



MISSOURI ROUTE 30 (GRAVOIS)

Pavement Resurfacing and
Safety Improvements in St. Louis City

SEPT. 2026 NEWSLETTER

Thank you

to everyone who attended the second public meeting! From commenting on boards to corridor space activity, you told us the locations most important to you to improve safety, and the types of improvements you would most like to see.

Your input is being used to guide the development of design concepts. Stay tuned to see them at the third public meeting this fall!

Attendees gave valuable feedback at the second public meeting!

About This Project

This study evaluates the future of Route 30 (Gravois), a **5.7-mile corridor** that connects neighborhoods, businesses, and destinations across the City of St. Louis.

Led by MoDOT in coordination with the City of St. Louis and project partners, this study focuses on safety improvements ahead of a planned resurfacing in 2029.

The first public meeting in March focused on the known issues and areas of concern and some ideas to address them. **The second public meeting in June gathered feedback on pedestrian crossings, simplifying intersections, and the number of vehicle lanes.**

Second Public Meeting Highlights

193
Attendees

*Held on Weds., June 10
at Das Bevo*

Comments centered on:



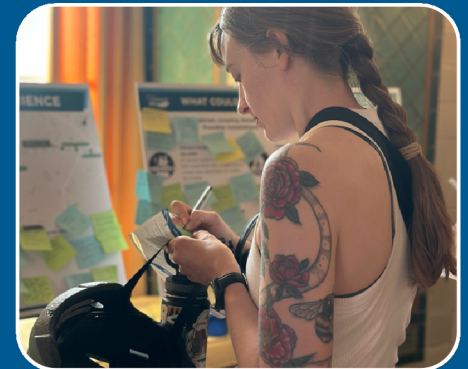
**SAFETY FOR
ALL USERS**



**SIMPLIFYING
INTERSECTIONS**



ACCESS CHANGES



Attendees also had the opportunity to submit comment forms. To see the display boards, strip maps, and more materials, visit the [MoDOT project webpage](#).

Public Engagement Timeline





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Public Meeting Comment Themes

The team analyzed the sticky note comments placed on six of the display boards. The overall themes of the analysis are detailed below.

SIGNALIZED INTERSECTIONS

Participants' suggestions for potential improvements to simplify travel along Gravois at Shenandoah Avenue, Sidney Street, Delor Street, Tennessee Avenue, Wyoming Street, Pennsylvania Avenue, and Lynch Street are as follows:



Reduce illegal turns with right-in right-out intersections for vehicles



Close or limit vehicle access to some minor side streets without closing the intersection (mixed feedback on some locations, but overall supported)



Improve pedestrian safety at right-in/right-out locations by removing channelized right turn "slip" lanes and adding curb extensions



Maintain bicycle connectivity to side streets



Improve signal timing for drivers and pedestrians (Leading Pedestrian Interval, exclusive pedestrian "scramble" interval)

MAIN THEMES:

- MAINTAINING NEIGHBORHOOD ACCESS
- IMPROVING SAFETY FOR ALL USERS
- USING PHYSICAL SAFETY BARRIERS



UNSIGNALIZED INTERSECTIONS

Participants were asked to share their thoughts on changing vehicle access at the following locations: Rosa, Dunnica, Hydraulic/Bamberger, Potomac, McKean/Louisiana/Virginia, Michigan/Minnesota/Juniata, Pestalozzi, Texas, Victor, and 13th/Allen.



Prefer right-in right-out restrictions over closing street access



Increase use of physical safety barriers for pedestrians and bicyclists



Minimize traffic diversion onto neighborhood streets



Maintain appropriate local access and connectivity



Increase number of controlled pedestrian signals



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ROADWAY SPACE

Participants were asked to provide feedback on ways to reallocate flexible space.



Prefer protected bike lanes with barrier from moving vehicles and parked cars



Reduce excessive lane widths and re-allocate roadway space for bicyclist and pedestrians



Improve quality and safety of necessary parking spots, but limit use of parking lane to high-density areas



Better accommodate bus traffic with shelters and signal prioritization

IMPROVING PEDESTRIAN EXPERIENCE

Participants provided feedback on different types of measures that could improve pedestrian use of the corridor.



Improve signal timing to minimize running drivers red lights



Improve signal response timing to prioritize pedestrians and reduce wait times



Increase crosswalk visibility with pedestrian traffic signals and physical protections (especially at night, at bus stops, and on hills)



Use curb extensions to improve pedestrian visibility and decrease crossing distance



Slow driver speeds with physical deterrents that can change driving behavior

MAIN THEMES CONTINUED:

- SAFER, VISIBLE PEDESTRIAN CROSSINGS
- SLOWER, PREDICTABLE TRAFFIC VIA PHYSICAL BARRIERS
- IMPROVED SIGNAL TIMING
- PROTECTED BIKE SPACE AND BETTER ROADWAY ALLOCATION
- IMPROVED PUBLIC TRANSIT ACCESS AND PRIORITY



ENHANCING CROSSINGS

Participants provided feedback on measures to improve crossings for all users.



Add curb extensions at crossings to improve visibility for drivers and pedestrians & decrease distance



Use pedestrian refuge islands to slow drivers and protect pedestrians



Increase driver awareness at crosswalks using mix of over-road signals and physical protections



Improve signal response timing to assist pedestrians and reduce wait times



Update intersections to enhance visibility for drivers



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What We Learned from 150 Comment Forms

150 respondents submitted a comment form at the public meeting or online during the two-week comment period after the public meeting.

MAIN TAKEAWAY:

Create a safer, more connected corridor by using physical design to reduce conflicts and better balance the needs of all users.

MAKE CROSSINGS SHORTER

Focus on crossing improvements near public transit, businesses and other everyday destinations, with shorter distances, better visibility and less waiting. Potomac, Grand, and Jefferson emerged as key locations.

PRIORITIZE CONTINUOUS CONNECTIONS

Implement physical protections and continuous bicycle facilities that connect to side streets and the broader bike network, and avoid isolated or painted-only improvements on Gravois.

REDUCE CONFLICTS VIA DESIGN

Use physical design (like curb extensions, medians, refuge islands, and other treatments) to slow traffic and reduce conflicts, rather than relying primarily on signs, painted markings, or driver behavior.

BALANCE SAFETY AND ACCESS

Reallocate roadway space, reduce lanes, and simplify intersections and turning movements where it improves safety without sacrificing neighborhood or multimodal connections.

What's Next?

The Resident Advisory Committee and Multimodal Advisory Committee met for the second time to discuss what we heard, proposed design concepts, and the information that will be presented during the third public meeting.

The third public meeting for this project will occur this fall and focus on the draft concepts, along with a safety demonstration.

The project team is presenting to several groups and neighborhood associations in the coming weeks. **If your group would like a presentation or interactive workshop to take a deep dive on the corridor and discuss your questions or ideas, please reach out to:**

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