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

Fundamentally, streets are public space

They do more than move cars.

Program conceived

as a reaction to construction of roadways that ill serve their communities

and the narrowly defined process that ensured that end result

as a carrot, not a stick

Put *People at the Center* of the Planning

Expand the Way Communities Think of Streets

Trigger *Economic and Social Benefits*

Create Interesting, Lively and *Attractive Places*

Serve *all Modes* of Transportation

Promote Meaningful *Community Participation*

Convene a *diverse team of planners*

Work with Nature

The Main Points

The community defines what they want their place to be.

1. Supplement their sense of their place with data and analysis.
2. Facilitate a good discussion.

Coordinate all of the "systems" to achieve the community's vision

(development, transportation, open space, utilities, environment, governance, etc.)

Firmitas, Utilitas, Venustas

Vitruvius

build for lasting identity.

It has to work. Identify and address all functional needs.

create delight.

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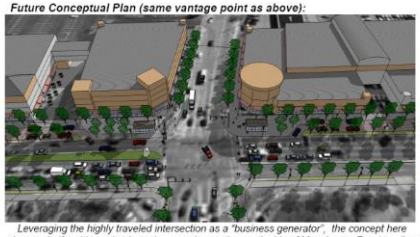
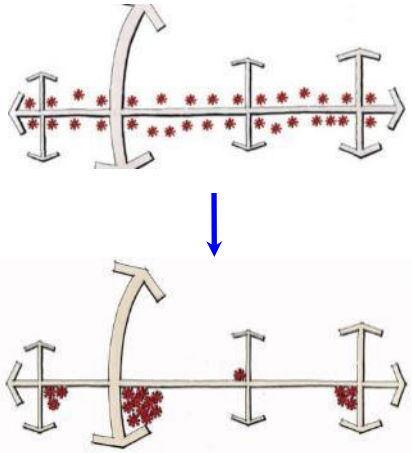
Existing Condition Today (looking south from Clarkson Road):

Massive parking lots and auto-oriented development dominate the existing intersection of Manchester and Clarkson, particularly on the south side of the node.

Future Conceptual Plan (same vantage point as above):



Leveraging the highly traveled intersection as a "business generator", the concept here shows a half multi-way boulevard conversion on the south side of Manchester Road to allow patrons to easily access the hot new businesses via the access and parking lane separated from the through traffic by a median and street trees. Future development would be primarily commercial/retail around the node itself, with mixed residential and office on the edges.



Saint Louis Great Streets INITIATIVE
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Great Streets

- Are **Great places**
- **Integrate land & transportation** planning
- Accommodate **all users and modes**
- Are **economically vibrant**
- Are **environmentally responsible**
- Rely on **current thinking**
- Are **measurable**
- **Develop collaboratively**

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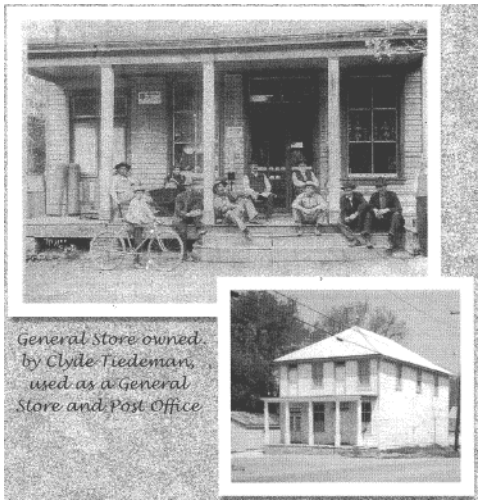
Tailor the fit:



Market - Commercial activity, Demographic data, Institutions

Users - Residents, Employees, Visitors, Passers by

Lay of the land - Hydrology, Topography, Land use, Climate, Utilities

History - Land use, Events

Focus on people and activity:

- Accommodate a wide range of functions
  - Utilitarian, casual, & structured activity
  - Avoid commercial monoculture
  - Provide a variety of usable spaces
- Activate the space
  - Give people a reason to come & linger (amenity, activity)
  - Accommodate different types of users
    - Age Groups
    - Purpose
- Relegate support functions to back of house
  - (services, parking, etc.)

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Driven by a Vision:

- Question what the place should be
  Vision for the corridor is **by the community**, for the community
- Use data - achievable levels and desired mix
- Design the transportation network to support the vision
- Design to <u>projected</u> volumes / <u>desired</u> speed
- Protect placemaking
- Embrace ecology as an asset
- Locate back-of-house functions accordingly
- Don't forget governance and maintenance

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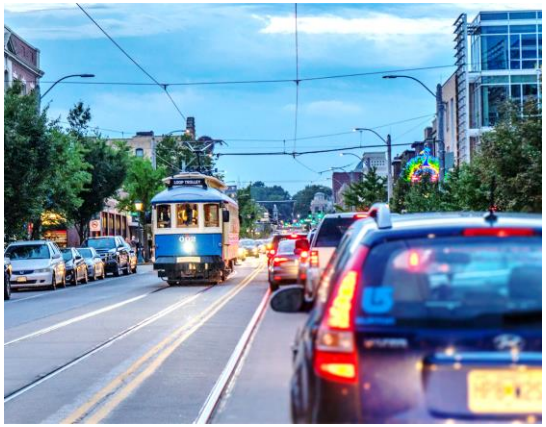
Scales of Mobility:

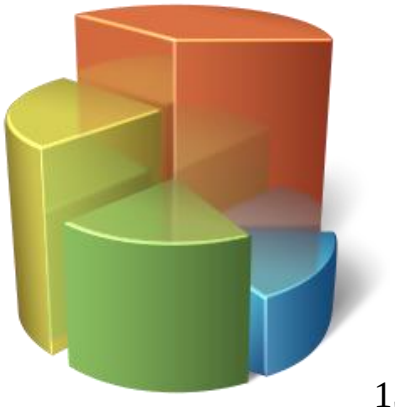
- **To** (or from)
- **Through**
- **Within**

Balance modal priority:

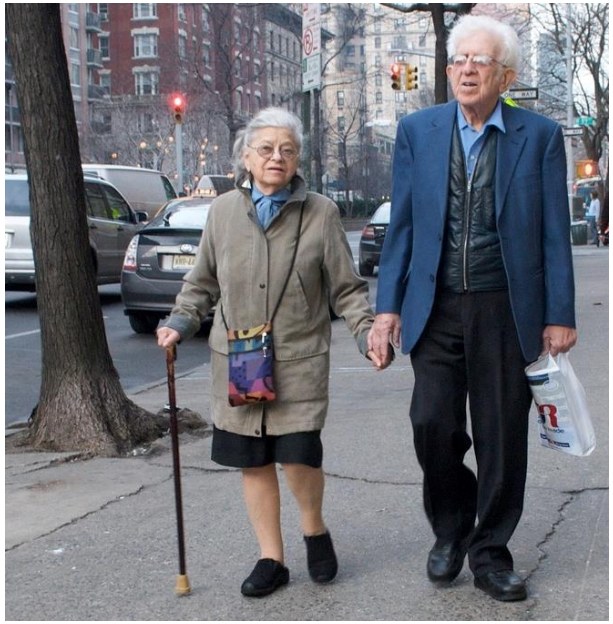


- Every trip begins and ends with a walk. There are moments to prioritize the pedestrian.
- Streets are often built for former needs
- Balance the facilities to the actual uses

  Transit, automobiles, bicycles, pedestrians, freight / service
- Provide seamless connections between modes
- Consider practical parking
  - for expected need and shared parcels
  - locate parking to make active places
- Minimize dangerous conflicts



8 to 80



Accommodate all people, regardless of ability.

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Local economy:

“systems”, infrastructure, and governance should support the vitality of the place

Healthy local economies make it easier to address other needs

Stewardship is key

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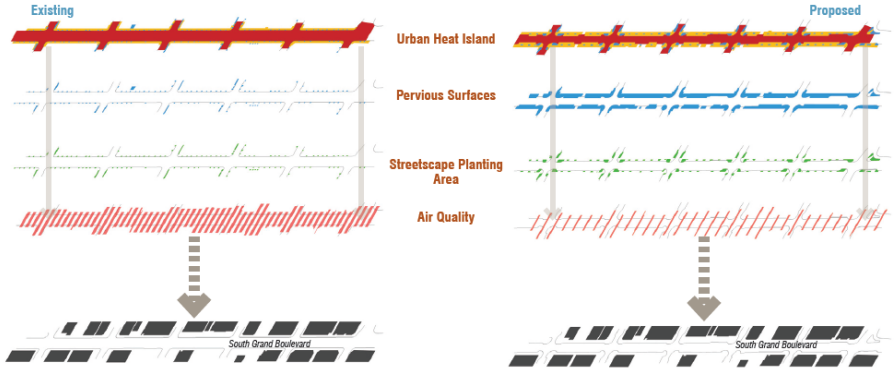
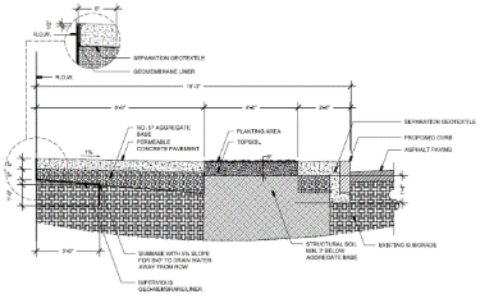
Planning with the environment:



- Accepted science (predictable outcomes)
- Address a range of measurable elements
  - water, light, sound, solar gain, energy consumption, biodiversity, education, etc.
- Makes practical sense
  - Reduce ongoing demand on resources (storm sewers, electricity, irrigation, maintenance)
  - Secondary benefits (ie: measures to improve air quality may also improve safety, etc.)
  - Extend the life cycle of what gets built
- Spaces that reflect local identity



Green design should be well integrated into any plan.

***"Silo'd"* green design is unsustainable.**

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Adapting best practices to local context

What might work

What won’t

What is tolerable

What is not

What does the community embrace?

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Utility of measures:

They are essential for informed decision making.

It’s often impossible to track performance over time at the community scale – assume it won’t happen, but be accountable.

Using measures:

The community vision is the foundation

Define the array of relevant topics

Clarify specific goals.

Quantify the desired outcomes

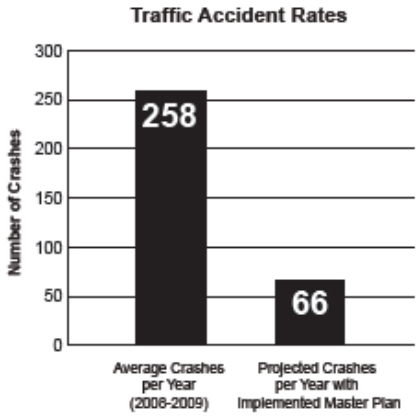
Test alternatives

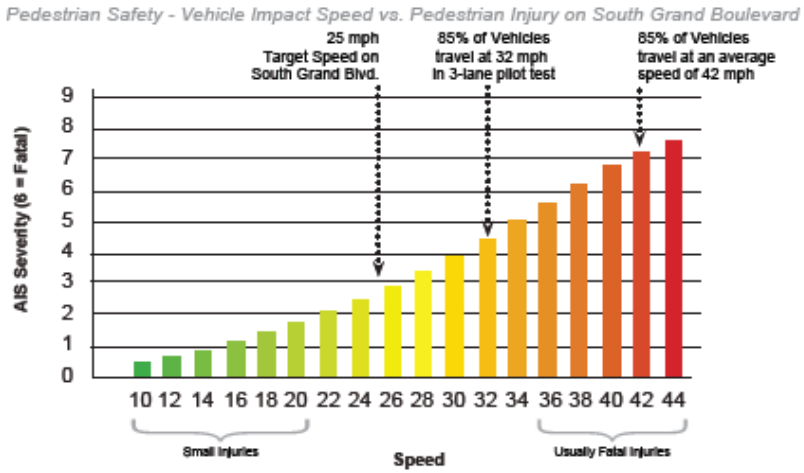
do the predicted outcomes match up?

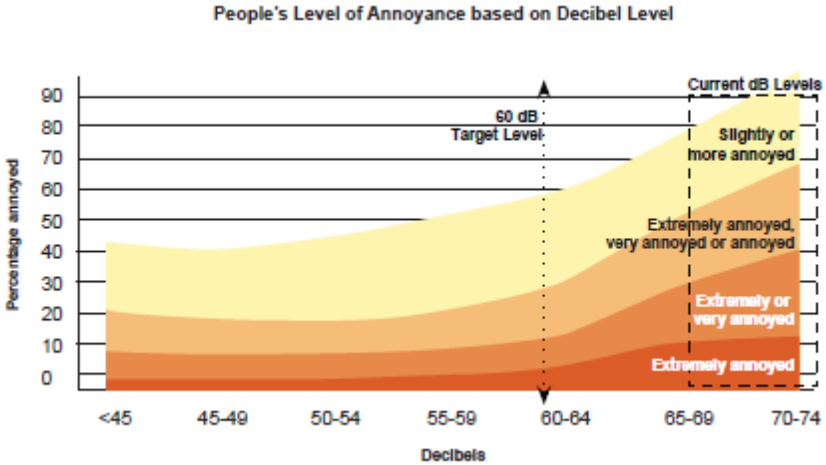
Communicate clearly

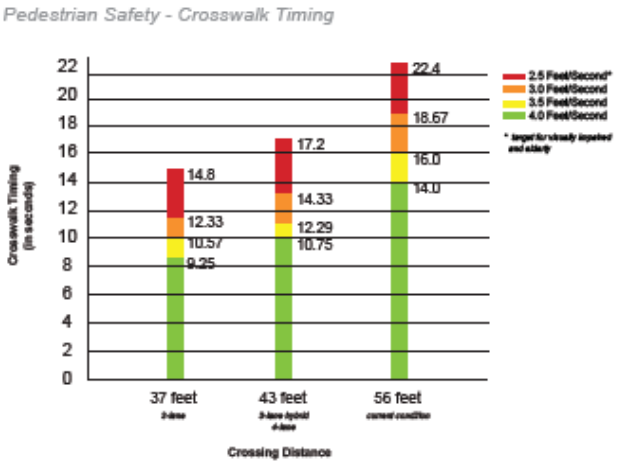
A tool to match the plan to the community's vision and goals.

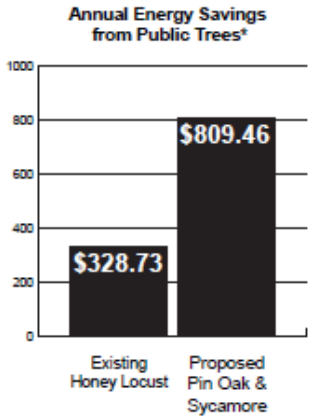
Metrics

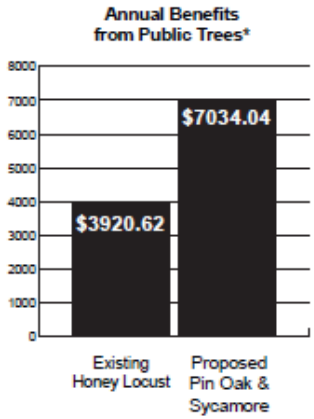

Traffic Accident Rates
Number of Crashes
300
250
200
150
100
50
0
258
66
Average Crashes per Year (2008-2009)
Projected Crashes per Year with Implemented Master Plan

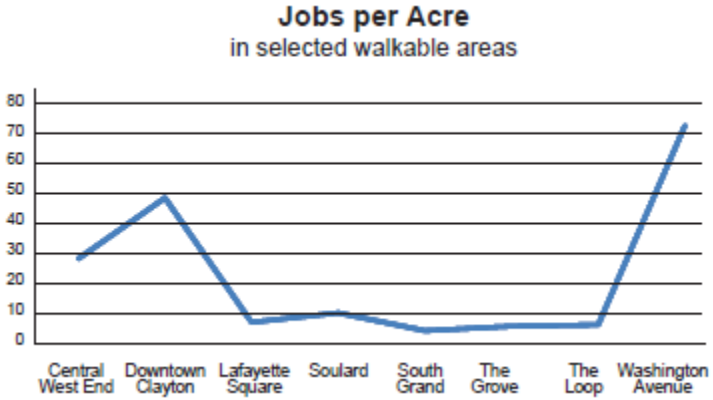

Pedestrian Safety - Vehicle Impact Speed vs. Pedestrian Injury on South Grand Boulevard
25 mph Target Speed on South Grand Blvd.
85% of Vehicles travel at 32 mph in 3-lane pilot test
85% of Vehicles travel at an average speed of 42 mph
AIS Severity (6 = Fatal)
9
8
7
6
5
4
3
2
1
0
10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44
Small Injuries
Speed
Usually Fatal Injuries


People's Level of Annoyance based on Decibel Level
Percentage annoyed
90
80
70
60
50
40
30
20
10
0
60 dB Target Level
Current dB Levels
Slightly or more annoyed
Extremely annoyed, very annoyed or annoyed
Extremely or very annoyed
Extremely annoyed
<45
45-49
50-54
55-59
60-64
65-69
70-74
Decibels


Pedestrian Safety - Crosswalk Timing
Crosswalk Timing (in seconds)
22
20
18
16
14
12
10
8
6
4
2
0
14.8
12.33
10.57
9.25
17.2
14.33
12.29
10.75
22.4
18.67
16.0
14.0
2.5 Feet/Second*
3.0 Feet/Second
3.5 Feet/Second
4.0 Feet/Second
37 feet
43 feet
56 feet
Crossing Distance

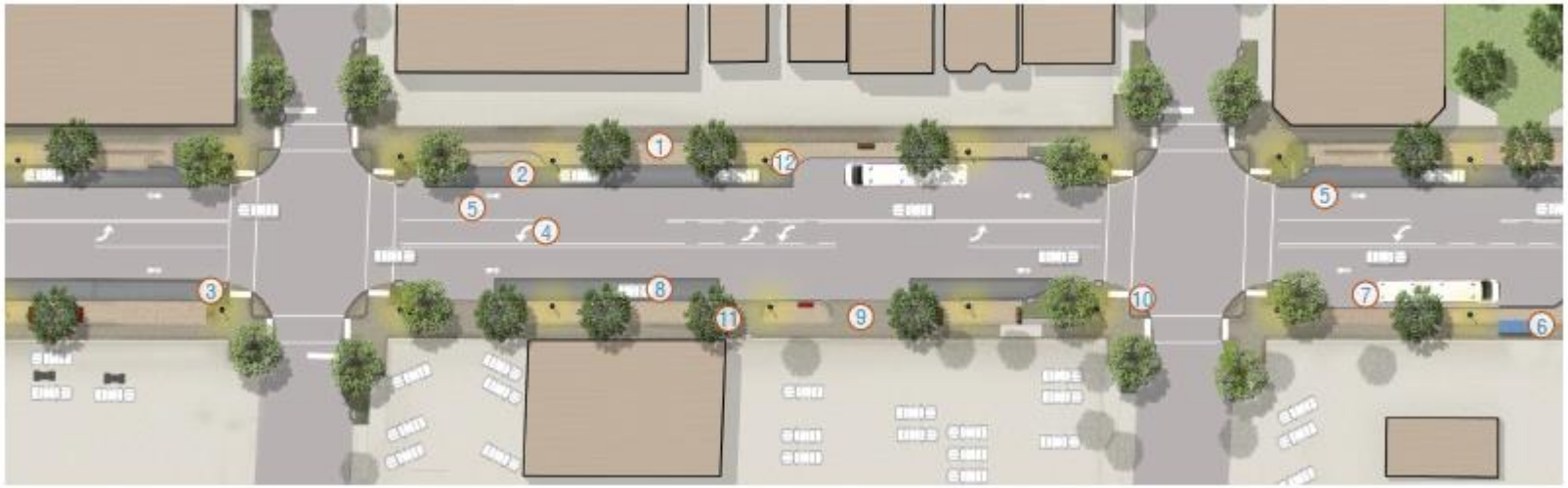

Annual Energy Savings from Public Trees*
1000
800
600
400
200
0
$328.73
$809.46
Existing Honey Locust
Proposed Pin Oak & Sycamore

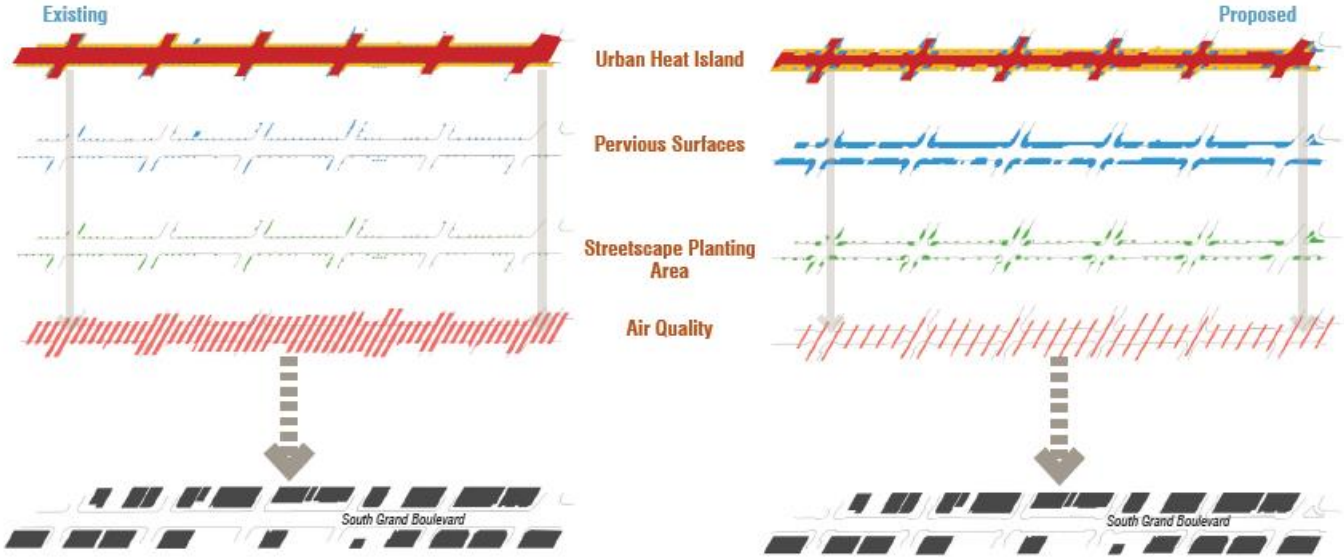

Annual Benefits from Public Trees*
8000
7000
6000
5000
4000
3000
2000
1000
0
$3920.62
$7034.04
Existing Honey Locust
Proposed Pin Oak & Sycamore


Jobs per Acre
in selected walkable areas
80
70
60
50
40
30
20
10
0
Central West End
Downtown Clayton
Lafayette Square
Soulard
South Grand
The Grove
The Loop
Washington Avenue

1. Outdoor Dining
2. Pervious Parking Lane
3. Rain Garden
4. Left-Turn Lane
5. Travel Lane/Bike Sharrow
6. Bus Shelter
7. Bus Stop
8. Accessible Parking Space
9. Pervious Concrete Sidewalk
10. Intersection Bulbout
11. Proposed Street Tree
12. Street Lamp
13. Planting Area

Typical Block Plan





Urban Heat Island
Reduce peak temperature in streetscape environment by average of 5-7 degrees through low albedo materials, increasing planted areas and increasing tree canopy coverage.

Pervious Surfaces
Increase opportunity for pervious surfaces from 2% to 50% of ROW by utilizing porous pavement, increasing planting areas and constructing rain gardens.

Planting Areas
Increase opportunity for streetscape planting areas from 2% to 15% of ROW by narrowing South Grand Boulevard and creating bulbouts for rain gardens.

Air Quality
Reduce vehicle emissions by 50% by calming traffic by 15 mph, reducing stopping times and reducing traffic lanes.

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Combining local knowledge (residents, owners, proprietors, leadership, etc.) with technical expertise (multi disciplinary team):

Iterative feedback loops

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Great Streets Emphasize:

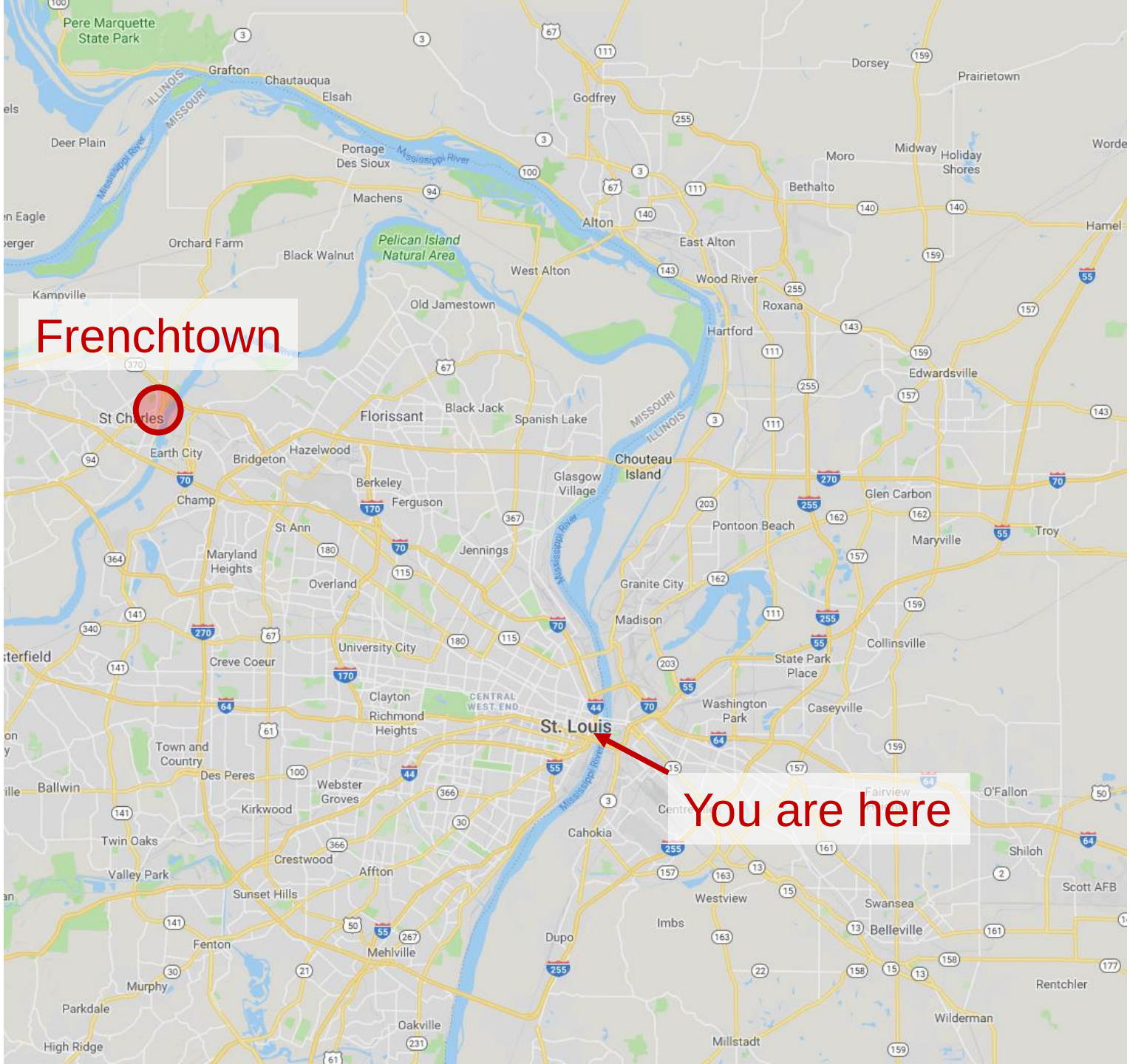
- **The Process**
  - Multi-disciplinary
  - Extensive local knowledge (community engagement)
  - Rigorous and Methodical
  - Raising expectations for next time . . .
- **The Product**
  - The Plan
  - a Prepared and Motivated community
  - Strategy for Implementation
  - Momentum

FRENCHTOWN

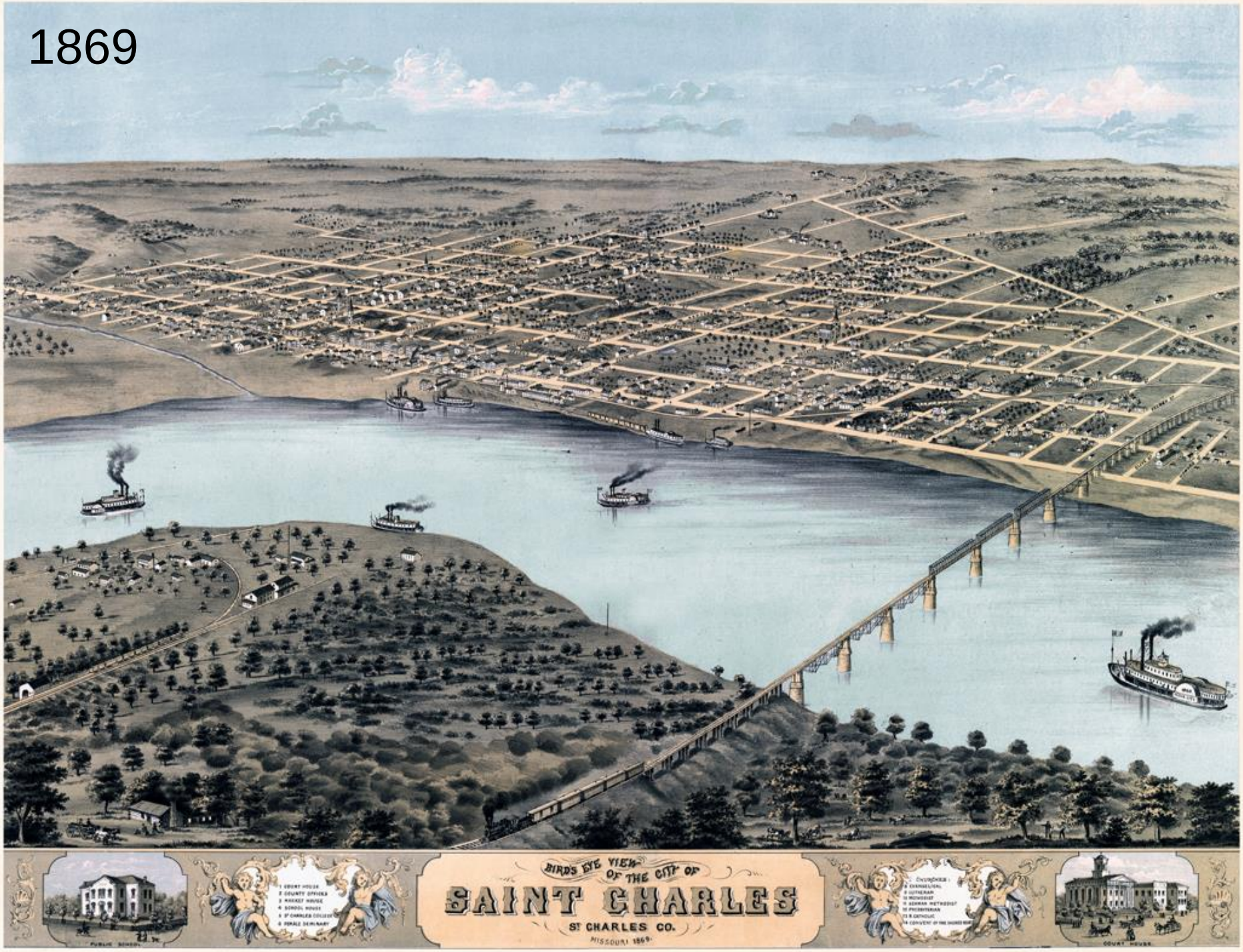
ST. CHARLES MISSOURI

Sponsors

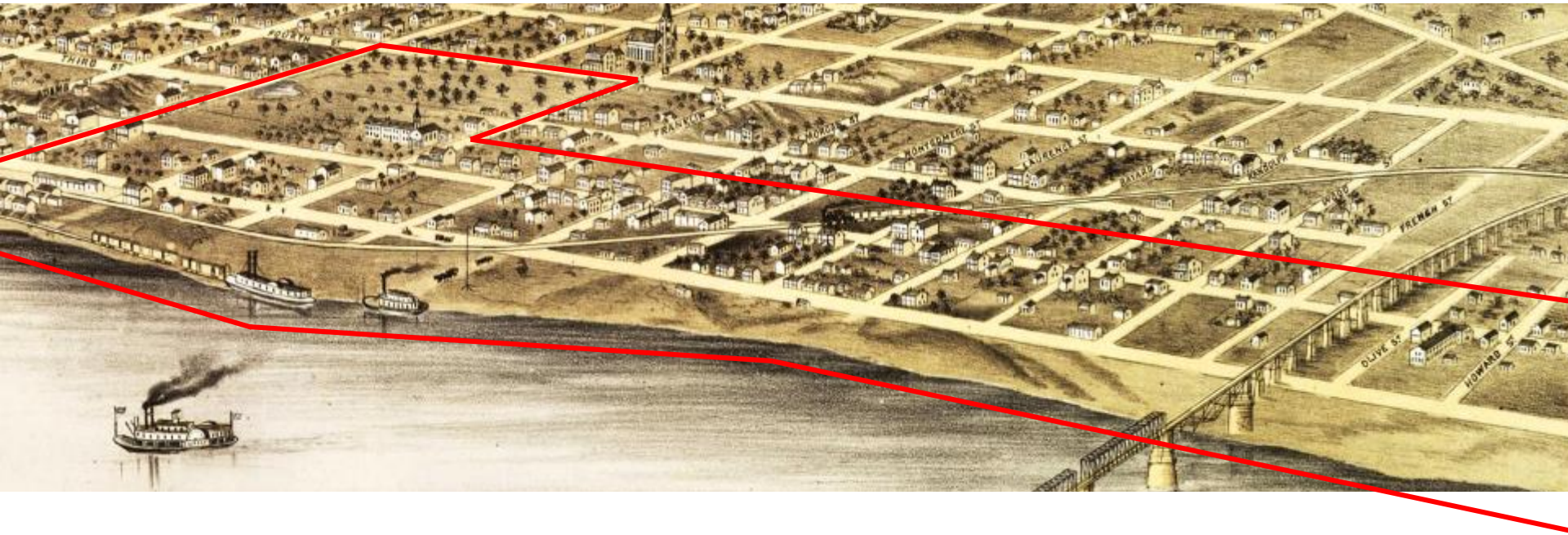
EAST-WEST GATEWAY
Council of Governments

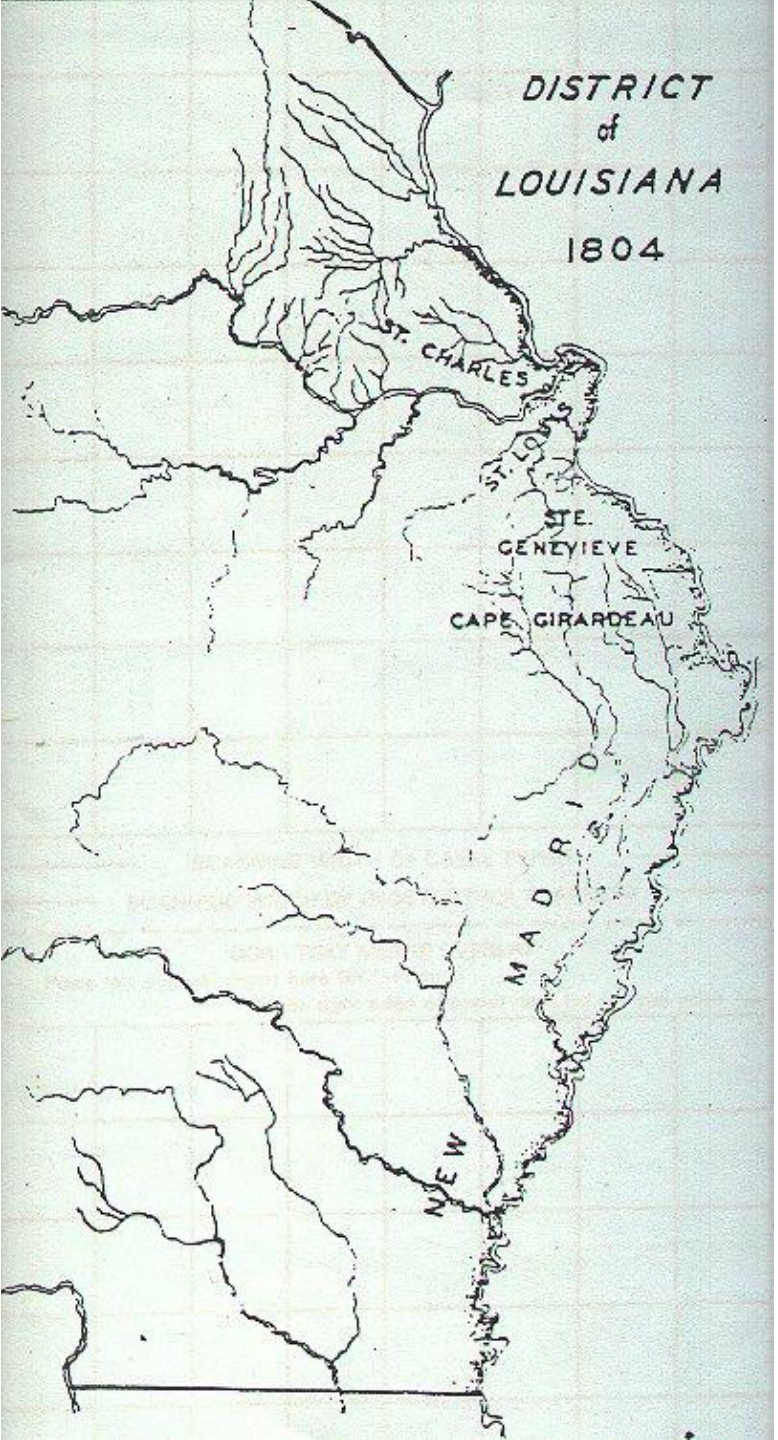

Frenchtown
You are here
St Charles
St. Louis
Pere Marquette State Park
Grafton
Chautauqua
Elsah
Godfrey
Dorsey
Prairietown
Deer Plain
Portage Des Sioux
Machens
Alton
East Alton
West Alton
Wood River
Bethalto
Moro
Midway
Holiday Shores
Hamel
Orchard Farm
Black Walnut
Pelican Island Natural Area
Old Jamestown
Roxana
Hartford
Edwardsville
Kampville
Florissant
Black Jack
Spanish Lake
Chouteau Island
Glasgow Village
Earth City
Bridgeton
Hazelwood
Berkeley
Ferguson
Champ
St Ann
Jennings
Maryland Heights
Overland
Granite City
Madison
Glen Carbon
Pontoon Beach
Maryville
Troy
Collinsville
State Park Place
Creve Coeur
University City
Clayton
Richmond Heights
CENTRAL WEST END
Washington Park
Caseyville
Town and Country
Des Peres
Webster Groves
Kirkwood
Ballwin
Twin Oaks
Crestwood
Affton
Valley Park
Sunset Hills
Cahokia
Fairview
O'Fallon
Shiloh
Scott AFB
Westview
Swansea
Belleville
Imbs
Dupo
Mehlville
Fenton
Murphy
Parkdale
Oakville
High Ridge
Millstadt
Wilderman
Rentchler
ILLINOIS
MISSOURI
Mississippi River

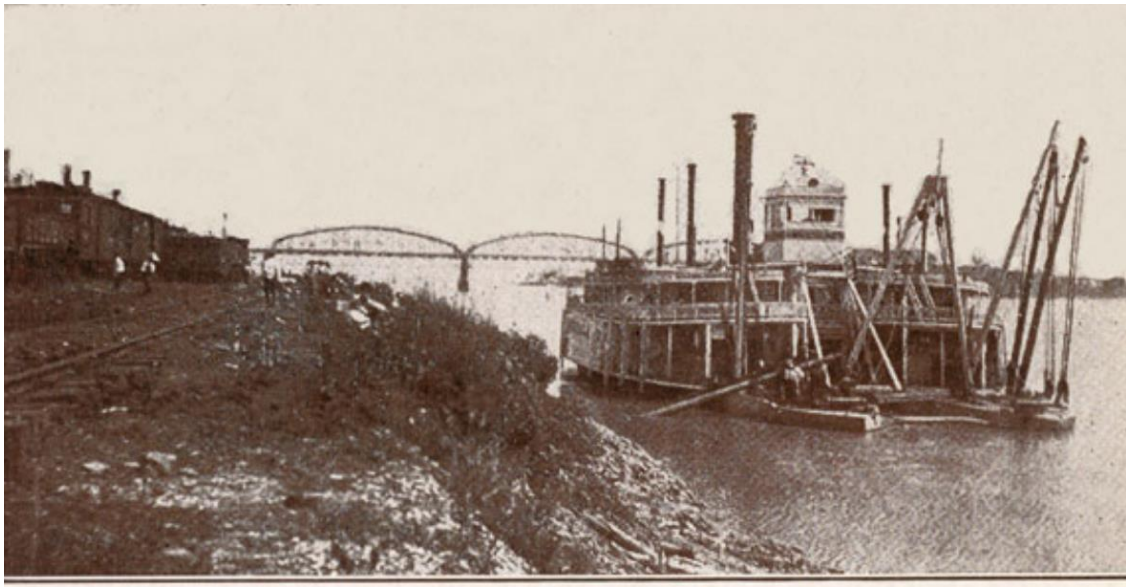
1869


BIRD'S EYE VIEW
OF THE CITY OF
SAINT CHARLES
ST CHARLES CO.
MISSOURI 1869.

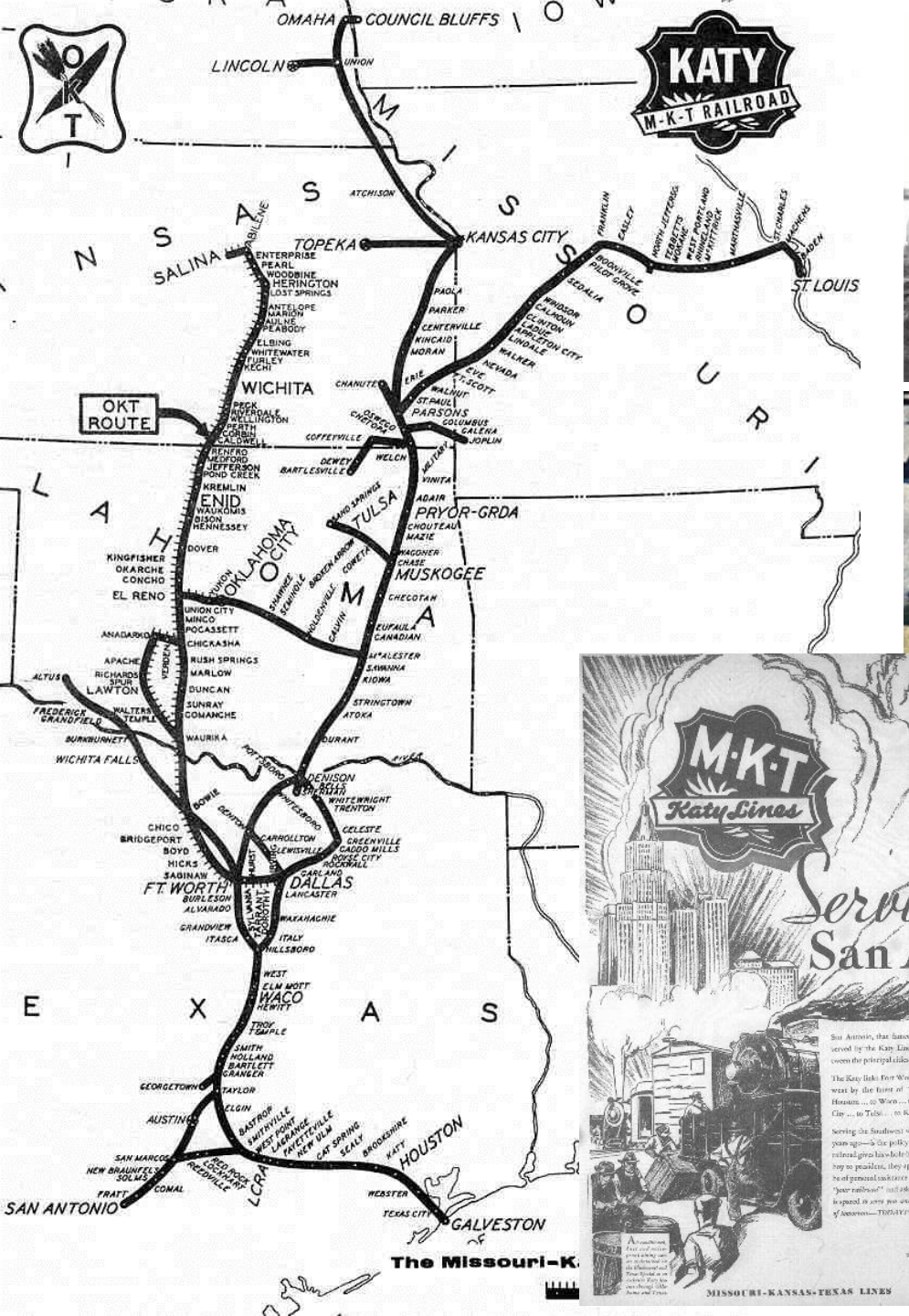
1869

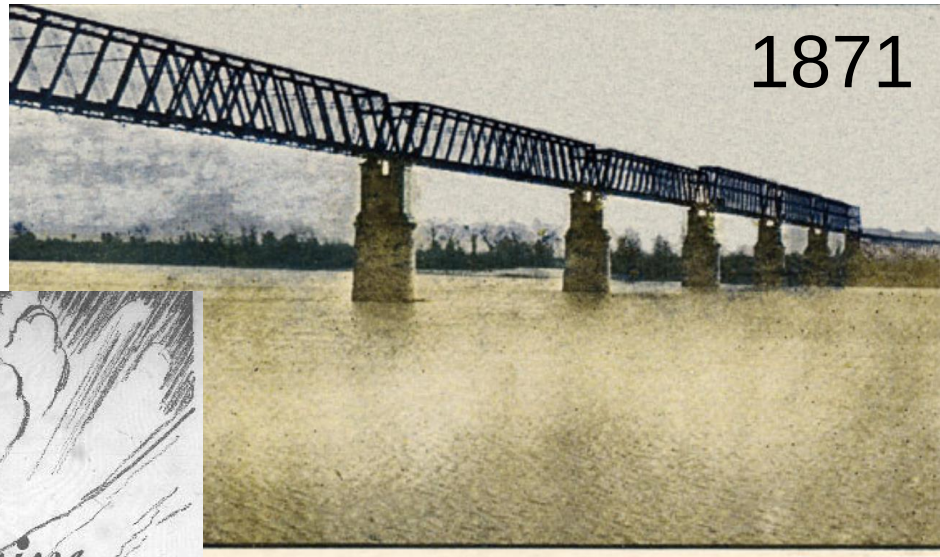

THIRD ST
FRANKLIN
MONROE ST
MONTGOMERY ST
FRENCH ST
OLIVE ST
HOWARD ST





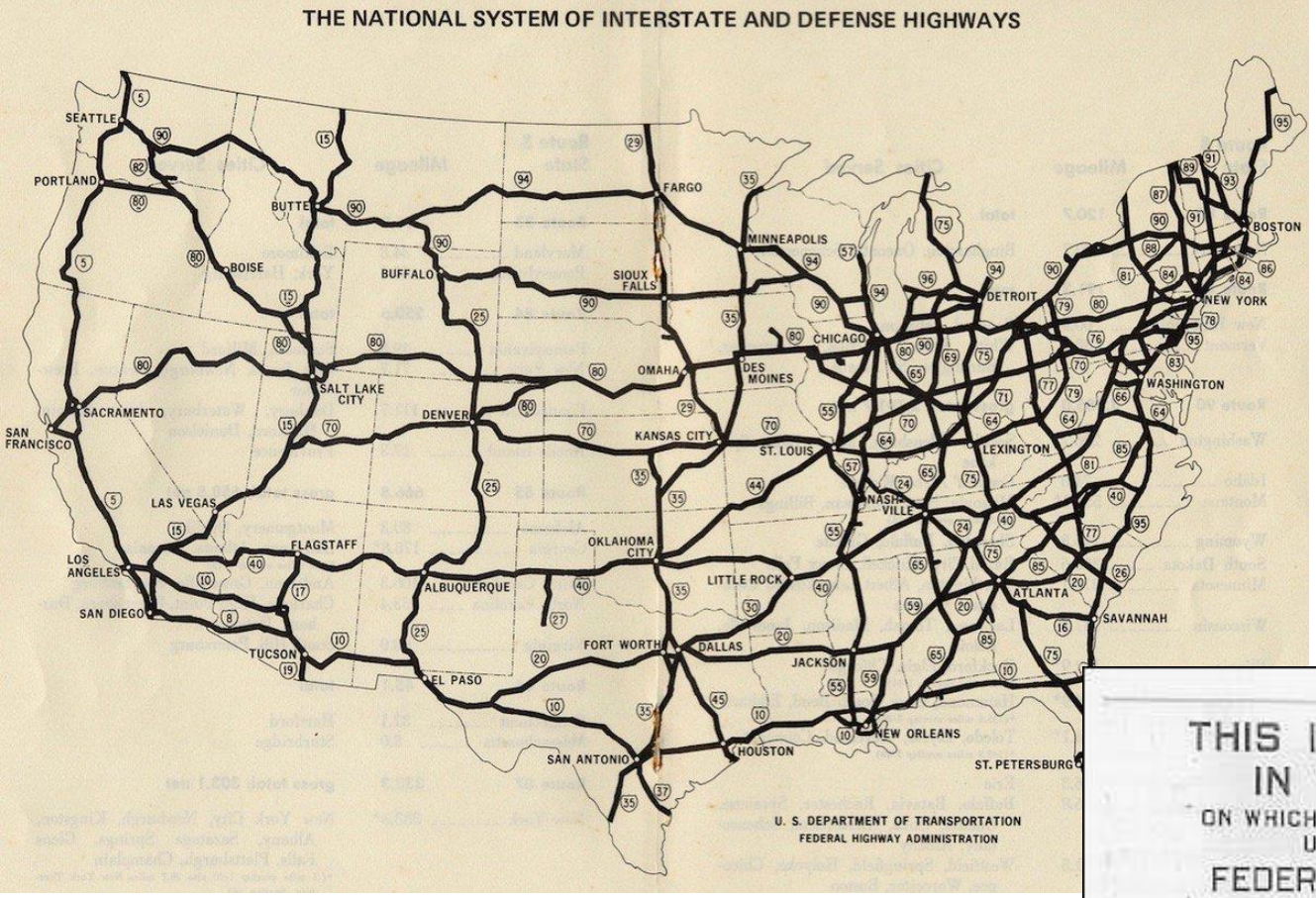
Scene on Missouri River, Steamboat at landing, Highway bridge, St. Charles, Mo.

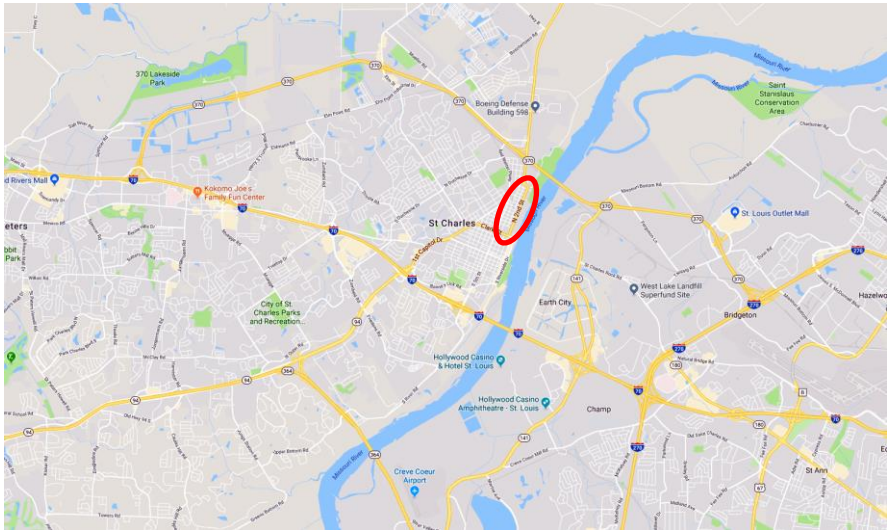




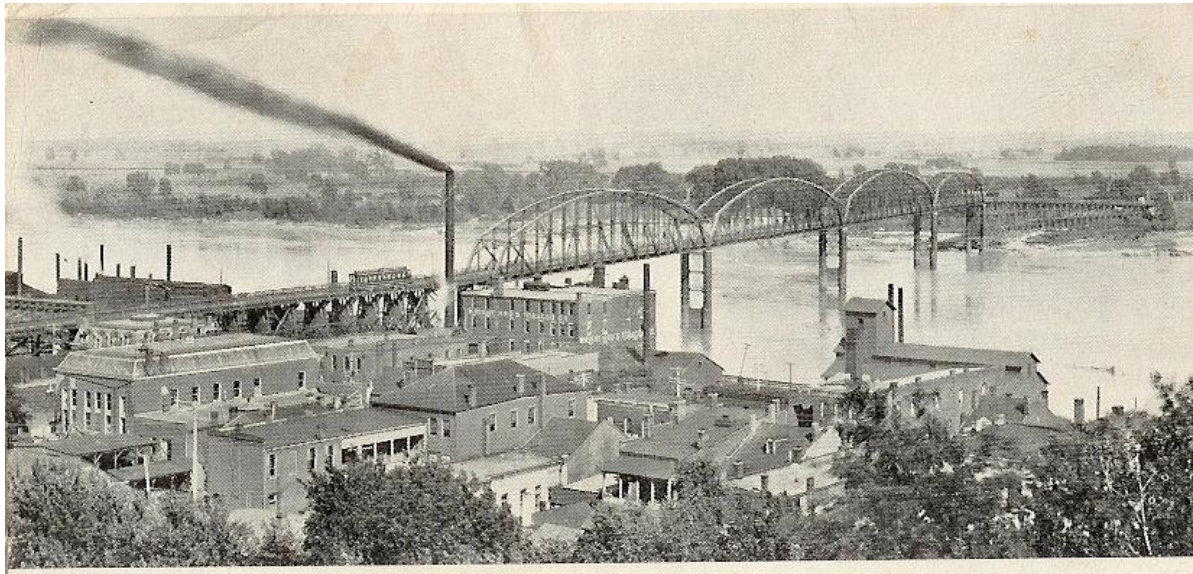
1871

Wabash Railroad Bridge, St. Charles, Mo.


THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
SEATTLE
PORTLAND
BUTTE
BOISE
BUFFALO
FARGO
MINNEAPOLIS
SIOUX FALLS
DETROIT
BOSTON
NEW YORK
CHICAGO
OMAHA
DES MOINES
WASHINGTON
SALT LAKE CITY
SACRAMENTO
SAN FRANCISCO
DENVER
KANSAS CITY
ST. LOUIS
LEXINGTON
NASHVILLE
LAS VEGAS
FLAGSTAFF
OKLAHOMA CITY
LOS ANGELES
ALBUQUERQUE
LITTLE ROCK
ATLANTA
SAN DIEGO
SAVANNAH
FORT WORTH
DALLAS
TUCSON
JACKSON
EL PASO
NEW ORLEANS
SAN ANTONIO
HOUSTON
ST. PETERSBURG
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION


St Charles
Earth City
Bridgeton
Champ
St Ann
Missouri River
Boeing Defense Building 598
Kokomo Joe's Family Fun Center
St. Louis Outlet Mall
West Lake Landfill Superfund Site
City of St Charles Parks and Recreation
Hollywood Casino & Hotel St. Louis
Hollywood Casino Amphitheatre - St. Louis
Creve Coeur Airport
Saint Stanislaus Conservation Area

THIS IS THE FIRST PROJECT
IN THE UNITED STATES
ON WHICH ACTUAL CONSTRUCTION WAS STARTED
UNDER PROVISIONS OF THE NEW
FEDERAL AID HIGHWAY ACT OF 1956
MISSOURI STATE HIGHWAY COMMISSION
CAMERON, JOYCE & COMPANY
CONTRACTOR



R. GOEBEL PHOTO.

NEW HIGHWAY BRIDGE.

St. Charles, Mo.,

FRENCHTOWN 2019
Mardi Gras
TUESDAY, MARCH 5
6PM - 10PM
A FAMILY FRIENDLY COMMUNITY EVENT
FRENCHTOWN HERITAGE MUSEUM 1121 N 2nd Street St. Charles, MO

WELCOME TO
HISTORIC
FRENCHTOWN
A National Historic Register District

© Information St. Louis, Inc.

KATY
KATY TRAIL STATE PARK
TM

to Newtown
I-370 bridge
Project Area
Main Street
Casino
I-70 bridge
Streets of St. Charles

STOP

N 2nd St

STEEL SHOP
N°1

MO-94

MO-94
800

800
Kitty

dip n ship
925-2446
HORTY'S
A/C SALES
MO-94
Google

MO-94
Google

MO-94
Driftwood
Music
Google

N 2nd St

To the Boat Ramp
KEENGERMAN
JUDGE
ANTIQUES
M 94
Google

BLANCHETTE
LANDING
PUBLIC FISHING
ACCESS
MISSOURI
CONSERVATION
DEPARTMENT

Calvary Church
N 2nd St

LEO PARK
TRAILHEAD
N 2nd St

2nd St
Google

MO-94
15

EAST
370

OAKLEY

POINT DUSABLE
PARK
FRENCH REGOT
AREA

Boschert Trail
Katy Trail
MRT

CLARK STREET
5th STREET
N. 2nd STREET
N. MAIN STREET
FRONTIER PARK
CITY OWNED R.O.W.
BOSCHERT GREENWAY
TECUMSEH STREET
I-370
N. 3rd STREET
CITY TRAIL
KATY TRAIL
MISSOURI RIVER
N. RIVER ROAD
DuSABLE PARK
MRT
Regional Trails
Primary Area
Access / Wayfinding Area
N

Significant Points:

The **history** of the place

The **nature** of the place

The **brand** of the place???

Various land uses

Build on **recent and ongoing planning** efforts

Emerging business community **– Established** neighborhood organization

Unknown destination

Complement existing nearby districts

Highlight the **benefits, health, and life of the river**.

Transitional status of the road

But wait,
there's more (maybe)

Potential additional services:

- Market assessment of two intersection areas near the project area on Clark Street
- Expect to decide during consultant selection process
- To be done with the project area market analysis
- Separate deliverable

KINGSHIGHWAY
CLARK STREET
5TH STREET
PRIMARY GREAT STREETS SCOPE PROJECT AREA
Google

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Scope

- Existing conditions analysis up front

  Market study / transportation analysis / physical conditions / land use / ordinance / etc.

- Significant engagement

  Public, stake holders, committees (steering, technical, etc.)

- Engineering as it supports planning decisions
- Deliverables – an actionable vision

  master plan, phasing, cost estimate, ordinance recommendations, etc.

The Main Points – to reiterate

The community defines what they want their place to be.

1. Supplement their sense of place with data and analysis.
2. Facilitate a rigorous discussion.

Coordinate all of the "systems" to achieve the community's vision

(development, transportation, open space, utilities, environment, governance, etc.)

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Available Funding

$500k

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Team

- Planning lead
- Mix of disciplines
- Project Sponsors
  - City of Saint Charles
  - Saint Charles County
  - EWG

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D/S/W/MBE participation req's

- D/S/W/MBE participation requirements can be found in Section VII of the RFP
- For this project, a DBE goal has been set at **20%**
- There is not an SBE, a WBE, or an MBE goal for this project, but participation by these types is encouraged.

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How to meet the DBE goal

- Only work performed by currently and properly certified DBEs will be counted toward meeting the DBE goal.
  - Participation can be provided by:
    - A DBE prime consultant.
    - A DBE subcontractor.
    - A DBE joint venture partner.

- What doesn't count towards meeting the DBE goal?
  - Work performed by an entity that is not currently and properly certified as a DBE.
  - Work subcontracted by a DBE to a non-DBE.
  - Work performed by other entity types like SBEs, WBEs, or MBEs.

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What is a currently & properly certified DBE?

In order for a DBE to be considered currently and properly certified, it must be **both**:

- Certified and registered prior to contract start date (but not necessarily before a firm responds to the RFP).
  - Keep in mind – the certification / registration process takes several weeks, so it is unlikely that, at this point, an uncertified / unregistered entity can obtain its certification / registration prior to the contract start date.
- Certified and registered with MoDOT.

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Certifying Agencies

- Certifying / registering agencies for each entity type are:

Entity Type	Certifying Agency
DBE	MoDOT
SBE	Self-certify / SAM / MoDOT
WBE	MoDOT or MO Office of Equal Opportunity (MoOEO)
MBE	MoDOT or MoOEO

- To find out whether an entity is currently and properly certified check:
  - **DBEs:** MoDOT MRCC List – https://www.modot.org/mrcc-directory
  - **W/MBEs:**
    MoDOT MRCC List – https://www.modot.org/mrcc-directory
    MoOEO W/MBE List - https://apps1.mo.gov/MWBCertifiedFirms/

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Good Faith Efforts

- Responding firms must demonstrate good faith efforts to meet the DBE goal.
- Good faith efforts can be demonstrated by **<u>either</u>**:
  - Meeting the DBE goal through commitments from currently and properly certified DBEs.
  - Providing written evidence that the firm took all necessary and reasonable steps to meet the goal.
- The Council cannot enter into a contract with a selected firm that cannot demonstrate good faith efforts to meet the DBE goal.
- This means that a selected firm may be ultimately deemed ineligible for the contract award if the firm does not **<u>either</u>**:
  - Meet the DBE goal.
  - Provide written evidence that it took the necessary and reasonable steps to meet the DBE goal.

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Schedule

April 8 - RFP
April 23- pre-submittal meeting
April 29 - Consultant questions due to EWG (1pm)
May 8 - Submittals due (1pm)
June 10* - Interviews
June 11* - Committee selects recommendation for EWG Board
June 26 - EWG Board Authorization
August* - contract execution
June 15, 2020 - All consultant work complete

* Date is tentative

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Contract

- Firm Fixed Price – invoice and payment based on level of project completion
- Level of completion is based on benchmarks defined in contract – not percent complete
- Agreements between prime and sub consultants should also use this structure
- 20% DBE goal
- The completion date is not flexible

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Today's presentation:

https://www.ewgateway.org/contracting-opportunities/rfp-050819-gsfrenchtwn/

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Questions?

- Refer to Appendix 5 – FAQs.
- Future questions must be submitted no later than 1:00 p.m., local time, on April 29, 2019. Submit your questions to:

  Staci Alvarez at:
  staci.alvarez@ewgateway.org