St. Louis Streetcar Feasibility Study

Public Open House
March 7, 2013
Why a Streetcar for St. Louis?

- 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 pedestrian friendly urban environment
- Provide alternatives to driving alone
- Spur new development in growing corridors
- Enhance existing investments
- Improve quality of life
Streetcar Projects Nationwide
Connecting and Building Neighborhoods
Modern Streetcars

VEHICLES
• Similar in look to light-rail
• Powered by overhead electrical wires
• Low floor boarding

STATIONS
• Side Platforms
• Center Platforms
• Station Amenities
Ridership

• Purpose: Determine whether market exists for streetcar in St. Louis
• Order-of-magnitude approach based on FTA Aggregate Rail Ridership Forecasting Model (ARRF)
• Represents existing development and trip-making patterns—effects of demographic change not estimated
Daily Boardings (2013)

- East/West Line – 5,900
  - Central West End – 1,300
  - Taylor/Scott to Taylor/Lindell – 500
  - Lindell/Newstead to Lindell/Grand – 1,100
  - Olive/Compton to Olive/16th - 1,300
  - Downtown St. Louis – 1,700
- North/South Line – 1,800
  - Civic Center – 800
  - Market/14th to Olive – 100
  - Delmar to Florissant/St. Louis - 900
- Total System – 7,700
Impacts on MetroLink

- Additional trips to MetroLink from streetcar: 500
- 2,700 new riders for overall transit system
- Majority of trips transfer from MetroLink to Streetcar
Development Potential
Existing Hot Spots

- Existing destination points along proposed Downtown Streetcar route
Potential Hot Spots with Streetcar
8th and Olive Streets
7th and Chestnut Streets
Olive and Compton Streets
Summary of Key Findings

• Market Analysis
  • Strong transit corridors
  • Employment concentration
  • Residential density

• Ridership Analysis
  • Strong ridership potential; approximately 7,700 daily riders
  • Complements MetroLink service

• Development Potential
  • Ripe for development
  • Potentially spur $540M development first five years, $2.1B over 20 years
Summary of Key Findings

• Traffic Analysis
  • Sufficient capacity along roadways
  • No negative impacts

• Environmental Analysis
  • No fatal flaws

• Strong likelihood of federal funding
  • Evaluation criteria
  • Delegation support

• Stakeholders
  • Strong local support
  • Political support
Project Cost Estimates

- Total Project: $271 million – with Streetscaping
- Total Project: $218 million – with no Streetscaping
- Total Operations: $9.7 million annually
Financial Overview

• 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
Implementation Next Steps

• Open House
  March 7, 2013; 8 AM and 4-7 at Moto Museum

• Adoption by East-West Gateway
  March 27, 2013

• Fundraising ($300,000) and Letters of Support
  March/April 2013

• Environmental Assessment: Fall 2013 – Fall 2014

• Preliminary Engineering/Final Engineering: 2015

• Construction: 2016/2017

• Potential Opening: 2017/2018