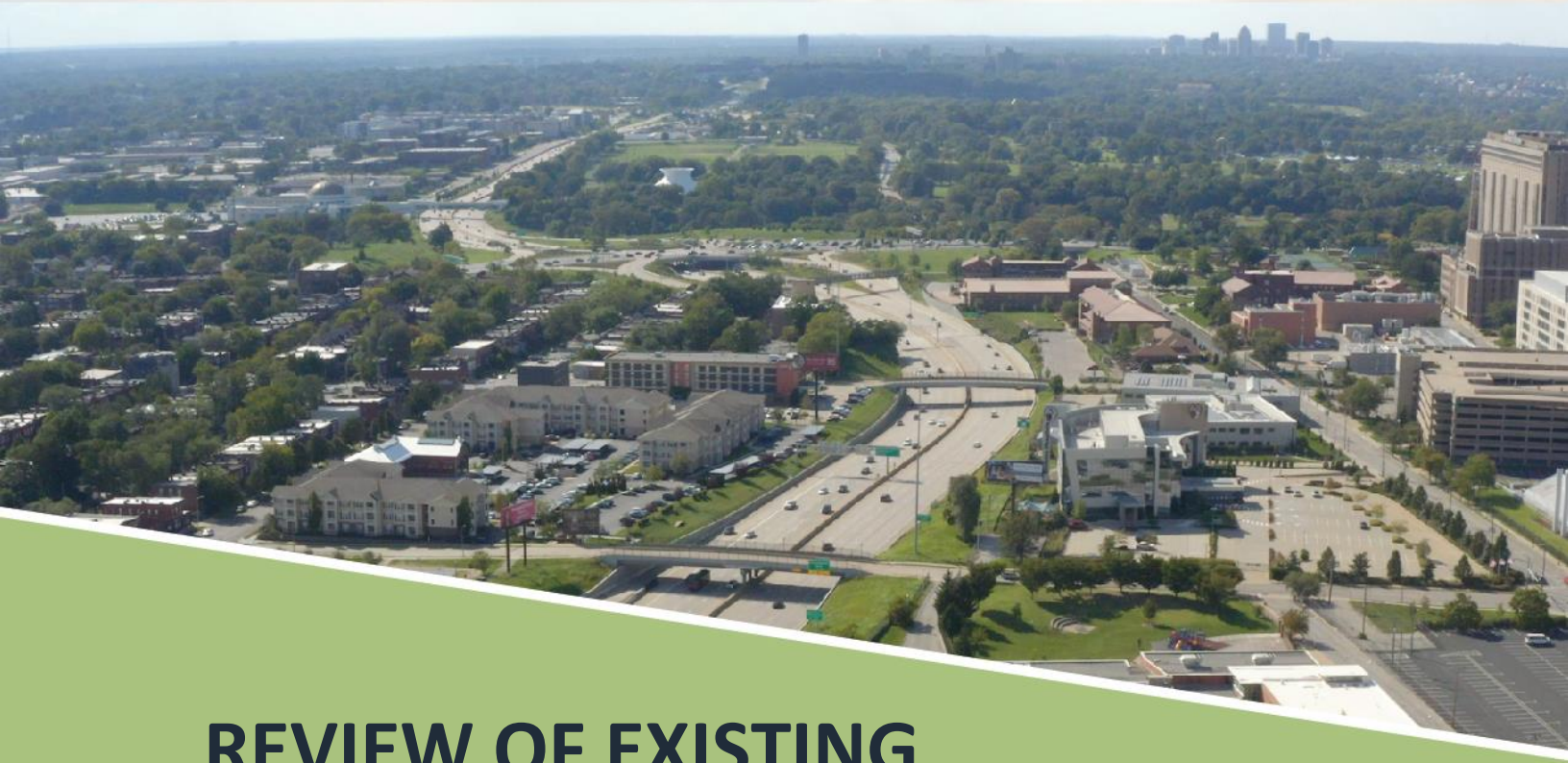
FUTURE 64

COMMUNITY TRANSPORTATION TOGETHER

KINGSHIGHWAY TO JEFFERSON



REVIEW OF EXISTING PLANNING EFFORTS TECHNICAL REPORT

July 2022

MoDOT

FUTURE 64 COMMUNITY TRANSPORTATION TOGETHER

KINGSHIGHWAY TO JEFFERSON

REVIEW OF EXISTING PLANNING EFFORTS TECHNICAL REPORT

Prepared for:

MoDOT

Prepared by:

HDR

July 6, 2022

CONTENTS

CORTEX WEST REDEVELOPMENT PLAN, 2005

https://www.stlouis-mo.gov/government/city-laws/ordinances/ordinance.cfm?ord=66985

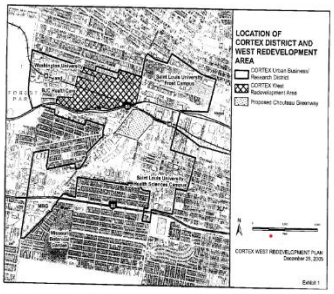
The principal rationale for the creation of this plan in Midtown St. Louis is the unique juxtaposition of the region's primary life science resources within this area. The Redevelopment Area is generally bounded by Forest Park Ave. and Laclede Ave. on the north, US 40/I-64 on the south, Newstead Ave. and Taylor Ave. on the west, and Vandeventer Ave. on the east. Goals of this plan are to encourage the development of urban businesses and research. which is already present through Washington University Medical Center, Barnes-Jewish Hospital, and St. Louis Children's Hospital, and St. Louis University's Medical School.

MAJOR RECOMMENDATION

- This plan suggests removing or rehabilitating blight in the area, which is present in the deteriorating infrastructure.
- Foster the development of new businesses and institutions.
- Create an internationally recognized center of research, innovation, and business growth.

APPLICABLE RELEVANCE TO FUTURE64

Midtown is a major portion of the Future64 corridor and this plan highlights what growth was historically relevant. It also allows comparison of how present day met those previous goals.



DESIGN DOWNTOWN STL MASTER PLAN, 2020

https://issuu.com/interfacestudio/docs/design_downtown_stl_web

The Design Downtown STL Master Plan is the result of a year-long collaborative process to create a vision for the future of Downtown St. Louis, which encompasses a 2.2 square mile area bordered by Cole St. to the north, Chouteau Ave. to the south, the Mississippi River to the east, and Jefferson Ave. to the west. The last adopted plan for Downtown (Downtown Now) was completed over 20 years ago. There are two prior plans for the Downtown area that provide a foundation for the Design Downtown STL planning effort. The 1999 Downtown Now Plan was officially adopted by the City of St. Louis and remains the official neighborhood plan for Downtown. A 10-year update (Downtown Next) was completed but not formally adopted by the City Commission. More than 20 planning studies and project plans have been written in the past 20 years within downtown, St. Louis, and the region.

MAJOR RECOMMENDATION

- The goal of this plan is to focus on inclusive entrepeneurship, expand economic activities, foster racially and ethnically diverse businessess, support positive and effective youth development, expand access to safe transportation, ensure affordable housing, and expand cultural and recreational events.

APPLICABLE RELEVANCE TO FUTURE64

Future64 is an important connecting route to downtown and the goals for downtown should be considered during this studies development.

ECOLOGICAL APPROACH TO INFRASTRUCTURE DEVELOPMENT FOR THE EAST-WEST GATEWAY, 2019

EcoDataWEB062519-Test2-1.pdf (ewgateway.org)

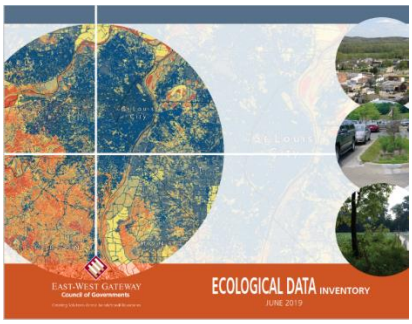
This plan created an ecological significance map for the eight-county East-West Gateway planning region surrounding St. Louis. This map was developed by ranking patches of natural and semi-natural vegetation using a suite of attribute variables important to ecological significance.

MAJOR RECOMMENDATION

- Highlights areas of ecological significance and discusses the importance of ecological conservation within the St. Louis region.
- Alternatively, the study showcases area of low natural diversity which could benefit from environmental review.

APPLICABLE RELEVANCE TO FUTURE64

For transportation projects such as Future64, this mapping provides a quick method for identifying natural communities that may provide many benefits to the local ecology of the study area.



ENVIRONMENTAL RACISM IN ST. LOUIS, 2019

https://source.wustl.edu/2019/09/environmental-racism-in-st-louis/

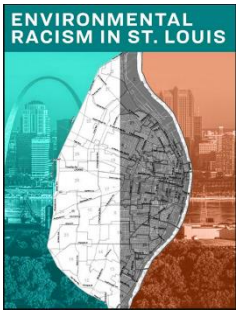
Washington University School of Law conducted this study to identify the environmental injustices that disproportionately endanger public health for the people of color and low-income individuals, and to advocate for remedies to these injustices. These environmental concerns included lead poisoning, asthma, mold, air pollution, home energy costs, and limited access to food.

MAJOR RECOMMENDATION

- The report calls for all St. Louisans to have access to safe, affordable housing; clean air; reliable and affordable public transportation; healthy, accessible food; and neighborhood-based revitalization efforts.
- Identifies several environmental concerns which currently and historically impact minorities.

APPLICABLE RELEVANCE TO FUTURE64

Socioeconomics and environmental justice are vital considerations in transportation studies, and this study gives valuable context to the Future 64 study area.



FOREST PARK SOUTHEAST REVITALIZATION PLAN, 1999

https://www.stlouis-mo.gov/government/departments/planning/documents/forest-park-southeast-revitalization-plan.cfm

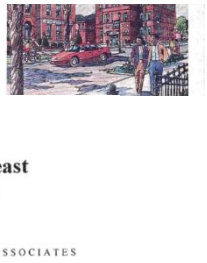
This study, while not implemented by the City, focused on improving the Forest Park Southeast neighborhood by receiving feedback from the community and identifying areas of improvement. Near this neighborhood are cultural, recreational, educational, and employment opportunities which are supported by this grass-roots community. Through participation from community stakeholders there were nine key takeaways from the study.

MAJOR RECOMMENDATION

- Emphasizing residential over commercial, provide various housing types and price ranges, support rehabilitation of historic houses, protect the residential character, provide focal points via parks and recreational amenities, frame the streets to encourage neighborhood use and discourage through-traffic and trucks, provide retail opportunities, and ensure public participation

APPLICABLE RELEVANCE TO FUTURE64

Forest Park Southeast neighborhood is just west of the project limits but still provides valuable context for what the historical needs and expectations were in the area. Seeing how these ideals compare to present day context can help with discussions on Future64.



I-64 - ROUTE 40 CORRIDOR, CITY OF ST. LOUIS AND ST. LOUIS COUNTY, FINAL ENVIRONMENTAL IMPACT STATEMENT, 2005

https://www.google.com/books/edition/Interstate_64_Route_40_Corridor_City_of/A801AQAAMAAJ?hl=en&gbpv=0

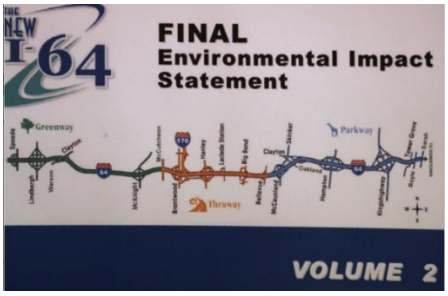
The Final Environmental Impact Statement for a MoDOT project to reconstruct the existing I-64/US 40 facility from Spoede Road to west of Sarah St. due to the aging infrastructure. There was a considerable amount of public involvement with the project which helped with the alternative screening process. Ultimately, the study identified all environmental impacts which could occur from the project. In 2015 the project was completed by MoDOT.

MAJOR RECOMMENDATION

- The impact statement identified the freeway condition, capacity, traffic safety, operation and congesetion, and community redevelopment as the purpose and need for the corridor.
- There potential environmental impacts to social and economic factors, parks and recreational facilities, visual quality, water resources, air quality, noise, etc.

APPLICABLE RELEVANCE TO FUTURE64

This corridor is directly adjacent to Future64 and can be referenced to identify areas for improvement, while understanding the variations between both corridors.



2020 VISION: AN EQUITABLE ECONOMIC DEVELOPMENT FRAMEWORK FOR ST. LOUIS, FALL 2020

https://www.stlouis-mo.gov/sldc/framework/index.cfm

Equitable Economic Development Strategic Framework seeks to position St. Louis to compete regionally and globally in its key economic clusters, catalyze the transformation and growth of St. Louis' neighborhoods through a commitment to "quality of place" throughout the city, capitalize on core economic strengths to unlock the opportunity for all to thrive, and maintain a more sustainable tax base driven by commercial and residential investment and renewed population growth.

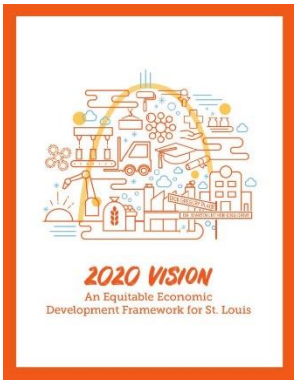
MAJOR RECOMMENDATION

Key guiding propositions that informed the creation of the framework relevant to this PEL study:

- *Broad-based cluster growth:* The City must continue to grow jobs in its traditionally strong clusters, many of which are also regional strengths, as well as support clusters that leverage the City's specific asset base.
- *Enty-level and middle-wage job focus:* City-specific clusters should have a focus on creating entry-level and middle-wage jobs.
- *Place-based employment and development across the City:* The geography of inclusive business and job growth must build upon the needs, assets, and opportunities, and where necessary, also support adjacent community development.
- *Economic opportunities for all:* Increased access to jobs, higher wages, real estate ownership and appreciation, and business ownership must be a priority for the city's underinvested neighborhoods and its residents, which have been chronically disconnected from economic opportunities.
- *Population retention and growth:* In addition to growing the number and quality of jobs, St. Louis must increase its residential population by retaining existing residents, re-growing the black middle class in the city, and retaining and attracting talent from across the globe.
- *Investment and capacity alignment across sectors:* Public, private and philanthropic investments must be aligned around key strategies and places within the city. Investments must include a mix of signature projects and longer-term capacity building.

APPLICABLE RELEVANCE TO FUTURE64

The Tier 2 study boundary is a major regional economic hub, and is home to several major employers, as well as several of the city's educational, entertainment and cultural assets. The plan provided context and locations of several key employment districts and clusters, gowing industries, and commercial corridors within the study area, and specific cluster and place-based strategies relevant to those areas.



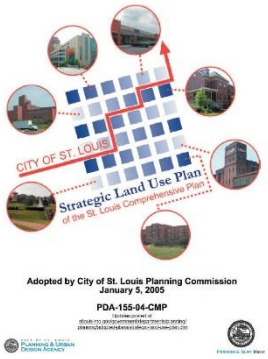
STRATEGIC LAND USE PLAN OF THE ST. LOUIS COMPREHENSIVE PLAN, 2005

https://www.stlouis-mo.gov/government/departments/planning/planning/adopted-plans/strategic-land-use/index.cfm

The Strategic Land Use Plan provides a roadmap for preservation and/or new development for every block in the City and is an interactive tool for collaboration among City officials, neighborhood residents, businesses and developers to ensure activities in each part of the City are conducted with a clear and well-considered vision for a secure future.

APPLICABLE RELEVANCE TO FUTURE64

The Strategic Land Use categories within the Tier 2 study boundaries include Institutional Preservation and Development Area(IPDA), Specialty Mixed-Use Area (SMUA), Business/Industrial Preservation & Development Areas (BIPA & BIDA), Neighborhood Preservation Area (NPA), Neighborhood Commercial Area (NCA), and Opportunity Area (OA).



STL 2030 JOBS PLAN, 2021

https://www.greaterstlinc.com/jobsplan/

The STL 2030 Jobs Plan provides a 10-year roadmap for boosting economic growth, increasing the number of quality, living-wage jobs, and reducing racial disparities in employment and wealth-generation to boost opportunities for all. The plan is the first metrowide jobs plan in a decade for St. Louis' 15-county region. Considered a living document, the STL 2030 Jobs Plan recommends five actionable strategies to drive inclusive growth in the region, as well as key industry clusters and next-generation sectors set for progress.

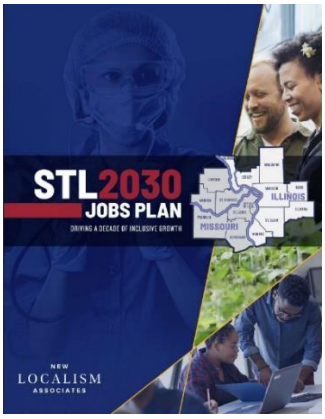
MAJOR RECOMMENDATION

One of the five actionable strategies is to "Restore the Core as a vibrant jobs and cultural center if the metro". Action items include:

- Finish the Brickline Greenway
- Launch a Neighborhood Transformation Initiative to regenerate historically disinvested Black neighborhoods in the City of St. Louis.
- Invest in existing and emergent Innovation Districts to drive inclusive growth.

APPLICABLE RELEVANCE TO FUTURE64

One of the core priorities of the STL 2030 Jobs Plan is to "Boost employment density in and rejuvenation of the urban core". The Tier 2 study boundary has the highest employment density in the region. The Plan also identified five target cluster with the most potential to drive the regional economy in the near future. Two of these clusters – *Advanced Business Services* and *Biomedical and Health Services* – have heavy presence in the Tier 2 study area.



CORTEX 353 & CORTEX TIF ORDINANCES, 2005 & 2010

Ordinance #66847: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/66847x00.pdf

Ordinance #66985: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/66985x06.pdf

Ordinance #68754: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/68754x00.pdf

Ordinance #69389: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/69389x00.pdf

Ordinance #69390: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/69390x00.pdf

The Cortex 353 was established in 2005 to grant property tax abatement for new development in the area. While this helped spur some additional growth, it was not enough to entice the significant investment desired for the area. In 2010, a TIF was introduced in roughly the same georgraphy as the Cortex 353 Redevelopment Area to allow for the captured of both real property and economic activity taxes to fuel extraordinary development costs.

APPLICABLE RELEVANCE TO FUTURE64

The Cortex area, situated in the Tier 2 study area, has developed significantly since it was first envisioned in 2005. but the various Redevelopment Project Areas within the overall TIF have not yet all been activated. As the plan for Cortex is fully realized in the future, additional vehicles and pedestrians should be expected to patronize the area, which will impact traffic and land use in the study area. Further development should also increase the desire for multimodal connections between the various districts and anchors throughout the study area.

ST. LOUIS MIDTOWN 353 REDEVELOPMENT PLAN, 2016

https://www.nextstl.com/wp-content/uploads/SAINT-LOUIS-MIDTOWN-353-REDEVELOPMENT-PLAN.pdf

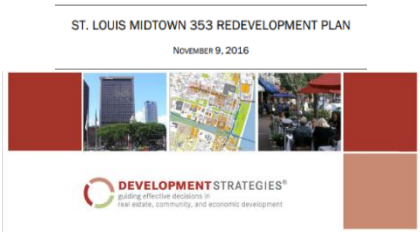
In 2016, an ordinance approved this redevelopment plan of midtown, which stretches from 39th St., Spring Ave., and Vandeventer Ave. on the west to Compton Ave. on the east, and from Laclede Ave. and I-64 on the north to Park Ave. and I-44 on the south. In total, the 324-acre plan aims to follow the Cortex concept of an "Urban Business / Research District" that was advanced in the mid-2000s.

MAJOR RECOMMENDATION

- The goal of the plan is to foster the development of new businesses and institutions that complement and take advantage of these existing institutional anchors and create an environment that links their respective urban campuses.
- Redevelopment of the area would incur sustained economic benefits and substantial private investment.

APPLICABLE RELEVANCE TO FUTURE64

As with the Cortex West Redevelopment Plan, this continues the discussion of development within the Future64 corridor and is more recent than other studies of the area which emphasizes its relevancy.



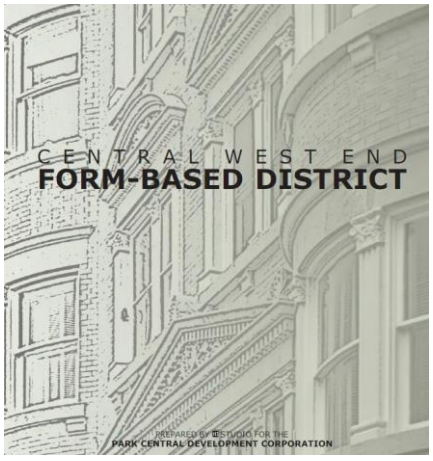
CENTRAL WEST END FORM-BASED DISTRICT, 2012

Ordinance #69406: https://www.stlouis-mo.gov/government/departments/planning/documents/upload/Ordinance-69406_CWE-FBD_72dpi.pdf

The CWE Form-Based District establishes an overlay of requirements on the zoning code to ensure the relationship between new development and the existing historic quality of the area remains in harmony. This includes encouraging a mix of uses while maintaining the smaller scale residential areas within the neighborhood's core. Larger scale development is intended to be pushed to the edges of the area, along major roads. The form-based code effectively designates properties along Kingshighway, Fores Park Avenue, Lindell Boulevard, Maryland Avenue, McPherson, and Vandeventer as prime locations for mid-rise and high-rise development. While some significant development has already occurred or in process, there remains significant parcels—especially at the northeastern portion of the area—where denser development could occur in the future. This future development likely will bring additional vehicular and pedestrian traffic to the neighborhood.

APPLICABLE RELEVANCE TO FUTURE64

The Central West End Form Based District Plan outlines specific strategies--based on parcel location--to dictate scale, placement, massing, envelope standards, parking requirements, setbacks, and required uses by floor. By delineating uses and scale by location, the form-based district effectively denotes where newer high-density development may occur. For the purposes of the I-64 Study, it should be assumed that most undeveloped or low-density development areas within those zones that allow higher-density development will be redeveloped in the future.



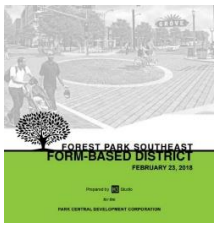
FOREST PARK SOUTHEAST FORM-BASED DISTRICT, 2018

Ordinance #70732: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/70732.pdf

The Forest Park Southeast Form-Based District is an overlay form-based district for new construction and additions within a specified portion of the Forest Park Southeast Neighborhood and Grove Area Commercial District, including small portions of the Midtown and Botanical Heights Neighborhoods. The boundaries of this area are generally described as Kingshighway Boulevard on the west, Interstate 64 on the north, and the Union Pacific Railroad tracks on the south and east. The impetus to create this District resulted from the anticipation for increased development activity in the area over the next 10 years, and the growing concern over the quality and character of development from residents within the Community.

APPLICABLE RELEVANCE TO FUTURE64

Parts of the Forest Park Southeast Form-Based District north of Manchester Avenue fall within the Tier 2 study boundary. Additionally, all of the district fall within the Community Assessment Boundary. The regulations for parcels within this overlay district stipulated in the district plan will supersede any land-use related recommendations for this area.



GATEWAY BIKE PLAN, 2011

https://stlbikeplan.wordpress.com/

Completed in 2011, the City of St. Louis Gateway Bike Plan is the first regional on-street bicycle facility plan for the City of St. Louis, St. Louis County, and St. Charles County. The planning process was led by Great Rivers Greenway with support from state, county, and local agencies. The Gateway Bike Plan envisions a network of over 1,000 miles of bikeways throughout the region, with supporting programs, policies, and events to achieve its mission of increasing bicycle activity and decreasing bicycle-related crashes. Great Rivers Greenway, in coordination with East West Gateway's Bicycle and Pedestrian Advisory Committee and Gateway Bike Plan Working Group, supported and monitored the plan's implementation for nearly ten years, developing an annual report card to track key metrics like miles of facilities constructed each year. In the ten years since the plan's adoption by the Great Rivers Greenway Board of Directors and by multiple county and local agencies, the on-street bicycle network has more than doubled, and at last count in mid-2019 stood at 280 miles of on-street bikeways, more than a quarter of the recommended Gateway Bike Plan Network.

MAJOR RECOMMENDATIONS

- Provide a prioritized system of routes that are contiguous and connected to other on- and off-road facilities.
  - Improve safety for all modes of transportation through the careful design and implementation of bicycle facilities.
  - Improve accessibility and safety for bikes around barriers like intersections and rivers.
  - Promote more bicycling through route signing and end of trip facilities.
  - Improve safety of existing roadway facilities.

APPLICABLE RELEVANCE TO FUTURE64

A significant portion of the Gateway Bike Plan network growth occurred in the City of St. Louis as a result of Bike St. Louis Phase 3, a citywide project to update existing facilities and expand the Bike St. Louis network along corridors recommended in the Gateway Bike Plan. While the expanded system and associated wayfinding signage improved netowrk connectivity, level of traffic stress for people bicycling varies widely, creating barriers to bicycle travel for many St. Louis residents and visitors.

GATEWAY BIKE PLAN UPDATE FOR THE CITY OF ST. LOUIS, 2021

Not available online.

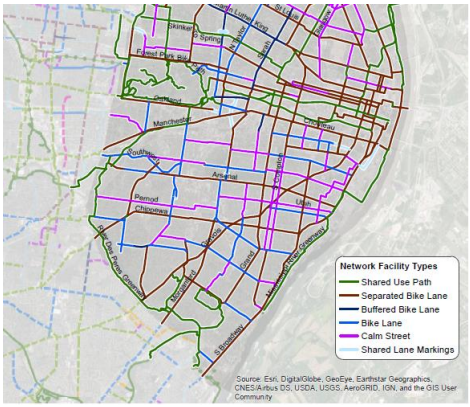
In 2021, Great Rivers Greenway and its community partners updated the 2011 Gateway Bike Plan network for the City of St. Louis. This update focused on reevaluating the existing and recommended network and updating recommendations for the type of facility, to achieve a low-stress network supporting people of all ages and abilities. Using contextual guidance from the FHWA's Bikeway Selection Guide (2019) and the North American City Transportation Official's (NACTO's) Urban Bikeway Design Guide, 2nd Edition (2014), the Gateway Bike Plan Update's facility recommendations take into account both traffic and geometric conditions of the transportation system, including average daily traffic, number of travel lanes, posted speed limit, presence of parking, and other relevant roadway characteristics. The Gateway Bike Plan Update was completed in August 2021 and submitted to the City of St. Louis. While the City of St. Louis has not formally adopted the plan, City of St. Louis staff use the document for facility design guidance.

MAJOR RECOMMENDATION

- Bicycle facility recommendations for corridors within the study area include: separated bike lanes on Chouteau Ave., Compton Ave., Forest Park Ave., Manchester Ave., and Sarah St.; buffered bike lanes on Clayton Ave.; conventional bike lanes on Chouteau Ave. (west of Sarah St.) and Taylor Ave.; and shared use paths through the continued implementation of the Brickline Greenway along independent rights of way and within existing roadway corridors like Market St. and Forest Park Ave.

APPLICABLE RELEVANCE TO FUTURE64

The Plan's facility selection processes adapted from best practices publicized by FHWA and NACTO prioritize low-stress, comfortable facilities for people of all ages and abilities. For the I-64 PEL study area, this means more separated bike lanes on arterials corridors like Chouteau Ave., Compton Ave., Forest Park Ave., Manchester Ave., and Sarah St. Implementing many of these recommended facilities require the balancing of the needs of multiple roadway users and adjacent land uses and the reallocation of limited right-of-way width, particularly on narrower corridors like Manchester Ave. and Sarah St.



BRICKLINE GREENWAY FRAMEWORK PLAN, 2019

https://greatriversgreenway.org/brickline-greenway-framework-plan/

The Brickline Greenway Framework Plan, originally referred to as the Chouteau Greenway Framework Plan prior to the greenway's renaming, was completed in 2019 to serve as a high-level planning tool to inform, guide, and coorindate the preparation of more detailed design plans for specific projects in the future. The framework plan presents a series of potential alignments, signature projects, and vignettes that imagine what the greenway can look like once completed. The Plan's recommended network of greenways has already begun to take shape, with multiple segments in various stages of project development.

MAJOR RECOMMENDATION

- The Brickline Greenway Framework Plan identifies 20 miles of greenway corridors connecting Forest Park, Fairground Park, Tower Grove Park, Gateway Arch National Park, and hundreds of destinations in between.
- Three segments of the Brickline Greenway are currently active and in various stages of development. These include the Mill Creek Valley segment along Market St. from 20th St. to Compton Ave., the Fairground Park to Grand Metro segment along Grand Blvd. and Spring Ave., and the Central West End to Grand Metro segment that will parallel the MetroLink light rail line.
- Create a regional gathering place that connects St. Louis and improves civic well-being, economic growth, the environment, and healthy lifestyles.
- Seek equitable opportunity through a collaborative effort.

APPLICABLE RELEVANCE TO FUTURE64

All three of the active Brickline Greenway project segments are at least partially located within the I-64 PEL study area. When complete, these corridors will serve as vital low-stress corridors for people walking and bicycling, connecting major parks, employers, institutions, and other destinations in the City of St. Louis.

GRAND METROLINK STATION TECHNICAL ASSISTANCE REPORT, 2012

https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/2013/01/TAP-Report-booklet-smaller.pdf

In 2012, the Urban Land Institute St. Louis (ULI of St. Louis) published a report detailing potential opportunities for development around the Grand MetroLink light rail station that capitalize on unique site advantages and acknowledge the unique physical constraints of the site, including grade-separation from Grand Blvd. and physical barriers like the railroad to the south and I-64 to the north. Through field reconnaissance and interviews with the City of St. Louis, Citizens for Modern Transit, Metro St. Louis, Saint Louis University, and other key stakeholders in the area, ULI of St. Louis's Technical Assistance Panel (TAP) developed a series of short-term and long-term improvements to guide capital and private investment around the light rail station.

Short-term recommendations included pedestrian crossing enhancements, increased pedestrian access to adjacent businesses and land uses, and the development of dedicated bike lanes on Grand Blvd. to facilitate north-south bicycle travel and increase access to Saint Louis University's north and south campuses, Grand Center, Tower Grove Park, South Grand Business District, and other destinations along the corridor. The long-term, game-changing vision includes the realization of the Chouteau Greenway (now Brickline Greenway), the incorporation of high-speed rail, and innovative platform development that add street-level retail, hotels, and other businesses along the Grand Ave. Bridge.

MAJOR RECOMMENDATION

- Pedestrian Connections and Safety; improved pedestrian connections between transit access points
- Reconstruction of Grand Blvd. & Forest Park Ave. intersection to be at-grade
- Creation of a redevelopment corportation to help facilitate and coordinate development in the station area
- Addition of a high-speed rail station
- Completion of the Brickline Greenway
- Platform development fronting the Grand Blvd. viaduct

APPLICABLE RELEVANCE TO FUTURE64

This report identified issues related to pedestrian and transit accessibility near the Grand MetroLink station. The area lacks safe pedestrian connections, appropriate wayfinding/sense of place, and adequate security. The grade separation of bus and light rail pose challenges to transit users and fail to provide sufficient connections to nearby developments.

DOWNTOWN ST. LOUIS TRANSPORTATION STUDY, 2018

https://www.stlouis-mo.gov/government/departments/planning/documents/downtown-transportation-study.cfm

The Downtown St. Louis Transportation Study adopted by the City of St. Louis in 2018 envisions a future St. Louis that is well connected and provides reliable transportation options for all residents and visitors. The vision for this plan is to develop a robust multimodal system that enhances connections for pedestrians, bicyclists, transit users and motorists of all ages and abilities, while improving quality of life, supporting economic growth and community development, easing congestion, and bettering air quality and improving public health. The plan includes goals, objectives, strategies, and elements as actionable strategies to making this vision a reality.

MAJOR RECOMMENDATION

- For pedestrian travel, the study identifies a grid of Primary and Secondary Pedestrian Routes to function much in the same way that arterial and collector roads do for motor vehicle traffic. These routes are shown in Figure 55. Future investments in these pedestrian routes (as defined by the Downtown St. Louis Transportation Study) include pedestrian-scale lighting, street furniture, wayfinding, and other elements that create comfortable and inviting public realm to support pedestrian activity.
- For bicycle travel, the study uses a three-tiered system of bicycle facility recommendations to create a low-stress bicycle network linking together destinations in downtown while also increasing access to and from adjacent neighborhoods. Notable recommendations include separated bicycle lanes on Chouteau Ave., separated bike lanes on Jefferson Ave. from Chouteau Ave. north to Scott Ave.

APPLICABLE RELEVANCE TO FUTURE64

The proposed separated bike lanes along Chouteau Ave., Jefferson Ave., and Scott Ave. intersect the I-63 PEL study area and will provide connections to and from Downtown St. Louis. The pedestrian route along Scott Ave. will also intersect the I-64 PEL study area at Jefferson Ave. and can provide a vital east-west route if comparable facilities are extended to the west.

CITY OF ST. LOUIS AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN, 2020 (DRAFT)

Not available online.

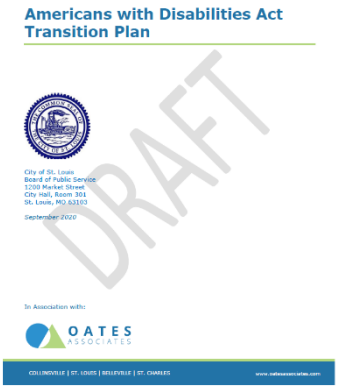
The City of St. Louis is in the process of finalizing its Americans with Disabilities Act (ADA) Transition Plan. The ADA Transition Plan identifies policies, procedures, conditions, and circumstances that present barriers to access the City's programs and facilities for people with disabilities and provides objectives and strategies to eliminate these barriers. As part of the self-evaluation component of the plan, the City evaluated conditions of City-maintained pedestrian facilities (sidewalk segments, curb ramps, and pedestrian traffic signals) to identify non-ADA-compliant facilities. All facilities not meeting applicable ADA standards were prioritized on physical condition and proximity to pedestrian traffic generators, then grouped into six tiers to help phase improvements over time. The Sidewalk Transition Plan (Chapter 7) details the methodology, data collection process, prioritization process, programming and funding considerations, and implementation monitoring recommendations.

MAJOR RECOMMENDATION

- Recommendations regarding the removal of barriers on public ROW were not specified in the incomplete draft provided by the City of St. Louis in May 2022.

APPLICABLE RELEVANCE TO FUTURE64

Multiple locations within the I-64 PEL study area have been identified through the prioritization process as Tier 1 and Tier 2 priorities, the highest categories based on a combination of activity and accessibility factors. Where possible, addressing ADA deficiencies through coordinated multimodal improvements in the I-64 PEL study area can have a beneficial impact for people with disabilities.



TRAILNET 2020 CRASH REPORT, 2021

https://trailnet.org/2021-crash-report/

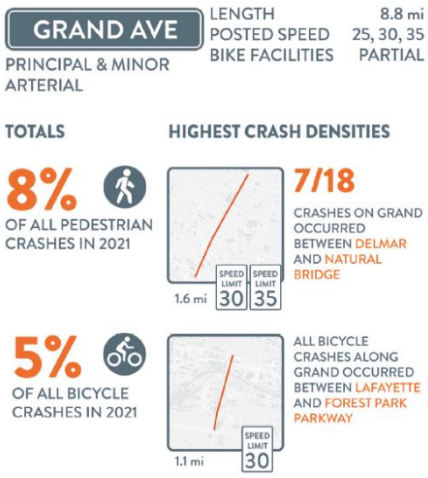
Trailnet, a regional non-profit whose mission is to lead in fostering healthy, active, and vibrant communities where walking, bicycling, and the use of public transit are a way of life, prepares an annual crash report that documents crash trends and increase community awareness of the impacts of traffic violence on people who live, work, and play in the St. Louis region. In early 2022, Trailnet released its 2021 crash report examining crashes during the 2021 calendar year. (It is important to note that this crash data was not included in the crash reports provided by MoDOT for the years 2016 through 2020.) In addition to highlighting crash trends and bringing to light high-crash corridors across the region, the report also recommends a series of strategies to address high-crash areas and develop a systemic approach to reducing severe and fatal crashes.

MAJOR RECOMMENDATIONS

- Reduce speed through traffic-calming street design and lower speed limits.
  - Improve safety near bus stops.
  - Address pedestrian high-crash corridors.
  - Adopt a comprehensive, needs-based approach to stop crashes.

APPLICABLE RELEVANCE TO FUTURE64

The corridor of Grand Blvd./Grand Ave. was, for the second year in a row, identified as the most dangerous road in the City of St. Louis for people walking and bicycling. Of all the bicycle crashes in the City of St. Louis, 5% occurred on Grand Blvd. between Forest Park Ave. and Lafayette Ave. It should be noted that dedicated bicycle lanes are present for the entire length of this segment. Conversely, no bicycle crashes occurred on Grand Blvd. to the north or south of this segment.



GRAND METROLINK STATION, CONNECTING PEOPLE TO TRANSIT AND DEVELOPMENT OPPORTUNITIES, 2021

https://cmt-stl.org/wp-content/uploads/2021/12/SLU-CMT-TAP-120721.pdf

Grand MetroLink Station, Connecting People to Transit and Development Opportunities provided an update to the 2012 Technical Assistance Panel conducted by the ULI of St. Louis. The document was intended to advise Citizens for Modern Transit and the St. Louis Midtown Redevelopment Corporation on future actions that could improve connectivity in and around Grand MetroLink Station.

MAJOR RECOMMENDATION

1. Promote enhancements to Grand Blvd. for multimodal linkages north-south.
2. Improve vertical mobility between the station level and Grand Blvd.
3. Enhance the station level with placemaking features and new amenities.
4. Reconnect the street grid at the station level for more intuitive access.
5. Improve pedestrian connections north & south of the station, emphasizing a vertical connection to Gration St and upgrades to the Forest Park Ave./Grand Blvd. intersection.
6. Provide robust development guidelines to ensure future projects foster multi-modal connectivity and contribute to the identity and vision for the area.

APPLICABLE RELEVANCE TO FUTURE64

Similar to the report published in 2012, this update identified issues related to pedestrian and transit accessibility near the Grand MetroLink station. The report acknowledges the redevelopment momentum in the area and emphasized improved multimodal connectivity as a top priority.

METRO REIMAGINED, 2018

Not available online.

Metro Reimagined (2018) was a comprehensive operational analysis of the services offered by the Bi-State Development Agency. The document identified three primary goals. The first goal was to ensure the design of effective, efficient, and equitable transit service. The second goal was to plan, design, and evaluate transit services and proposals fairly and consistently within applicable laws and regulations. The final goal was to respond to changing travel patterns and markets to continually improve customer mobility throughout the service area. The study and its recommendations were intended to ensure that Metro service is provided in a cost-effective and equitable manner, striking an appropriate balance between these priorities. The #70 Grand and the #95 Kingshighway were identified as routes providing frequent service at 15-minute headways or less. Service performance, transit operations, and network design changes identified in the plan were implemented the following year (2019).

MAJOR RECOMMENDATION

- Ensure the design of effective, efficient, and equitable transit service
- Plan, design, and evaluate transit services and proposals fairly and consistently within applicable laws and regulations
- Respond to changing travel patterns and markets to continually improve customer mobility throughout the service area
- Provide service at 15-minute headways or less on the 70 Grand and 95 Kingshighway routes

APPLICABLE RELEVANCE TO FUTURE64

The new service plan identified 70 Grand and 95 Kingshighway as high frequency routes due to high ridership. The plan also revised the routing of other services within the I-64 project study area.

ST. LOUIS RAPID CONNECTOR TRANSIT STUDY, 2014

https://www.metrostlouis.org/moving-transit-forward/

St. Louis Rapid Transit Connector Study (2014) proposed and recommended a 23-mile I-64 BRT corridor that would operate between Chesterfield and Downtown St. Louis. As proposed, the I-64 BRT would provide the region's first single-seat transit ride between West County and Downtown and was projected to improve transit travel time by 30%, reducing transit travel times from 76 minutes to 53 minutes.

MAJOR RECOMMENDATION

- Better connecting people to jobs and other economic opportunities
- Expanding Metro's premium transit services into new communities and new markets
- Supporting and encouraging economic and workforce development, expanding employer access to a broader workforce
- Retaining existing riders while attracting new ones
- Strengthening neighborhoods
- Expanding the quality and efficiency of the Metro Transit System
- Implementation of freeway bus rapid transit on I-64 from Chesterfield to Downtown St. Louis

APPLICABLE RELEVANCE TO FUTURE64

The St. Louis Rapid Connector Study (2014) identified a BRT corridor along I-64, which would bisect the I-64 project study area. Station locations within the study area were also identified to connect the service with local destinations within the Central Corridor.

CENTRAL CORRIDOR TRANSIT ACCESS STUDY, 2014

https://cmt-stl.org/wp-content/uploads/2014/04/CCTAS-Report-4-22-14.pdf

The Central Corridor Transit Access Study (2014) evaluated locations for a new MetroLink station in Cortex, developed conceptual designs and cost estimates for the new station, and forecasted ridership to inform development of a financial model of incremental operating and maintenance costs and anticipated farebox and tax revenues from new developments in the area. The study recommended a station location adjacent to Boyle Ave. The study also evaluated the Central West End Transit Center to determine if the existing location is optimal for facilitating transfers between MetroBus and MetroLink. The study confirmed the existing transit center location to be optimal.

MAJOR RECOMMENDATION

- Adding a new MetroLink station in Cortex
- Expanding the Central West End station platform to better accommodate heavy peak period transit ridership
- Preserving the Central West End Transit Center at its current location adjacent to the Central West End MetroLink Station

APPLICABLE RELEVANCE TO FUTURE64

The Central Corridor Transit Access Study (2014) evaluated transit service in western portions of the I-64 project study area and providing strategic recommendations for maximizing transit ridership, several of which have been implemented, including the new MetroLink Station at Cortex and improvements to the Central West End Station.

MOVING TRANSIT FORWARD: ST. LOUIS' LONG RANGE TRANSIT PLAN, 2008

https://www.metrostlouis.org/moving-transit-forward/

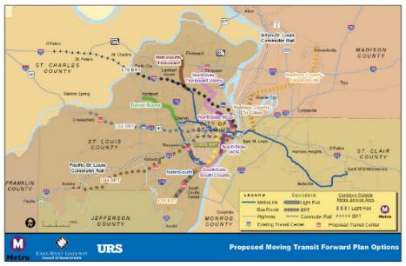
Moving Transit Forward (2008) established a long-range vision for transit in the St. Louis region that moves tens of thousands of people to work every day, stimulates job growth and economic development, reduces pollution and traffic congestion, and improves the quality of life for all citizens, whether they use the system or not. Recommendations from the plan relevant to the study area include bus rapid transit (BRT) on I-64 between downtown St. Louis and Chesterfield and improvements to passenger amenities throughout the network. It also recommended BRT for Grand Blvd, although that recommendation was later removed during the St. Louis Rapid Transit Connector Study in 2014.

MAJOR RECOMMENDATION

- Provide transit access to as many people and places as possible
- Strengthen transit's role as a vital regional asset
- Increase mobility options to more of the transit dependent
- Provide the best service for as many people as possible
- Prove cost-effective
- Encourage economic development and job growth

APPLICABLE RELEVANCE TO FUTURE64

Moving Transit Forward (2008) established a long-range vision for transit in the region. The plan acknowledges not only the importance of transit for the overall region, but also for the Central Corridor (which encompasses the study area for the I-64 project).



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS FY 2022-2025, 2021

https://www.ewgateway.org/wp-content/uploads/2021/11/FY2022-2025-TIP-BoardApproved.pdf

The Transportation Improvement Program (TIP) is a schedule of transportation improvements planned by various agencies in the St. Louis metropolitan area scheduled for the federal fiscal years of 2022 through 2025 (October 1, 2021 through September 30, 2025). Federal legislation requires that the East-West Gateway Council of Governments (EWGCOG or Council) prepare and approve the TIP for federal funds to be used on these projects. Projects identified in this TIP have been given priorities based on, and are consistent with, the region's long-range transportation plan, Connected2045. There must be reasonable assurance that federal, state, and local funds will be available to implement the proposed projects, which results in a greater level of confidence that the included projects will be carried out in the manner and within the time proposed. The FY 2022-2025 TIP contains 904 projects at a cost of $4.09 billion.

MAJOR RECOMMENDATION

- Preservation project to rehabilitate Kingshighway overpass of I-64 in 2023 (TIP Project # 6991N-20)
- Preservation project to rehabilitate the westbound Grand Boulevard on ramp to I-64 in 2023 (TIP Project # 6991S-20)
- Preservation project to rehabilitate MO 100 over the rail lines near Vandeventer Avenue in 2023 (TIP Project # 6991S-20)
- Preservation project to replace Compton Avenue Bridge, provide cycletrack and 6' sidewalks in 2025 (TIP Project # 6828A-23)
- Bicycle/Pedestrian improvements for Cortex/Tower Grove Connector; inclusing signal optimization, cycle track from Laclede Avenue to Magnolia Avenue in 2023 (TIP Project # 7138-23)
- Bicylce/Pedestrian improvements to extend Brickline Greenway with a shared use path from Grand Boulevard to Sarah Street in 2024 (TIP Project # 7204-24)
- Reconfiguration of the Jefferson Street interchange to provide a modified split diamond interchange with 22nd Street, reestablishment of the street grid system and provision of a shared use path and cycle track by 2025 (TIP Project # 6919A-19, 6919AA-21)

APPLICABLE RELEVANCE TO FUTURE64

The TIP FY 2022-2005 established committed infrastructure improvements that would occur within the I-64 PEL study area.

CONNECTED2045 UPDATE, 2019

https://www.ewgateway.org/wp-content/uploads/2019/08/Connected2045-FinalDraft-082819.pdf

Connected2045 is the long-range transportation plan for the St. Louis region. Based on input from regional citizens, stakeholders, and guidance from elected officials, it guides transportation decision-making in the region over the next 25 years. East-West Gateway Council of Governments (EWG) is the St. Louis region's federally designated Metropolitan Planning Organization (MPO), and, as required by federal law, EWG develops the long-range transportation plan (LRTP) every four years.. Connected2045 identifies key facts and trends about current and future mobility for the St. Louis region which guides the establishment of a project- and policy-based framework that will be implemented through a variety of short-range transportation plans and programs. While the project list included in Connected2045 focuses on regionally significant roadway and bridge projects, the policies established by the Plan will guide EWG as it prioritizes funding for all modes of transportation—including public transportation, freight, bicycle, pedestrian, and paratransit. Projects that can be funded within the region's financial capacity are listed as Investment Priorities; projects that cannot be funded with reasonably anticipated revenues are listed as Illustrative Projects. Illustrative projects will be drawn into the investment plan if additional revenue becomes available—first Tier I projects and then Tier II and Tier III.

MAJOR RECOMMENDATION

- Asset Management/Operations, Period 2020-2045
- Maintain existing transit system, Periood 2020-2045
- Bridge rehabilitation of I-64 over Vandeventer Avenue, Period 2020-2029
- Metrolink extension, NS/SS extension, Period 2020-2029
- Revise interchange of I-64 at Grand/Market, Period 2040-2045
- Bus Rapid Transit along I-64, Chesterfield to Downtown, Illustrative Tier 1

APPLICABLE RELEVANCE TO FUTURE64

Connected2045 provides an understanding of the likely future infrastructure improvements that are needed within the I-64 PEL study area.

ACCESS JUSTIFICATION REPORT, INTERSTATE 64 ACCESS MODIFICATIONS AT JEFFERSON AVENUE, 2018

Not available online.

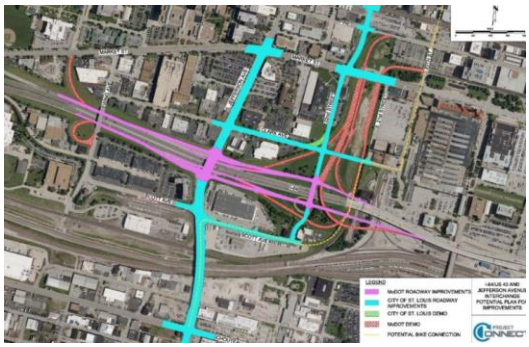
Approved in 2018, this Access Justification Report (AJR) outlines the interstate access modifictaions proposed along I-64 in the vicinity of the interchange at Jefferson Avenue in the City of St. Louis. The original configuration at Pine Street/Market at 21st Street/Chestnut at 20th Street occupied a substantial amount of right-of-way, approximately 45 acres, since it was originally built to accommodate a system interchange that was never realized. The intention is to replace the confusing and sprawling ramps with an intuitive, full-access interchange on I-64 within downtown St. Louis that incorporates Jefferson Avenue while providing an opportunity to reduce MoDOT's right-of-way and address bridges that need replacement. The preferred alternative provided for substantial improvements to the I-64 and Jefferson Avenue interchange and the surrounding city streets, including a modified split diamond configuration with 22nd Street, removal of two existing ramps, reestablishment of the city street grid system and provision of bicycle and pedestrian accommodations.

MAJOR RECOMMENDATION

- Provision of a split diamond interchange between Jefferson Avenue and the future extension of 22nd Street, inclusive of slip ramps to and from the west on I-64.
- Extension of Clark Avenue from current termini to 21st Street.
- Extension of 22nd Street from current termini to Olive Street and to Scott Avenue with an overpass spanning I-64.
- Removal of the Ewing Avenue on ramp and the Market Street 3000 West off ramp.
- Provision of bicylce/pedestrian accommodations; inclusive of a cycle track.

APPLICABLE RELEVANCE TO FUTURE64

The AJR provides a technical basis for the on going reconstruction of the I-64 at Jefferson/22nd Street interchange.



I-64 ACCESS JUSTIFICATION REPORT – ADDENDUM NO. 3, 2010

Not available online.

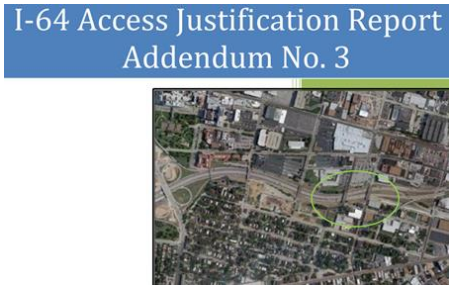
Approved in 2011, this Access Justification Report (AJR) evaluated the potential modification to the configuration of the proposed completion of the interchange at I-64 and Boyle Avenue. In 2007, the FHWA approved the access justification report for the New I-64 Project, which included adding full access to the interchange at Boyle Avenue, which at the time only provided access to and from the east on I-64. The original concept was to achieve full access via a half diamond configuration at Tower Grove, resulting in a split diamond configuration. However, the New I-64 project limits did not extend east of Kingshighway at that time and then conditions changed, rendering the original on ramp configuration from Tower Grove insufficient in terms of weave area for westbound traffic on I-64. The 2010 addendum proposed relocating the westbound entrance ramp to the east to Boyle Avenue and changing the eastbound ramp terminal from a traffic signal to a roundabout.

MAJOR RECOMMENDATION

- Relocation of the proposed westbound on ramp to Boyle Avenue.
- Lengthening of the westbound exit ramp to Boyle Avenue.
- Modifying the proposed eastbound ramp terminal at Tower Grove to a roundabout.
- Improving crest stopping sight distance on mainline I-64 between Kingshighway and Tower Grove
- Signalizing the ntersection of Tower Grove and Clayton Avenues.
- Realigning and signalizing the intersection of Boyle and Clayton Avenues.

APPLICABLE RELEVANCE TO FUTURE64

The AJR provides a technical basis for the reconstruction of the Tower Grove/Boyle interchange.



NORTHSIDE-SOUTHSIDE METROLINK CORRIDOR STUDY, 2018

https://www.ewgateway.org/library-post/northside-southside-metrolink-corridor-study-2018/

The Northside-Southside Study was an 18-month effort, led by the East-West Gateway Council of Governments, to study light rail (LRT) investment in the corridor connecting Goodfellow and I-70 on the north side of St. Louis to Bayless and I-55 on the south side. The study builds on the recommendations of the 2008 Northside-Southside Study. Following extensive technical analysis and community outreach, a recommended first phase of Northside-Southside LRT investment was identified. The proposed light rail would operate in dedicated lanes in the middle of the street between Grand Boulevard on the north side, along 9th and 10th Streets downtown, to Chippewa Street on the south side. There are two alignment options (Cass or Florissant Avenues) through North St. Louis that will be studied in future project phases; Cass Avenue is the preferred alignment going into that analysis.

MAJOR RECOMMENDATION

- Identified a preferred route for LRT connecting north and south St. Louis that relies upon Jefferson Ave south of Chouteau Ave and along Florissant Ave north to Grand Blvd.
- Identified two alignment options through North St. Louis.

APPLICABLE RELEVANCE TO FUTURE64

Although the Northside-Southside project would not enter the I-64 project study area, the approved LPA was incorporated in the Regional Travel Demand Model so that it could influence future year forecasts for traffic, transit ridership, and pedestrian/bicycle trips within the I-64 project study area.

PARKS AND OPEN SPACE PLAN, 2004

https://www.stlouis-mo.gov/government/departments/planning/documents/parks-and-open-space-plan-2004.cfm

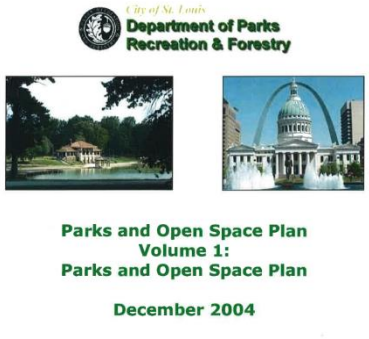
The SLUP was used as a springboard to start the Parks and Open Space Plan, which emphasized improving the city parks system, greenways and bike trails, streetscape aesthetics, and restoration of the natural environment. The guiding principles from the SLUP helped the plan identify the themes and actions that are carried forward through an implementation guide. However, this plan was not adopted by the City.

MAJOR RECOMMENDATION

- This study emphasizes the importance the City and community places on the development of parks, open spaces, and natural areas.
- The study suggested who is responsible for implementing different plans based on several categories which include quality, safety, stewardship, balance, nature, value, heritage, and connectivity.
- Overall, several trails, bike paths, and parks were designed and mapped throughout the city.

APPLICABLE RELEVANCE TO FUTURE64

Parks, greenways, natural landscapes, and trails play a key role in connectivity, environmental resources, and aesthetics within the city. Understanding historical designs, values, and needs can help steer present day discussions.



ST. LOUIS MIDTOWN 353 REDEVELOPMENT PLAN, 2016

Plan: https://www.stlmrc.com/

Ordinance #70428: https://www.stlouis-mo.gov/government/city-laws/upload/legislative//Ordinances/BOAPdf/70428.pdf

Sought by St. Louis University (SLU), the purpose of the Midtown 353 Plan is to create an economic development engine to promote institutional and commercial redevelopment within the area. The Plan identified certain developments in key "Action Areas" to be completed first (City Foundry, Armory, construction of a new SSM Health hospital), some of which are still in development. The Midtown 353 grants St. Louis University power to direct and control a large amount of new development within the defined area. New development within the "Action Areas" are encouraged to follow the Redevelopment Plan, including entering a Parcel development Agreement with SLU, submit preliminary plans, and respond to comments on those plans, unless waived by SLU. SLU retains the right to require a performance bond. SLU may determine that a property owner may not rehabilitate their property if it is necessary to provide parking/pedestrian space or to combine individual properties into a single development.

APPLICABLE RELEVANCE TO FUTURE64

The Midtown 353 covers 395 acres, and has a significant portion of the redevelopment area within the Tier 2 study boundary. Additional redevelopment sites are noted within the plan and offer a range of uses and abatement lengths. Combined with other incentive programs, these sites remain highly attractive to developers, and suggest continued development in the study area. Additional vehicular and pedestrian traffic should be expected in these highly desirable areas, as well as connecting existing residents with new opportunities.