

E. Transit Circulation

Bus Routing

Bi-State operates 22 local and 31 express routes on a number of streets in Downtown. There are four routing sets that carry the bulk of Missouri bus routes. By region, these are:

- Local buses from the south and west Metro area, use 14th Street, inbound on Market to 4th, outbound on Locust to 14th, south on 14th.
- South/west a.m. express routes enter town via Tucker to Olive to Broadway, terminating at Market. P.M. express buses start at 4th and Market, north to Locust to Tucker, south on Tucker.
- Northwest local routes use Washington, 14th and Olive inbound, 4th and Washington outbound.
- North area buses enter town via 10th, turn left at Washington to 8th, south as far as Market. Outbound trips start at 9th and Market and proceed north out of town on 9th.

Bus Stops

Stops are typically located at the “near side” of intersections. Sidewalks serve as the waiting area with little or no shelter from the weather other than that afforded by adjacent building canopies or doorways. Although dedicated transit shelters are provided in select areas (and others are planned), many stop locations have insufficient sidewalk space for both a shelter and pedestrian walkway.

Stops are so poorly marked as to be nearly invisible. Only a small (12” x 18”) sign mounted above “No Parking” signs identifies the stop. These tend to be oriented more to vehicle traffic than to pedestrians or potential passengers.

Stops have virtually no passenger amenities such as trash cans, benches, route maps, system schedules, newspaper boxes or other useful items.

MetroLink Stations

There are six light rail stations in the primary study area. All are below street level.

- Union Station is an open-air station at 18th and Clark. The station platform extends partially under the 18th Street viaduct.
- Kiel Civic Center Station is also an open-air station adjacent to 14th Street at Spruce. A pocket park has recently been constructed (Kiel Triangle Park) between the station and Clark Avenue.
- Busch Stadium Station is at 8th Street between Spruce and Clark with surface connections at Spruce and Clark.
- The 8th and Pine Station has portals the four corners of the 8th and Pine intersection.



- The Convention Center Station is below Washington Street at Sixth with portals along the Dillard's building (westbound) and the St. Louis Center plaza. (eastbound).
- The Laclede's Landing Station is an elevated station below the deck of the historic Eads Bridge structure at 2nd. Surface connections are at 1st Street and 2nd Street.

Most of the Downtown Core is within a five-minute walk of one of these stations. Exceptions are the Arch Grounds and Riverfront south of Pine Street and the sector north and west of the 10th and Washington Street intersection.

Transit Ridership

There are 18,000 bus boardings each day downtown on 2,200 weekday bus trips.

This past winter, MetroLink averaged 12,000 weekday boardings at the six stations. On Saturday, the count average was 9,000 and on Sunday about 4,500 boardings (excludes special event ridership on MetroLink).

The Convention Center MetroLink Station is the busiest with about one-third of the downtown weekday boardings. Boardings at Union Station (21%) rank behind the Convention Center and are higher on Saturdays than on weekdays.

Demographics

The differences between bus and MetroLink riders are notable.

Bus

- *Residence* - 61% live in the City of St. Louis, 25% live in St. Louis County
- *Auto Ownership* - 38% of bus riders have no auto
- *Income* - 59% of riders earn less than \$25,000 per year, 8% earn \$55,000 or more.
- *Trip Purpose* - 57% travel to work, 20% shop/school

MetroLink

- *Residence* - 25% live in the City of St. Louis, nearly 50% live in St. Louis County
- *Auto Ownership* - less than 10% have no auto and over 55% live in multiple-auto households
- *Income* - 32% earn \$55,000 or more
- *Trip Purpose* - 69% travel to work

Signage and Wayfinding

In general, there is very little in the way of distinct public transit identity in downtown. Bus stops signs in downtown consist of a generic black on white international Bus Logo plus a side panel displaying route numbers of buses serving the particular stop. The sign is arranged in a landscape format. The signs are often mounted above the "No Parking" signs that define the bus stop zone. At entry to MetroLink stations, the MetroLink logo is the sole indicator of a station

entrance portal other than “Eastbound” or “Westbound “ displays. The rather small understated logo tends to fade into the urban streetscape.

Buses themselves contribute little to a positive transit identity. The mix of vehicles, some quite old, reflects a necessary turnover in the fleet yet suggests varying quality among vehicles and routes. Noise, smoke and uneven cleanliness further detract from developing a consistent, positive identity.

Connections

Most buses coming into downtown from Missouri or Illinois terminate in the downtown area. There is no provision for recovery for those routes that revert to outbound service as no street space has been designated for schedule recovery. Common recovery would facilitate bus to bus transfer. There is also no downtown transit center where passengers traveling beyond downtown could readily transfer from one route to another. Routes from each of the suburban sectors do cross each other at a number of locations in downtown. The block bound by 8th/9th and Olive/Locust is common to the greatest number of downtown buses. Recovery locations if provided near MetroLink stations would also facilitate transfer between buses and light rail.

Shuttles

In the 1980’s and early 1990’s, Bi-State Transit Authority provided a number of shuttle routes connecting downtown to outlying attractions. Some were fare free. These were discontinued due to cost and some redundancy with the advent of MetroLink. MetroLink is fare free during the noontime period for trips within the Laclede’s and Union Station zone. The specially outfitted Shuttlebug buses that connect the Forest Park MetroLink station with the Zoo and other attractions appears to be an example of a successful Bi-State shuttle service.

Travel Characteristics

For the 88,000 people working downtown, the mode of travel to and from work is:

Mode	%
Drive alone	60%
Carpool or Vanpool	16%
Bus	13%
MetroLink	9%
Walk/bike	2%
TOTAL	100%

