STUDY TEAM

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William Woodford

VECTOR COMMUNICATIONS
Laurna Godwin

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Zack Boyers, US Bank CDC
Maggie Campbell, Partnership for Downtown St. Louis
Kim Cella, Citizens for Modern Transit
Clark Davis, Partnership for Downtown St. Louis, Board Member
Stephen Gregali, City of St. Louis, Mayor’s Office
Craig Heller, Loftworks
Tishaura Jones, Treasurer, City of St. Louis
John Langa, Metro
Jessica Mefford-Miller, Metro
Brian Phillips, Washington University School of Medicine
David Richardson, Husch Blackwell, LLP
Don Roe, City of St. Louis, Planning and Urban Design Agency
Matt Schindler, Partnership for Downtown St. Louis
Vince Schoemehl, Grand Center
Steve Smith, The Lawrence Group
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Rose Windmiller, Washington University

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Bob Lewis, Development Strategies
Laura Radcliff, Stifel Nicolaus
David Richardson, Husch Blackwell, LLP
Steve Smith, Lawrence Group
Matt Schindler, Partnership for Downtown St. Louis
Vince Schoemehl, Grand Center
GOALS AND OBJECTIVES

- Increase population and employment in the corridors
  - Attract new residents and employers
  - Create new jobs
  - Support neighborhoods and connect jobs
- Catalyze and support future development
  - Increase economic vitality of downtown and the corridors
  - Increase mixed-use, transit supportive development
  - Improve the built environment
  - Support walkable, sustainable neighborhoods
- Integrate and complement the existing transit system
  - Provide seamless connectivity
  - Connect with existing transit, bicycle and pedestrian facilities
- Increase ridership within the corridors and system-wide
  - Attract choice riders to the system
  - Provide passenger amenities, technologies
  - Increase visibility of the transit system
  - Reduce auto traffic and improve air quality
WHY A STREETCAR FOR ST. LOUIS?

BENEFITS OF A STREETCAR

- Attract new residents
- Attract new employers that want good access to transit
- Create new jobs
- Provide access to jobs, institutions, schools, grocery stores, medical services, and other destinations
- Create a pedestrian friendly urban environment
- Provide alternatives to driving alone
- Spur new development in growing corridors
- Enhance existing investments
- Improve quality of life
STREETCAR VEHICLES AND STATIONS

VEHICLES
- Similar in look to light-rail
- Powered by overhead electrical wires
- Low floor boarding
- Average capacity 100, seated and standing

STATIONS
- Side platforms
- Center platforms
- Platform amenities

St. Louis Streetcar Feasibility Study
STRONG RESIDENTIAL DENSITY

- Fastest growing neighborhood in the City: Downtown
- Central West End – established residential neighborhood
- Near Northside – residential neighborhood Carr Square, St. Louis Place, Old North St. Louis

STRONG EMPLOYMENT CONCENTRATION

- 88,000 jobs in Downtown
- 32,000 jobs in Central West End
- 9,700 jobs in Midtown
- 6,400 jobs in Near Northside
Future coordination on 14th Street with Great Rivers Greenway, Scottrade Center and Peabody Opera House
CENTRAL WEST END ALIGNMENT

OPTION 1
Serves CWE MetroLink station and BJC/Washington University School of Medicine

OPTION 2
Serves Euclid and BJC/Washington University School of Medicine with one-way track on Euclid, Forest Park and Taylor

Future coordination with BJC/Washington University School of Medicine and Cortex to further refine alignment in the Central West End.
- Existing street network has excess capacity.
- Can be expected to accommodate streetcar with dedicated and shared lanes.
**CIRCULATION**

- **BLOCK**
  - Pedestrian – street crossings, continuity, security
  - Driveways and garage access
  - Building circulation patterns

- **LOCAL**
  - Bicycle – maintaining/enhancing bike routes
  - Olive west of 20th – dedicated lanes
  - Lindell west of Grand – shared lanes to Boyle
  - Planned lanes on 14th Street

- **REGIONAL**
  - Transit connectivity
  - MetroLink and MetroBus

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**St. Louis Streetcar Feasibility Study**
RIDERSHIP

- Weekday daily ridership of 7,700, higher than original Portland Streetcar line
- 2,700 new riders for the existing transit system
- Based on existing population and employment

IMPACT TO METROLINK?

- Streetcar serves short distance trip - *like an extension of a walk*
- MetroLink serves longer distance trip - *and moves faster*
- Streetcar adds 500 riders to MetroLink
- Systems are complementary

<table>
<thead>
<tr>
<th>Station</th>
<th>Daily Boardings</th>
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<tr>
<td>CENTRAL WEST END</td>
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<tr>
<td>Taylor/Scott</td>
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<tr>
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<td>Taylor/Lindell</td>
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<td>Lindell/Sarah</td>
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<td>Lindell/Grand</td>
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<tr>
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<td>Olive/16th Street</td>
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<tr>
<td>Olive Transfer</td>
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<tr>
<td>Olive/10th</td>
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<tr>
<td>Olive/6th</td>
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<td>8TH AND PINE</td>
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<td>Florissant/Madison</td>
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<td>14th/Biddle</td>
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<td>14th/Delmar</td>
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<td>Olive Transfer</td>
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<td>Market/14th</td>
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<tr>
<td>CIVIC CENTER</td>
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<tr>
<td><strong>Sub-Total N to S</strong></td>
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<td><strong>TOTAL STREETCAR</strong></td>
<td><strong>7,669</strong></td>
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COSTS AND OPERATIONS PLAN

OPERATIONS PLAN

- Operates every day
- Headways (Frequency of Service)
  - 5 AM to 9 AM - 10 min
  - 9 AM to 3 PM - 15 min
  - 3 PM to 6 PM - 10 min
  - 6 PM to 12 AM - 15 min

OPERATIONS COST

- Annual operating cost: $9.7 million

*Operating costs based on several variables:*

- Headways
- Schedule speed
- Hours of service

<table>
<thead>
<tr>
<th>TOTAL COST</th>
<th>COST WITH STREETSCAPING</th>
<th>COST WITHOUT STREETSCAPING</th>
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<tbody>
<tr>
<td></td>
<td>$271 M</td>
<td>$218 M</td>
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DEVELOPMENT OPPORTUNITIES

EXISTING HOTSPOTS
Current areas that attract people throughout the day and evening such as retail, employment, civic centers, transportation centers, and sports and cultural amenities.
DEVELOPMENT OPPORTUNITIES

POTENTIAL HOTSPOTS

New residential development, neighborhood and employment centers such as Olive Street between Grand Center and 14th Street, Cortex vicinity, Near North St. Louis and Grand Center

- $540 MILLION IN DEVELOPMENT IN THE NEXT 5 YEARS
- $2.1 BILLION IN THE NEXT 20 YEARS
COMPLETE STREETS CONCEPTS

COMPLETE STREETS
- New lighting
- New street trees and landscaping
- New technology and wayfinding – cameras and signs
- New sidewalks and bike paths
- Building façade improvements throughout corridors

St. Louis Streetcar
Feasibility Study
FUNDING STRATEGY

- **FEDERAL FUNDING**
  - 50 percent of capital costs funded through federal grants

- **STATE FUNDING**
  - No funding from State of Missouri

- **LOCAL FUNDING**
  - Transportation Development District (TDD)
  - Farebox revenues
  - Bus reconfiguration

- **OTHER POTENTIAL LOCAL FUNDING**
  - Parking meter/garage fees
  - Major hospitals, schools, non-profit institutions

**TRANSPORTATION DEVELOPMENT DISTRICT**
- Creates new funding district
- Implements a special assessment on property
- Requires vote of registered voters, circuit court approval, petition
- Funds transportation projects through notes, bonds and other debt securities
- Expects to generate approximately $10 million annually

**TDD METHODOLOGY**
- Special Assessment: land square footage; assessed value
- Variable by distance from alignment
- Variable by land use: small family, multifamily/commercial
- Promote infill development
- Create replicable financial strategy for future streetcar extensions

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St. Louis Streetcar Feasibility Study
NEXT STEPS

- **Planned adoption by East-West Gateway into Long Range Transportation Plan:** March 27, 2013
- **Environmental Assessment:** Fall 2013 - Fall 2014
- **Engineering and Design:** 2015
- **Construction:** 2016 - 2017
- **Potential Opening:** 2017 - 2018