**Access Management Plan** – The access management plan (see foldout pages starting on page 50) represents the final plan resulting from the Great Streets planning effort for back streets, side streets, driveways, crosswalks, and traffic signal locations along the corridor. This plan evolved through the course of the planning effort based upon continued input from the public, the Steering Committee, MoDOT, and various city officials. The cities should use this plan as a guide in planning for access management and the future street network along the corridor as redevelopment and revitalization continues.

**Transit** – Metro currently provides bus service and related transit services to the Manchester Road corridor and has recently published a Long Range Plan for transit in the region. The communities should work with Metro to integrate the recommendations of the Manchester Road plan with the long term plans of Metro.

The Manchester Road Great Streets Master Plan recommends the implementation of Bus Rapid Transit (BRT) service along the Manchester Road corridor, with BRT vehicles using the existing two travel lanes in each direction of Manchester Road. The five communities should work with other jurisdictions to the east, toward the City of St. Louis, to help develop a BRT line along the Manchester Road corridor running east to connect with the MetroLink station at Maplewood. Providing the BRT service along Manchester Road will enhance the viability of the town centers along the corridor, and in turn higher density town center development would help support the development of BRT along the corridor. BRT service along Manchester Road should include the consolidation of some bus stops and enhancements of key BRT stops at town center locations. The five communities should actively promote the development of these key nodes at higher densities in order to help attract support from Metro for the development of BRT along the corridor. Once BRT is in place, the five communities should work with MoDOT and Metro to provide traffic signal prioritization for BRT vehicles and fare pre-payment technologies in order to enhance the efficiency and viability of the BRT service.

**Parking** – In order to promote more efficient use of real estate along the corridor and avoid the creation of vast, underutilized areas of parking, the five communities should promote shared parking strategies for retail districts along the corridor.

Specifically, the communities should consider the adoption of the following parking incentives to promote shared parking strategies:

- Elimination of any stipulations against shared parking facilities in city codes.
- Implementation of a shared parking model to provide for reduced requirements for parking for different uses.
- Elimination of any code-based requirements that discourage public access or the merging of parking lots.
- Identification of available pooled liability protection programs or insurance policies whereby owners of different parking facilities can pool resources and purchase a joint replacement policy. This type of policy would provide for public access across multiple parking lots at lower insurance rates compared to existing policies.

In addition, the five communities should modify their zoning regulations for parking as follows in order to encourage the more efficient use of parking and to therefore provide additional land for development or open space uses.
• The elimination of minimum parking requirements for parcels containing less than 20,000 square feet in land area.

• For parcels over 20,000 square feet in land area, the cities should implement the following requirements:
  • A minimum of 1 and 1/8 parking spaces per residential unit, of which a minimum of 1/8 parking space per residential unit will be provided as Shared Parking.
  • For non-residential uses, a minimum of 3.5 spaces per 1,000 square feet of non-residential Gross Floor Area (GFA) will be provided for Shared Parking. Maximum limits for Shared Parking will not exist. New on-street parking spaces created in conjunction with a development, above and beyond what previously existed, may be counted toward the minimum requirement for Shared Parking.
  • A maximum of 5 spaces per 1,000 square feet of non-residential GFA or two spaces per residential unit may be provided for Reserved Parking.

The five communities should implement the following design standards in order to better integrate parking with the surrounding urban environment and encourage walkability along the Manchester Road corridor.

• As the areas around town centers evolve over time, the cities should work to minimize surface parking and encourage the construction of structured parking facilities wrapped or hidden by surrounding land uses over time. As the density of development increases, the financial viability of providing structured parking will increase, and the five communities should encourage it to help create a more walkable town center environment.

• Where property owners or developers pursue surface parking, the cities should encourage property owners to place these facilities primarily between or behind buildings that have direct frontage onto Manchester Road. This strategy would help to prevent the creation of a "sea of parking" in front of each retailer or other use along Manchester Road.

• Requirements calling for surface parking lots with more than 50 spaces to include raised pedestrian walkways (at elevated grades above the level of surrounding pavement).

• Maximum curb cut dimensions of 15 to 25 feet, depending on the size of development area.

• On-street parking spaces should be at least 8 feet wide and 22 feet long. For each parallel parking space, the adjacent drive lane must be at least 10 feet wide and must provide at least 20 feet of clear maneuvering area in front of the space in the drive lane adjacent to the space. If striping is not required (in the event parking meters are not installed), the 8 feet width would still be applicable with no individual space length needed.

• Prohibition of at- and above-grade parking within 25 feet of a required building line (this essentially forbids surface parking adjacent to the street and provides incentives for the construction of parking structures wrapped by liner buildings).

• Prohibition of surface parking lots on sites that formerly included historic structures.

• Requirements for property owners to provide connections or grant easements for connections to adjacent parking lots on neighboring properties.
The communities should consider requiring investment in design, landscaping, and multi-modal improvements associated with surface lots that will likely not attract redevelopment prospects for some time. Potential investments may include:

- Adding green space and porosity to pavement surfaces in order to improve aesthetics and reduce rainwater runoff from existing lots. These strategies may also include the installation of perimeter landscaping, pocket parks and gardens, and bioswales.
- Improving pedestrian connectivity between destinations in order to generate foot traffic and support the sharing of parking between properties. Quality pedestrian through-paths across parking lots would shorten walking distances, provide direct connections between multiple uses, and improve overall safety.
- Adding bicycle parking facilities to existing parking lots to encourage non-motorized commuting and local travel.
- Removal of reserved spots for employee parking from key locations for bus stations and bicycle facilities in order to encourage use of these alternative modes of travel.
- General design and aesthetic improvements along the corridor, including: creation of improved transition zones between Manchester Road and existing parking lots, including places to rest; the installation of improved wayfinding and information systems; and, the creation of opportunities for shade and shelter for pedestrians.

These improvements can improve the overall performance and appearance of the corridor in the near term, prior to the redevelopment or conversion of existing land uses along the corridor. In addition, in the near term, the cities can work with groups of landowners to coordinate shared parking arrangements along the corridor. For example, a city could work with the owner of an auto parts store that closes by 5PM to arrange for neighboring restaurants to use his or her parking spaces after hours. The communities should also work with individual property owners to arrange for users of bus services along the corridor to use vacant parking spaces along the corridor during commuting hours.

**Creation of a Transportation Management Association** - The five communities over time should consider establishing a Transportation Management Association (TMA), a member-controlled organization that encourages the efficient use of transportation and parking resources in a finite area. For example, the TMA could organize parking strategies for each of the five town center nodes along the Manchester Road corridor. Potential projects the TMA may pursue include improvements for sidewalks, bicycle storage, transit, and potentially district-wide parking garages.

**Sidewalks** – The master plan recommends that the streetscape along Manchester Road and nearby side streets and backstreets include sidewalks of a width of five feet or greater. The communities and developers should plan for wider sidewalks whenever possible, and in particular in town center areas, along “Main Streets”, to facilitate shopping and outdoor dining. The communities should provide for a planted landscape buffer of at least three feet between the travel lanes of Manchester Road and the combined sidewalk / bike lanes running parallel to the street, from Old State Road east to Route 141. Setting the sidewalk back from Manchester Road with a landscaped buffer will reduce the impact of vehicular noise on pedestrians and provide for enhanced safety. In addition, the five communities and MoDOT shall design the corners at major cross streets with Manchester Road to be handicap accessible, in accordance with ADA standards. Depending on the slope and corner radii, the communities should modify many of the existing east-west intersection crossings to create safer areas for walking. In general, MoDOT and the communities should design for a driveway radii of 15 feet, and the width of two-way driveways intersecting with Manchester Road should not exceed 30 feet. The
local communities will need to work with MoDOT and private landowners to coordinate and implement recommended streetscape improvements along the corridor over the next few decades.

**Bicyclists** – As illustrated in the Pedestrian and Bicycle Mobility Plan on the next page, the master plan recommends that the communities work to provide bike lanes attached to sidewalks along Manchester Road from Old State Road to Route 141. A landscape buffer should separate this combined bike / sidewalk lane from the vehicular travel lanes of Manchester Road. In addition, the communities should provide additional bike trails, running either parallel to Manchester Road or following the natural open spaces such as creeks, in order to connect different areas of the community and to provide additional recreational amenities for residents. These bike trails would feature asphalt or gravel surfaces and would traverse through more natural spaces along and near the Manchester Road corridor in West County.