



**MEMORANDUM**  
**Missouri Department of Transportation**  
**City of St. Louis Area Team**  
**SL District**

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**TO:** SL0192 Project Files

**CC:** Thomas Evers, SL District Engineer  
Steve Miller, SL Communications Manager  
Heather Copeland, SL Project Manager

**FROM:** Jennifer Wade  
Area Engineer

**DATE:** July 17, 2026

**SUBJECT:** Route 30 (Gravois) in the city of St. Louis, second public meeting

This memo serves as a summary of the open-house style public meeting the Missouri Department of Transportation held on June 10, 2026, from 4 to 7 p.m. at Das Bevo, 4749 Gravois Avenue, St. Louis, MO, 63116. Information from the public meeting was available for two weeks after the public meeting, until June 24, 2026, for additional public review and comment. That information was shared on the project website: <https://www.modot.org/projects/missouri-route-30-pavement-resurfacing-st-louis-city>. The department had 183 people attend the meeting in person, while 631 people visited the website and viewed the information virtually in the two weeks after the meeting. 150 people submitted written comments on the project, both during the in-person and through the on-line public meeting.



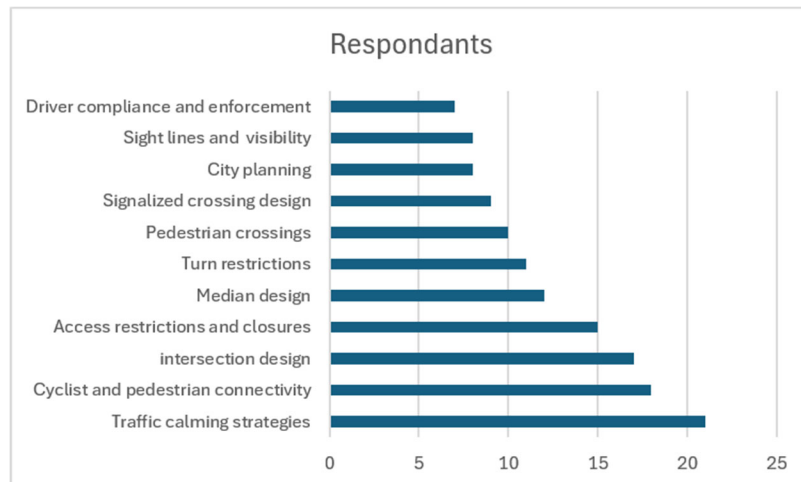
**Meeting participants:**

- **Presenting team:** MoDOT and the consultant team lead by CMT.
- **Administrative team in attendance:** Michelle Forneris, Tom Evers.
- **Notable public attendees:** Representatives from Trailnet, CP2, City of St. Louis, St. Louis Board of Alders, Better Bevo, STL Urbanists, Metro, Great Rivers Greenway, Benton Park Neighborhood Association, Fox Park, BJC.

The following information was shared by participants in the questions asked on the comment form. These comments will help shape the priorities MoDOT uses as various design choices are made throughout the corridor.

Question 6 asked respondents where they would like to see new or enhanced crossings. The most common identified crossing location was Gravois and Potomac, near the South City Schnucks. Other locations included the Bevo Mill area, Gravois and Morganford, Gravois and Jefferson, Gravois and Grand, and Gravois and Chippewa. Many responses highlighted the need for improved crossings along the corridor, but emphasized a desire at busy intersections, near transit stops and in high-traffic or commercial areas.

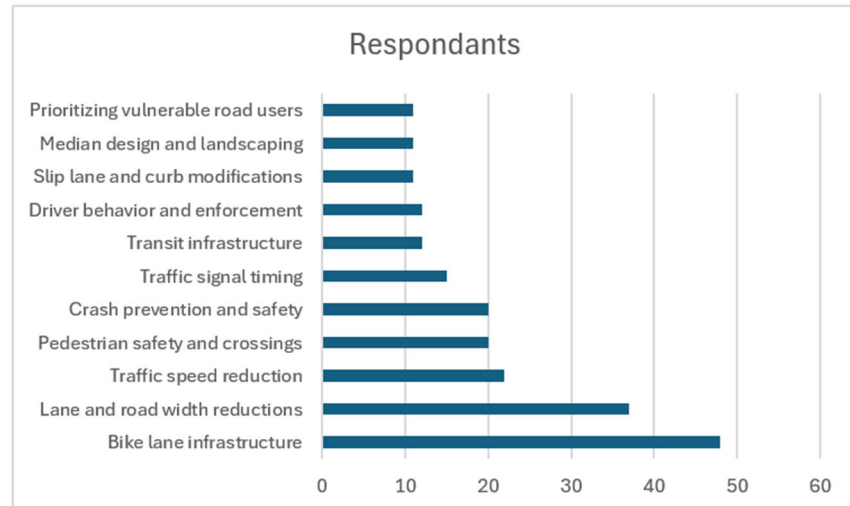
Question 7 discussed concerns or questions that the participants had in changing how people turn onto or off Gravois where there aren't signals. The most common themes raised were: - Traffic Calming Strategies (12.65 percent) - Cyclist and Pedestrian Connectivity (10.84 percent) - Intersection Geometry



and Design (10.24 percent) - Access Restriction and Street Closure (9.04 percent) - Median Infrastructure and Design (7.23 percent) - Turn Restriction and Safety (6.63 percent) - Pedestrian Crossing Infrastructure (6.02 percent) - Signalized Crossing Design (5.42 percent) - Sight Line and Visibility (4.82 percent) - City Planning and Modal Shift (4.82 percent) Other notable concerns included driver compliance and enforcement, unsignalized intersection safety, bump out implementation, and signage/lighting. The comments show that respondents are most concerned about safety, connectivity, intersection design, and the impact of access restrictions at unsignalized intersections. The most common traffic calming strategies referenced in responses to question 7 included the installation of physical infrastructure such as curbs, bump outs, medians, and islands to slow down vehicles and protect pedestrians. Respondents emphasized that painted pavement markings and signage alone are insufficient, advocating measures that physically force drivers to reduce speed. Other frequently mentioned strategies were narrowing intersections, adding raised crossings, restricting slip lanes, implementing right-in/right-out designs, and using barriers or flex posts to prevent fast or wide turns. Overall, there was a strong preference for infrastructure that physically slows traffic and enhances pedestrian safety. The most common cyclist and pedestrian connectivity suggestions in question 7 focused on ensuring that crossings remain open and accessible for people walking and biking, even if closed to cars. Respondents frequently called for protected or designated bike and pedestrian crossings, improved safety at unsignalized intersections, and infrastructure such as medians, bump outs, or bridges to physically separate non-motorized users

from vehicles. Many emphasized the need to maintain or enhance connections across Gravois, especially at key routes like Louisiana and Cherokee, and to prioritize safety and directness for cyclists and pedestrians throughout the corridor.

Question 8 asked if there were other items that MoDOT should consider as a part of this project. Here, the majority of concerns raised by respondents focused on: - Bike Lane Infrastructure (19.83%) - Lane and Road Width Reduction (15.29%) - Traffic Speed Reduction (9.09%) - Crash



Prevention and Safety (8.26%) - Pedestrian Safety and Crossings (8.26%) - Traffic Signal Timing and Design (6.20%) - Driver Behavior and Enforcement (4.96%) - Public Transit Infrastructure (4.96%) - Median and Landscaping Design (4.55%) - Slip Lane and Curb Modifications (4.55%) - Vulnerable Road User Prioritization (4.55%) These results show that respondents are most concerned about improving infrastructure for cyclists and pedestrians, reducing road widths and speeds, and enhancing overall safety through design and enforcement.

Comment themes and responses – Since this was the second public meeting of a corridor study, much of the information shared was intended to drive conversations toward the proposals that the community felt comfortable with MoDOT and the city pursuing as a part of the plans for the corridor. Specific themes outside of those conversations that were identified outside of the information that was shared included:

- **Aesthetic improvements for medians:**
  - This would require an agreement with the city of St. Louis. MoDOT does not incorporate aesthetic improvements along any of the corridors it maintains. These are incorporated or paid for by municipalities (in this case the city of St. Louis) and would also be maintained by the city of



St. Louis. The project team will propose these considerations to the city during the design process.

- **Inability to make left turns from many roadways:**
  - Several comments discussed the inability of traffic to make left turns at many intersections. This condition exists due to the complexity of the intersection. Adding left turns, especially at intersections with more than four legs, can significantly impact the congestion at that intersection and further slow traffic down. Simplifying the intersection to four legs may allow traffic to make left turns at those intersections after construction is complete. MoDOT will consider adding left turns at those intersections where simplification is possible
- **Misbehaviors of travelers:**
  - Comments in these areas ranged from concerns about drivers speeding through the corridor or illegally using painted medians or turn lanes to pass, to concerns about pedestrians not using crosswalks. Although those issues should be addressed by local law enforcement, who don't work for the Missouri Department of Transportation, many of the safety improvements should help alleviate or reduce these behaviors by any of the travelers on the corridor.
- **Focus on one mode of travel:**
  - Several comments referenced that MoDOT and the city's efforts should focus on one mode of travel. Part of this study is to determine the best balance that the corridor requires to meet its purpose and provide reasonable access for all users. Every choice made during this study benefits one group of users, while potentially impacting another group negatively.

Next steps – As MoDOT continues this study, we will continue to meet with our advisory groups and work toward determining what potential safety improvements might be incorporated into the roadway and where they may be used. The information gathered during that evaluation will be shared for review by the public and comment in the next public meeting, currently planned for November 2026.