

Route 231 resurfacing and safety project

What is the situation?

The Missouri Department of Transportation has a two-year project, starting in 2025, scheduled for Missouri Route 231 between the city of St. Louis limits to just south of Franru Lane. In this area, Route 231 follows Telegraph Road between Franru Lane and Laredo Avenue, Kingston Drive between Laredo Avenue and Grant Road, and South Broadway Street between Grant Road and the city limits.

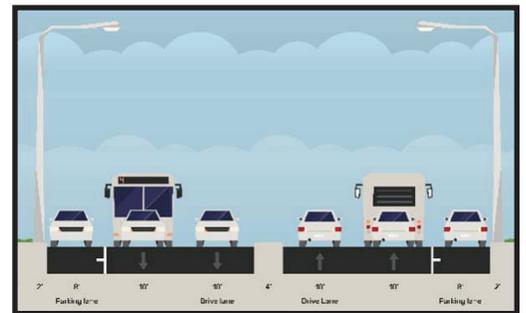
As part of MoDOT's project, the department will be resurfacing the roadway as well as making updates to the roadway's pedestrian facilities. All existing sidewalks and crosswalks need to be updated to be meet current Americans with Disabilities Act requirements. Some new stretches of sidewalk will be added where there are missing gaps in the sidewalk. In addition, many of the signals along the corridor will be updated. Since many of the existing sidewalks and entrances will be updated, this was the perfect time to look at the corridor and see what other improvements may be possible and reasonable while staying within the existing right of way and available funding. On average, speeds on the corridor range from 5 to 15 miles per hour over the posted speed limits. In addition, crashes along the corridor are roughly four times the state average for similar roadways. Most of the crashes involving cyclists and pedestrians were north of Ripa Avenue.

What concerns were raised?

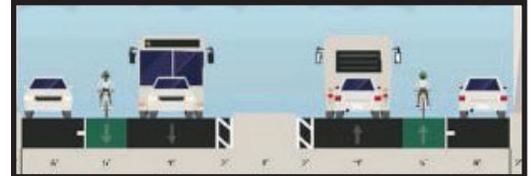
The department held two public meetings to gather community input and identify opportunities to improve the roadway. The first public meeting gathered details on issues and concerns about how the existing corridor functions. The department also met with representatives from area businesses, police, churches, and community organizations. The second meeting gathered input on what options best met the community's vision for the area.

Overwhelmingly, the community shared concerns about the speeds of the corridor, as well as the desire to make it feel safer to travel along the corridor, whether in a vehicle, on foot, or on some other assistant device, such as a wheelchair. Many residents were open to reducing the number of lanes or the width of lanes in targeted areas, as well as making it easier to enter or exit roadways and business entrances along the corridor.

Safety countermeasures



Narrowed lanes help slow down traffic, but don't prevent aggressive drivings or make pedestrian crossings safer.



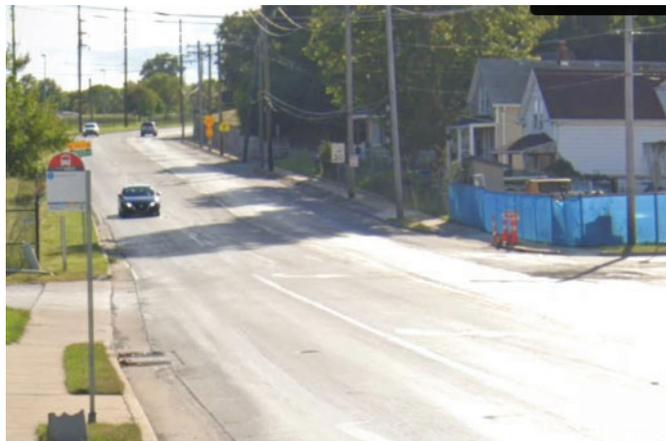
Road diets slow traffic, reduce aggressive driving and makes pedestrian crossings safer. May add some additional times to commutes.



Bike lanes can be protected using a painted buffer. These can help ensure that the roadway remains easy to clear from debris or snow during winter events.

What about simply doing nothing?

At a minimum, MoDOT needs to resurface the roadway to help ensure it remains in safe and operational condition for those who use it, as well as bringing sidewalks and signals up to meet Americans with Disability Act of 1990 requirements. If nothing else is done, traffic would continue to use the roadway at higher speeds and crashes and fatalities along the corridor would remain well above the average for similar roadways across the state. Although personal responsibility and higher law enforcement presence could reduce those issues somewhat, there are roadway elements that MoDOT can design into the project to more naturally slow traffic and reduce the potential for crashes.



What is being considered?

Since the corridor between Franru Lane and the city limits ranges from four lanes plus shoulder at the southern portion of the project to two lanes plus parking between Ripa Avenue and Hoffmeister Avenue, one option cannot serve the entire corridor. After evaluating the area and taking into consideration information shared by the public, the department is proposing:

- ◆ Five lanes (two in each direction with a center turn lane) between Franru Lane and Kingston Drive with a buffered bike lane.
- ◆ Three lanes (one in each direction with a center turn lane) between Kingston Drive and Ripa Avenue, with a buffered bike lane.
- ◆ Two lanes (one in each direction) between Ripa Avenue and Hoffmeister Avenue, with the roadway signed for bicyclists and motorists to “Share the Road.”
- ◆ Three lanes (one in each direction with a center turn lane) between Hoffmeister Avenue and St. Louis City limits with a buffered bike lane.

The department is also updating crosswalks at Telegraph and Kingston, Ripa, and River City Casino Boulevard. They are considering adding Rectangular Rapid Flashing Beacons – an additional pedestrian warning device – at existing crosswalks near Feed My People, West Holden Avenue, and Etta Avenue. They are proposing crosswalks at Sylvia Drive, Jeffersonian/Jefferson Barracks, Earlsfield Lane, West Arlee and Hoffmeister. The department is also suggesting including Rectangular Rapid Flashing Beacons at several of the new crosswalks.



What bike facilities will be available?

For the most part, the proposal will include a buffered bike lane along the corridor, except at the narrow section between Ripa Avenue and Hoffmeister Avenue, which will be signed as share the road. The buffered bike lane will link with the planned cycle track along South Broadway Street in the city of St. Louis and will be able to integrate into any future connections from the Mississippi Greenway heading west from the River City Casino. These bike facilities were recommended by community adopted plans and supported by the community during public meetings, focus group, and surveys by the community for project.

What to do at RRFBs

(Rectangular Rapid Flashing Beacon)



Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated flashing devices that can be easily seen by drivers from longer distances. RRFBs increase driver awareness and provide a safer crossing opportunity for pedestrians like you and me!



WALKERS:

- 1 PRESS THE BUTTON** to activate the RRFB lights, so that motorists are more likely to notice that you are trying to cross.
- 2 MAKE EYE CONTACT** with drivers and **WAIT** until traffic is yielding before stepping out.
- 3** Make sure each traffic lane is clear before you move on to the next.
- 4** Say thanks by flashing a smile to drivers!

DRIVERS:

- 1 WATCH FOR PEDESTRIANS** when approaching a mid-block crosswalk or intersection.
- 2 STOP FOR WALKERS** trying to cross at crosswalks, even if RRFB lights are not flashing.
- 3 GIVE PLENTY OF SPACE:** Stop at the stop bar or yield triangle pavement markings.
- 4 NEVER PASS** another vehicle that has stopped or is slowing down at a crosswalk.



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What is the timeline?

Information gathering public meeting	Spring 2023 (held)
Focus Groups	Late spring 2023 (held)
Public Meeting (options)	Summer 2023 (held)
Conceptual design complete	Fall 2023
Public Meeting (proposed improvements)	Fall 2023
Right of Way process starts	Spring 2024
Project awarded	Summer 2025
Construction begins	Summer 2025
Construction complete	Spring 2027

Need more information?

Surf to: <https://www.modot.org/missouri-route-231-safety-and-traffic-study-st-louis>
(<https://tinyurl.com/Route231>)

or call 1-888-275-6636 (ASK-MoDOT)

