

G. Pedestrian Circulation

Sidewalks

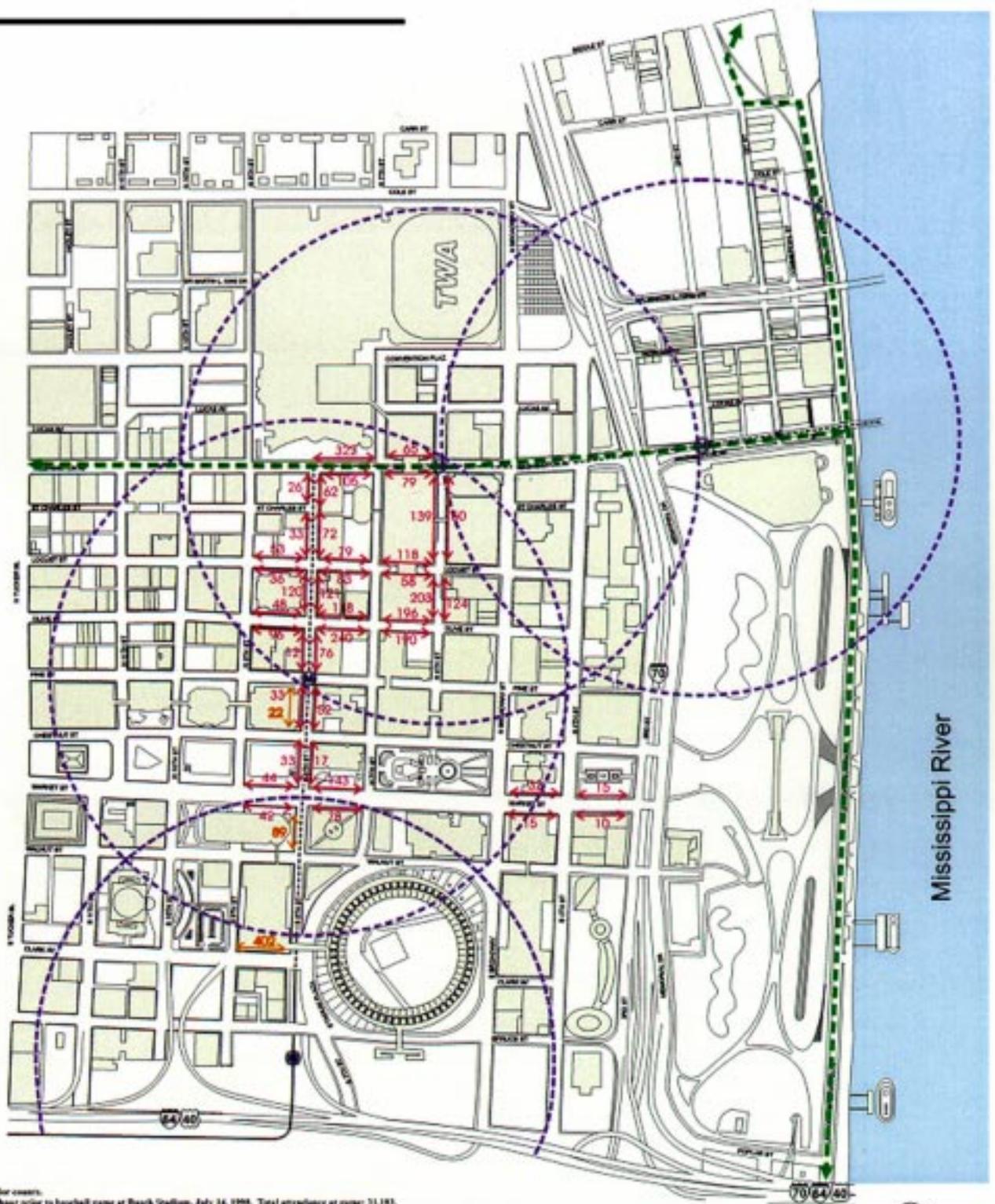
The facing map provides an inventory of sidewalk widths. While sidewalk capacity appears to be sufficient for current and most future needs, sidewalk condition is a problem. The current condition of sidewalks in downtown can be characterized as follows:

- Condition is good to poor with cracks and displacement in many locations.
- Wheelchair ramps are incomplete.
- Storm sewer drains frequently placed at corners create hazards for pedestrians. Their openings are large with awkwardly sloping pavement, and they are often without proper grates to shield them. The potential to trip or fall at these drains is frighteningly high.
- Pedestrian indications at some signalized intersections are poorly maintained.
- The sequence of traffic and pedestrian signals is often confusing, since many but not all intersection signals provide an exclusive phase for pedestrian walks that occurs when all signals are red. At other intersections, however, walk lights show simultaneously with green lights.
- Fences around abandoned buildings interrupt the continuity of pedestrian flow.
- Some signs within the sidewalks are too low, providing inadequate vertical clearance.
- Some of the openings for trees and planters create unnecessary obstructions and hazards for pedestrians. In particular, the curved concrete lip used around trees on the 500 block of Washington Avenue (and elsewhere) is difficult to see and surprising to encounter. People tend to trip on these and could easily twist an ankle.



Pedestrian Circulation: Pedestrian Activity

- 5 Minute Walk from MetroLink
- 15 Minute Pedestrian Counts Taken At Mid-day
- 15 Minute Pedestrian Counts Taken Prior to Event
- Existing Bikeways



Notes:
 Counts are single corridor counts.
 Event counts occurred 1 hour prior to baseball game at Busch Stadium, July 14, 1998. Total attendance at game: 31,183.
 Base map provided by SLDC.



Pedestrian Activity

Mid-day pedestrian counts in expected high-activity locations are shown on the facing map. In general, these volumes are modest for the size of sidewalk. For example, the highest observations of 322 pedestrians on Washington adjacent to America's Center would flow freely in as little as 4 feet of unobstructed sidewalk width.

Experience

The core area is imminently walkable in terms of distance. The adjacent map shows "rings" that illustrate a walk of approximately 5 minutes from a MetroLink station located in the Downtown Core. In addition, the Core's center at 8th and Pine lies within a half-mile, or roughly a 10-minute walk, of any other point in the core. However, the sidewalk conditions detract from a good walking experience. Good maintenance and management would do much to improve the pedestrian experience. What is more challenging is the walk between the core and the riverfront where pedestrians have few crossing options and must traverse a distinctly harsh highway environment. Also, streets west of Tucker tend to be very wide (up to 81 feet), exposing pedestrians to a long crossing and many lanes of traffic.

Bikeways, Bike Route and Bike Storage

There are two existing bikeways within downtown. One is a north-south bike path, the Riverfront Trail, which extends into the Study Area from the north along the Mississippi River. The second is an east-west bike route which runs along Washington Avenue from the Eads Bridge to Tucker, and then shifts to Olive Street. No information on the current level of bicycle usage in downtown was available.



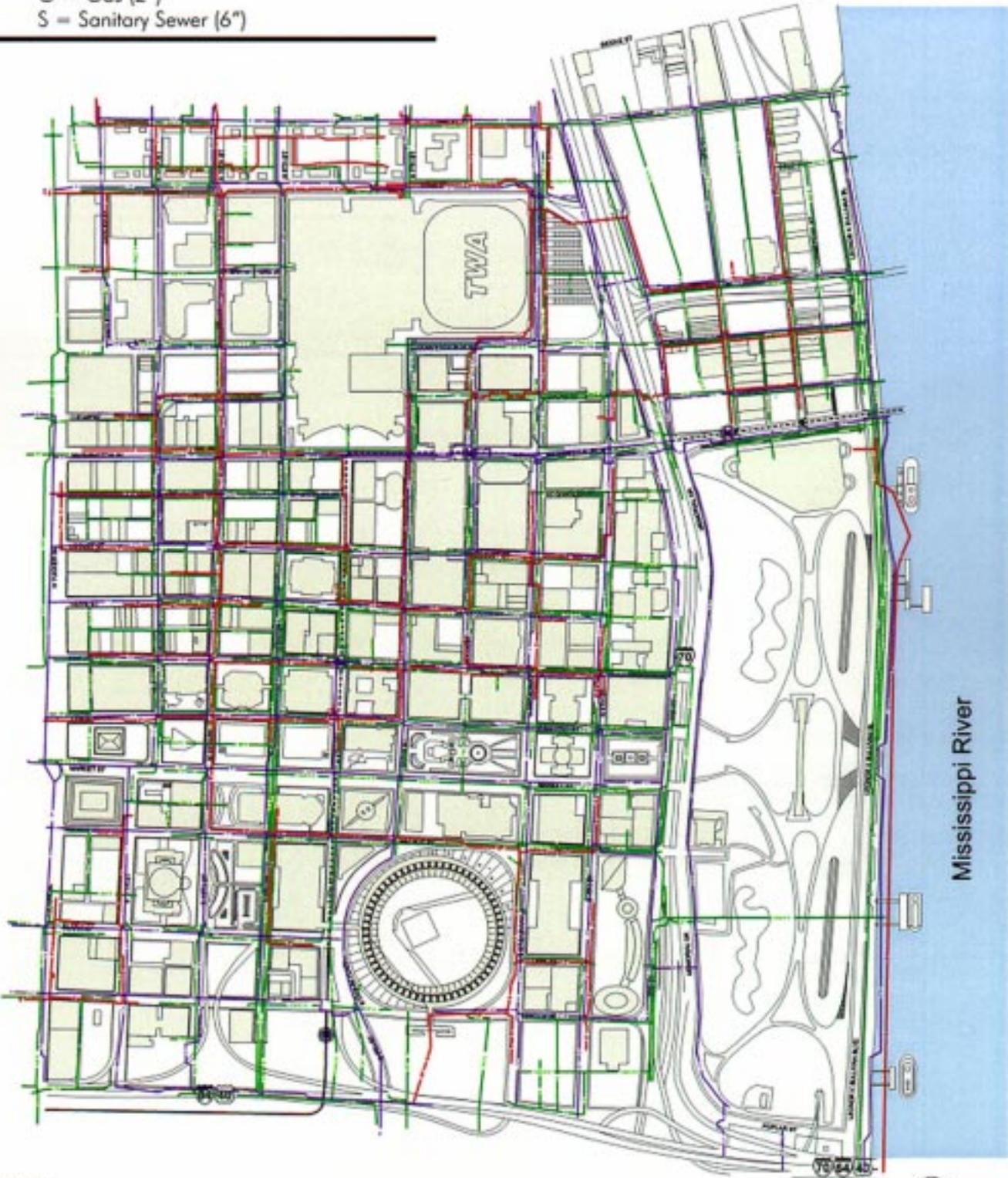
**Infrastructure:
Water, Sewer, and Gas**

-  Existing Water Main
-  Existing Gas
-  Existing Sanitary Sewer



Note: Utilities shown include the following (with minimum sizes noted):

- W = Water (6")
- G = Gas (2")
- S = Sanitary Sewer (6")



Base map provided by SLDC.

