



MoDOT FACT SHEET

Route 231 resurfacing and safety project

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 and just south of Franru Lane. In this area, Route 231 follows Telegraph between Franru and Laredo, Kingston Drive between Laredo and Grant Road, and South Broadway 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. There are some sections of sidewalk that are being connected, as well. In addition, many of the signals along the corridor will be updated. Since many of the existing sidewalks and entrances will be updated, this is the perfect time to look at the corridor and see what other improvements may be able to be reasonably made while staying within the existing right of way.

For the past several months, the department has talked with the public and various stakeholders about the corridor, listening to concerns and the desired vision for the corridor. We are working through various options, based on those discussions. Each of those options have various trade-offs.

What have we seen?

In evaluating the corridor, the department has noticed that, there is significant excess space on the roadway along Kingston and S. Broadway -- more than twice what is needed for the existing traffic volumes, which have remained steady for at least five years. That extra space, combined with the wide lanes on the corridor, encourage drivers to speed along the corridor in that area, which can lead to crashes. There is enough existing space on the roadway to move traffic while increasing safety for other users.

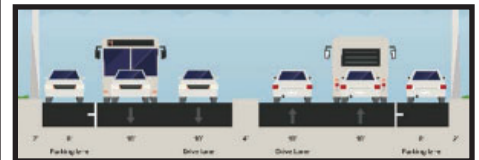
On average, there has been about one fatal crash, four serious injury crashes and 20 minor crashes along this corridor each year, which is roughly three times the state average for similar roadways. Of those crashes, most of the ones involving pedestrians and cyclists were north of Ripa. We've also seen that although there are many roads intersecting the corridor, crosswalks across the roadway are fairly far apart. This tends to indicate that people will drive short distances rather than walk along the roadway.

What have we heard?

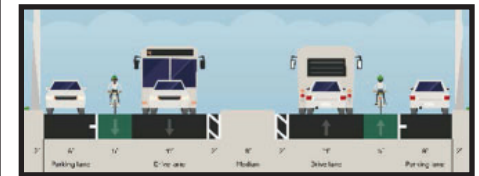
During our discussions, people were concerned for the most part about two things: speeding and not feeling comfortable walking or biking along the corridor. Many of the individuals we spoke to said that they would be more interested in walking or biking within the corridor if they felt safer doing so. Many of those walking, biking, using transit, and using mobility assistance devices use the corridor, but do not feel comfortable and safe doing so.

The community has supported several community plans, including the Lemay Comprehensive Plan of 2005, the Gateway Bike Plan of 2012 and the St. Louis County Action Plan for Walking and Biking of 2021. These plans indicate some preference for bike lanes, preferably protected, along the 231 corridor.

Countermeasures



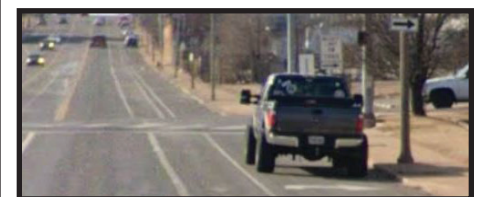
Narrowed lanes help slow down traffic, but don't prevent aggressive drivings or make pedestrian crossings safer.



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



Bike lanes are protected through buffering or by bollards or other curblike barriers which reduces some danger to cyclists. These require more maintenance and are challenging to clear during winter.



Unprotected bike lanes add a separate space for bikes, but don't significantly reduce the danger to cyclists.

OVER

What options are being considered?

There are various options for each of the sections of Route 231 - the more heavily traveled section between Franru and where Kingston splits from Telegraph, the Kingston section and the South Broadway section. Each option includes various countermeasures, including narrowed lanes or a reduced number of lanes, some form of a bicycle path to meet community desires shared during the earlier community planning (such as the St. Louis County Action Plan for Walking and Biking of 2021.)

Some options include parking or may have some type of buffer between the vehicles traveling along the roadway and cyclists. All of them strive to keep the roadway and curbs at their current width, in an effort to make sure the most funding goes toward specific safety countermeasures.

What will happen next?

Based on the insights our engineering team get from the public on the various options, as well as the concerns that have been shared with us through our previous public meeting and focus groups, the department will develop the design for the roadway -- we anticipated to be complete in fall of this year. Although we do not plan to have another public meeting to discuss those plans, we will share them on our website and offer you a chance to fill out a quick comment form if there are issues that further need to be addressed. The best way to find out when that information is available is by signing up for our project e-update list. If you haven't done so already, you can provide your e-mail address and we will add you to that list.

What is the current timeline?

Information gathering public meeting	Spring 2023 (held)
Focus Groups	Late spring 2023 (held)
Public Meeting	Summer 2023
Design completed	Fall 2023
Right of Way process starts	Late Fall 2023
Project awarded	Winter 2024
Construction begins	Spring 2025
Construction complete	Winter 2026

Least Protected



Most Protected

Different bike lanes provide different protection

