

**Appendix F**  
**Transportation Concepts Spreadsheet and Explanation of Projects**

Project Number	OPTIONS:  ELEMENTS:	transportation concepts			
		No change	T-A	T-B	T-C
		EXISTING PLANS, EXISTING STREETS	EXISTING PLANS+NW LINK, EXISTING STREETS	TEAM MODIFIED PLANS, EXISTING STREETS	TEAM MODIFIED PLANS, ADDED ONE-WAYS
1	New I-70 Touchdown -- MoDOT				
2	New I-70 Touchdown -- Team				
3	Poplar Bridge/I-44 Plans -- MoDOT				
4	SB I-70 to WB I-64 Connection	none identified	none identified	none identified	none identified
5	Replace I-70 w/Surface St, downtown				
6	Grattan to 18th Connection				
7	22nd Parkway -- City/MoDOT				
8	22nd Parkway -- Team				
9	Jefferson instead of 22nd Parkway				
10	Tucker Improvements				
11	Eads Bridge deck -- BPS				
12	Eads Bridge deck -- Team				
13	9th & 10th 2-way No. of Washington				
14	Market to One-Way (eastbound)				
15	Market as Reduced Two-Way				
16	Add Downtown Shuttle				
17	Transit "Center"				
18	Modify Spruce Ramp -- Multi-Modal		? ADD ??		
19	Northwest Link, I-70 to 22nd				
20	Signed Truck Route on Cole				
21	Clean-up Streets, Sidewalks				
22	Manage Street Use, Parking				
23	Parking: Enforce Zoning for Mkt. Rate				
24	Parking: Subsidy for Retail, Loft				
25	Parking: Add Angle-Parking on Wash.				
26	Pedestrian Improv., Washington				
27	Pedestrian Improv., 8th				
28	Plus One Ped Connection to Arch				
29	Zero Level Ped Connection to Arch				
30	Other Sidewalk Widening				
31	Modify Bus Routes	maybe	maybe	maybe	maybe
32	Priority for N-S MetroLink				
33	Downtown Signal System				
34	MetroLink Access at Old Post Office Area				

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TDA Inc., 11-Jun-98

## **Appendix F**

### **Transportation Concepts Spreadsheet and Explanation of Projects**

Three preliminary transportation concepts were developed with differing combinations of improvement projects. These are shown on the previous table as T-A, T-B and T-C. The fourth “No Change” column refers to existing facilities and current plans of the city or the state.

**T-A.** This concept primarily was based on existing streets and existing plans, but added a freeway-type northwest link connecting the 22<sup>nd</sup> Street Parkway and the touchdown of the planned I-70 river crossing.

**T-B.** This concept mostly employed existing streets and other facilities, but modified certain current plans, including the I-70 touchdown and the Eads Bridge.

**T-C.** This is similar to T-B, but added Market to the list of one-way streets (eastbound).

Projects 1 & 2 refer to the current MoDot/IDOT plans for the new I-70 river crossing touchdown and a team-developed alternative connecting to Tucker with considerably fewer structures, and a touchdown point further north.

Project 3 refers to planned improvements on the Poplar Bridge.

Project 4 would provide a southbound I-70 to westbound I-64 connection; however, no project opportunity was identified.

Project 5 would replace the current depressed I-70 with a surface street through downtown St. Louis.

Project 6 refers to the currently planned Grattan Street to 18<sup>th</sup> Street connection.

Projects 7 & 8 refer both to the current city/MoDot plans for a 22<sup>nd</sup> Street parkway north to Delmar, and a team-developed alternative with reduced grade separation and reduced width.

Project 9 refers to the use of Jefferson as an alternative to the 22<sup>nd</sup> Street parkway

Project 10 refers to general traffic improvements to Tucker to serve the modified I-70 touchdown.

Projects 11 & 12 refer to the current BPS plans for the Eads Bridge upper deck and a team-developed alternative with reduced traffic lanes and widened pedestrian/bicycle facilities.

Project 13 refers to changing 9<sup>th</sup> and 10<sup>th</sup> to two-way streets north of Washington as they pass through residential areas.

Projects 14 & 15 made changes to Market, either making Market one-way eastbound or reducing its cross-section as a two-way street.

Project 16 would add a downtown transit shuttle. In concept, this would circulate on Washington, 20<sup>th</sup>, Market, and Memorial Drive.

Project 17 would add a transit center somewhere in the core of downtown. This would be a street-level facility providing more convenient transfers among bus routes.

Project 18 would modify or eliminate the Spruce ramp that is part of the currently planned multi-modal center.

Project 19 would provide a freeway-type northwest link connection between the I-70 touchdowns and the 22<sup>nd</sup> Street parkway.

Project 20 would provide a signed truck route on the existing or improved Cole Street.

Project 21 is a broad effort to clean up downtown pavement and/or sidewalk surfaces, pavement markings, and signing.

Project 22 would improve the management of street use (construction lane closures, for example) and the management of parking.

Projects 23 & 24 would improve enforcement of zoning requirements for market rate development projects, and provide some form of subsidy as an incentive to retail development and loft redevelopment.

Project 25 was illustrative of a concept to provide more parking in downtown by converting some of the un-needed street width to angled parking.

Projects 26 & 27 would make significant pedestrian improvements on Washington and 8<sup>th</sup>, both considered prime pedestrian corridors.

Projects 28 & 29 would improve the pedestrian connection to the Arch, either with an overhead (plus 1) or a surface level pedestrian connection (zero level).

Project 30 refers to other opportunities to improve sidewalk widths. At this point specific projects were not identified.

Project 31 refers to the potential to modify bi-state bus routes which have not yet been modified in response to MetroLink.

Project 32 refers to the objective to give high priority to a downtown north/south MetroLink as the next step after current projects are complete.

Project 33 refers to the already funded program to improve the downtown traffic signal system.

Project 34 refers to improved pedestrian access between the Post Office area and MetroLink. At this time no specific project has been identified.