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Northside-Southside TAA

East West Gateway Council of Governments

Executive Advisory Committee

August 23, 2022

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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

16 STATIONS

4am - 1am 7 DAYS A WEEK

Frequency

12 minutes (rush hour) | 20 minutes (non-rush hour)

Travel Time (one way) 25 minutes approximately

APPRX. RESIDENTS SERVED 47,000

DAILY TRANSIT RIDERS 9,000 PER DAY

JOBS ACCESSED 65,000

DEPENDENT TRANSIT RIDERS 4,200 PER DAY

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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

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

- New associated Red Line/Blue Line transfer station at Jefferson Avenue

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

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Key Project Benefits

Invests in Historically Underserved Communities

	% Opportunity Zone	% Areas of Persistent Poverty
Total Study Corridor	39.8%	75.5%
City of St. Louis	36.4%	61.1%

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

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Fosters Stable, Livable Neighborhoods

	Affordable Housing Units	% Affordable Housing
Total Study Corridor	2,676	13%
City of St. Louis	15,883	9.0%

- 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.

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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

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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

Schedule Overview

Thank you.

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