson Alignment Alternative:

- Eliminates difficult turning movements for LRT vehicles and costly ROW impacts between S 14th Street and Convention Center/Delmar.

- Leverages recent local investment that improving the Jefferson / I-64 interchange

- Reduces track length, travel time and costs which would allow for an expedited expansion into Saint Louis County.

Leverages Federal Investment

- Aligns with Justice40 goals by directing benefits in transportation to disadvantaged communities

- Offers climate benefits through VMT reduction. Transit investment in opportunity zones bolsters climate resilience for vulnerable populations.

- Can demonstrate financial commitment due to voter-backed sales tax for corridor transit improvements.
Milestones / Next Steps
Upcoming Milestones/Next Steps

– Workstream #2 – Update design, costs and ridership for the City’s Northside-Southside Project
  
  • Materials needed to support update to LPA and a 2023 FTA ratings request

– Workstream #3 – Screen alternatives for a County extension

– Coordinated Stakeholder Engagement and Public Involvement Roll-out
Thank you.