

MoDOT FACT SHEET

Route 100 resurfacing and safety project

What is the situation?

The Missouri Department of Transportation has a resurfacing project set for Route 100 in the city of St. Louis. Route 100 follows Chouteau between Interstate 55 and Vandeventer, and follows Manchester from Vandeventer to the city limits. Since the department is resurfacing the roadway, it's a great time to make investments, based on community input, on ways to make the roadway safer. The department has \$2 million in safety funds that have been allocated to this project, beyond that needed for the resurfacing work.

Between 2017 and 2021, this corridor had more than 1,500 crashes, which is roughly five times the state average for similar roadways. During that time, there were four fatalities, including one pedestrian; there were also 32 serious injury crashes, including six which involved pedestrians and three that involved cyclists. Previously, the department has held two public meetings – the first to identify possible safety concerns that people who live, work and travel along the corridor have, and the second to share potential safety countermeasures that could be included on the corridor. In addition, the department worked with a select group of individuals several times in smaller focus groups.

What improvements are being done?

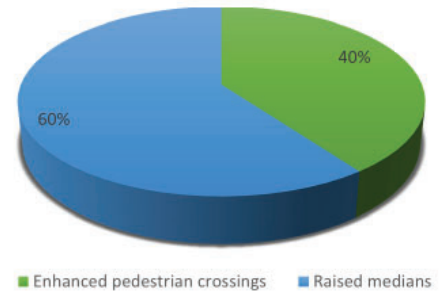
Much of the corridor will have fewer lanes, except for the area through The Grove, due to the high volumes of traffic into and out of The Grove area. Lanes through the majority of the corridor will also be narrowed to 11 feet wide. There is currently much more available space in the corridor than traffic, which tends to lead to increased speed and more aggressive driving. Most areas will be reduced by one lane, with left turn lanes onto side streets. To prevent traffic using the center lane as a passing lane, the department will create raised medians in those areas where left turn lanes are not needed. Remaining roadway space will be used for a buffered bike lane along much of the corridor. Pedestrian crossings will be enhanced, including more Rapid Rectangular Flashing Beacons along the corridor and updated striping.

How will MoDOT make mid-block crossings safer?

One of the concerns MoDOT heard from the public was that drivers tended not to stop as pedestrians were crossing the roadway, especially at mid-block crossings, even when the flashing signals were activated. This project will reduce the number of lanes across much of the corridor, and will narrow most of those lanes. This should reduce the amount of time it takes people to cross the street.

In addition, many of the mid-block crossings will have a median refuge to allow pedestrians to stop, in a protected area, if they are unable to fully cross. This should help make the crossing safer for pedestrians.

\$2M Safety Fund Breakdown



Countermeasures



Medians and refuges

Concrete medians help prevent vehicles from using other lanes to pass, and provide a refuge for pedestrians that may not be able to cross the road.



Road diets and lane diets

Reduced lanes (road diets) and narrowed lanes (lane diets) help regulate and slow down traffic along a corridor. Road diets prevent traffic from weaving through open lanes, while lane diets help reduce traffic speeds.

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What about a protected bike lane?

The community shared their desire for a protected bike lane along the corridor. Although MoDOT can’t install a vertical barrier along the corridor under the current agreement with the city, the department is talking with the city to include those options along the corridor between Sarah and Broadway. Although that work won’t happen as a part of this project, the city and MoDOT are moving toward an agreement for that in the future, as part of a separate project.

What about plantings in the median?

MoDOT continues to talk with our partner, the city of St. Louis, about options for aesthetic improvements to the corridor. As a matter of policy, MoDOT requires all aesthetics, such as plantings, to be paid for and maintained by a municipality or other government organization.

What are MoDOT’s responsibilities on Route 100?

MoDOT has a maintenance agreement with the city of St. Louis for certain roads within the city limits. MoDOT is responsible for maintaining signals, signs, striping, sweeping and pavement maintenance on Route 100. St. Louis City retains ownership and responsibility for everything else. During this process, MoDOT will work with the city of St. Louis to evaluate and consider other safety improvements outside of the above maintenance responsibilities.

For concerns beyond MoDOT’s responsibility, please contact the city of St. Louis citizens service bureau at 314-622-4800.

Timeline

Information gathering public meeting	Fall 2023 (held)
Focus Group 1	Fall 2023 (held)
Countermeasure sharing public meeting	Spring 2024 (held)
Focus Group 2 and 3	Spring 2024 (held)
Conceptual plan public meeting	Summer 2024
Project awarded	Spring 2025
Construction begins	Summer 2025
Construction complete	Fall 2026