PEDESTRIAN TREATMENTS (STRATEGIES & ELEMENT RECOMMENDATIONS)

- active public realm
- enhanced landscaping
- form based codes
- pedestrian scale wayfinding
- bumpouts
- enhanced transit stops
- high visibility crosswalks
- public spaces
- median pedestrian refuge
- mid-block crosswalks
- street furniture
- pedestrian scale lighting
- ADA compliant
- pedestrian signals with countdown timers
- bike/ped detour plans
- gateway signage
- unique branding
- public art
- public wi-fi
- pedestrian scramble
- smart kiosks
BICYCLE TREATMENTS (STRATEGIES & ELEMENT RECOMMENDATIONS)

- **Tier 1 bike routes**: raised separated facilities
- **Tier 2 bike routes**: separated (some physical element) facilities
- **Tier 3 bike routes**: shared lane facilities (utilize traffic calming features)
- Bike patrols
- Bike signals and bike signal priority
- Bike parking
- Bike/ped counters
- Bike wayfinding & signage
- Trailnet vision
- Bike share
- Bike-friendly community standards
- Bike signal priority
- Chouteau greenway
**DOWNTOWN MULTIMODAL STUDY**

**TRANSIT TREATMENTS (STRATEGIES & ELEMENT RECOMMENDATIONS)**

- Real time bus arrival (transit arrival)
- Permanent bus stops: stop names
- Pedestrian scale sign oriented toward sidewalk
- Boarding bus bulb
- Public art
- Decorative shelter
- Enhanced wayfinding
- Permanent bus stops: stop names
- Boarding bus bulb
- Higher frequency in Downtown core

- Metro station security
- Bike parking
- Multimodal connections
- Enhanced landscaping
- Decorative shelters
- Universal design elements
- ADA compliant
- Bus landing pads

- Better advertising on boarding and fare information
- Smart lighting (LED, sensors)
- Smart card payment
- No parking, loading/unloading, or shared lane service allowed at bus stop locations
- Central Server based traffic signal transit priority
DOWNTOWN MULTIMODAL STUDY

VEHICLE TREATMENTS (STRATEGIES & ELEMENT RECOMMENDATIONS)

• Real-time traveler information system
• Coordinate street closures with web-based apps
• Traffic management upgrades and enhancements (e.g., traffic signal detection and communications)
• Expand Smart Parking
• Dynamic pricing for on-street parking
• Off-peak freight delivery
• Connected-Vehicle infrastructure
• GPS central server based traffic signal emergency preemption
• Curbside Management/Rideshare Lanes
• Roadway maintenance standards/rehab
• Construction detour traffic control plans
• Promote Travel Demand Management strategies (e.g., Zimride)
**DOWNTOWN MULTIMODAL STUDY**

**CURBSIDE MANAGEMENT**

**WHAT:** Policies that support the best use of the curb space – what uses other than parking are important?

**WHY:** A curbside management system ensures the best use of public space, while supporting better citywide mobility that incorporates transit users, pedestrians and bicyclists.

**RECOMMENDATION:** Consider the use of flex zones within Downtown to make more efficient use of premium curb space.

**SMART CITY ELEMENTS**

**WHAT:** The use of technology and electronic data to better and more efficiently manage city resources and assets.

**WHY:** Cities can leverage technology to enrich the public realm, improve quality of life, and increase access to opportunity through enhanced mobility.

**RECOMMENDATION:** Continue to pursue Smart City applications.

- Smart Street Lights
- Smart Wayfinding Kiosks
- Smart Parking Systems (build on existing)
- Use existing fiber network to create wi-fi hotspots throughout the City
- Real time transit information at bus stops
- “Where is the plow” app for street maintenance
- Upgrade Citizens’ Service Bureau with real-time map
- Traffic Signal Bicycle Priority
- Data fusion center
- Real Time Traveler Information System (roads, transit, bike share)
- Combine with smart payment app.
- Explore various metrics like cost, travel time, carbon footprint, steps/calories burned, and etc.
- Connected-Vehicle Infrastructure
- Self-driving shuttle

Source: National Association of City Transportation Officials (NACTO); “Curb Appeal: Curbside Management Strategies for Improving Transit Reliability”
IMMEDIATE OPPORTUNITIES

- Increased Bike Parking
  - Rack program advertisement
  - Bike corral implementation
  - Work with new developments
  - Bike share operators
  - Transit stops
- Parklets
  - Washington Avenue
  - Tucker
- Wayfinding – CVC next phase
- Lighting Updates

POLICY ACTIONS

WHAT: Update policies to better achieve City’s mobility vision and goals.

WHY: Optimize the effectiveness and value of infrastructure investments

RECOMMENDED POLICY UPDATES:
- Ongoing update of pedestrian signals and ramps
- Public Art
  - Washington at 44
  - Metro Link/Bus stops
  - Public space murals
- Pilot Programs
- Web based app street closure (with permits)
- Ongoing update of pedestrian signals and ramps
- Public Art
  - Washington at 44
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- Pilot Programs
- Web based app street closure (with permits)

- Event traffic management
- Off-peak freight delivery
- Demand responsive on-street parking pricing
- Complete streets design & implementation
- Form Based Codes
- Consider elimination of parking minimums in non–Central Business District areas along tier 1 bicycle and transit routes
DOWNTOWN MULTIMODAL STUDY

DRAWINGS CLARK (TIER 1) BICYCLE CROSS SECTIONS

Section of Clark Avenue
Between 10th & 12th
Looking East

Section of Clark Avenue
Between 11th & 13th
Looking West

Section of Clark Avenue
Between 12th & 14th
Looking East

Uptown Station
Scottrade
City Hall
Busch Stadium
DOWNTOWN MULTIMODAL STUDY

DRAWINGS LOCUST STREET (TIER 2) BICYCLE CROSS SECTIONS
DOWNTOWN MULTIMODAL STUDY
DRAWINGS WASHINGTON AVE. (TIER 3) BICYCLE CROSS SECTIONS
DOWNTOWN MULTIMODAL STUDY

DRAWINGS (CONNECTIONS)