



Historic Streetcar

### Q - What is a trolley?

A - The trolley, also called a streetcar, operates along a fixed rail guideway in the roadway. While trolleys cannot deviate from the path of the guideway, the operator of the trolley “drives” the vehicle, accelerating and braking to move along with traffic which usually operates in the same lane.

### Q - How much will the construction of the line cost and who will pay for it?

A – Preliminary estimates indicate it will cost between \$48 million and \$57 million to construct the tracks, build a maintenance and operations facility, and buy the vehicles. It will cost a little over \$4 million to operate each year. Operating costs assume the trolley will operate every 10 minutes from 7 a.m. to 1 a.m. daily. A plan is also being developed to identify potential funding sources to pay these costs. In other cities, a variety of funding sources have been used. The Loop Trolley Company will carefully consider all of these options.

### Q - How does the trolley fit within our regional transportation system?

A - The trolley will play an important part in the region’s public transportation infrastructure and economic growth. The first phase, proposed to operate on Delmar and DeBaliviere, will serve

two MetroLink stations, making it easy for passengers to access destinations throughout the region without using a car. This will ease traffic congestion and reduce pain at the gas pump!

### Q - Will the trolley operate in the middle of the street or along the curb?

A – There are two options being considered at various locations along the route: center-lane operation and curb-side operation. In each case, only a few parking spaces would need to be eliminated. This would be more than offset by those who decide to take the trolley to The Loop or History Museum rather than drive.

### Q - Will the trolley increase traffic congestion on Delmar and DeBaliviere?

A – No. Experience in other cities shows that the trolley moves along traffic as quickly as cars and trucks do, and actually eases traffic congestion by eliminating the need to drive.

### Q - Will the trolleys be accessible to people with disabilities?

A – Yes. The Americans with Disabilities Act requires the service be accessible to everyone. The Loop Trolley study team is evaluating the use of in-vehicle lifts versus curbside ramps for those that require special accommodations to board the trolley cars.

### Q – How frequently will the trolley operate? What will be the hours of operation?

A- Preliminary ridership and cost estimates are based on service running every 10 minutes from 7 a.m. – 1 a.m. daily.

### Q – Why is a trolley being built in this location?

A – The Delmar Loop was designated “One of the 10 Great Streets in America” by the American Planning Association and will provide a great location for the first trolley to return to the St. Louis region. It will connect students, neighborhoods, employees and tourists with many destinations along the route. Future extensions are envisioned, with locations to be determined by community input and experience with this first phase.

### Q – Is St. Louis the only city considering a trolley system?

A – Trolleys and streetcars are operating successfully in Portland, OR, Tacoma, Tampa, Little Rock and other cities. Planning for many more systems is underway in Washington, DC, Seattle, Winston-Salem, Cincinnati and Columbus, among other cities.



Forest Park – St. Louis History Museum

## Q – How have trolley systems spurred economic development in other cities?

A – The permanence of trolley and streetcar investments has been shown to attract new development and promote greater density along their routes. This leads to more commercial and retail activity, as well as neighborhood vitality, within three blocks of the trolley route. People are more willing to locate along the trolley, and in turn rents, ownership and property values tend to increase accordingly.

**Portland, Oregon:** Opened in 2001, the streetcar has triggered more than \$2 billion in new development, including more than 8,000 new housing units. The Pearl District, located along the streetcar route within a designated redevelopment area, is considered one of the nation's most successful new urban residential and retail neighborhoods.

**Tampa, Florida:** Stimulated more than \$600 million in public projects and \$800 million in private investment since opening in 2002. The trolley has prompted conversion of warehouses to lofts and development of new mixed-use projects, including high-rise residential towers.



Streetcar in Portland, OR

## Q - Who supports the effort to restore trolley service?

A - In addition to The Loop Trolley Company, East-West Gateway Council of Governments and Citizens for Modern Transit, this effort has received support from our congressional delegation, University City, the City of St. Louis, the Missouri Historical Society, along with The Loop Business District and numerous neighborhood groups.

## Q - When will the trolley be built and operating?

A - The study will be completed by the end of this year. Once funding is secure, the project will move into final design, followed by construction.



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# Q & A

## Frequently Asked Questions