

GLOSSARY OF TERMS

The following glossary of terms is intended to provide a clear definition of terminology used for Great Streets Projects in St. Louis, and describe in detail certain abbreviations and acronyms typically used when discussing technical aspects of infrastructure planning and implementation:

Term	Definition
AASHTO	American Association of State and Highway Transportation Officials – a nonprofit, nonpartisan association representing highway and transportation departments in 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highway, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.
Access	The ability to enter or leave a residence, business, or parcel of land from a roadway by way of a connecting driveway.
Access Management	Limiting the ability of traffic to enter, leave, or cross thoroughfares; regulating the spacing and design of driveways, medians, intersections, and traffic signals to promote the efficient flow of through traffic.
Accessibility	The ability for vehicles and pedestrians to reach destinations, activities, and services.
ADA	Americans with Disabilities Act – A set of guidelines passed in 1990 to assure a minimum level of accessibility to buildings and facilities for individuals with disabilities; Title III of the legislation deals with public accommodations.
ADT	Average Daily Traffic – The average number of vehicles passing a specific point on a roadway during a 24 hour period.
Amenity Zone	A portion of the public right of way, typically adjacent to sidewalks but outside the pedestrian walking area, including streetscape elements, landscaping, and street trees. Amenity zones are more often seen in higher density, pedestrian-oriented areas such as retail or mixed-use developments.
APS	Accessible Pedestrian Signal – A device communicating information about pedestrian signal

	timing using a non-visual format such as audible tones, verbal messages, or vibrating surfaces.
Arterial	A controlled access highway designed for through traffic; arterials are typically on a continuous route and are often divided; the right of way is usually 120 feet.
Articulation	The division of a building façade into distinct sections; the materials, patterns, textures, and colors that add visual interest to a building or façade; areas with higher levels of articulation are typically more inviting pedestrian environments.
Backage Road	A local road, typically running parallel to a route with a higher functional classification, used to provide alternative access to properties.
Bicycle Facilities	A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways specifically designated for bicycle use.
Bicycle Lane	A portion of a roadway which has been designated by pavement markings and, if used, signs, for the preferential or exclusive use of bicyclists.
Buffer	Portion of the roadway between the curb or edge of the pavement and the sidewalk; used to separate pedestrians and vehicles. Buffers often include landscaping, trees, or utility poles.
Bulbout	An extension of the sidewalk or curb line into the parking lane to reduce the effective street width.
COG	Council of Governments – A group of local governments that voluntarily organizes and cooperates to create a more comprehensive, regional planning effort.
Collector	A two to four lane roadway providing mobility and access. Collector streets are usually found in residential neighborhoods, commercial and industrial areas, and central business districts and are designed to move traffic from local roads to secondary arterials.
Controlled Intersection	Intersection with a traffic light or other traffic control device.
Corridor	Transportation pathway allowing movement between activity centers; a corridor may encompass single or

	multiple transportation routes and facilities, adjacent land uses, and the connecting street network.
Crosswalk	Marked portion of the street designed for pedestrian crossing, either mid-block or at an intersection.
Curb Extension	An extension of the sidewalk or curb line into the parking lane to reduce the effective street width. (See Bulbout)
Density	The number of dwelling units, buildings, or persons per unit of land, usually per acre and expressed as “du/ac”.
Design Vehicle	Vehicles that must regularly be accommodated on a roadway without encroachment into other travel lanes such as buses, emergency vehicles or tractor trailer delivery trucks that is determined by adjacent land uses or through travel movements.
Sidewalk	A sidewalk separated from the curb by trees, grass, landscaping, lights, or other streetscape elements.
Easement	Contractual agreement allowing temporary or permanent access through and/or use of a property.
FAR	Floor Area Ratio – The ratio of a building’s floor area to the area of the lot on which it is situated (total building floor area/total lot area); FAR is often used to determine the intensity of land use for zoning purposes.
Functional Classification	A system for classifying streets and highways based on the nature of service they are intended to provide.
Greenway	A protected open space area following a natural or man-made linear feature; greenways are often used for recreation; transportation; and conservation, and to link amenities.
Headway	Scheduled time interval between two vehicles operating in the same direction on a transit route; may vary over the course of the day or week based on rider demand.
HOV	High Occupancy Vehicle – A passenger vehicle carrying two or more persons; HOV lanes typically require a minimum number of occupants or charge a fee for use of the facilities.
Hydrologic Cycle	The cyclical movement of water between earth and the atmosphere through precipitation, interception,

	runoff, infiltration, percolation, storage, evaporation, and transpiration.
Impacted Study Area	Those communities having municipal boundaries touching Natural Bridge Road within the Prime Study Area. Specifically, Belridge; Bellerive; Bel Nor; Normandy; and Pasadena Hills
Impervious Surface	A hard surface which slows or prevents water from infiltrating the soil or causes water to run off the surface more rapidly or in greater quantities than under natural conditions.
Infrastructure	The built facilities required to serve a community's development and operational needs including, but not limited to, roads, water, and sewer systems.
Intersection	The area where two or more roadways join or cross including the roadway and roadside facilities.
ITE	Institute of Transportation Engineers – An international association of transportation professionals.
Land Use	The way in which a parcel of land is used or occupied, such as, types of buildings or activities, and the purpose for which it is designed, arranged, intended, or maintained.
LEED	Leadership in Energy and Environmental Design – A non profit corporation established to set certain design standards for energy and environmental design.
Local Street	Primary role is providing access to adjacent properties; local streets have low levels of mobility, and serve residential, commercial, and industrial areas.
LOS	Level of Service (Quality of Service) –A qualitative rating system used to describe the adequacy of the street network at a specific intersection or street segment, based on factors including travel time, freedom to maneuver, comfort, service levels and interruptions; LOS A is used to describe the best traffic conditions while LOS F denotes gridlock. LOS or Quality of Service can also be used to describe transit and bicycle/pedestrian networks.
Major Thoroughfare	Major, multimodal streets in urban areas (arterials and collectors) designed to complement and support adjacent land uses.

Median	A raised or depressed space (barrier) used to separate opposing traffic flow and control access and turning movements. A median can also provide a pedestrian crossing refuge and streetscape enhancement.
Mixed Use Zoning	Zoning allowing several types of uses, for instance, residential, commercial, office and retail within a single building or development area.
Mobility	The movement of people and goods within the transportation system.
MPO	Metropolitan Planning Organization – A federally required planning entity responsible for transportation planning and project selection in its region; every urbanized area with a population over 50,000 should have an MPO, designated by the governor. EWGCOG is the St. Louis region MPO.
Multimodal	A system or corridor providing a range of transportation options including walking, bicycling, driving and transit.
On-Street Parking	Space for parking cars within the street right of way.
Pedestrian Friendly	A built environment that emphasizes and is conducive to walking between destinations.
Pedestrian Refuge	A protected area between traffic lanes providing pedestrians with a safe place to wait for safe movement between traffic intervals to cross travel lanes.
Prime Study Area	Natural Bridge Road between Lucas-Hunt Road on the east and West Drive on the west.
Right In/Right Out	A driveway or median where left turns are prohibited by physical or regulatory means.
Road Diet	Narrowing a roadway by reducing the number of lanes or lane width; a traffic calming strategy used to reduce vehicular speeds and/or reallocate space currently used for motor vehicles to alternate modes for the green space or public areas.
Roadway	A thoroughfare at least twenty feet in width that has been dedicated to the public for transportation use; a section of right of way that has been designed, improved, surfaced, or is typically used for motor vehicle travel.

Roundabout	An intersection type that calms traffic along roadways in which vehicles yield entry to vehicles in the circular roadway, as well as to pedestrians in crosswalks at splitter island entries and follow a circular path around a central island, normal at speeds of 25 mph or less.
ROW	Right of Way – Public strip of land on which streets, alleys, transit and railroad lines and public utilities are located.
Secondary Study Area	Natural Bridge Road between West Drive on the east and I-170 on the west
Setback	The distance between a building and the property line or other buildings.
Shared Roadway	A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, a street with wide curb lanes, or a road with paved shoulders.
Shared Lane	A wide outside lane nearest the curb providing space for both vehicular and bicycle traffic.
Shared Use Path	A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.
Shoulder	The portion of the roadway contiguous with the traveled way, for accommodation of stopped vehicles, emergency use and lateral support of sub-base, base and surface courses, often used by cyclists where paved.
Sidewalk	That portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.
Signed Bicycle Route	A roadway or bikeway designated by the jurisdiction having authority with BIKE ROUTE signs, along which bicycle guide signs may provide directional and distance information.
Complete Street	A roadway designed for multiple modes (motorized and non-motorized) of travel.

Stormwater	Water from rainfall events that either runs off impervious surfaces into pipes, detention of natural features or infiltrates into soils and groundwater.
Street Furniture	Fixtures installed along a roadway, including, but not limited to, lamp posts, pedestrian lighting, street signs, benches, trash cans, water fountains, and planters.
Streetscape	The elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.
TIP	Transportation Improvement Program – A short-term, three-year program of transportation projects which are expected to be federally funded; these projects are drawn from and are consistent with the long-range transportation plan.
TOD	Transit Oriented Development – Development in which land uses are designed and sited to maximize transit ridership and the use of alternative forms of transportation; TOD development is typically mixed-use developments.
Traffic Calming	Transportation techniques designed to slow the movement of vehicular traffic.
Transparency	Requirement that a certain percentage of the façade between 2' and 8' above the adjacent walkway include clear or lightly tinted glass; transparency helps to create a more comfortable and inviting pedestrian environment.
Traveled Way	The public right of way between curbs, including parking and travel lanes, bike lanes, medians and other right of way elements.
VMT	Vehicle Miles Traveled – The number of vehicle miles traveled within a specified geographic area during a given period of time; one vehicle traveling one mile constitutes one vehicle mile, regardless of its size or the number of passengers.
Zoning	Classification system based on permitted and prohibited land uses, densities, and intensities used to promote land use compatibility.

Appendix 2.1: Snapshot of common occupations by the community

Pasedena Hills

Most common occupations for males (%)

- Computer specialists (6%)
- Postsecondary teachers (6%)
- Laborers and material movers, hand (5%)
- Material recording, scheduling, dispatching, and distributing workers (5%)
- Top executives (5%)
- Lawyers (5%)
- Electrical equipment mechanics and other installation, maintenance, and repair occupations i

Most common occupations for females (%)

- Preschool, kindergarten, elementary and middle school teachers (9%)
- Other management occupations except farmers and farm managers (5%)
- Material recording, scheduling, dispatching, and distributing workers (5%)
- Secretaries and administrative assistants (4%)
- Sales representatives, services, wholesale and manufacturing (4%)
- Computer specialists (4%)
- Business operations specialists (4%)

Bellerive

Most common occupations for males (%)

- Other management occupations except farmers and farm managers (10%)
- Accountants and auditors (7%)
- Physicians and surgeons (7%)
- Business operations specialists (5%)
- Engineers (5%)
- Counselors, social workers, and other community and social service specialists (5%)
- Sales representatives, services, wholesale and manufacturing (5%)

Most common occupations for females (%)

- Secretaries and administrative assistants (10%)
- Computer specialists (7%)
- Preschool, kindergarten, elementary and middle school teachers (7%)
- Registered nurses (7%)
- Top executives (5%)
- Advertising, marketing, promotions, public relations, and sales managers (5%)
- Operations specialties managers except financial managers (5%)

Bel-nor

Most common occupations for males (%)

- Business operations specialists (10%)
- Sales representatives, services, wholesale and manufacturing (6%)
- Operations specialties managers except financial managers (5%)
- Material recording, scheduling, dispatching, and distributing workers (5%)
- Postsecondary teachers (5%)
- Other management occupations except farmers and farm managers (4%)
- Electrical equipment mechanics and other installation, maintenance, and repair occupations i

Most common occupations for females (%)

- Preschool, kindergarten, elementary and middle school teachers (12%)
- Other management occupations except farmers and farm managers (6%)
- Information and record clerks except customer service representatives (6%)
- Secretaries and administrative assistants (6%)
- Customer service representatives (5%)
- Postsecondary teachers (5%)
- Business operations specialists (5%)

Normandy

Most common occupations for males (%)

- Material recording, scheduling, dispatching, and distributing workers (6%)
- Driver/sales workers and truck drivers (5%)
- Electrical equipment mechanics and other installation, maintenance, and repair occupations (5%)
- Building and grounds cleaning and maintenance occupations (5%)
- Other production occupations including supervisors (5%)
- Vehicle and mobile equipment mechanics, installers, and repairers (5%)
- Laborers and material movers, hand (5%)

Most common occupations for females (%)

- Other office and administrative support workers including supervisors (10%)
- Registered nurses (6%)
- Information and record clerks except customer service representatives (5%)
- Preschool, kindergarten, elementary and middle school teachers (5%)
- Financial clerks except bookkeeping, accounting, and auditing clerks (5%)
- Nursing, psychiatric, and home health aides (4%)
- Retail sales workers except cashiers (4%)

Bel-Ridge

Most common occupations for males (%)

- Other production occupations including supervisors (9%)
- Building and grounds cleaning and maintenance occupations (9%)
- Driver/sales workers and truck drivers (9%)
- Laborers and material movers, hand (8%)
- Cooks and food preparation workers (5%)
- Assemblers and fabricators (4%)
- Other food preparation and serving workers including supervisors (4%)

Most common occupations for females (%)

- Nursing, psychiatric, and home health aides (7%)
- Other office and administrative support workers including supervisors (6%)
- Other production occupations including supervisors (6%)
- Cooks and food preparation workers (5%)
- Customer service representatives (5%)
- Health technologists and technicians (5%)
- Cashiers (4%)

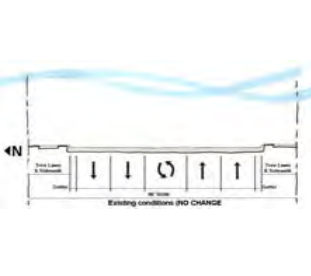
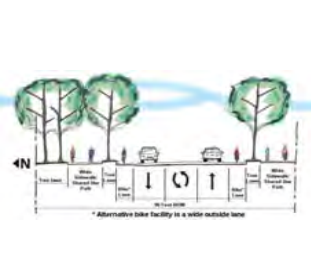
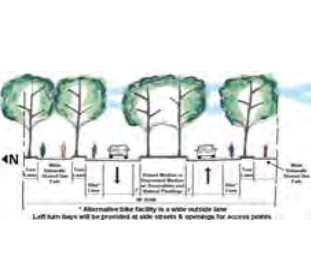
Appendix 7.1

PERFORMANCE MEASURES- EVALUATION MATRIX																																
S E G M E N T 1																																
Option Name	Options (Figure)	Economic Development/Land Use Measures								2*	Travel Way Measures												1*	Environmental Measures					3*	TOTAL		
		Operations with Land-Use		Ability to provide added new developable area	Parking		Ability to provide additional open space for public and commercial uses in the corridor	Accessibility to businesses	TOTAL Economic Dev/ Land Use Measures		Pedestrian Accessibility			Bicycle Accessibility		Auto Accessibility- Vehicular quality of service	Transit Operations			Reduction of conflict points for motor vehicles, bicycles & pedestrians.	Operation between modes	Operation and maintenance costs		Capital costs	TOTAL Travel Way Measures	Open Space		Increase in tree canopy (SF)			Decrease in impervious surfaces (SF or Acres)	Light Levels
Future Land Use	Existing Land Use	increase/decrease in parking supply	Parking accessibility		Parking connectivity to Land uses	Pedestrian quality of service				Accessibility in the corridor for all users	Length of crosswalks	Linear feet of bike accommodation provided	Bicycle quality of service	Bus stop spacing in alternative	Accessibility of bus stop locations		Transit quality of service	Connection to south metrolink station	Square feet of active or passive green space in the corridor				Integration with existing open space along the corridor (Qualitative)									
IMPORTANCE**		5	3	5	3	3	1	5	5		3	3	3	2	2	5	2	2	2	3	3	2	2	3		3	3	3	2	3		
OPTION 1A		Rating	1	3	1	NA	2	NA	1	3		2	2	1	2	2	5	3	3	3	2	1	2	2	5		1	2	1	1	2	
		Importance Multiplier Effect***	5	9	5	NA	6	NA	5	15	45	6	6	3	4	4	25	6	6	6	6	3	4	4	15	98	3	6	3	2	6	20
OPTION 1B		Rating	5	5	5	NA	4	NA	5	5		4	5	5	5	5	4	5	5	5	5	3	5	5	2		4	5	4	4	5	
		Importance Multiplier Effect***	25	15	25	NA	12	NA	25	25	127	12	15	15	10	10	20	10	10	10	15	9	10	10	6	162	12	15	12	8	15	62
OPTION 1C		Rating	3	5	3	NA	3	NA	3	3		5	5	3	5	5	4	5	5	4	5	5	3	3	2		5	3	5	5	5	
		Importance Multiplier Effect***	15	15	15	NA	9	NA	15	15	84	15	15	9	10	10	20	10	10	8	15	15	6	6	6	155	15	9	15	10	15	64

Note: *The number represents the priority given to the measures based on the roadway segment that is being evaluated (1= Highest priority and 3= Lowest priority)

** Based on Importance, a multiplier has been assigned to each performance measure. (High=3; Medium= 2; Low= 1); ***Importance Multiplier Effect= Rating X Importance

PERFORMANCE MEASURES- EVALUATION MATRIX SEGMENT 2

Option Name	Options (Figure)	Economic Development/Land Use Measures									2*	Travel Way Measures												1*	Environmental Measures					3*		
		Operations with Land-Use		Ability to provide added new developable area	Parking			Ability to provide additional open space for public and commercial uses in the corridor	Accessibility to businesses	Pedestrian Accessibility			Bicycle Accessibility		Auto Accessibility- Vehicular quality of service	Transit Operations			Reduction of conflict points for motor vehicles, bicycles & pedestrians.	Operation between modes	Operation and maintenance costs	Capital costs	Open Space		Light Levels							
		Future Land Use	Existing Land Use		Increase/ decrease in parking supply	Parking accessibility	Parking connectivity to Land uses			Quality of service	Accessibility in the corridor for all users	Length of crosswalks	Linear feet of bike accommodation provided	Bicycle quality of service		Bus stop spacing in alternative	Accessibility of bus stop locations	Transit quality of service					Connection to south metrolink station	Square feet of active or passive green space in the corridor		Integration with existing open space along the corridor (Qualitative)	Increase in tree canopy (SF)	Decrease in impervious surfaces (SF or Acres)				
IMPORTANCE**		5	3	5	3	3	1	5	5		3	3	3	2	2	5	2	2	2	3	3	2	2	3		3	3	3	2	3		
OPTION 2A		Rating	2	3	1	NA	4	NA	1	3		2	2	1	2	2	5	3	3	3	2	1	2	2	5		1	2	1	1	2	
		Importance Multiplier Effect***	10	9	5	NA	12	NA	5	15	56	6	6	3	4	4	25	6	6	6	6	3	4	4	15	98	3	6	3	2	6	20
OPTION 2B		Rating	5	5	5	NA	4	NA	5	5		4	5	5	5	5	4	5	5	5	5	3	5	5	2		4	5	4	4	5	
		Importance Multiplier Effect***	25	15	25	NA	12	NA	25	25	127	12	15	15	10	10	20	10	10	10	15	9	10	10	6	162	12	15	12	8	15	62
OPTION 2C		Rating	3	3	3	NA	3	NA	3	3		5	5	4	5	5	4	5	5	4	5	5	3	3	2		5	3	5	5	5	
		Importance Multiplier Effect***	15	9	15	NA	9	NA	15	15	78	15	15	12	10	10	20	10	10	8	15	15	6	6	6	158	15	9	15	10	15	64
		TOTAL																														
		TOTAL Environmental Measures																														
		TOTAL																														

TOTAL

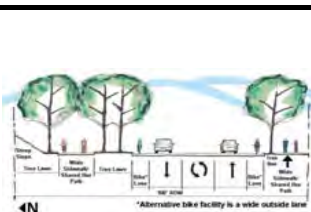
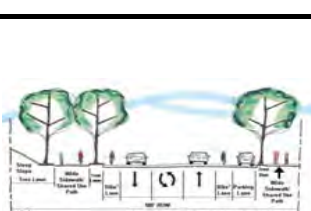
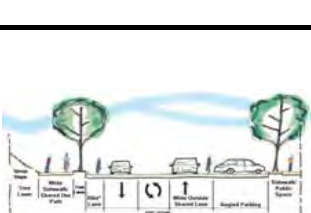
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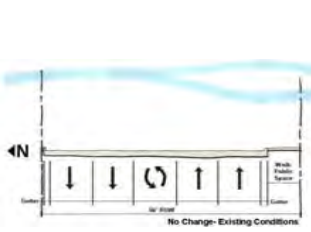
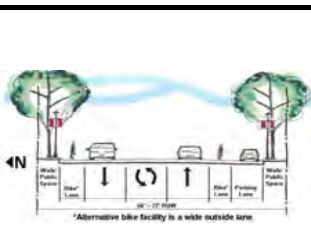
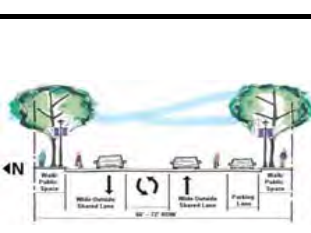
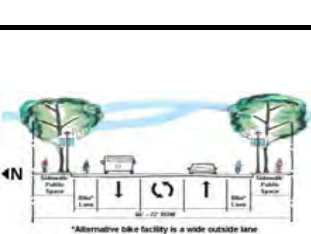
Note: *The number represents the priority given to the measures based on the roadway segment that is being evaluated (1= Highest priority and 3= Lowest priority)
 ** Based on Importance, a multiplier has been assigned to each performance measure. (High=3; Medium= 2; Low= 1); ***Importance Multiplier Effect= Rating X Importance

**PERFORMANCE MEASURES- EVALUATION MATRIX
SEGMENT 3**

Option Name	Options (Figure)	Economic Development/Land Use Measures										Travel Way Measures											Environmental Measures					TOTAL Environmental Measures	TOTAL				
		Operations with Land-Use		Ability to provide added new developable area	Parking		Ability to provide additional open space for public and commercial uses in the corridor	Accessibility to businesses	1*	Pedestrian Accessibility			Bicycle Accessibility		Auto Accessibility- Vehicular quality of service	Transit Operations			Reduction of conflict points for motor vehicles, bicycles & pedestrians.	Operation between modes	Operation and maintenance costs	Capital costs	2*	Open Space		3*							
		Future Land Use	Existing Land Use		Increase/ decrease in parking supply	Parking accessibility				Parking connectivity to Land uses	Pedestrian quality of service	Accessibility in the corridor for all users	Length of crosswalks	Linear feet of bike accommodation provided		Bicycle quality of service	Bus stop spacing in alternative	Accessibility of bus stop locations						Transit quality of service	Connection to south metrolink station		Square feet of active or passive green space in the corridor			Integration with existing open space along the corridor (Qualitative)	Increase in tree canopy (SF)	Decrease in impervious surfaces (SF or Acres)	Light Levels
IMPORTANCE**		5	3	5	3	3	1	5	5		3	3	3	2	2	5	2	2	2	3	3	2	2	3		3	3	3	2	3			
OPTION 3A		Rating	1	2	1	1	3	2	1	3		2	2	1	2	1	5	3	3	3	2	1	2	2	5		1	2	1	1	2		
		Importance Multiplier Effect***	5	6	5	3	9	2	5	15	50	6	6	3	4	2	25	6	6	6	6	3	4	4	15	96	3	6	3	2	6	20	166
OPTION 3B		Rating	3	3	5	1	4	3	5	3		5	5	5	5	5	4	5	5	5	5	5	5	2		5	5	5	5	5			
		Importance Multiplier Effect***	15	9	25	3	12	3	25	15	107	15	15	15	10	10	20	10	10	10	15	15	10	10	6	171	15	15	15	10	15	70	348
OPTION 3C		Rating	5	4	4	4	5	5	4	5		5	5	5	5	4	4	5	5	5	5	4	4	4	2		4	5	5	4	5		
		Importance Multiplier Effect***	25	12	20	12	15	5	20	25	134	15	15	15	10	8	20	10	10	10	15	12	8	8	6	162	12	15	15	8	15	65	361
OPTION 3D		Rating	4	5	3	5	5	5	3	4		4	5	5	5	3	4	5	5	5	5	3	4	3	3		3	3	4	3	5		
		Importance Multiplier Effect***	20	15	15	15	15	5	15	20	120	12	15	15	10	6	20	10	10	10	15	9	8	6	9	155	9	9	12	6	15	51	326

Note: *The number represents the priority given to the measures based on the roadway segment that is being evaluated (1= Highest priority and 3= Lowest priority)
 ** Based on Importance, a multiplier has been assigned to each performance measure. (High=3; Medium= 2; Low= 1); ***Importance Multiplier Effect= Rating X Importance





**PERFORMANCE MEASURES- EVALUATION MATRIX
SEGMENT 4**

Option Name	Options (Figure)	Economic Development/Land Use Measures										Travel Way Measures											Environmental Measures					TOTAL Environmental Measures	TOTAL			
		Operations with Land-Use		Ability to provide added new developable area	Parking			Ability to provide additional open space for public and commercial uses in the corridor	Accessibility to businesses	1*	Pedestrian Accessibility			Bicycle Accessibility		Auto Accessibility- Vehicular quality of service	Transit Operations			Reduction of conflict points for motor vehicles, bicycles & pedestrians.	Operation between modes	Operation and maintenance costs	Capital costs	2*	Open Space		3*					
		Future Land Use	Existing Land Use		Increase/ decrease in parking supply	Parking accessibility	Parking connectivity to Land uses				TOTAL Economic Dev/ Land Use Measures	Pedestrian quality of service	Accessibility in the corridor for all users	Length of crosswalks	Linear feet of bike accommodation provided		Bicycle quality of service	Bus stop spacing in alternative	Accessibility of bus stop locations						Transit quality of service	Connection to south metrolink station				TOTAL Travel Way Measures	Square feet of active or passive green space in the corridor	Integration with existing open space along the corridor (Qualitative)
IMPORTANCE**		5	3	5	3	3	1	5	5		3	3	3	2	2	5	2	2	2	3	3	2	2	3		3	3	3	2	3		
OPTION 4A		Rating	1	1	1	1	3	3	1	3																						
		Importance Multiplier Effect***	5	3	5	3	9	3	5	15	48	3	3	3	2	2	25	6	2	2	3	3	2	2	15	73	NA	3	3	2	3	11
OPTION 4B		Rating	3	2	3	5	5	5	3	4																						
		Importance Multiplier Effect***	15	6	15	15	15	5	15	20	106	6	6	15	6	6	20	10	2	2	6	9	4	2	9	103	NA	6	6	2	15	29
OPTION 4C		Rating	4	3	3	5	5	5	4	4																						
		Importance Multiplier Effect***	20	9	15	15	15	5	20	20	119	9	9	15	6	4	20	10	6	6	9	9	6	4	9	122	NA	9	9	2	15	35
OPTION 4D		Rating	2	4	4	1	3	3	5	3																						
		Importance Multiplier Effect***	10	12	20	3	9	3	25	15	97	12	12	15	6	8	20	10	6	6	9	12	8	6	9	139	NA	9	9	2	15	35

Note: *The number represents the priority given to the measures based on the roadway segment that is being evaluated (1= Highest priority and 3= Lowest priority)

** Based on Importance, a multiplier has been assigned to each performance measure. (High=3; Medium= 2; Low= 1); ***Importance Multiplier Effect= Rating X Importance

PERFORMANCE MEASURES- EVALUATION MATRIX
T H E W E D G E

Option Name	Options (Figure)	Economic Development/Land Use Measures										Travel Way Measures											Environmental Measures					TOTAL Environmental Measures	TOTAL				
		Operations with Land-Use		Ability to provide added new developable area	Parking			Ability to provide additional open space for public and commercial uses in the corridor	Accessibility to businesses	Pedestrian Accessibility			Bicycle Accessibility		Auto Accessibility- Vehicular quality of service	Transit Operations			Reduction of conflict points for motor vehicles, bicycles & pedestrians.	Operation between modes	Operation and maintenance costs	Capital costs	Open Space		Light Levels								
		Future Land Use	Existing Land Use		Increase/ decrease in parking supply	Parking accessibility	Parking connectivity to Land uses			Length of crosswalks	Linear feet of bike accommodation provided	Bicycle quality of service	Bus stop spacing in alternative	Accessibility of bus stop locations		Transit quality of service	Connection to south metrolink station	Square feet of active or passive green space in the corridor					Integration with existing open space along the corridor (Qualitative)										
1*	2*	3*																															
IMPORTANCE**		5	3	5	3	3	1	5	5	3	3	3	2	2	5	2	2	2	3	3	2	2	3	3	3	3	2	3					
NO CHANGE		Rating	1	1	1	3	3	3	1	1	1	2	1	NA	1	1	NA	NA	3	NA	1	2	3	5	1	NA	1	1	1				
		Importance Multiplier Effect***	5	3	5	9	9	3	5	5	44	3	6	3	NA	2	5	NA	NA	6	NA	3	4	6	15	53	3	NA	3	2	3	11	108
BASIC		Rating	3	5	4	4	4	5	5	4	4	5	5	NA	5	3	NA	NA	5	NA	3	5	3	3	5	NA	5	4	5				
		Importance Multiplier Effect***	15	15	20	12	12	5	25	20	124	12	15	15	NA	10	15	NA	NA	10	NA	9	10	6	9	111	15	NA	15	8	15	53	288
BUMP-OUT		Rating	4	4	3	4	4	4	5	4	5	5	5	NA	5	3	NA	NA	5	NA	3	5	3	3	5	NA	5	4	5				
		Importance Multiplier Effect***	20	12	15	12	12	4	25	20	120	15	15	15	NA	10	15	NA	NA	10	NA	9	10	6	9	114	15	NA	15	8	15	53	287
ROUNDABOUT		Rating	5	4	3	2	3	2	4	2	3	3	5	NA	3	5	NA	NA	2	NA	5	2	3	1	5	NA	5	5	5				
		Importance Multiplier Effect***	25	12	15	6	9	2	20	10	99	9	9	15	NA	6	25	NA	NA	4	NA	15	4	6	3	96	15	NA	15	10	15	55	250

Note: *The number represents the priority given to the measures based on the roadway segment that is being evaluated (1= Highest priority and 3= Lowest priority)
 ** Based on Importance, a multiplier has been assigned to each performance measure. (High=3; Medium= 2; Low= 1); ***Importance Multiplier Effect= Rating X Importance



Saint Louis
Great Streets INITIATIVE
 LEARN • SHARE • PLAN • BUILD

Natural Bridge Road SURVEY

Your input is an important part of determining how the future Natural Bridge Road will look and operate. To that end, the survey below contains several short-but-important questions. Your answers will be used to help determine the next steps of this important study. Please take a few minutes this evening to share your thoughts with us.

Thank you for attending tonight's meeting and for sharing your opinions with us.

1) I am a resident of (Check One)

- | | |
|---|--|
| <input type="checkbox"/> Normandy | <input type="checkbox"/> Bellerive Acres |
| <input type="checkbox"/> Pasadena Hills | <input type="checkbox"/> BelNor |
| <input type="checkbox"/> Bel-Ridge | <input type="checkbox"/> Pasadena Park |
| <input type="checkbox"/> Glen Echo Park | <input type="checkbox"/> Other _____ |

2) My connection to the area is (Check all that apply)

- I live along Natural Bridge Road
- I own a business establishment on Natural Bridge between I-170 and Lucas and Hunt Road
- I work for a business or institution on Natural Bridge between I-170 and Lucas and Hunt Road
- I use Natural Bridge Road for commuting
- I attend UMSL
- Other _____

Natural Bridge Road will be reconfigured in the future to create space for other purposes. We need your help in deciding which purposes are most important to you.


3) Which of the following issues are important to you based on your values (Check all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Economic Development | <input type="checkbox"/> Pedestrian comfort and safety |
| <input type="checkbox"/> Bicyclist comfort and safety | <input type="checkbox"/> Public transit - MetroLink or bus |
| <input type="checkbox"/> Green space | <input type="checkbox"/> Environmental sustainability |
| <input type="checkbox"/> Parking | |


(Continued on Next Page)

In each category below, please rank each of the following in order of importance on a scale of 1 to 5 with "5" being most important and "1" being least important.


4) To support all modes of travel, the **Travel way** (public right of way between curbs) will be designed to include features such as parking and travel lanes, bike lanes, medians and other right of way elements. How important are the following roadway issues regarding design elements to you?

Issues	Rating Scale				
	Not Important				Extremely Important
	1	2	3	4	5
Ability of residents, customers and deliveries to access properties					
Inclusion of bicycle facilities					
Slower speed limits					
Medians					
On-street parking					
Safe Crosswalks					


5) Supporting multiple modes of travel also deals with the **Pedestrian Realm** (public right of way between the curb and property line and includes tree lawns, sidewalks, lighting, street furniture such as benches, trash cans etc.). How important are the following pedestrian realm issues to you?

Issues	Rating Scale				
	Not Important				Extremely Important
	1	2	3	4	5
Wider sidewalks					
Adequate lighting					
Greenery (trees & plantings)					
Benches/ resting places					
Trash/ recycling bins					
Accessibility to bus stops					
Accessibility to MetroLink stations					
Public art					
Elements of interest for children					


6) How important are the following **Economic Development / Land Use** issues to you?

Issues	Rating Scale				
	Not Important				Extremely Important
	1	2	3	4	5
Mix of residential and commercial land uses					
Destination-oriented development					
Neighborhood-oriented commercial uses					
Business growth					
Usable public space for gathering and commercial uses					
Re-development or Revitalization opportunities					
Parking availability and accessibility					
Improved corridor aesthetics					

7) In direct response to economic development will be issues related to **Parking Supply**. How important are the following to you?

Issues	Rating Scale				
	Not Important				Extremely Important
	1	2	3	4	5
Adequate parking					
On-street parking from Oakmont to Lucas and Hunt Road					
A central, off-street parking facility					

8) How important are the following **Environmental Sustainability** issues to you?

Issues	Rating Scale				
	Not Important				Extremely Important
	1	2	3	4	5
More green space adjacent to the roadway					
Stormwater management and water quality from the street environment					
Better lighting					
Shade provided by trees					

(Continued on Next Page)

9) I envision the following for Natural Bridge (check all that apply):

- No change
- Reallocation of the roadway to accommodate alternate modes and more green space
- Enhance economic opportunities for existing and future businesses and development
- Other, please specify _____

10) I prefer to see designated bike lanes

- YES NO

If "Yes" where in the corridor: _____

11) When you are walking on Natural Bridge, what concerns you most? (check all that apply)

- Crossing the street
- Long wait for crossing lights
- Personal security
- Crossing driveways
- Narrow sidewalks

12) I think Natural Bridge Road is the ideal neighborhood for: (check all that apply)

- Services (banks, barbershops, etc.)
- Bars and entertainment venues
- Professional office
- Multi-Family Residential
- Other, please specify _____
- Restaurants
- Stores and Retail
- Family-oriented activities

13) How did you find out about this public meeting? (check all that apply)

- Local Newsletter
- Flyer/Poster
- Web site
- E-mail
- Newspaper ad
- Community Organization
- Public Official
- Friend
- Neighbor
- Co-Worker
- Relative
- Other: _____

14) Please evaluate this public meeting by circling your answer to the following . . .

a. The information provided was:

- Not Very Useful Useful Very Useful

b. The study team was:

- Not Helpful Helpful Very Helpful

c. In general, the Public Meeting was:

- Not Well Organized Organized Well Organized
 Not Worth Attending Worth Attending Well Worth Attending

15) Additional Comments:

Again, thank you for your input and for joining us tonight.



**Natural Bridge Great Streets Project
Land Use Planning Workshop**
April 13, 2010

Table Number: _____

Guidance:

- As a Group, please discuss and note your answers to the following questions and considerations in order to establish a community vision for land uses on the Natural Bridge Road Great Streets Project.
 - Appoint one person to record the group's discussion and highlights and one person to present the team's ideas.
 - Mark on your map and write comments on the worksheets provided.
 - All worksheets and maps will be collected and used to gain information about present and future development needs.
 - There are no wrong answers; we want your ideas relating to your tables approach to planning land use in the Study Area. Revisit questions as time permits.
1. Please describe the three positive aspects of the study area in short phrases (2-3 words).
 -
 -
 -
 2. Please describe the three negative aspects of the study area in short phrases (2-3 words).
 -
 -
 -
 3. Are there enough commercial, retail, office and dining choices in the project area?

Which of these uses, or others, are lacking from your perspective?

Which specific businesses, franchises or commercial uses would you like to see along Natural Bridge Road?

4. Please identify the top three areas in the study area you think are in need of redevelopment along Natural Bridge Road?

Please mark the areas/blocks on the map and explain what kind of redevelopment activities would make these areas more livable: consider residential, commercial or mixed-use.

5. Is it appropriate for multi-family housing to be considered in the “Wedge Area”? Please think about types of multi-family housing like student housing, senior citizen/assisted living facilities and market rate condominiums for example.

Are there any other locations besides the “Wedge Area” that you think would be good for such housing opportunities? Please mark the recommended locations on your map.

6. What are some of the elements you would like to see to improve the image of your neighborhood and Natural Bridge Road?

A neighborhood is a unique and identifiable part of the larger community. Generally, the neighborhood can be defined by the roads and other features that form its borders or central activity area such as a school, park, lake or church. Public amenities can also define an area such as public plazas; gateways or landscaping.

What other place(s) might serve as a good model for the Natural Bridge Road project area’s new development and direction?

Is there a location in the St. Louis region or elsewhere that can help us understand your vision for this area?

7. Additional Comments

Thank You for your Participation



**Natural Bridge Great Streets Project
Public Viewing
July 26, 2010 to August 26, 2010**

E-Mail: _____

Address: _____

Please check all that apply

- I am a resident of the area
 - I am a business/property owner
 - I use Natural Bridge road for commuting
 - I am employed in the corridor
 - I attend UMSL
 - Other, please specify
-

I am a resident of

- Normandy
 - Bellerive Acres
 - Pasadena Hills
 - BelNor
 - Bel-Ridge
 - Pasadena Park
 - Glen Echo Park
 - Other, please specify
-

Please answer the following questions based on viewing all five (5) boards for the conceptual design:

1. Please describe the three positive aspects of the land use and travel way plan as presented from your perspective in short phrases (2-3 words).
 -
 -
 -

2. Please describe the three negative aspects of the land use and travel way plan as presented from your perspective in short phrases (2-3 words).
 -
 -
 -

3. Describe your view of the future land uses shown on the concept boards. Do you think the concepts provide for commercial, retail, dining, and entertainment choices that are expected from economic development in the corridor?

4. Do you think roadway improvements along Natural Bridge Road will result in additional private or public/private investment in the corridor?

5. Does the plan cover the areas you think are in need of redevelopment along Natural Bridge Road within project limits?

- Yes
 - No
 - Additional Comment
-

6. Do you support mixed use development including the additional of apartments, condominiums, senior housing and student housing in commercial areas?

- Yes
 - No
 - Additional Comment
-

7. What are some of the specific elements of the plan you feel will improve the overall image of Natural Bridge Road?

-
-
-

8. What other elements would you like to see in the roadway plan?

-
-
-

9. Additional Comments(Please use the back for additional comments)
