

Short-Term Solutions Rejected by the Steering Committee**13. Change Street Sweeping Schedule**

Change the street sweeping schedule to narrow the hours designated for sweeping the side streets adjacent to the Grand Business District. The City should give priority scheduling to an area with successful commercial activity, especially where parking is limited. Changing the schedule will be less expensive than building a parking garage. The schedule change could be between 8:00 am. and 9:00 am. on the days already designated rather than the current loss of an entire morning or afternoon schedule as currently exists.

The Steering Committee stated:

The existing street sweeping schedule allows a three-hour window for service twice a month. Consensus was that this isn't worth changing. It was also suggested that street cleaning is a city service paid for by tax dollars.

This solution is not included in the drawings to increase the parking count for the area, though business owners did comment that on street sweeping days the competition for parking was at its most intense. Business owners also commented that customers complained about receiving tickets related to the street-sweeping schedule, even after the sweeping had already taken place. Narrowing the scheduled hours of the street sweeping schedule could be of future help to ease the parking problems in the South Grand Business District. A one-hour window of time for sweeping streets in a Business District seems to be a reasonable amount of time to complete this work.

14. Change Residential Trash Collection Dumpsters

Change the residential trash collection to individual roll out carts for each homeowner rather than the large dumpsters. This will increase the available parking on the backs of the residential properties that currently carry the burden to provide space for the common dumpsters.

The Steering Committee stated:

Consensus was that excess refuse and litter would move from the rear of properties to the street.

Steering Committee member comment

This seems to assume that people would be parking in the alley where the dumpsters currently are. Wouldn't this impede traffic flow? The folks at the last TGHNA meeting love their dumpsters and don't want to get rid of them. Also, roll-out carts would work very well for multi-family buildings.

Resident Comments: Residents like big dumpsters and DO NOT want roll-outs

The idea to change the residential trash collection would actually be counterproductive to the parking plan. That is, the presence of individual roll carts which need to be placed in the street take away from parking spaces and typically break up the available parking so that less than half is available. This would be every trash collection day for the entire day since most people would not pull them back into the gangways until the end of the working day. Evidence of this can be seen in any of the neighborhoods that currently use this system such as University City and Dog Town. In addition, the reality of how much parking is lost in the alley due to dumpsters is minimal. Parking in the place of where a dumpster is currently would not be possible as that vehicle would result in blocking of the common alley which people must travel through to get in/out of their parking areas. A small dumpster takes up much less space than the average car.

The strong attachment to the large alley dumpsters caused this solution not to be included in the parking solution drawings. Misunderstandings of this policy include: it is a solution intended only for single family and duplex buildings, roll out carts would face the alley and would be rolled out only on trash day, and removing dumpsters from the back of individual residential properties would free up some space for individual home owners to park on the back of their lot rather than on the street in front of their house.



15. Change the Size of Parking Space requirements

Change the Planning and Zoning Requirements to allow for 8’-6” wide parking spaces instead of 9’-0” wide spaces. Note, the City recently changed to 9’-0” parking spaces as part of a larger effort to standardize city codes to match standards used by St. Louis County.

The Steering Committee stated:

Steering Committee agreed that it’s not a good idea to make the size of parking spaces smaller. Far too many people drive large vehicles like SUVs, trucks and mini-vans. Instead, the Steering Committee suggests actually marking or striping the metered parallel parking spots on Grand and the side streets so that visitors know where to park. And that some metered on-street “compact car only” spots could be added. For example, having smaller cars only parked where the alley’s parallel to Grand intersect with side street or where parking lots have curb cuts would allow better sight lines when cars are pulling into traffic.

The parking solution drawings designate parallel parking spaces at the intersections for “compact cars only.” This combined with the addition of the “curb bump outs” adds about one space per street corner. This has a minor effect on increasing the total number of spaces available on the street, but will also increase safety with the increased visibility for vehicles turning on to Grand from the side streets by not allowing large SUV’s and vans from limiting the views at street corners.

16. Consolidate Bus Stop Locations

Change the bus stops to be at the north and south end of the business district. Keep the existing stops at Arsenal and Grand adjacent to Streetside for convenient transfers. Locate another pair of stops at the opposite corner (northwest) of this intersection again for ease in transfer from north-south route to east-west route on Arsenal. Both Arsenal stops currently exist, the only new stop is created at south bound Grand inside in the park, near the existing Arsenal stop in the park. At the south end of the business district, locate bus stops in front of the library (as currently exists) and in front of the parking lot adjacent to St. Pius Church

(new north bound stop). Remove all other bus stops on Grand between Utah and Arsenal. This creates a maximum of a 5-minute walk between bus stops. This will remove 5 bus stops in the business district to provide at least 10 valuable new parking spaces on Grand Avenue.

The Steering Committee was undecided, and tended to disagree with this solution, stating:

Steering Committee agreed that this is something that needs to be very closely examined before making any changes to the current bus stops. Some suggestions: make sure there are more buses running when Roosevelt lets out. The bus stop going south bound at Wyoming doesn't take up any parking spaces at all b/c the bus stops in the middle of the intersection for people to board and unboard. This is somewhat problematic with traffic, but otherwise good for parking. Can any of the other stops be change to mimic the Wyoming Southbound stop?

Steering Committee Member Comment

Though bus stop locations need to be re-evaluated, fewer stops can not be the answer. The district's history in working with Bi-State has been long. Until anyone considering this issue has been on the district between 2:00p – 3:15p. Monday – Friday throughout the school year, when literally 50 to 100 teenagers are congregating at each stop throughout the district due to school bussing; then contemplates when the business unfortunate enough to have the stop in front of them would be faced with doubling or tripling that number of kids through a reduction of stops; this issue can not be practically employed

Business Owner Comment

Bus stops should be very carefully reviewed and changed to improve access to increase public safety and parking.

In an effort to moderate the comments made, the parking solution drawings show some of the bus stops removed, and some relocated. The total number of bus stops has been reduced from 9 to 8, but relocation of some stops appears to be advantageous to the Business District with little reduction of service. Conceptually, the bus stops in the Business District have been reorganized to be located in three general places – the north and south ends of the district, and at the blocks just north of the mid-point of the district (existing stops). Implementation involves gaining approval of Metro (formerly Bi-State) as well as the Traffic and Street Lighting Division of the Street Department.

The Arsenal at Grand intersection is a transfer point for the four bus stops located here. A new bus stop is proposed at the southeast corner of Tower Grove Park (the other 3 stops are existing), where there is an opportunity to create a pedestrian entry gate with bus pavilions designed in keeping with the historic tradition of the many pavilions built around Tower Grove Park. This new gateway will have multi-functions. It will be a better, more appealing bus stop for passengers, while also providing a physical pedestrian link between events in the park and the action in the South Grand Business District. Grand entry gates have always been a part of the automobile entry into the park. This is the ideal location to emphasize a pedestrian connection between the park and the Business District and link special events to after event gatherings in the local restaurants and shops.

At the south end of the Business District, one northbound bus stop has been relocated to fill an existing No Parking zone along the front of the St. Pius parking lot. This creates three new parallel, metered spaces in front of the existing apartment building at 3250 Grand. The two existing stops at Juniata and Grand are shown to remain to address the volume issue of passengers waiting for the bus. These stops were seen as preferable since they were just south of the highest density of the Business District. The stops next to the law office at Humphrey and next to Amoco have been removed.

17. Implement Angled Parking on Side Streets

The ideal situation is creating 90 degree parking fronting one curb, with a two-way drive aisle along the opposite curb. This would require a curb-to-curb dimension of between 41 feet and 38.5 feet. For a 136 feet long section of street, it would allow 16 parking spaces instead of the 12 parallel parking spaces (a 33% increase). Several versions of the angled parking solution could be implemented with the only restriction being street width. Narrow streets may need to be changed to be one-way to implement this solution. A good local example of angled parking is in University City on Balson Street between the High School and Midland Boulevard.

The Steering Committee disagreed with this solution, stating:

Steering Committee thought this was generally unpractical because of safety issues, emergency vehicle access and would not allow residents an alternative on street cleaning day. Also, it seems that a street would have to be one-way to make this work and then some residents will have to park on the opposite side of the street and cross – with children, groceries, etc.

This solution was not included in the drawings. The typical 36 foot wide curb-to-curb dimension for side streets in the area would require angled parking and/or one-way streets, with all parking on one side of the street. Note that residents expect to park in front of their home, yet expect customers to park on the Commerce Bank lot several blocks from their destination. Residents have their rear alley parking as an option; so residential street parking is a secondary option for most residential parking.