

**Federal Transit Administration- Region VII
Environmental Assessment Re-evaluation
For
St. Louis Loop Trolley
Location: City of St. Louis and University City, Missouri
Grant Applicant: East-West Gateway Council of Governments**

FTA determines that, in accordance with 23 CFR 771.129, the proposed design changes including the additional Overhead Contact System (OCS) to accommodate the use of wire only driven cars for the St. Louis Loop Trolley project will not result in any significant impact to the quality of the human environment, and therefore, the FONSI dated May 23, 2011 remains valid. This determination is based on the attached Environmental Assessment Re-evaluation and related supporting documents for St. Louis Loop Trolley.

Pursuant to 36 CFR Part 800, FTA determines that a "no adverse effect" finding is still appropriate for the proposed additional OCS. SHPO concurred with this determination on March 08, 2012.

FTA determines that the installation of the OCS within Forest Park will not adversely affect the features, activities, and attributes that qualify Forest Park for protection under Section 4(f). As a result, pursuant to CFR Parts 774.17 and 774.5, FTA determines that the proposed OCS will result in a *de minimis* impact. The City of St. Louis parks Department concurred with this determination on March 20, 2012.

Approved By: _____



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Date: _____

3/27/2012

Subject: St. Louis Loop Trolley Environmental Re-evaluation

On May 23, 2011, the Federal Transit Administration issued a FONSI for the construction of the St. Louis Loop Trolley in the City of St. Louis and University City, Missouri. The project's Environmental Assessment considered the use of hybrid trolley vehicles that could operate both on overhead wire and battery power. It was proposed that trolley vehicles would operate on battery power along two segments of the route: along Delmar Blvd from the route's western terminus to the Delmar bridge, and along DeBaliviere Blvd from Forest Park Parkway into Forest Park proper. Employing battery-powered vehicles in those two segments negated the need for overhead wire, or an Overhead Contact System (OCS).

Subsequent analyses have indicated that the use of a hybrid vehicle would create unacceptable timing, financial, and operational risks for the project. A decision was made, therefore, to alter the project's scope by replacing the hybrid vehicle with a vehicle that relies on an overhead wire for power. Accommodating the non-hybrid vehicle will require OCS along the entire trolley route, rather than in just the middle segments of the alignment. The purpose of this Environmental Re-evaluation is to ensure that the conclusions of the original environmental document remain valid in accordance with NEPA and FTA requirements specified in 23 Code of Federal Regulations Part 771.129 and 771.130.

Because of the change in vehicle technology, additional OCS will be installed along Delmar Blvd between Sgt. Mike King Dr and the Delmar bridge (just east of Des Peres Ave), and along DeBaliviere Blvd south of Forest Park Parkway and around the Missouri History Museum. The Delmar OCS installation will involve replacing all light poles, installing span wires attached to pole sets, and stringing two electrified wires from the span wires. There will be no change in the type of street lighting currently used.

OCS installation on DeBaliviere and around the museum also will involve replacing existing light poles, as well as adding four or five new poles in the park to maintain the required 90' to 100' spacing. Attached to the new poles will be pole arms that will carry the OCS wire, and pull-back cables will be strung between poles to maintain the proper wire arc around the museum. Although light fixtures will be lowered by two feet to create the clearance needed for the wire, the project will install the same type of light fixture currently used. Except for the addition of a few new poles in Forest Park, there will be no property impacts, and the poles will be placed in areas consistent with existing utility usage.

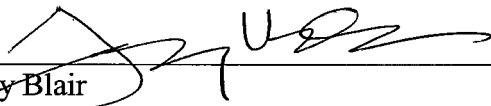
The proposed changes were reviewed for potential new impacts. Two issues warranted further evaluation: Section 4(f) of the DOT Act of 1966 concerning impacts on public parks; and Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800 concerning impacts on cultural resources. Although the OCS will add a new visual element to the Delmar Loop and Forest Park, that element is not inconsistent with the historical character of the two areas. In the past, streetcars operated in the Loop, on DeBaliviere, and in Forest Park.

Reintroduction of a trolley using OCS will have a moderate visual impact on the views along Delmar and in Forest Park. As noted in the Environmental Assessment, however, using attractive and context-sensitive materials can mitigate that impact.

The project's minimal impact led to a *de minimis* finding relative to Section 4(f). The Forest Park Advisory Board, in a public meeting, approved the extension of OCS into the Park as consistent with the Forest Park Master Plan. Agendas for the meetings served as public notices and were posted at the Advisory Board's offices. Subsequent to the Board's action, the City of St. Louis Parks Department – the agency with local jurisdiction over Forest Park – concurred with the *de minimis* finding on March 20, 2012. Similarly, the State Historic Preservation Officer issued a letter on March 8, 2012 concluding that the presence of OCS would have no adverse effect on historic properties. The City of St. Louis and the Forest Park Advisory Board have requested that consultations continue through the project's design and construction, and the State Historic Preservation Office that any change in plans be submitted for further review and comment.

Based on the above information, the East-West Gateway Council of Governments requests that the previous approved FONSI remain valid for the St. Louis Loop Trolley project.

Submitted by:



Jerry Blair
Director of Transportation Planning
East-West Gateway Council of Governments

3/26/12
Date



The Loop

Area 1

Area 2

DELMAR BLVD

Area 3

Area 4

Area 5

Area 6

DE BALIVIERE AVE

FOREST PARK PKY

N SKINKER BLVD


Washington University Campus

Forest Park

History Museum

Area 7



-  Trolley Station
-  Trolley Alignment
-  MetroLink Station





Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

March 8, 2012

Mokhtee Ahmad
Regional Administrator
Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, Missouri 64105

Re: St. Louis Loop Trolley Project (FTA) University City, St. Louis County and City of St. Louis,
Missouri

Dear Mr. Ahmad:

Thank you for submitting information about the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

We have reviewed the additional information provided concerning the revisions to the above referenced project. We concur with your determination that the proposed Overhead Contact System for the St. Louis Loop Trolley Project will have **no adverse effect** on the historic properties determined eligible for and listed on the National Register of Historic Places within the Area of Potential Effect (APE) for this project.

We look forward to continuing to review the plans for the rehabilitation of the Roberts Chevrolet Building, 5875-5891 Delmar Boulevard, a property listed in the National Register of Historic Places.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review and comment on possible effects to historic properties. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (**033-SL-11**) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Mark A. Miles
Director and Deputy
State Historic Preservation Officer

c Dee Phan, FTA
Kris Zapalac, DNR/SHPO
Jan Cameron, STL/CRO



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VII
Iowa, Kansas,
Missouri, Nebraska

901 Locust Street
Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

March 15, 2012

Mr. Gary Bess, Director
Department of Parks, Recreation and Forestry
City of St. Louis
5600 Clayton Avenue
St. Louis, MO 63110

Re: St. Louis Loop Trolley

Dear Mr. Bess:

As you know, East-West Gateway Council of Governments, in coordination with the Federal Transit Administration, is currently conducting final design for the Loop Trolley project, which will enter Forest Park on DeBaliviere Boulevard and circle the Missouri History Museum. FTA issued a FONSI for the project on May 23, 2011. The project's Environmental Assessment envisioned use of a hybrid trolley vehicle that would operate on battery power through Forest Park, negating the need for overhead wires, or an Overhead Contact System (OCS), in the Park. Subsequent investigations, however, have demonstrated that use of a hybrid vehicle would present timing, cost, and operational challenges that would put the project at risk. Specifically, no American manufacturer currently produces a heritage hybrid vehicle, so the vehicle would require an extended engineering and production process, adding multiple years to the project schedule. The costs of engineering and manufacturing a new vehicle would add millions to an already tight project budget. Finally, any breakdown in the on-board battery system would shut down operations of the entire trolley system. Each of these points is now considered to present an unacceptable risk to the trolley system's completion and effective operation. Because of these findings, the project scope has changed to include OCS in the Park.

This change will require replacing existing light poles along the alignment in the Park, as well as adding four or five new poles around the History Museum to maintain the necessary arc for the wire. Attached to the poles will be a pole arm extending to the center of the track, which will be in the right hand traffic lane. OCS wire will be attached to the pole arm, and a pull-back cable will be strung between poles to maintain the proper wire arc on the curve around the museum. The trolley wire will be approximately 18 feet high, which will require the street lights to be lowered by two feet to avoid contact with the pole arm. The project will install the same type of light fixture currently in use. To enhance safety and minimize the placement of poles along DeBaliviere north of Lindell Boulevard, new curbing will be placed on the east side of DeBaliviere just south of Forest Park Parkway to eliminate the northbound right-turn lane. The area east of this new curbing will be planted as green space. The new OCS will be a permanent feature of the trolley system. East-West Gateway has met in public meetings with the Forest Park Steering Committee and Advisory Board and the Forest Park Forever Board of Directors Executive Committee to discuss these project changes.

Under Section 4(f) of the DOT Act of 1966, the affect to parks impacted by federally funded projects must be evaluated. As a public park, Forest Park is protected by Section 4(f). Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (enacted August 10, 2005) authorizes USDOT to approve a project that results in a *de minimis* impact to a Section 4(f) resource without going through the full evaluation of avoidance alternatives. An impact to a park may be determined to be *de minimis* if the transportation use of the Section 4(f) property does not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f), and with the concurrence of officials with jurisdiction over the Section 4(f) property.

Although the OCS will add a new, although minor, visual element to Forest Park, it is not inconsistent with the Park's historical character. A number of streetcar lines using OCS once operated in the Park, and the Park's Visitor and Education Center, located just southeast of the trolley alignment around the History Museum, originally served as a streetcar passenger shelter. Introduction of the trolley in the Park is consistent with the Forest Park Master Plan, which emphasizes the need for alternatives to the private automobile. Except for the addition of four or five new poles, there are no property impacts to the parks, and the new poles will be placed in areas consistent with current utility usage. The narrowing of northbound DeBaliviere (a city street) as it approaches Forest Park Parkway will add a strip of green space to the Park area. Consultations with Park authorities will continue through the design and construction of the trolley.

As a result of these considerations, the proposed project will not adversely affect the positive activities, features, and attributes of Forest Park. There will not be a substantial change to the visual character of the Park, and the introduction of the trolley could assist the Park in meeting its objective to provide transportation alternatives. Based on the information provided above, the FTA has determined that impacts to the Park will be minimal. We ask your concurrence, as the agency with jurisdiction over the Park, on the finding that the incorporation of OCS within Forest Park to support the trolley operations would not adversely affect the features, activities, and attributes that qualify the resource for protection under Section 4(f), and that the project would result in a *de minimis* impact. Please indicate your concurrence by signing below.

If you have any questions or require additional information, please contact Maggie Hales of East-West Gateway at 314-421-4220 (maggie.hales@ewgateway.org), or Dee Phan of FTA at 816-329-3934 (dee.phan@dot.gov).

Sincerely,



Mokhtee Ahmad
Regional Administrator



Park Director, Signature of Concurrence

3/20/12

Date



**CITY OF ST. LOUIS
DEPARTMENT OF PARKS, RECREATION & FORESTRY
DIVISION OF PARKS**



5600 CLAYTON AVENUE IN FOREST PARK
ST. LOUIS, MO 63110-1310

GARY D. BESS
DIRECTOR

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FAX (314) 535-3901

FRANCIS G. SLAY
MAYOR

DIVISION OF PARKS
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DIVISION OF RECREATION
(314) 289-5320
DIVISION OF FORESTRY
(314) 613-7200

PROJECT: Forest Park Master Plan Implementation
Steering Committee **“FINAL”** Meeting Record

DATE: February 8, 2012
TIME: 8:30 AM
LOCATION: Forest Park Visitor Center

ATTENDEES:

PR&F

Daniel Skillman
Gary Bess

BPS

Stephanie Doss

FPF

Lesley Hoffarth
Bill Reininger
David Lenczycki

Missouri History Museum

Dr. Robert Archibald
Anne Marie Thurman

East West Gateway

Maggie Hales

DISTRIBUTION: Attendees

PREPARED BY: Daniel Skillman, Department of Parks, Recreation & Forestry

Item 320 – Loop Trolley Update:

Dr. Robert Archibald along with Maggie Hales distributed to the Steering Committee a draft prospectus on the Loop Trolley. Said draft is attached to and hereby made a part of the meeting record. Dr. Archibald came before the Steering Committee to present on the change to the Loop Trolley from a Hybrid trolley car system to a system that requires a catenary system (overhead lines) and poles that will extend into Forest Park and around the History Museum.

Dr. Archibald indicated that the Loop Trolley Board had moved away from the Hybrid street car originally discussed because it presented risks to its operations that could jeopardize service. He indicated that there are no Hybrid Heritage Streetcars currently in operation in regular transit service in mixed traffic. If a streetcar were to be stopped due to traffic congestion or an accident, it could run out of battery power

and be broke down in traffic and eliminate the use of the climate controls (heating and air conditioning) on the streetcar. In addition, the untested hybrid streetcars are three times the cost of the heritage streetcars.

Dr. Archibald pointed out that the catenary system (overhead lines) is different from the overhead catenary system that powers the Metrolink. Because the trolley operates at relatively low speeds, it does not have high power requirements. Therefore the system will consist of single overhead wire which could be attached to existing Street Light Poles inside and outside the park. The current spacing of 90 feet on the existing street light poles in the park could meet this need, with the addition of 4 or 5 additional poles around the History Museum. The existing street light poles would have to be replaced with taller poles. The pole height would need to be 23 feet. The wire height would be 18 feet and the street light would be at a height of 15 feet.

Unlike the hybrid system, this model has been in operation for well over 135 years and very dependable.

The trolley car will utilize the existing driving lanes along DeBaliviere in both directions. This eliminates the cut-through the median area between Forest Park Parkway and Lindell Boulevard that was part of the earlier concept.

Dr. Archibald pointed out that the proposed trolley design is consistent with the Forest Park Master Plan:

- Maximum use of mass transit should be encouraged as an alternative means to travel to and within the park to reduce automobile dependence, traffic volumes and improved air quality.
- Cooperate with future transit planners to develop a park shuttle service, possibly with steel or rubber tires.
- Possible long-term transit option on a fixed rail circulator, to be determined via future planning efforts.
- Link Forest Park with regional parks and ecological features via Metrolink, especially with proposed system expansion, creating a “green train system.”

The trolley system would be operated and maintained by the Loop Trolley Company.

Committee Review Comments:

- Safety concerns toward park users as it relates to overhead wires in the park.
- Concerns for Disabled/Cyclists/Roller Blades crossing the rails.
- Will there be a ticket booth in Forest Park on the south side of the History Museum. If so, what will that look like?
- Where will tickets be sold
- Parking in the park by trolley users.
- Passenger capacity of each trolley car.

In conclusion the Steering Committee approved the Project Prospectus and determined that this current design would represent a “Minor” Change to the Forest Park Master Plan. The Steering Committee recommended that this matter be placed on the February 16, 2012 Advisory Board Agenda for Step 3 Approval.

FOREST PARK ADVISORY BOARD

5600 Clayton Avenue
St. Louis, MO 63110
314-289-5310
Fax 314-535-3901

AGENDA

Forest Park Advisory Board Meeting
Thursday, February 16, 2012 @ 4:30 PM

Dennis and Judith Jones Visitors Center
5595 Grand Drive, In Forest Park

1. Call to Order/Roll Call
2. Public Open Time
3. Approval of Agenda
4. Approval of Meeting Minutes
5. For Informational Purposes: 2012 Calendar of Forest Park Advisory Board Meetings for the remainder of 2012 (Third Thursdays of each month)
 - March 15, 2012
 - April 19, 2012
 - May 17, 2012
 - June 21, 2012
 - July 19, 2012
 - August 16, 2012
 - September 20, 2012
 - October 18, 2012
 - November 15, 2012
 - December 20, 2012 (social, no business to be conducted)
6. For Informational Purposes: Loop Trolley Update
 - Presentation by: Robert Archibald, President, Loop Trolley and President of Missouri History Museum and Maggie Hales, Deputy Executive Director, East-West Gateway Council of Governments*
7. Action Item: Loop Trolley Master Plan Change Determination
 - FPAB discussion of Loop Trolley Project and whether it represents no change, a minor change or a major change to the Forest Park Masterplan.
8. Committee Reports
9. Old Business
10. New Business
11. Adjournment

FOREST PARK ADVISORY BOARD

5600 Clayton Avenue
St. Louis, MO 63110
314-289-5310
Fax 314-535-3901

MINUTES OF MEETING February 16, 2012

Summary:

1. Call to order at 4:30 PM
2. Approval of 02-16-12 Agenda
3. Approval of 01-19-12 Minutes
4. Informational Item: 2012 Calendar of FPAB Meetings
5. Informational Item: Loop Trolley Update
6. Action Item: Loop Trolley Master Plan Change Determination
7. Committee Reports
8. New Business
9. Old Business
10. Adjournment at 5:45 p.m.

Materials distributed included 02-16-12 Agenda; 01-19-12 Meeting Minutes; Steering Committee Meeting Record of 01-11-12 and 02-08-12; 01-22-10 Letter of Support for Loop Trolley Project; Information posted to the FTP site included the Loop Trolley Presentation.

Board Members Present: Karen Goering, Emily Andrews, Anthony Arington, Jennifer Clark, Jean Cowell, Ron Cross, Lesley Hoffarth, Dennice Kowelman, Lyda Krewson, Gary Krosch, Mike Murray, Sally Nikolajevich, Scott Ogilvie, Myrrah Rehg, Don Roe, Dan Skillman, David Weber.

Board Members Not Present: Leata Price-Land.

Excused: Deborah Dolgin, Mike Flowers, Anne Kasal, Ann Liberman, Tim Lorson, May Brown Reay, Sean Simms.

Non-Board Attendees: Bill Reininger, Forest Park Forever; John Wharton, St. Louis Science Center; Dr. Robert Archibald, Missouri History Museum, Maggie Hales, East-West Gateway Council of Governments, Dave Lenczycki, FPF, Barry Williams.

Parks Staff Present: Kathy Sullivan, Mary Dudley.

Call to Order:

The regular monthly meeting of the Forest Park Advisory Board was held on Thursday, February 16, 2012 at 4:30 PM at the Dennis and Judith Jones Visitors Center, In Forest Park. Chairman Karen Goering called the meeting to order at 4:30 PM.

Roll call was taken.

Approval of Agenda:

Karen put forth a motion to approve the 02-16-12 Meeting Agenda. Motion was seconded. Agenda approved as submitted.

Approval of Meeting Minutes:

A motion was made to approve minutes of 01-19-12 meeting. The motion was seconded and minutes were approved.

Informational Item: 2012 Calendar of Forest Park Advisory Board Meetings

Karen noted that the agenda for this meeting included a list of meetings scheduled for the year, in compliance with the Bylaws, which state that a schedule of the meetings is to be published. With the passage of Board Bills 189 and 190, it is anticipated that there will be increased activity which will likely necessitate monthly meetings. Karen asked members to please mark these monthly meetings in their calendars.

Informational Item: Loop Trolley Update

Presentation by Dr. Robert Archibald, Missouri History Museum and Maggie Hales, East-West Gateway Council of Governments

Karen explained that Bob Archibald would present information regarding the Loop Trolley. She stated that she does not have any financial interest in the Loop Trolley Project, however, she does work for the Missouri History Museum. In the interest of full disclosure, she stated that Robert Archibald is both President of the History Museum and also President of the Loop Trolley Board. In addition, he is also Karen's boss and consequently, she recused herself from this portion of the meeting in order to avoid the appearance of a conflict of interest. Emily Andrews was asked to conduct the meeting during the presentation and vote regarding the Loop Trolley.

Emily introduced Dr. Archibald and Maggie Hales.

Dr. Archibald thanked the Board for the opportunity to speak. He prefaced the presentation by stating that he replaced Joe Edwards as President of the Loop Trolley Company approximately one year ago but has been on the Board almost since its inception. The Trolley route is outlined from the University City gates, down Delmar, south on DeBaliviere and around the History Museum. He also made mention of the neighborhoods anchoring the proposed Loop Trolley, including Forest Park, Washington University and the many businesses located on Delmar in the Loop area. The area includes a vibrant and historic neighborhood, it possesses connectivity to the light rail system and St. Vincent Greenway, accessibility to top notch institutions, and the Trolley has the potential to provide a link to all. There is also a major opportunity for redevelopment along Delmar and DeBaliviere. Dr. Archibald mentioned David Sandel, a University City resident who is planning a super highway dataline, which would make this area one of the most wired neighborhoods in the U.S.

Dr. Archibald proceeded with the Powerpoint presentation, which was made available to Board Members via the FTP site. He noted that the Loop Trolley Company along with East West Gateway will manage the design brand and operation of the Trolley, however, the Transportation Development District (TDD) will remain the owner of the Loop Trolley Company. The TDD is a state entity and its Board Members include the County Executive, Mayor of St. Louis City, Mayor of University City, Executive Director of Metro and a representative of the Tax District.

In discussing the overhead contact system, he pointed out that the hybrid street car originally discussed (with no poles or overhead electric lines) is no longer a viable option. The plan now calls for installation of a catenary system. This system is different from the catenary system used by MetroLink and will be less obtrusive. The project will require the replacement of new, higher street light poles – these poles will be 15 feet high with brackets and the wires will be 18 feet high. Approximately four additional poles will be needed in addition to the existing pole placement.

With regard to funding, he noted that there a couple of projects included but funded separately. This would include rehab of the bridge over Metro at DeBaliviere and the creation of a traffic circle near the University City gates.

Overall, discussion points included:

- Costs/Funding
- Public/Private Collaboration
- Route
- Trolley Details
- Contact System
- Master Plan Compatibility
- Projected Service
- Conceptual Image
- Capacity
- Station Stops
- Ticketing

Dr. Archibald concluded by expressing his belief that this is how a 21st century city is built; this enables the attraction of people to live and work here and has the potential to attract and maintain businesses. He feels that this is great opportunity for our community to demonstrate that this project can be done on a modest scale and can also be a model for the rest of the country.

Questions/Comments

Is it anticipated that the system will require any kind of public subsidy?

There is a subsidy provided by the Transportation Development Agency, which is a public entity; there may eventually be private donors.

Would there be difficulty in extending the system into the Park?

It is an option for the future. Dr. Archibald noted that had the decision remained to continue with the hybrid system, all components would be required to remain hybrid.

How many cars will be operational the first year?

6 cars; 4 will run and two will remain in reserve.

What is the lifespan of the system?

Every aspect, including track, car, bridges, and maintenance facility must have a 30-40 year lifespan.

What type of track will be required?

Portions of the route around the History Museum will be single track; double track on DeBaliviere in both directions; back to single track on the other side of Pershing. Dr. Archibald stated that the more double track that is included in plan, the greater the capacity at a later date.

Appreciation was given to the Loop Trolley Company for having considered how the project would comply with the Master Plan.

Regarding the fluctuation of hours that the Trolley will run, has consideration been given to where visitors can park in attempting to reach the Park or the Loop?

50 parking spaces have been created on DeBaliviere. Part of the plan is to redirect people through education and signage to underused areas where parking is convenient. The goal is reduce the number of cars and increase the number of pedestrians, trolley users, and light rail users.

How will the \$1.3M budget be able cover capital improvements or repairs?

A great deal of planning is still progressing – they are only at 30% of the business design. By May, an application must be submitted for the balance of the federal funds to the FTA and must include a business plan. Washington University studies indicate an opportunity for redevelopment as well as specific plans for redevelopment. Though not included in the business plan, there is a significant likelihood of additional TDD funds in the future and they are also looking at potential funding from the federal government in the future.

How will this affect traffic, particularly for residents in the neighborhoods near DeBaliviere and Delmar?

Completed traffic studies indicate that the trolley should run smoothly in traffic and not impede traffic flow; engineers will review ingress and egress with an eye towards improvement and to alleviate problems. There is also an opportunity to review the area where MetroLink, Metro buses, and the Greenway intersect and fix mistakes that were made at that intersection in order to make it ADA compliant, safe for pedestrians/bicyclists and to re-work the bridge. DeBaliviere is a significant part of the project and they have partnered with GRG and the City Street Dept. to ensure the Greenway and streets are safe and even better.

Could Metro take this over?

The timing was not right – two years ago Metro was struggling and making cutbacks to service. Because of this, Metro would not have been able to undertake a project such as this. However, Metro is supportive of the project.

When will first shuttle run?

Construction begins December, 2012 and construction will be staged to minimize disruption.

What about future expansion as it relates to destinations in the Park in order to alleviate traffic to these destinations?

There is no specific planning regarding system expansion at present.

Could system be hybrid at a later date?

It is a possibility; it would be a matter of removing the wires.

Maggie noted that there will be public meetings regarding the project. She does not have a schedule as yet, but will forward to the Board when available.

Action Item: Loop Trolley Master Plan Change Determination

At this point, Emily explained that when the Loop Trolley Project was initially reviewed by the Board, it was agreed that it posed no major change to the Master Plan. However, because the wiring system will now be implemented, this issue requires re-examination. Emily entertained a motion as to

whether this project would constitute no change to the Master Plan, a minor change to the Master Plan or a major change to the Master Plan.

A motion was made that the Loop Trolley Project constitutes no change to the Master Plan and would be beneficial to the Park. Motion was seconded.

Lesley noted that she will abstain from voting on this motion as she is a member of the Loop Trolley Board. Karen Goering abstained from voting as well.

All voted in favor of the motion; none opposed, and the motion was passed.

Karen then returned to chair the remainder of the meeting.

Committee Reports

None.

Old Business

There was discussion regarding the need for Board members to recuse themselves from voting on particular projects. Karen stated that during recent discussions it was decided that she, as well as Sean Devoy, an employee of URS Corp. which is under contract for this project, should excuse themselves from discussions/vote. She reiterated the importance of wanting to avoid the appearance of a conflict of interest.

Mike Murray had a question regarding the Steering Committee Report of January 11, 2012 relating to the Design Build process. He asked if all projects be Design-Build. Lesley stated that this relates to the \$30M in capital projects for the Park. She said that the infrastructure work relating to streets will be a Design-Build package. All remaining projects will be done as individual Design-Bid-Build.

Lyda commented that generally with the Design-Build process, there seems to a lot more build and a lot less design, which does concern her.

Mike also asked about the staging process for projects, particularly with signage relative to street closures. Lesley stated that she is working on this and has been in discussions with Corbin to ascertain what signage could be erected which would not impact road construction, and also what temporary signage can be used.

Mike stated that while discussing signage, it should be noted that there is a need to change some of the current street signage, i.e., Jefferson and Faulkner. This change needs to first go through the Board of Aldermen.

Mike asked if there was a new priority list of projects. Dan Skillman said that they are currently working on a new list and will share it with the Board when finalized.

Mike also asked about the status of the Lewis and Clark Statute. Karen confirmed that the Public Art Commission, headed by Anabeth Weil, will be brought into the process as it relates to this statue.

Lyda commented that she feels that the Trolley Project will effect a real change on DeBaliviere and east portion of Delmar and will positively impact the neighborhoods and streetfronts.

New Business

Bill Reininger said that he had the opportunity to collaborate with Operation Brightside and the City to plant bulbs throughout the Park on three consecutive Fridays. Brightside received a vendor donation of over half a million bulbs. 15,000 were planted at the Hampton interchange, 12,000 were planted between Tamm and Skinker, and 8,000 planted along the Dual Path near the maintenance yard. These bulbs will return each year and should multiply in size.

**Motion made to adjourn. Motion seconded and approved.
Meeting was adjourned at 5:45 p.m.**

Mary Dudley
Secretary

FOREST PARK ADVISORY BOARD

5600 Clayton Avenue
St. Louis, MO 63110
314-289-5310
Fax 314-535-3901

AGENDA

Forest Park Advisory Board Meeting
Thursday, March 15, 2012 @ 4:30 PM

Dennis and Judith Jones Visitors Center
5595 Grand Drive, In Forest Park

1. Call to Order/Roll Call
2. Public Open Time
3. Approval of Agenda
4. Approval of Meeting Minutes
5. Action Item: Loop Trolley Project (Step 3 Approval)
*Presentation by: Dr. Robert Archibald, President, Loop Trolley and
President of Missouri History Museum and Maggie
Hales, Deputy Executive Director, East-West
Gateway Council of Governments*
6. Committee Reports
7. Old Business
8. New Business
9. Adjournment