SECTION 6.0

TRANSPORTATION

INTRODUCTION

The first step in the inventory of existing streets is to functionally classify each of the streets by function. Functional classification is the process by which streets within the city are defined as either expressways/freeways, major or minor arterials, major or minor collectors, and local streets. These classifications are established by the Federal Highway Administration (FHWA) and are tied to federal funding for highways. The basic foundation to this process is the recognition that individual streets do not serve travel independently but rather, most travel involves movement through an interconnected network of streets. It is also important to note that although the higher traffic volumes usually occur on the higher classified streets, the streets are classified by the function they serve and not by the amount of traffic volume it carries.

The discussion of functional classifications is presented in this plan in a hierarchical format. The streets are laid out and discussed based on the following criteria:

- Nodes
- Corridors

Both systems are composed of an inventory of existing land use and a supporting street network. The Thoroughfare Study prepared by Crawford, Bunte, and Brammeier, Traffic and Transportation Engineers, dated October 1999, provides the foundation of this Section of the Transportation Plan. The final determination of functional classification included the input of the City Engineer.

PURPOSE

- Guide public policy decisions regarding all modes of transportation (auto, etc.)
- Identify deficiencies in the city's road and transit systems.
- Provides basis of setting priorities for roadway improvements.
- Directs the approach to the movement of people and goods.
- Provides linkage of circulation and access to existing and future land use.

FUNCTIONAL CLASSIFICATION DEFINITIONS

Freeways and Expressways: These are principal arterials that are fully or partially controlled access facilities. These routes are typically the highest traveled corridors, serve the major centers of activity and carry the major portion of trips entering or leaving the study area. Interstates and toll ways facilities are included in this classification.

Major Arterials: The principal arterial street system serves the remaining major activity centers of the study area and carries a high proportion of total travel on a limited number of roadway miles. This system is comprised of both major rural and urban connections.

Minor Arterials: Rural minor arterials, in conjunction with the principal arterial street system, form a network that links cities and villages providing intra-county service. The urban minor arterial street system interconnects with the principal arterials to provide service of moderate length at a somewhat lower level of travel mobility than principal arterials. The minor arterial classification places more emphasis on land access than the higher level routes. Such facilities could carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.

Collectors (Major and Minor): Rural collector routes primarily serve intra-county travel rather than regional or statewide travel. The predominate travel distance is typically shorter than on arterial routes. Rural collector routes should provide service to other activity centers not served by the arterial street systems. The urban collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Urban collector systems may penetrate neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Collector streets also collect traffic from local streets in residential neighborhoods and channels it into the arterial street system. The urban minor collector street system provides traffic circulation at a somewhat lower level of travel mobility than major collectors and typical carries less volume that a major collector.

Local Streets: The local street system comprises all facilities not on one of the higher street systems. Its primary purpose is to provide direct access to abutting land and connect to the collector system. Local streets are either publicly or privately owned and provide access to individual properties. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement is deliberately discouraged.

FIGURE 6.1.A: I-270/DORSETT ROAD NODE

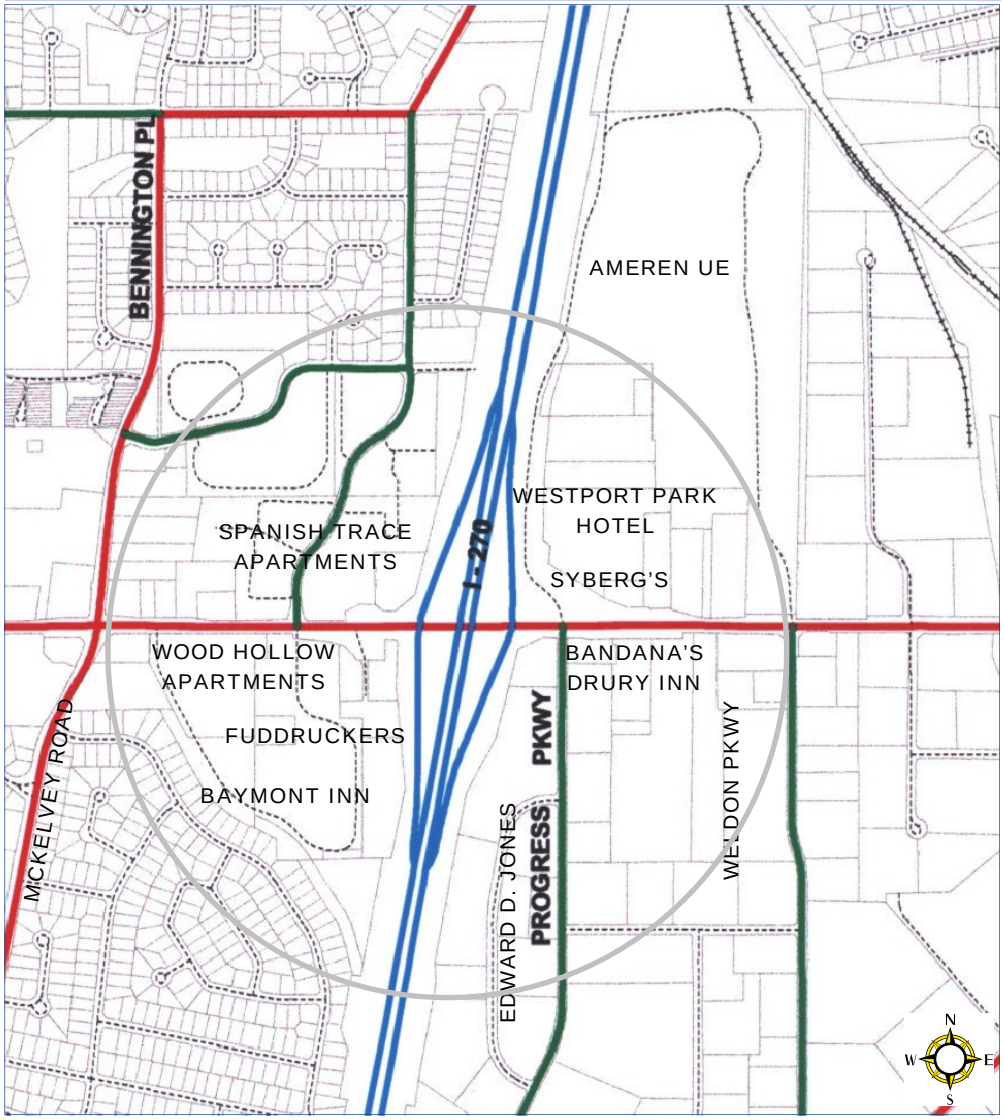


TABLE 6.1.A: FUNCTIONAL CLASSIFICATIONS—DORSETT RD./I-270 NODE

STREET	FROM	TO	CLASSIFICATION
Dorsett Rd.	Marine Ave	Lindbergh Blvd	Minor Arterial
I-270	City Limits	City Limits	Freeway/Expressway
Progress Pkwy	Dorsett Rd	Westport Plaza Dr	Collector
McKelvey Hill Dr	Dorsett Rd	McKelvey Rd	Collector

I-270/DORSETT ROAD

The intersection of Dorsett Road and I-270 is located within the heart of the city. This intersection perhaps the most critical intersection within the city. This intersection lies on the border between two of the city's four planning areas*: West Residential Planning Area and the Westport Industrial Planning Area.

The City of Maryland Heights is a typical edge city that has no traditional main street. However, Dorsett Road functions as the city's principal arterial road, and is perhaps the closest road the city has in function to a main street.

The supporting street network is made of the following feeder streets (for functional classifications please refer to Table 6.1.A):

⇒ Progress Parkway

⇒ Weldon Parkway

⇒ McKelvey Hill Drive

⇒ Old Dorsett Road

Existing significant land use features:

⇒ Fuddrucker's restaurant: seating capacity of 200

⇒ Syberg's Restaurant: seating capacity of 600

⇒ Westport Park Hotel: 150 rooms

⇒ AmerenUE Service and Training Center

⇒ Spanish Trace Apartments: 383 units

⇒ Woodhollow Apartments: 406 units

⇒ Drury Inn: 130 rooms

⇒ Baymont Hotel: 136 rooms

The Edward D. Jones Campus is the dominant office development within this node. It has approximately 1,500 employees on site with the entire campus totaling some 41 acres.

FIGURE 6.1.B: I-270/PAGE AVENUE NODE

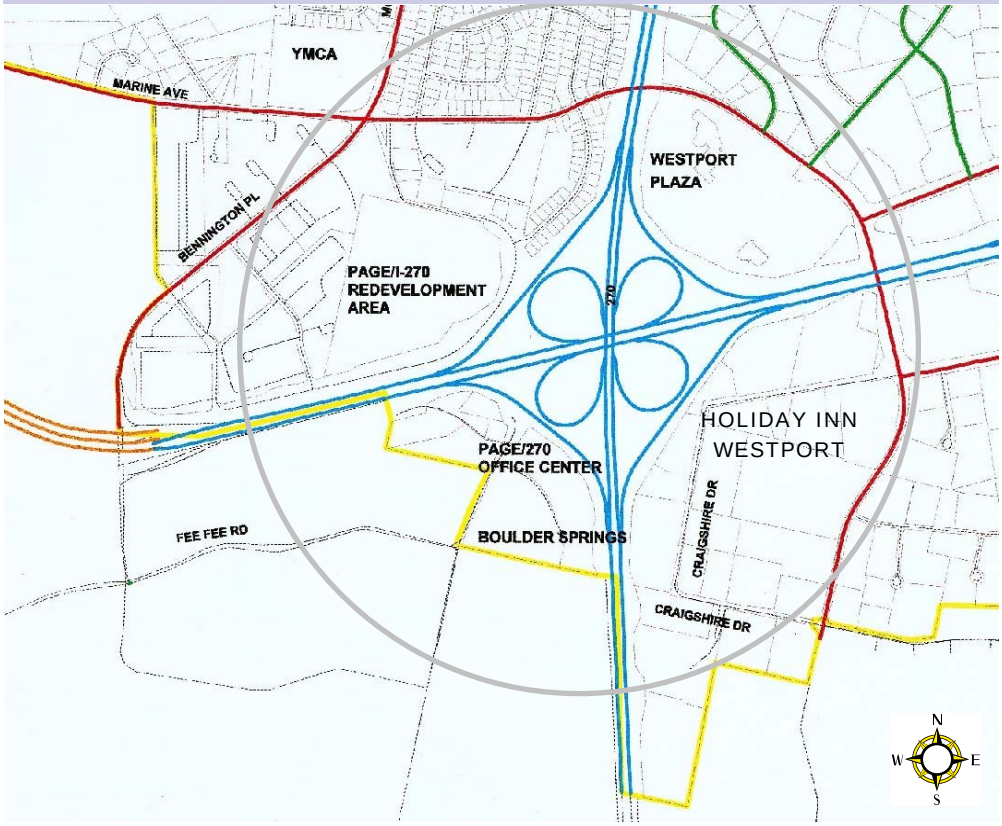


TABLE 6.1.B: FUNCTIONAL CLASSIFICATIONS—PAGE AVE./I-270			
STREET	**FROM**	**TO**	**CLASSIFICATION**
Page Ave	City Limits	City Limits	Freeway/Expressway
I-270	City Limits	City Limits	Freeway/Expressway
Westport Plaza Dr/Marine Ave/Craig Rd	City Limits	City Limits	Minor Arterial
Bennington Pl	City Limits	Marine Ave	Minor Arterial
Fee Fee Rd	*Westport Plaza Dr*	Schuetz Rd	Minor Arterial

I-270-PAGE AVENEUE NODE

The intersection of Page Avenue and Interstate 270 is an interchange that will change greatly in the next few years. Identified as a gateway entrance into the city from the south in the City Gateway and Entry study prepared by Hall and Halsey. This intersection sets a tone for the city. It lies on the border between the West Port Industrial Planning Area and the West Residential Planning Area.

The supporting street network for the intersection includes the following arterial streets (for functional classifications please refer to Table 6.1.B):

- ⇒ *Westport Plaza Drive/Marine Avenue/Craig Road*
- ⇒ *Fee Fee Road*
- ⇒ *Bennington Place*

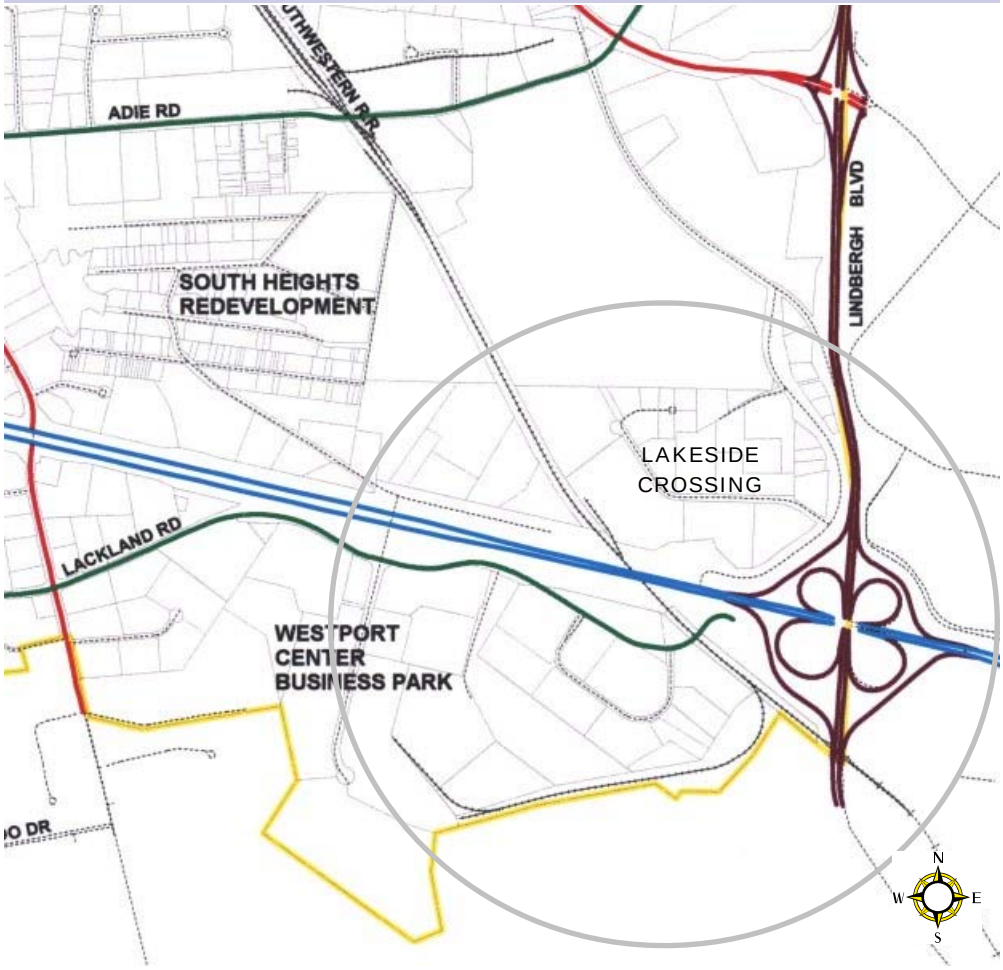
Existing significant land use features:

- ⇒ *Westport Plaza:*
  - ♦ *42 acres*
  - ♦ *mixed-use development*
  - ♦ *500,000 S.F. of office space*
  - ♦ *509 hotel rooms*
  - ♦ *Conference center*
  - ♦ *16 restaurants and entertainment venues*
  - ♦ *186,000 S.F. of retail space over*
  - ♦ *Approximate daytime population of 3,300*
- ⇒ *Arcon Tower*
  - ♦ *12 story office tower*
  - ♦ *265,000 square feet of total office space*
- ⇒ *Holiday Inn Westport: (315 rooms)*
- ⇒ *Boulder Springs Apartment Complex: 168 units*

Proposed and approved development:

- ⇒ *Page/I-270 Redevelopment:*
  - ♦ *550 hotel rooms*
  - ♦ *Conference center*
  - ♦ *400,000 square feet of total office space*
- ⇒ *Page/I-270 Complex*
  - ♦ *420,000 square feet of total office space*

FIGURE 6.1.C: LINDBERGH BLVD./PAGE AVENUE



LINDBERGH BLVD/PAGE AVENUE NODE

Located within the West Port Industrial Planning Area, the intersection of Lindbergh Boulevard and Page Avenue is the major intersection of the eastern border of the city. Both Page Avenue and Lindbergh Boulevard serve industrial and commercial service land uses. These two corridors are primarily service oriented due to their proximity to Lambert St. Louis International Airport and I-270.

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 4.1.C):

- *Millpark Road*
- *Dorsett Road*
- *Lackland Hill Road*
- *Lackland Road*
- *Page Service Road*

Existing significant land use features:

- *Westport Center Business Park:*
  - *Approximately 600,000 square feet of planned Office/ Business Service Center*

Proposed and Approved Development:

- *Lakeside Crossing within the South Heights TIF District:*
  - *1,008,000 square feet of planned Office/Business Service Center*

TABLE 4.1.C: FUNCTIONAL CLASSIFICATIONS—LINDBERGH BLVD./PAGE AVE.

STREET	FROM	TO	CLASSIFICATION
Lindbergh Blvd.	City Limits	City Limits	Major Arterial
Page Ave.	Bennington Pl.	City Limits	Freeway/Expressway
Dorsett Rd	Page Ave.	Adie Rd.	Minor Arterial
Lackland Rd	Congressional Dr.	Lindbergh Blvd.	Collector

FIGURE 6.1.D: MO RTE 364/MARYLAND HEIGHTS EXPRESSWAY NODE

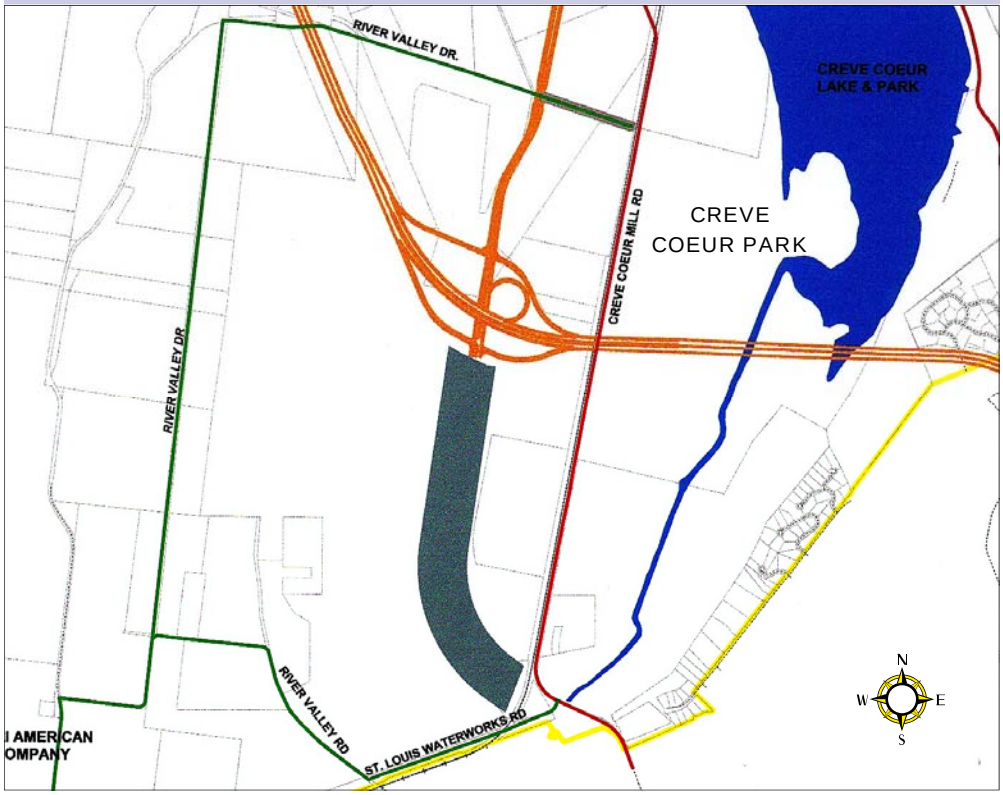


TABLE 6.1.D: MISSOURI ROUTE 364/CITY OF MARYLAND HEIGHT EXPRESSWAY			
STREET	**FROM**	**TO**	**CLASSIFICATION**
River Valley Dr.	Expressway	St. Louis Waterworks Rd.	Collector
Creve Coeur Mill Rd.	City Limits	City Limits	Minor Arterial

MO RTE 364/MARYLAND HEIGHTS EXPRESSWAY NODE

The future intersection of Missouri Route 364 (Page Avenue Extension) and the Expressway in the Howard Bend Planning Area of the city is an opportunity for new development within the city. One major change in the street network that will impact this intersection is that the intersection of River Valley Drive with Creve Coeur Mill Road will be closed and River Valley Drive will not cross the railroad tracks. River Valley Drive will become a local street from the Expressway to the railroad tracks where a cul de sac will be created.

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.D):

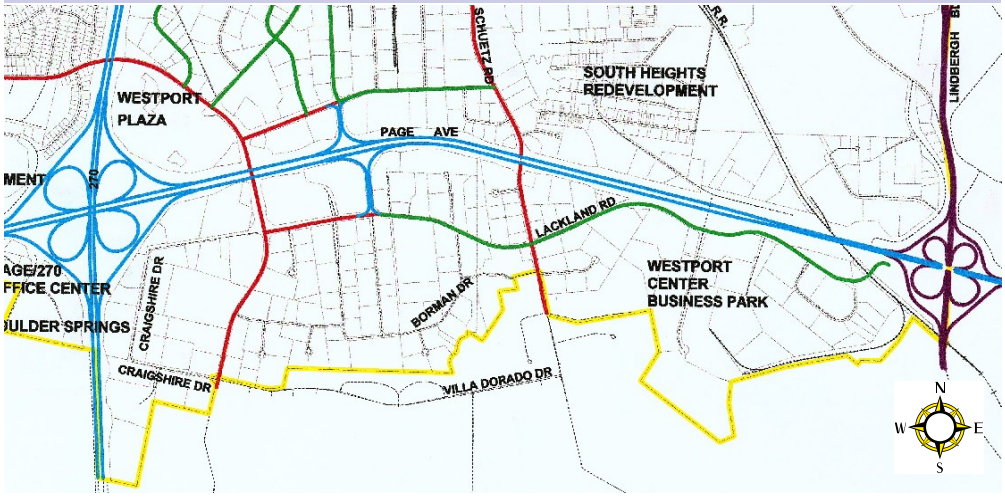
- *River Valley Dr.*
- *Creve Coeur Mill Rd.*

The significant land use features located within and around this future intersection include the following:

Existing land use features:

- *Creve Coeur Park: A 2,200 acre park composed of both passive and active recreational uses. This park is owned and managed by the St. Louis County Department of Parks and Recreation. It is the largest park and open space managed by the County.*

FIGURE 6.1.E: PAGE AVENUE CORRIDOR



PAGE AVENUE CORRIDOR

The Page Avenue Corridor extends to the city limits in the east, and currently terminates in the west at Bennington Place Drive. Page Avenue is currently being extended westward where it will terminate in western St. Charles County.

The dominant land uses around this corridor are industrial and business/ office center uses, with a substantial amount of hospitality uses centered around the intersection of Page Avenue and I-270.

The major intersections along this corridor are:

- *Page Avenue/I-270*
- *Page Avenue/Schuetz Road*
- *Page Avenue/Lindbergh Blvd*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.E):

- *Lackland Road*
- *West Port Plaza Drive./Craig Road*
- *Schuetz Road*
- *Grissom Drive/Concourse Drive*

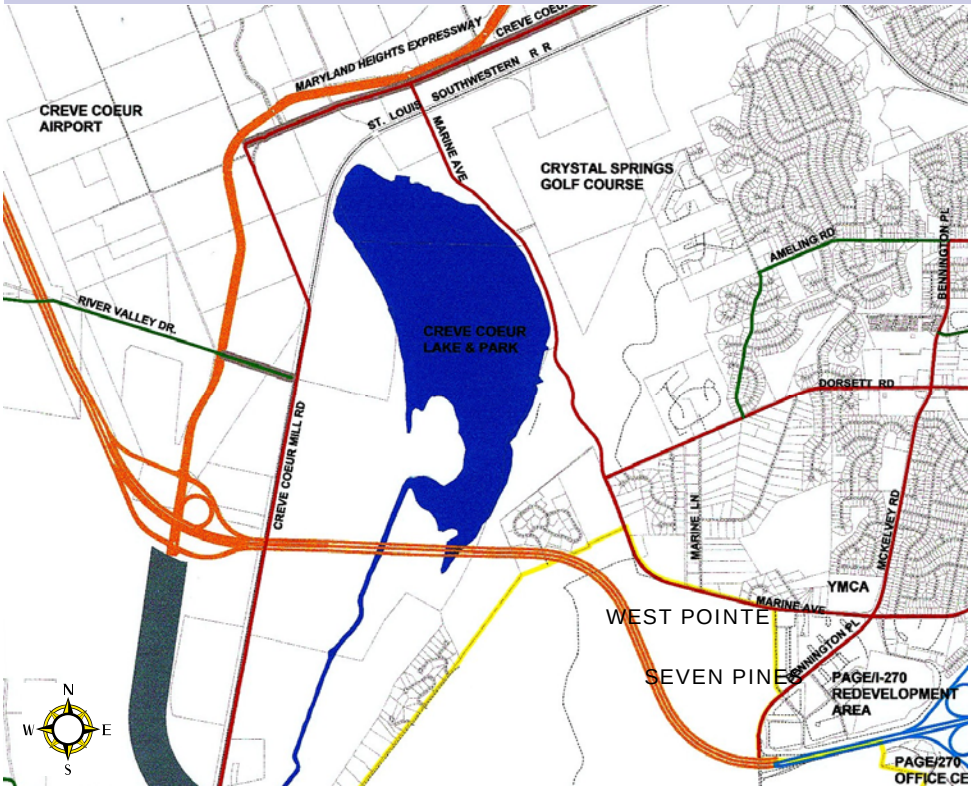
The significant land use features located within and around this corridor include the following:

- *Westport Plaza*
- *Lakeside Development (South Heights TIF)*
- *Westport Center*
- *Holiday Inn Development*

TABLE 6.1.E: PAGE AVENUE CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Lackland Dr.	Craig Rd.	Concourse Dr.	Minor Arterial
Westport Plaza Drive./Craig Rd	City Limits	Marine Ave.	Minor Arterial
Schuetz Road	City Limits	Dorsett Rd.	Minor Arterial
Grissom Dr.	Westline Ind.	Page Ave.	Collector
Concourse Dr.	Page Ave.	Lackland Rd.	Collector

FIGURE 6.1.F: MO RTE 364 CORRIDOR



MO RTE 364 EAST CORRIDOR

The Missouri Route 364 corridor from Bennington Place to its intersection with the Expressway displays differences in both land use and the built environment. The section from Bennington Place west to the Missouri Bluff line is developed as residential (much of which is unincorporated St. Louis County) From the bluff line to the Expressway the use changes from residential to recreation as the corridor passes through Creve Coeur Park.

The major future intersections along this corridor are:

- Missouri Route 364/Maryland Heights Expressway

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.F):

- Bennington Place
- Marine Avenue
- Creve Coeur Mill Road
- Expressway
- River Valley Drive

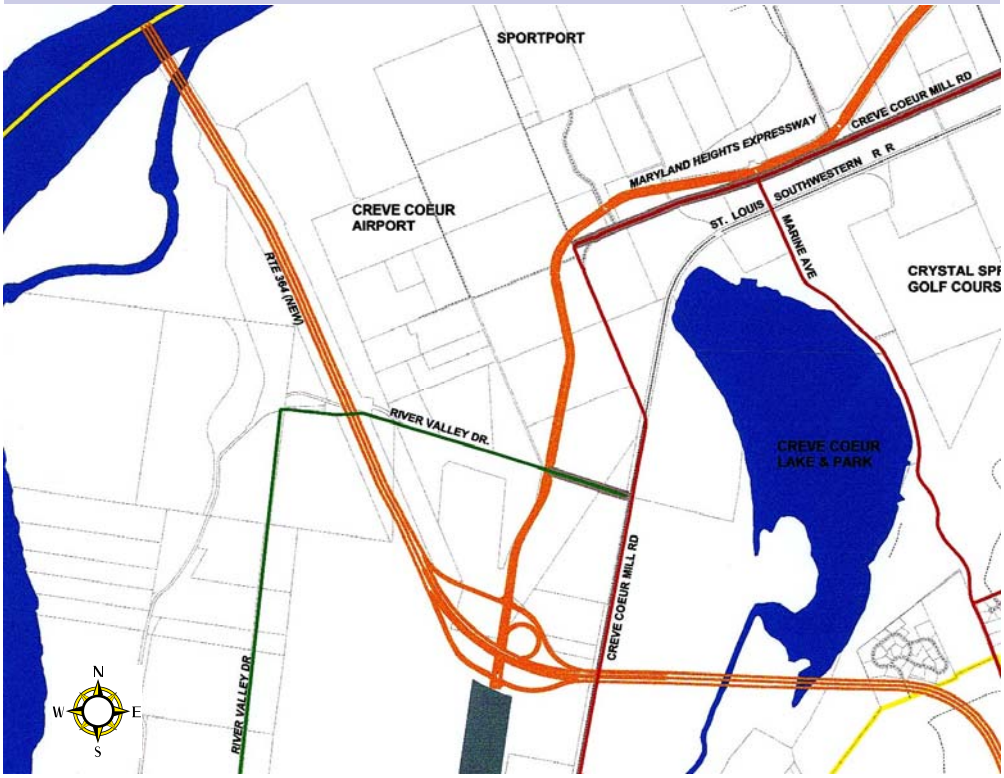
The significant land use features located within and around this corridor include the following:

- Creve Coeur Park: 2,200 acres
- Residential Development, both single family and multi family.

TABLE 6.1.F: MISSOURI ROUTE 364 CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Bennington Pl.	City Limits	Marine Ave.	Minor Arterial
Marine Ave.	Creve Coeur Mill Rd.	Westport Plaza Dr.	Minor Arterial
Creve Coeur Mill Rd.	City Limits	City Limits	Minor Arterial
Expressway	City Limits	Missouri Route 364	Freeway/Expressway
River Valley Dr.	Creve Coeur Mill Rd.	St. Louis Waterworks Rd.	Collector

FIGURE 6.1.G: MO RTE 364/MARYLAND HEIGHTS EXPRESSWAY NODE



MO RTE 364 WEST CORRIDOR

The Missouri Route 364 corridor from the Expressway to the Missouri River travels through agricultural lands to tits south, and the Creve Coeur Airport to its north. From River Valley Drive southeast of the corridor to and through the reserved corridor for the Expressway extension, are located a substantial amount of mitigation lands. These lands have been incorporated into Creve Coeur Park

The major future intersections along this corridor are:

- Missouri Route 364/Expressway

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.G):

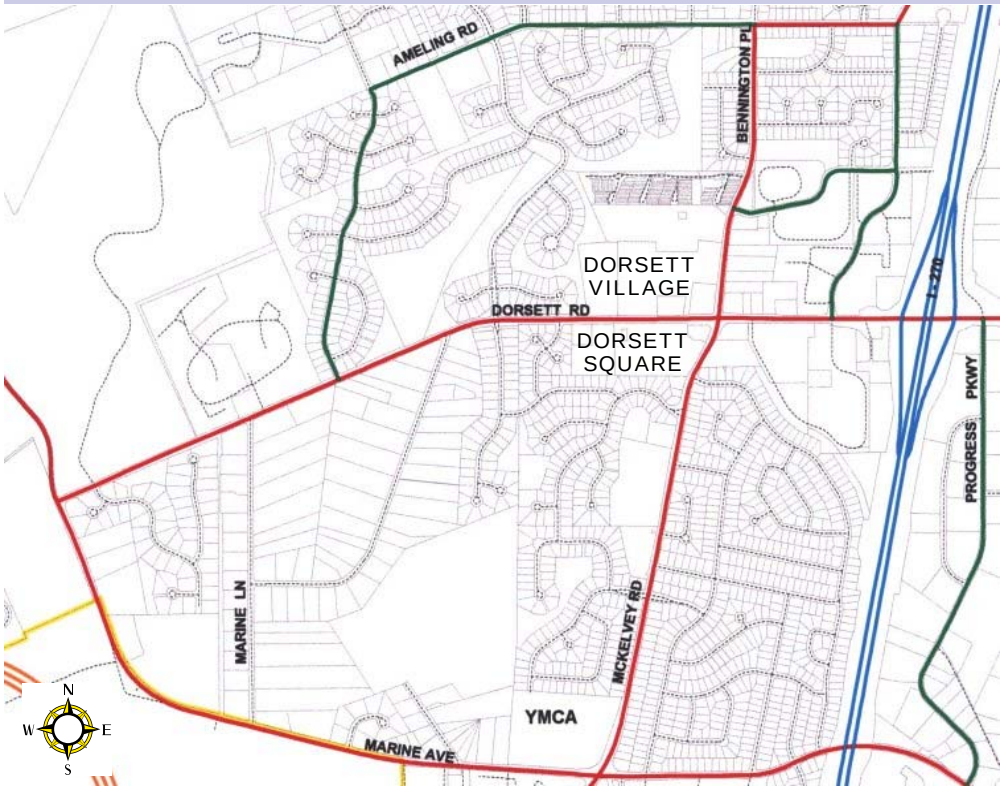
- Creve Coeur Mill Road
- Expressway
- River Valley Drive

The significant land use features located within and around this corridor include the following:

- Creve Coeur Park: 2,200 acres
- Creve Coeur Airport

TABLE 4.1.G: MISSOURI ROUTE 364 (WEST) CORRIDOR			
STREET	**FROM**	**TO**	**CLASSIFICATION**
Missouri Route 364	Bennington Pl.	City Limits	Freeway/Expressway
Creve Coeur Mill Rd	City Limits	City Limits	Minor Arterial
Expressway	City Limits	Missouri Route 364	Freeway/Expressway
River Valley Dr	Creve Coeur Mill Rd.	St. Louis Waterworks Rd.	Collector

FIGURE 6.1.H: DORSETT ROAD WEST CORRIDOR



DORSETT ROAD WEST CORRIDOR

Located within the West Residential Planning District, the Dorsett Road west corridor is the central commercial corridor of the city. The section of Dorsett Road west of I-270 to Marine Avenue changes in land use from east to west from commercial to residential in character.

The intersection of Dorsett Road and McKelvey Road functions as the central business district of the city. This intersection is composed of retail and service oriented uses serving the residential population.

The major intersections along this corridor are:

- *Marine Avenue/Dorsett Road*
- *Rule Avenue/Dorsett Road*
- *McKelvey Road/Dorsett Road*
- *McKelvey Hill Road/Dorsett Road*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.H):

- *Marine Avenue*
- *Rule Avenue*
- *Pheasant Run Drive*
- *McKelvey Road*
- *McKelvey Hill Road*

The significant land use features located within and around this corridor include the following:

- *McKelvey Road/Dorsett Road commercial node development (central business district)Central Business District:*
- *Dorsett Village*
- *Dorsett Square*
- *Fuddruckers*
- *Baymont Inn: 136 rooms*
- *Creve Coeur Park*
- *Spanish Trace Apartments: 381 units*
- *Woodhollow Apartments: 405 units*
- *Pheasant Run Apartments: 578 units*

TABLE 6.1.H: DORSETT ROAD WEST CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Rule Ave.	Dorsett Rd.	Ameling Rd.	Collector
Marine Ave.	Creve Coeur Mill Rd.	Westport Plaza Dr.	Minor Arterial
McKelvey Rd.	Bennington Pl.	Ameling Rd.	Collector
McKelvey Hill Rd.	Dorsett Rd.	McKelvey Rd.	Collector

FIGURE 6.1.I: DORSETT ROAD EAST CORRIDOR

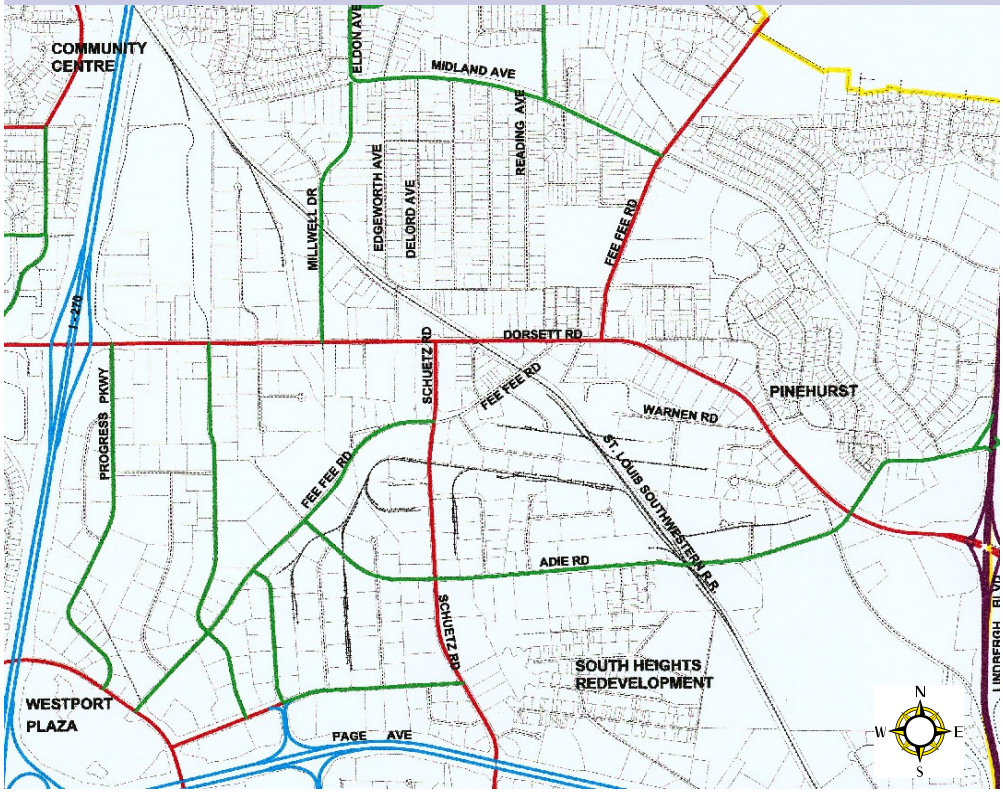


TABLE 6.1.I: DORSETT ROAD EAST CORRIDOR			
STREET	**FROM**	**TO**	**CLASSIFICATION**
Progress Pkwy.	Dorsett Rd.	Westport Plaza Dr.	Collector
Weldon Pkwy.	Westline Ind.	Dorsett Rd.	Collector
Millwell Dr.	Midland Avenue	Dorsett Rd.	Collector
Schuetz Rd.	City Limits	Dorsett Rd.	Minor Arterial
Fee Fee Rd.	Dorsett Rd.	City Limits	Minor Arterial
Adie Rd.	Fee Fee Rd.	Lindbergh Blvd.	Collector
Lindbergh Blvd.	City Limits	City Limits	Major Arterial

DORSETT ROAD EAST CORRIDOR

Splitting the West Port Industrial Planning Area and the East Residential Planning Area, Dorsett Road east of I-270 serves commercial and business service related uses.

The major intersections along this corridor are:

- *Progress Parkway/Dorsett Road*
- *Weldon Parkway/Dorsett Road*
- *Millwell Drive/Dorsett Road*
- *Delord Avenue/Dorsett Road*
- *Schuetz Road/Dorsett Road*
- *Fee Fee Road/Dorsett Road*
- *Adie Road/Dorsett Road*
- *Pinehurst Place/Dorsett Road*
- *Lindbergh Boulevard/Dorsett Road (Midland Avenue)*

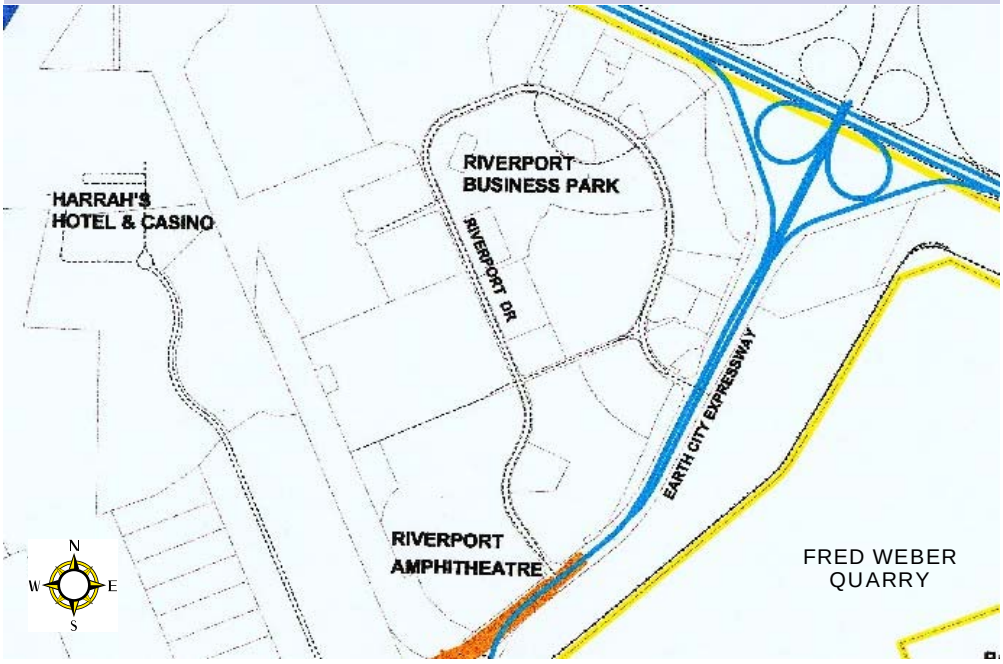
The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.I):

- *Progress Parkway*
- *Weldon Parkway*
- *Millwell Drive*
- *Delord Avenue*
- *Schuetz Road*
- *Fee Fee Road*
- *Adie Road*
- *Pinehurst Place*
- *Lindbergh Boulevard*

The significant land use features located within and around this corridor include the following:

- *City Hall*
- *Edward D. Jones Campus*
- *Joe Hanon's Restaurant: seating capacity of 600*
- *Westport Park Hotel: 150 rooms*
- *Bandana's restaurant*
- *AmerenUE Service and Training Center*
- *Drury Inn: 130 rooms*
- *United States Post Office*

FIGURE 6.1.J: EARTH CITY EXPRESSWAY CORRIDOR



EARTH CITY EXPRESSWAY CORRIDOR

Located within the Howard Bend Planning Area, the Earth City Expressway is the first segment of what will be the western most, north-south highway within the city. This corridor provides access to: Riverport Business Park and Harrah's Casino Complex. The City of Maryland Heights is constructing the extension of this corridor southward to River Valley Drive.

The major intersections along this corridor are:

- *Riverport Drive (North and South)*
- *Casino Center Drive*
- *Prichard Farm Road*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.J):

- *Riverport Drive (North and South)*
- *Interstate 70*
- *Casino Center Drive*
- *Creve Coeur Mill Road*
- *Pritchard Farm Road*

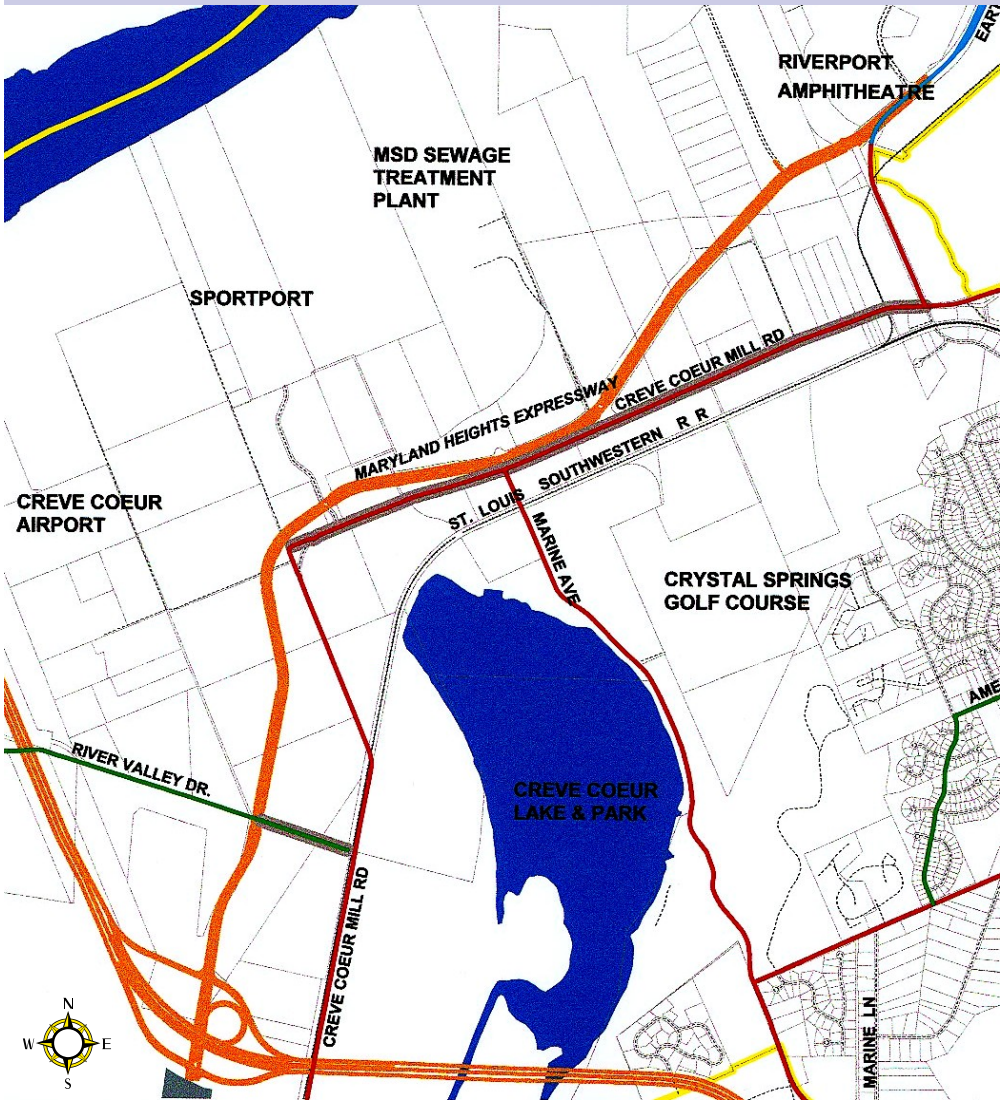
The significant land use features located within and around this corridor include the following:

- *Riverport Business Park: An office and service park nearly 40% built out with approximately 1.9 million square feet to be developed.*
- *Riverport Amphitheater: 20,000 seats*
- *Harrah's Casino Hotel: 291 rooms, 120,000 square feet of gaming space, restaurants, and entertainment*
- *Fred Weber Quarry*
- *Future approved development in the Harrah's Riverside Development includes some 1.2 million square feet of development.*

TABLE 6.1.J: EARTH CITY EXPRESSWAY CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Interstate 70	City Limits	City Limits	Freeway/Expressway
Creve Coeur Mill Rd.	City Limits	City Limits	Minor Arterial
Prichard Farm Rd.	Expressway	Creve Coeur Mill Rd.	Minor Arterial

FIGURE 6.1.K: MARYLAND HEIGHTS EXPRESSWAY CORRIDOR



MARYLAND HEIGHTS EXPRESSWAY CORRIDOR

Located within the Howard Bend Planning Area, the City of Maryland Heights Expressway is the second segment of the expressway corridor that will function as the city's western north/south corridor. This segment runs from Earth City Expressway in the north to River Valley Drive in the south. This segment is being funded entirely by the City, in an effort to create regional access to the Howard Bend Planning Area.

The major intersections along this corridor are:

- *Missouri Route 364*
- *River Valley Drive*
- *Marine Avenue*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.K):

- *Missouri Route 364*
- *River Valley Drive*
- *Marine Avenue*
- *Creve Coeur Mill Road*

The significant land use features located within and around this corridor include the following:

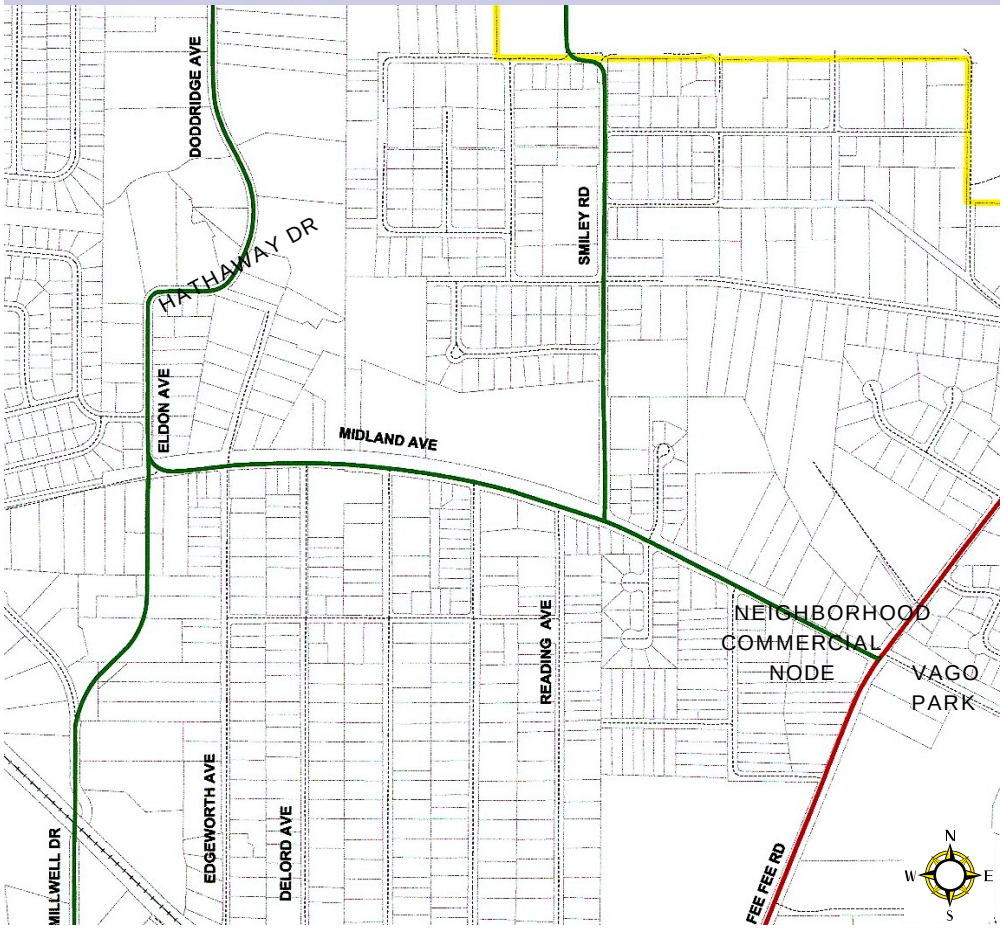
- *Creve Coeur Park*
- *Sportport: 65 acre facility, 11 soccer fields*
- *Creve Coeur Airport*
- *Crystal Springs Quarry Golf Course*
- *Scott Gallagher Soccer Club (training facility)*
- *Metro Strikers Soccer Club (training facility)*
- *Future land uses outlined in the Howard Bend Future Land Use Plan*

TABLE 6.1.K: MARYLAND HEIGHTS EXPRESSWAY CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Missouri Route 364*	Bennington Pl.	City Limits	Freeway/Expressway
Expressway	Missouri Route 364	I-70	Freeway/Expressway
Marine Ave.	Creve Coeur Mill Rd.	Westport Plaza Dr.	Minor Arterial
River Valley Dr.	Creve Coeur Mill Rd.	St. Louis Waterworks Rd.	Collector

*Classification to take effect when improvements are complete.

FIGURE 6.1.L: MIDLAND AVENUE CORRIDOR



MIDLAND AVENUE CORRIDOR

Midland Avenue is the east/west residential corridor located in the East Residential Planning Area. It runs from Fee Fee Road in the east to Eldon Avenue in the west. This corridor connects Vago Park and the neighborhood commercial node in the east to the residential areas located along the corridor. Future improvements are scheduled along Midland Avenue in the Capital Improvements Plan.

The major intersections along this corridor are:

- *Edgeworth Avenue*
- *Fee Fee Road*
- *Smiley Road*
- *Eldon Drive*
- *Millwell Drive*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.L):

- *Fee Fee Road*
- *Smiley Road*
- *Eldon Drive*
- *Millwell Drive*

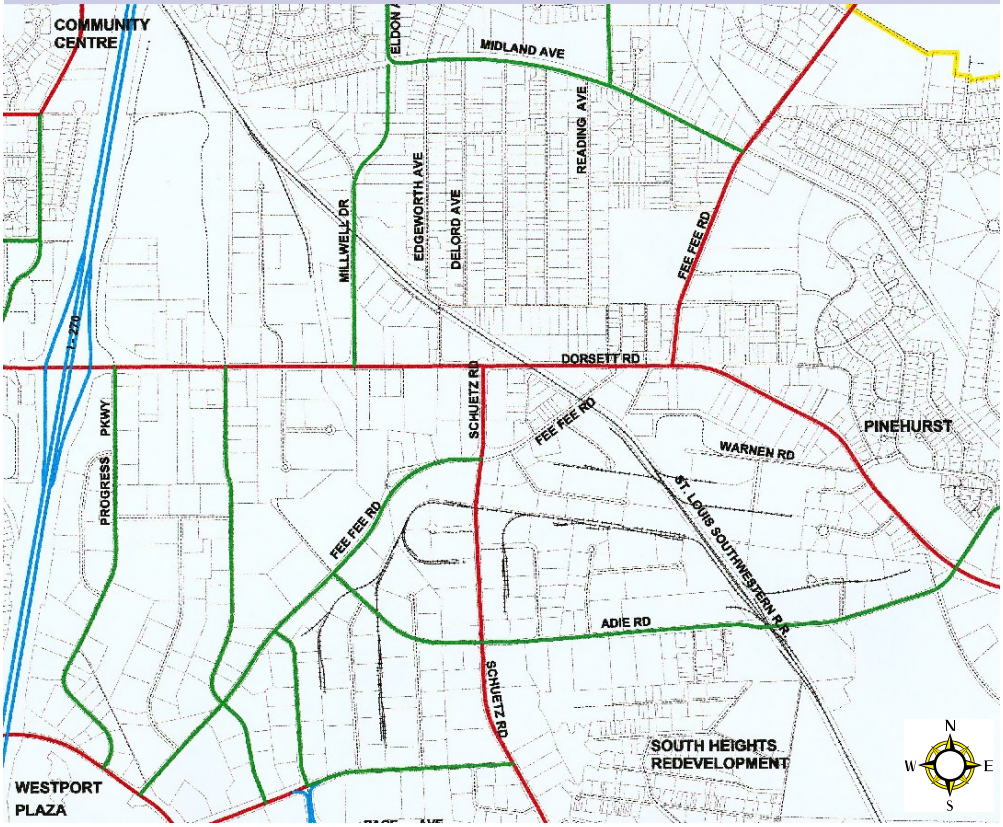
The significant land use features located within and around this corridor include the following:

- *Neighborhood Commercial Node located at the Midland Avenue/ Fee Fee Road Intersection.*
- *Vago Park: 18 acre community and neighborhood park*
- *Residential development*

TABLE 6.1.L: MIDLAND AVENUE CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Midland Ave.	West of Eldon Rd.	Fee Fee Rd.	Collector
Fee Fee Rd.	Dorsett Rd.	City Limits	Minor Arterial
Smiley Rd.	City Limits	Midland Ave.	Collector
Edgeworth Dr.	Dorsett Rd.	City Limits	Collector
Eldon Ave	Hathaway Rd..	Midland Ave.	Collector
Hathaway Dr.	Eldon Ave.	Doddridge Ave.	Collector
Doddridge Ave.	Hathaway Ave	Parkwood Ln	Collector
Parkwood Ln.	City Limits	Doddridge Ave.	Collector
Millwell Dr.	Dorsett Rd.	Midland Ave	Collector
Millwell Ct.	Millwell Dr.	Cul du sac	Local Street

FIGURE 6.1.M: FEE FEE ROAD CORRIDOR



FEE FEE ROAD CORRIDOR

The Fee Fee Road corridor runs from the city limits in the north to Westport Plaza Drive in the south. It is primarily a residential corridor north of Dorsett Road. Then switches to an Industrial corridor to Westport Plaza Drive within the Westport Industrial Planning Area.

The major intersections along this corridor are:

- *Midland Avenue*
- *Dorsett Road*
- *Schuetz Road*
- *Adie Road*
- *Weldon Parkway*
- *Westport Plaza Drive*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.M):

- *Midland Avenue*
- *Dorsett Road*
- *Fairgrove Industrial*
- *Dunlap Industrial*
- *Schuetz Road*
- *Adie Road*
- *Weldon Parkway*
- *Westport Plaza Drive*

The significant land use features located within and around this corridor include the following:

- *Neighborhood Commercial Node located at Midland Avenue/Fee Fee Road Intersection*
- *Vago Park*
- *West Port Plaza*
- *St. Louis Post Dispatch Distribution and Printing Center*
- *Mallinckrodt*

TABLE 6.1.M: FEE FEE ROAD CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Fee Fee Rd.	Dorsett Rd.	City Limits	Minor Arterial
Fee Fee Rd.	Westport Plaza Dr.	Schuetz Rd.	Minor Arterial
Midland Ave.	West of Eldon Dr.	Fee Fee Rd.	Collector
Dorsett Rd.	Marine Ave.	Lindbergh Blvd.	Minor Arterial
Schuetz Rd.	City Limits	Dorsett Rd.	Minor Arterial
Adie Rd.	Fee Fee Rd.	Lindbergh Blvd.	Collector
Weldon Pkwy.	Westline Ind.	Dorsett Rd.	Collector
Westport Plaza Dr.	Marine Ave.	Lackland Rd.	Minor Arterial

FIGURE 6.1.N: MILLWELL CORRIDOR

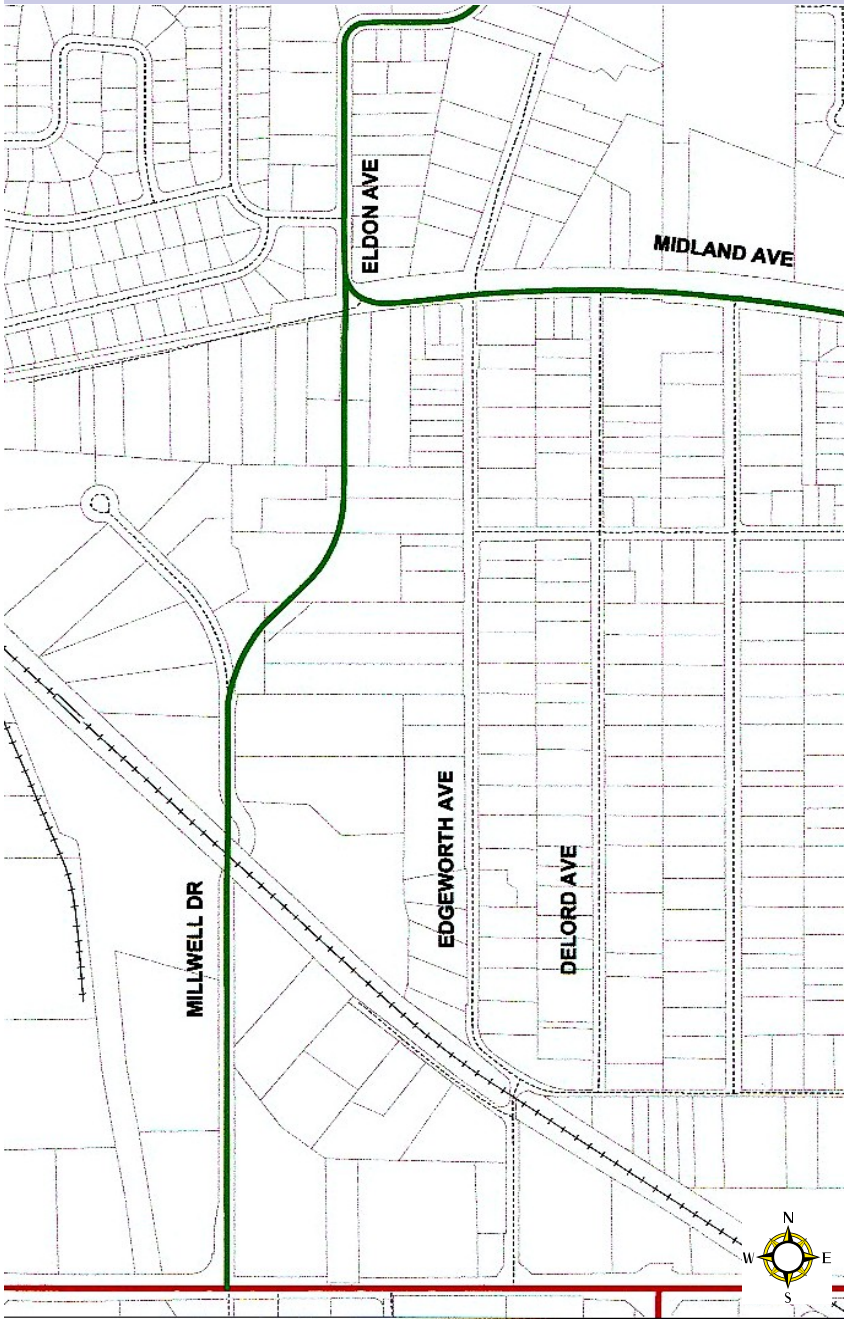


TABLE 6.1.N: MILLWELL DR/MILLWELL CT CORRIDOR			
STREET	**FROM**	**TO**	**CLASSIFICATION**
Midland Ave.	West of Eldon Rd.	Fee Fee Rd.	Collector
Smiley Rd.	City Limits	Midland Ave.	Collector
Edgeworth Dr.	Dorsett Rd.	City Limits	Collector
Eldon Ave	Hathaway Rd..	Midland Ave.	Collector
Hathaway Dr.	Eldon Ave.	Doddridge Ave.	Collector
Doddridge Ave.	Hathaway Ave	Parkwood Ln	Collector
Millwell Dr.	Dorsett Rd.	Midland Ave	Collector

MILWELL CORRIDOR

Millwell Drive will provides residents of the East Residential Planning Area access to Dorsett Road via a signalized interchange at Dorsett Road.

This corridor has industrial development located along the current Millwell Drive. However, the extension of Millwell Drive is residential.

The major intersections along this corridor are:

- *Millwell Drive*
- *Midland Avenue*
- *Eldon Avenue*

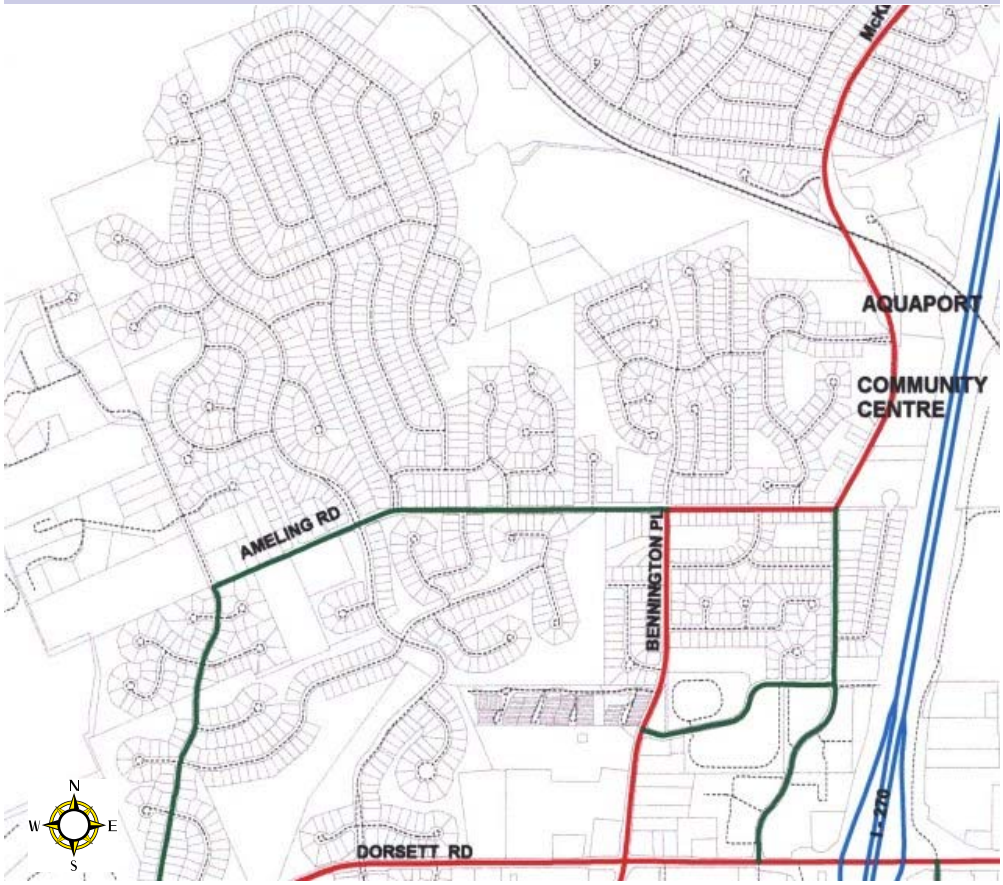
The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.N):

- *Millwell Drive*
- *Midland Avenue*
- *Eldon Avenue*

The significant land use features located within and around this corridor include the following:

- *City Hall*

FIGURE 6.1.O: AMELING ROAD CORRIDOR



AMELING ROAD CORRIDOR

Ameling Road Is a residential corridor located in the West Residential Planning Area of the city.

The development along this corridor is primarily residential except for the neighborhood commercial node located at the intersection of Ameling/ McKelvey Road.

The major intersections along this corridor are:

- *Pheasant Run Drive*
- *Bennington Place*
- *McKelvey Road*
- *Rule Avenue*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.O):

- *Pheasant Run Drive*
- *Bennington Place*
- *McKelvey Road*
- *Rule Avenue*

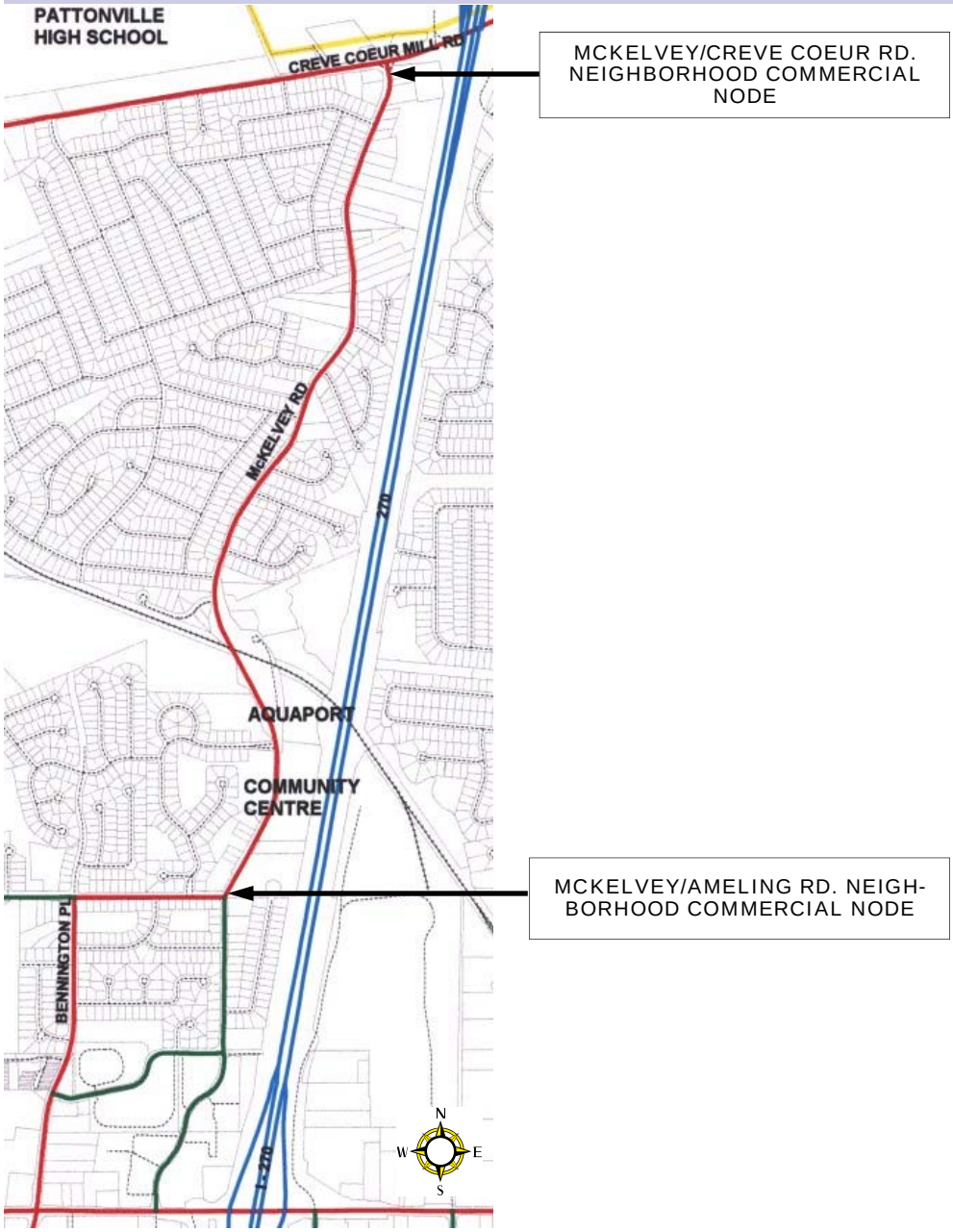
The significant land use features located within and around this corridor include the following:

- *Neighborhood Commercial node at McKelvey/Ameling Road intersection*
- *Residential development*

TABLE 6.1.O: AMELING ROAD CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Ameling Rd.	Bennington Pl.	McKelvey Rd.	Minor Arterial
Ameling Rd.	Bennington Pl.	Rule Ave.	Collector
McKelvey Rd.	Bennington Pl.	Ameling Rd.	Collector
Bennington Pl.	McKelvey Rd.	Ameling Rd.	Minor Arterial
Rule Ave.	Dorsett Rd.	Ameling Rd.	Collector

FIGURE 6.1.P: MCKELVEY ROAD CORRIDOR



MCKELVEY ROAD CORRIDOR

The McKelvey Road corridor is primarily residential in character. There are two neighborhood commercial nodes at its intersections with Creve Coeur Mill Road and Ameling Road, and the city's community center and water park (Aquaport).

The major intersections along this corridor are:

- *McKelvey Hill Drive*
- *Ameling Road*
- *Creve Coeur Mill Road*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.P):

- *McKelvey Hill Drive*
- *Ameling Road*
- *Creve Coeur Mill Road*

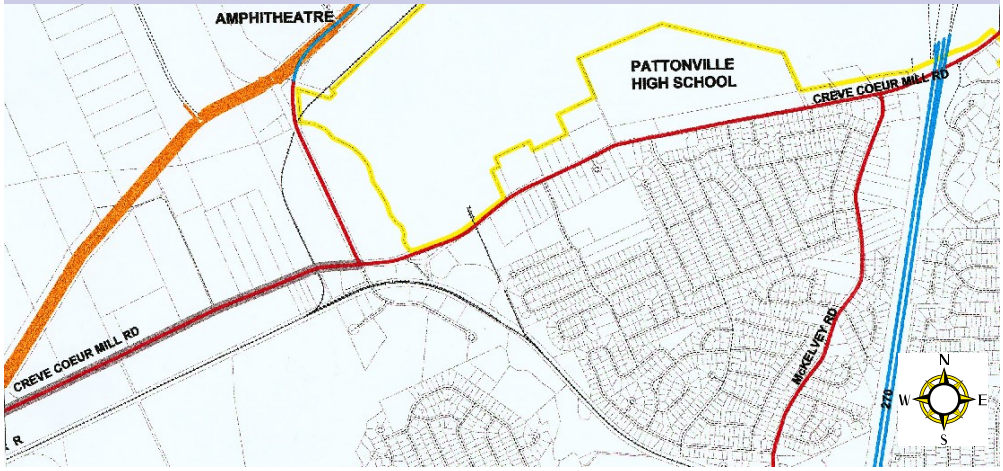
The significant land use features located within and around this corridor include the following:

- *Maryland Heights Community Centre*
- *Aquaport*
- *Neighborhood Commercial node at McKelvey/Ameling intersection*
- *Neighborhood Commercial node at McKelvey/Creve Coeur Mill Road intersection*

TABLE 6.1.P: MCKELVEY ROAD CORRIDOR

STREET	FROM	TO	CLASSIFICATION
McKelvey Rd.	Marine Ave.	Bennington Pl.	Minor Arterial
McKelvey Rd.	Creve Coeur Mill Rd	Ameling Rd.	Minor Arterial
McKelvey Hill Dr.	Dorsett Rd.	McKelvey Rd.	Collector
Ameling Rd.	Rule Ave.	Bennington Pl.	Collector
Bennington Pl.	City Limits	Marine Ave.	Minor Arterial
Creve Coeur Mill Rd.*	City Limits	West of Prichard Farm Rd.	Minor Arterial

FIGURE 6.1.Q: CREVE COEUR MILL ROAD NORTH



CREVE COEUR MILL ROAD NORTH

The Creve Coeur Mill Road corridor is one that will, upon completion of the Expressway, experience major changes. In the northern segment from Prichard Farm Road to I-270 it will remain the same, but from that intersection south it will become an outer road for the Expressway.

The major intersections along this corridor are:

- *McKelvey Road*
- *Prichard Farm Road*
- *Bennington Place*
- *Marine Avenue*
- *Earth City Expressway*
- *Maryland Heights Expressway*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.Q):

- *McKelvey Road*
- *Prichard Farm Road*
- *Marine Avenue*
- *Earth City Expressway*
- *Maryland Heights Expressway*

The significant Developments located within and around this corridor include the following:

- *Creve Coeur Park*
- *Pattonville High School*
- *Fred Weber Quarry*

TABLE 6.1.Q: CREVE COEUR MILL ROAD/PRICHARD FARM ROAD

STREET	FROM	TO	CLASSIFICATION
Creve Coeur Mill Rd.	City Limits	Prichard Farm Rd.	Minor Arterial
Creve Coeur Mill Rd.	Marine Ave.	City Limits	Minor Arterial
Expressway	Missouri Route 364	I-70	Freeway/Expressway
McKelvey Rd.	Creve Coeur Mill Rd.	Ameling Rd.	Minor Arterial
Prichard Farm Rd.	Expressway	Creve Coeur Mill Rd.	Minor Arterial
Bennington Pl.	City Limits	Marine Ave.	Minor Arterial
Marine Ave.	Creve Coeur Mill Rd.	Westport Plaza Dr.	Minor Arterial
River Valley Dr.	Creve Coeur Mill Rd.	St. Louis Waterworks Dr.	Collector

FIGURE 6.1.R: CREVE COEUR MILL ROAD SOUTH

TABLE 6.1.R: CREVE COEUR MILL ROAD SOUTH

STREET	FROM	TO	CLASSIFICATION
Creve Coeur Mill Rd.	City Limits	Prichard Farm Rd.	Minor Arterial
Creve Coeur Mill Rd.	Marine Ave.	City Limits	Minor Arterial
Expressway	Missouri Route 364	I-70	Freeway/Expressway
McKelvey Rd.	Creve Coeur Mill Rd.	Ameling Rd.	Minor Arterial
Prichard Farm Rd.	Expressway	Creve Coeur Mill Rd.	Minor Arterial
Bennington Pl.	City Limits	Marine Ave.	Minor Arterial
Marine Ave.	Creve Coeur Mill Rd.	Westport Plaza Dr.	Minor Arterial
River Valley Dr.	Creve Coeur Mill Rd.	St. Louis Waterworks Dr.	Collector

CREVE COEUR MILL ROAD SOUTH

The Creve Coeur Mill Road corridor is one that will, upon completion of the Expressway, experience some major changes. In the southern segment from Marine Avenue to the city limits it stays much the same. It will function as an outer service road to the Expressway.

The major intersections along this corridor are:

- *Marine Avenue*
- *River Valley Drive*
- *Maryland Heights Expressway*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.R):

- *Pritchard Farm Road*
- *Marine Avenue*
- *River Valley Drive*
- *Maryland Heights Expressway*

The significant land use features located within and around this corridor include the following:

- *Creve Coeur Park*
- *Sportport*
- *Creve Coeur Airport*
- *Golfport*

FIGURE 6.1.S: RIVER VALLEY DRIVE CLOSURE

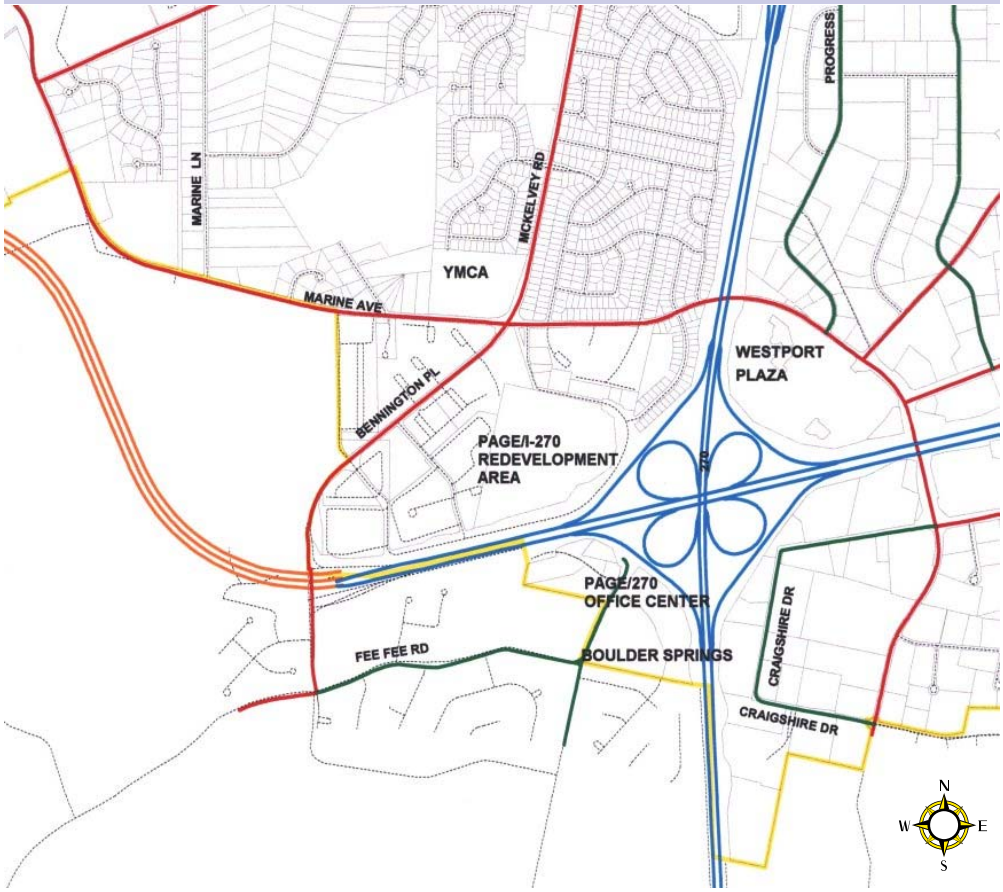
RIVER VALLEY DRIVE CLOSURE

River Valley Drive currently terminates at its intersection with Creve Coeur Mill Road after it crosses the St. Louis Southwestern Railroad Tracks. Upon the completion of the City of Maryland Heights Expressway this intersection will attract substantial traffic volumes. The improvements required to safely accommodate these traffic volumes are prohibitive, resulting in a recommendation from the City Engineer that the intersection be closed. River Valley Drive will end in a cul de sac before it crosses the railroad tracks. Access to the properties along this section of River Valley Drive will be provided via the signalized intersection with the City of Maryland Heights Expressway.

TABLE 6.1.S: RIVER VALLEY DRIVE CLOSURE

STREET	FROM	TO	CLASSIFICATION
River Valley Drive	City Limits	Expressway	Collector
Creve Coeur Mill Rd.	Intersection with Expressway	City Limits	Minor Arterial
Expressway	Missouri Route 364	I-70	Freeway/Expressway

FIGURE 6.1.T: MARINE AVENUE/WESTPORT PLAZA DRIVE/CRAIG DRIVE



MARINE AVENUE/WETSPORT PLAZA DRIVE/CRAIG DRIVE

This corridor runs from the southern city limits to Dorsett Road. It is one road that changes names throughout the city. In its southern portion past Westport Plaza it is an office/ industrial corridor. The character of this roadway then switches to residential as it passes under I-270 and through single family and multi family residential land uses.

The major intersections along this corridor are:

- *Dorsett Road*
- *McKelvey Road*
- *Fee Fee Road*
- *Progress Parkway*
- *Westline Industrial Drive*
- *Lackland Road*
- *Villa Dorado Drive*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.S):

- *Creve Coeur Mill Road*
- *Dorsett Road*
- *McKelvey Road*
- *Fee Fee Road*
- *Progress Parkway*
- *Westline Industrial Drive*
- *Lackland Road*
- *Villa Dorado Drive*

The significant land use features located within and around this corridor include the following:

- *Westport Plaza*
- *Creve Coeur Park*
- *Edward Jones Family YMCA*

TABLE 6.1.T: MARINE AVE/WESTPORT PLAZA DR/CRAIG RD CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Westport Plaza Dr./Craig Rd.	Dorsett Rd.	City Limits	Minor Arterial
Dorsett Rd.	Marine Ave.	Lindbergh Blvd.	Minor Arterial
McKelvey Rd.	Marine Ave.	Bennington Pl.	Minor Arterial
Fee Fee Rd.	Westport Plaza Dr.	Schuetz Rd.	Minor Arterial
Progress Pkwy.	Dorsett Rd.	Westport Plaza Dr.	Collector
Westline Industrial Dr.	Grissom Rd.	Schuetz Rd.	Collector
Lackland Rd.	Craig Rd.	Craigshire Rd.	Collector

FIGURE 6.1.U: MARINE AVENUE

MARINE AVENUE

This corridor runs from Dorsett Road to the City of Maryland Heights Expressway. The character of this roadway is one of parkland and open space with isolated commercial agricultural land uses at the intersection with the City of Maryland Heights Expressway.

The major intersections along this corridor are:

- *Creve Coeur Mill Road*
- *Dorsett Road*

The supporting street network for the intersection includes the following streets (for functional classifications please refer to Table 6.1.T):

- *Creve Coeur Mill Road*
- *Dorsett Road*

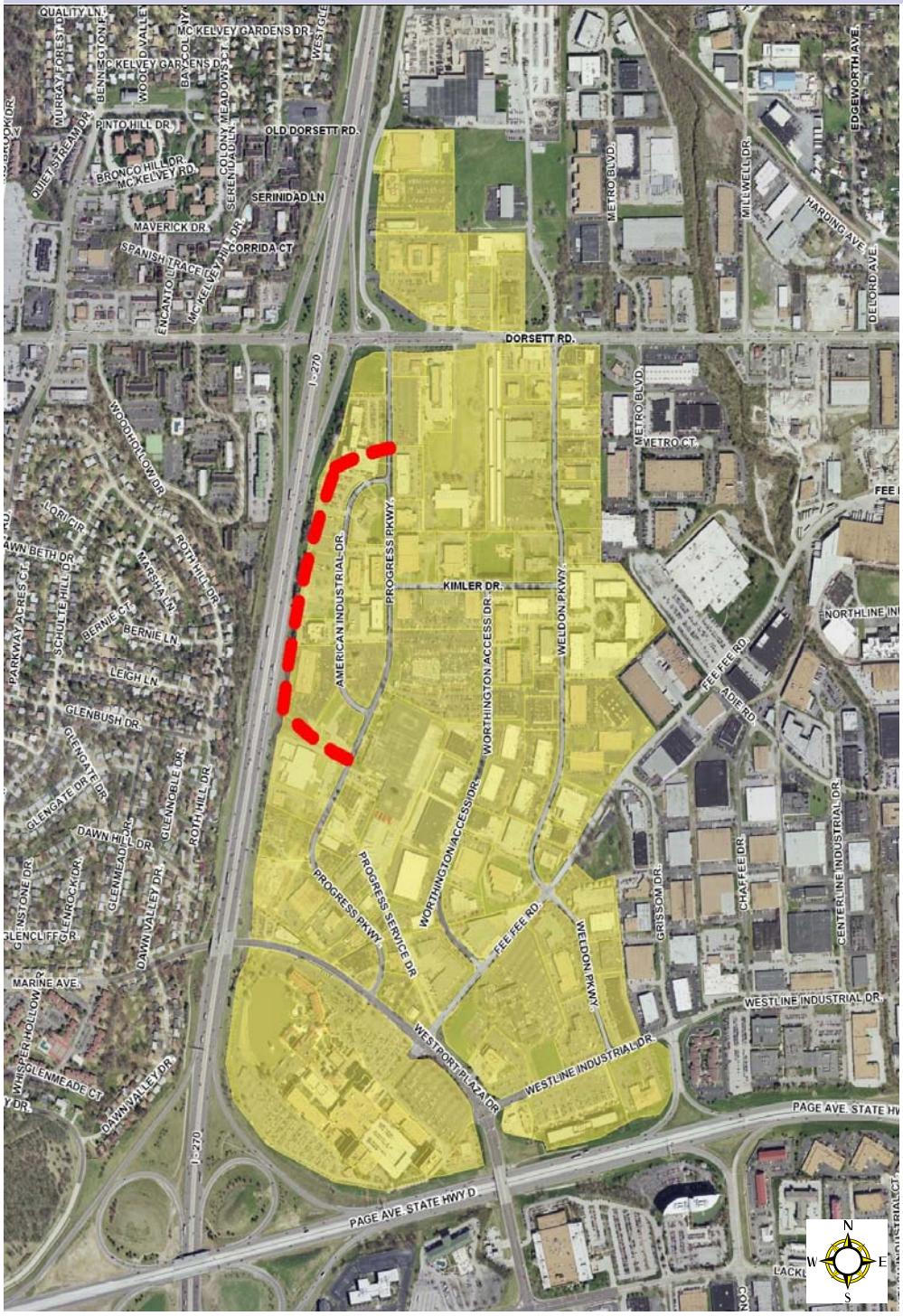
The significant land use features located within and around this corridor include the following:

- *Creve Coeur Park*
- *Crystal Springs Golf Course*
- *Lakeside Center*

TABLE 6.1.U: MARINE AVENUE

STREET	FROM	TO	CLASSIFICATION
City of Maryland Heights Exp.	Earth City Exp.	River Valley Dr.	Freeway/Expressway
Marine Ave.	Dorsett Rd.	Creve Coeur Mill Rd.	Minor Arterial
Creve Coeur Mill Rd.	South of Marine Ave.	City Limits	Minor Arterial
Dorsett Rd.	Marine Ave	City Limits	Minor Arterial

FIGURE 6.1.V: AMERICAN INDUSTRIAL DRIVE REALIGNMENT

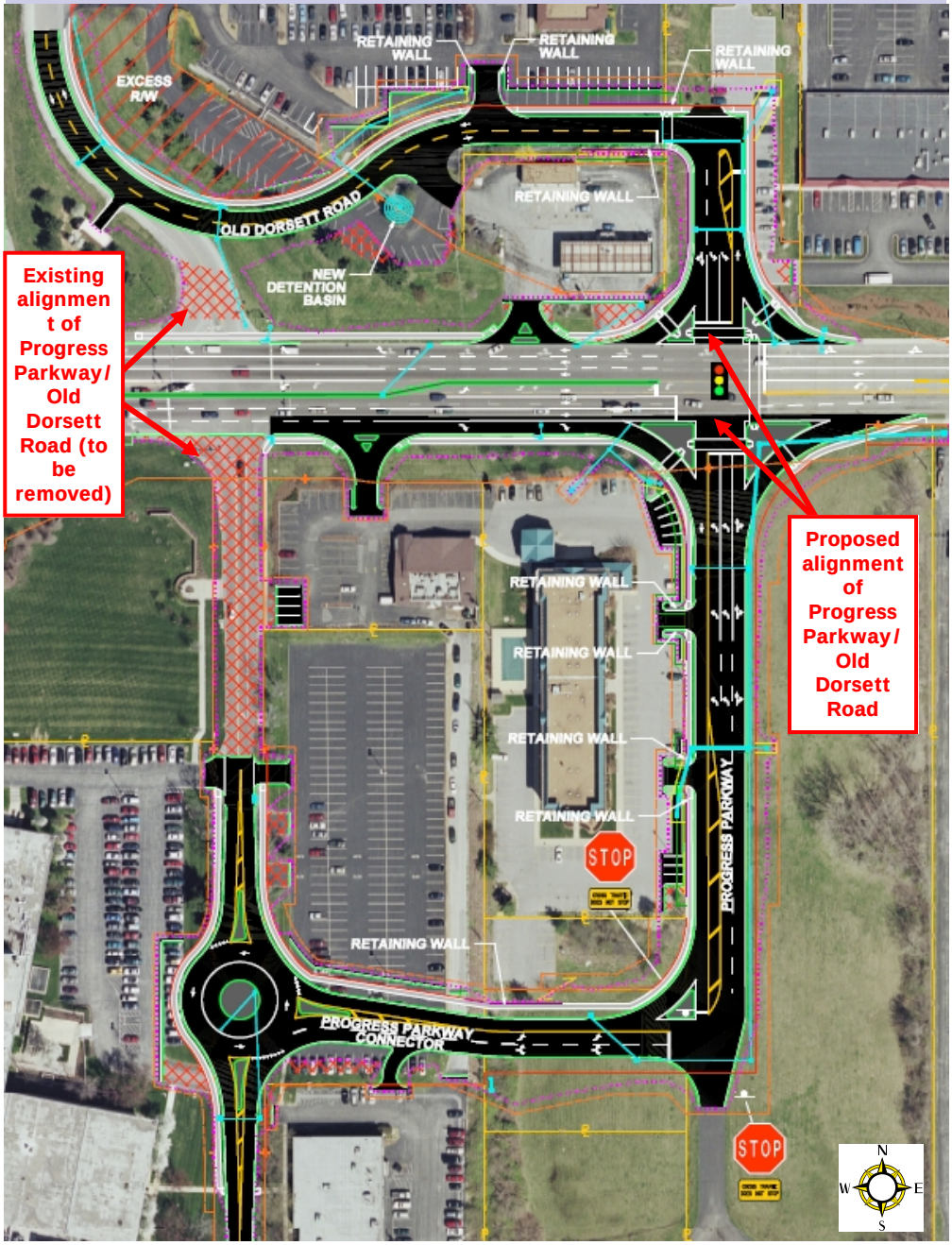


AMERICAN INDUSTRIAL DRIVE REALIGNMENT

The relocation of American Industrial Drive will facilitate the expansion and reconfiguration of the Edward Jones Campus.

The new road created by the relocation will divert traffic from Progress Parkway directly into the proposed office buildings and parking garages, thereby insuring the safe and efficient flow of traffic within the future development

FIGURE 6.1.W: PROGRESS PARKWAY/OLD DORSETT ROAD REALIGNMENT



PROGRESS PARKWAY/OLD DORSETT ROAD REALIGNMENT

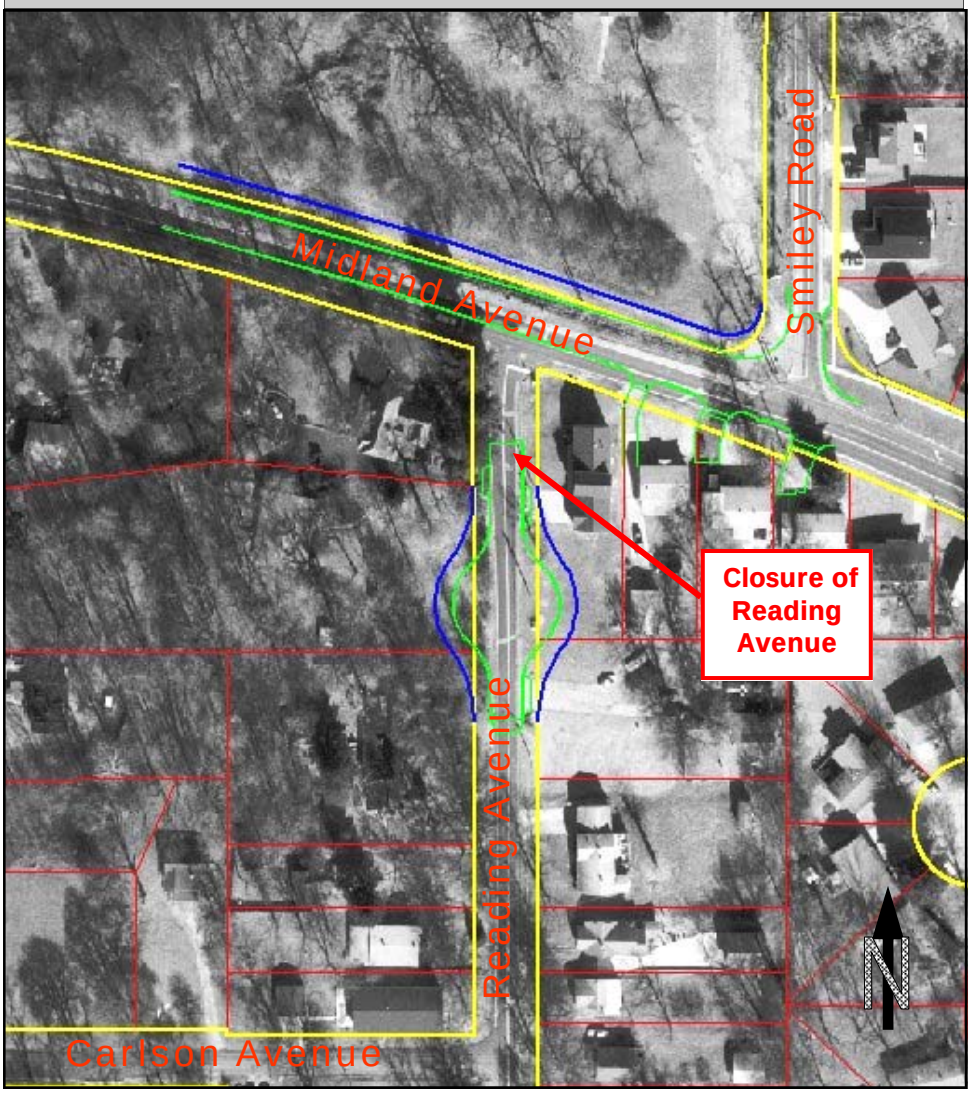
Progress Parkway and Old Dorsett Road currently intersect with Dorsett Road approximately 170 feet from I-270. This distance currently provides inadequate stacking capacity at the intersection causing the intersection to functions at a Level of Service (LOS) "F" during the P.M. peak period. The conceptual realignment of this intersection would move it to a point approximately 480 feet east of its current location and will improve its LOS to a level "C" during the P.M. peak period.

Additionally, the conceptual realignment will add development potential of approximately 220,000-265,000 square feet of office/business service type development to the planning district (or approximately 250-300 additional trips or 500-700 employees). This action begins to address the goal of fostering redevelopment in the Progress/Weldon Planning District and the Westport Industrial Planning Area.

TABLE 6.1.W: DORSETT ROAD EAST CORRIDOR

STREET	FROM	TO	CLASSIFICATION
I-270	City Limits	City Limits	Freeway/Expressway
Dorsett Road	Marine Avenue	Lindbergh Boulevard	Minor Arterial
Progress Pkwy.	Dorsett Rd.	Westport Plaza Dr.	Collector
Old Dorsett Road	Dorsett Road	Cul du sac	Collector

FIGURE 6.1.X: READING AVENUE CLOSURE



READING AVENUE CLOSURE

Reading Avenue currently intersects with Midland Avenue in a "T" type intersection. However, the approved improvement plans for the Midland Avenue corridor call for this intersection to be closed and Reading Avenue to end in a cul-du-sac. This closure is due to the grade differential where Reading Road would intersect with the improved Midland Avenue. This differential is approximately twelve (12) feet. In addition, a retaining wall will need to be constructed on the southern edge of Midland Avenue which further precludes access from Reading Avenue.

The closure effects only the homes that currently utilize Reading Avenue to access Midland Avenue. As a result of this closure these homes will need to utilize Lansing Avenue via Carlson Avenue to access Midland Avenue.

TABLE 6.1.X: FUNCTIONAL CLASSIFICATIONS—MIDLAND AVENUE CORRIDOR

STREET	FROM	TO	CLASSIFICATION
Midland Ave.	West of Eldon Rd.	Fee Fee Rd.	Collector
Smiley Rd.	City Limits	Midland Ave.	Collector

Expressway District Roadway Network

The Expressway District Roadway Network is intended to provide a supporting network of arterial, collector and local roads adjacent to Maryland Heights Expressway. The network is governed by the Traffic Management Goals and Strategies contained within the Howard Bend Future Land Use Plan (Section 7.3, page 13). Those Goals and Strategies establish guiding principles for:

- Connectivity
- Access Management
- Pedestrian and bicycle routes
- Street and corridor character
- Mass transit
- Congestion Avoidance

Alignments and Access

The roadway alignments within the Expressway District Roadway Network are largely dependent upon the location and type of future access points on Maryland Heights Expressway. In regard to such access points, there are two competing objectives, one focused on economic development that advances connectivity and dispersion of traffic and one focused on regional transportation that relies on mobility that minimizes the disruption of traffic flow.

Economic Development Concept (Connection and Dispersion)

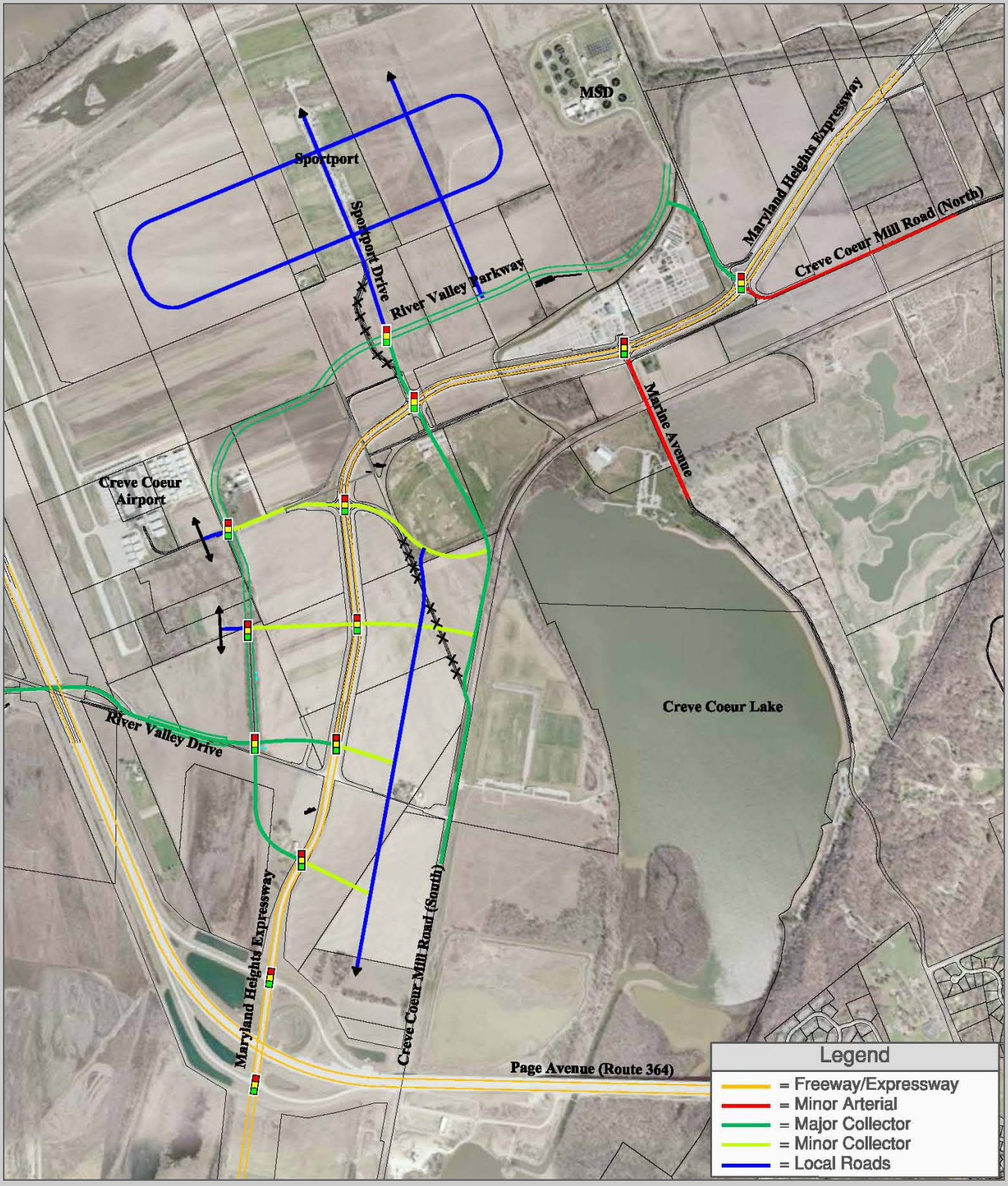
On one end of the spectrum is a concept in which additional signalized intersections are added to Maryland Heights Expressway. Figure 6.1.Y. (next page) shows the alignment and classification of the current and future roadways within the Expressway Planning District under this concept. The new access points are based upon minimum quarter-mile spacing, consistent with current St. Louis County access management guidelines. In addition, uniform spacing is provided to promote optimal progression of traffic.

The need for these additional signalized intersections on Maryland Heights Expressway to support the regional retail development envisioned in the Future Land Use Plan was determined by a study conducted by Wells & Associates and confirmed by Crawford, Bunte, Brammeier's Development Threshold Study. These studies confirmed that additional access is needed to disperse trips that would otherwise travel through the existing intersections. The existing intersections, as currently designed, could not support the amount of trips generated by the anticipated developments while maintaining an acceptable Level of Service.

This use of these new signalized intersections best meets the goals and strategies of the Future Land Use Plan by establishing access management principles that utilize access as a resource in a safe and efficient manner while providing the maximum level of access and connectivity needed to support future developments. Signalized intersections also offer several other advantages including cost-effectiveness, directness and ease of access, and minimal impact on development intensity. The disadvantage of signalized intersections is that they have the effect of disrupting traffic flow.

Regional Transportation Concept (Mobility and Free Flow)

On the opposite end of the spectrum is a concept in which no additional access is added to Maryland Heights Expressway. This concept is focused on maximizing the benefits of regional transportation, ensuring as little disruption in traffic flow as possible. Both the St. Louis County Department of Highways and Traffic and Missouri Department of Transportation (MoDOT) view Maryland Heights Expressway as a regional highway, and therefore, advocate this approach.



SOURCE: CRAWFORD, BUNTE, BRAMMEIER

FIGURE 6.1.Y. ROADWAY NETWORK—ECONOMIC DEVELOPMENT CONCEPT

The disadvantage of such concept is that it may not provide the level of access and connectivity needed to support higher traffic generating uses such as regional retail. In this case, the land use types ultimately developed may shift toward lower intensity land uses such as office flex or office distribution. Alternatives to signalized intersections to provide additional access while maintaining traffic flow include continuous flow intersections or grade separated interchanges. The disadvantages to such designs are that they are less cost-effective and may impact development intensity due to their increased size.

Maryland Heights Expressway is a County road that has the potential to be incorporated into the State highway system (Route 141). At the local level, the City of Maryland Heights, while an influencing factor in access management, does not make the final determination on the form of future access. The Transportation Plan, therefore, functions as a starting point in the discussions with these agencies. Achieving a balance in the competing objectives of mobility and connection should be a consideration in the determination of accessibility to Maryland Heights Expressway.

Roadway Classifications

Roadways within the Expressway District Roadway Network may be classified by the following functional categories:

Access Class 1: Freeways/Expressways

High volume roadways that provide high priority to mobility over access. They often provide service to traffic entering and exiting the city and between major activity centers within the city. Freeways/expressways include:

- Page Avenue (MO Route 364)
- Maryland Heights Expressway

Access Class 2: Minor Arterials

Moderate volume roadways that provide priority to mobility over access. They often feed the major arterial (freeways/expressways), system, support moderate length trips, and serve activity centers. In this case, the minor arterials provide secondary access into and out of the district. Minor arterials include:

- Creve Coeur Mill Road (North)
- Marine Avenue

Access Class 3: Collectors

Roads with moderate to low volumes that provide a balance between mobility and access. They often link Local Streets with the Arterials. Major and minor collectors have been identified. The Major Collectors are expected to maintain a slightly higher priority for mobility than access, therefore have more stringent intersection spacing requirements. Major collectors are expected to carry heavier traffic loads than the minor collectors. These include:

Agency Comments

St. Louis County Department of Highways and Traffic Comments submitted the following comments on September 2, 2008:

Due to the regional importance of the Expressway, along with the Page-Olive connection, as the final link in the Missouri Route 141 outer beltway, we would strongly prefer to retain maximum signal spacing distances to maintain a high level of through traffic flow. The introduction of additional signals in this corridor has the potential of substantially limiting that throughput. We also feel that it is important to consider the Missouri Department of Transportation (MoDOT) access guidelines for signal spacing in order to retain the opportunity for this facility to ultimately be accepted as part of the State Highway System.

We believe that it is necessary and appropriate to examine alternative access (on Maryland Heights Expressway) such as grade separated crossover connectors that would limit the impact of left turning traffic. Strategic placement of right-in/out access in conjunction with these crossover connectors could also be considered. Access that minimizes the demand for at-grade left turns should be fully investigated, in order to balance strong land-use demand while still maximizing throughput on the expressway.

MoDOT submitted the following comments on September 2, 2008:

Because of the high priority that MoDOT and the St. Louis region places on the future relocation of Route 141 and the support that MoDOT has for the proposed connection of Maryland Heights Expressway with Route 141, MoDOT does not support the proposed additional access along Maryland Heights Expressway. This future connection of these two vital roadways will provide connectivity between 1-55 and 1-70 as an expressway and improve regional traffic flow. The addition of two new signals with quarter mile spacing will have a detrimental impact on the intent of this proposed connection to function as an expressway and result in Maryland Heights Expressway functioning as an arterial roadway. We strongly encourage the city and their engineer, CBB, to evaluate other means of access along Maryland Heights Expressway. There are many options of providing access such as a continuous flow intersection or a grade separated interchange that should be evaluated prior to approving additional access points along this type of roadway.

- River Valley Parkway
- River Valley Drive (west of Maryland Heights Expressway)
- Creve Coeur Mill Road (South)
- Sportport Drive (between River Valley Parkway and Maryland Heights Expressway)
- MSD Access (opposite Creve Coeur Mill Road-North)

Minor collectors retain mobility but allow a slightly higher priority for access. These include:

- Airport Road from River Valley Parkway to Creve Coeur Mill Road-South
- New Collector between Airport Road and River Valley Drive from River Valley Parkway to Creve Coeur Mill Road (south)
- River Valley Drive east of Maryland Heights Expressway

Access Class 4: Local Roads

Low volume streets that provide immediate access to individual residential, commercial, industrial and institutional properties not classified in Classes 1-3. Access and frontage roads are also considered local streets. Local roads include:

- North-South road between Maryland Heights Expressway and Creve Coeur Mill Road-South
- Sportport Drive northwest of River Valley Parkway.
- Additional road(s) to serve potential Sportport build-out

TYPOLOGIES

The functional classification of a street, e.g. freeway, minor arterial, collector, or local road, broadly defines its design and operational characteristics, related primarily to the movement of motor vehicles. Street typologies, on the other hand, further refine the design of streets by relating them to the adjacent land uses and their function for other modes of transportation. The typologies in the Howard Bend Planning Area include:

- Highway (Page Avenue [Route 364] and Maryland Heights Expressway)
- Parkway
- Mixed Use Streets
- Office Campus Streets
- Office-Flex/Distribution Streets
- Regional Retail Streets

Street design can be both reflective of the adjacent land use and influential to the future land use. This section sets forth the design elements associated with each of the typologies except Highways, which are under other jurisdiction. Each street developed in the District should include as many of the design elements listed as practical.

Parkway

The Parkway typology is unique in that the specific design of this roadway has already been determined. In 2006, the Comprehensive Plan was updated to recommend the development of a north-south collector roadway running parallel to the Maryland Heights Expressway from Riverport to Waterworks Road. This roadway, River Valley Parkway, will provide a common corridor through the planning area while avoiding congestion on Maryland Heights Expressway. The design and alignment of the northern portion of this roadway, from the MSD plant to River Valley Drive, was finalized in 2008.

The Parkway's right-of-way is 106 feet in width and will include:

- Landscaped median
- Four through lanes (two in each direction)
- Turn lanes at intersections
- Landscaped strip along outside lanes
- Walkway/bikeway
- Sidewalk

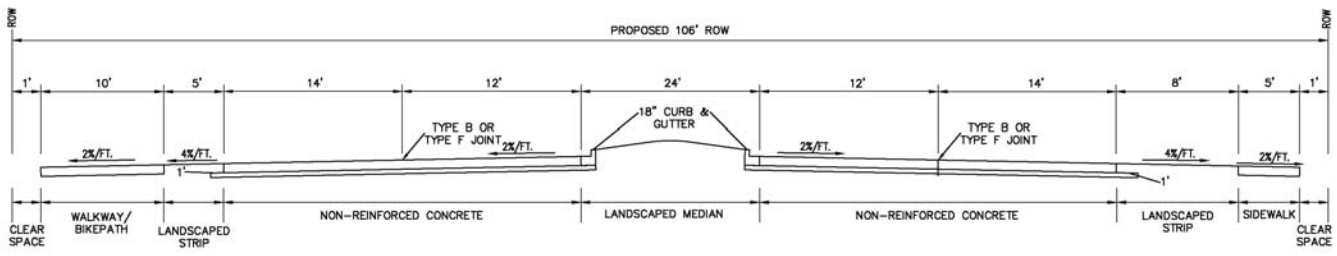


FIGURE 6.1.Z: RIVER VALLEY PARKWAY CROSS SECTION (SOURCE: STOCK & ASSOCIATES)

River Valley Parkway will also be integrated with the regional stormwater management system. The stormwater conveyance system will run along the side of the roadway, enhancing the aesthetic appearance and feel of the parkway and adding character and value to adjacent developments.

The future alignment of River Valley Parkway also extends further north and south, beyond the boundaries of the Expressway Planning District, as depicted in Figure 6.1.Z. The alignment of this roadway through the Expressway Planning District has been approved by the City and is incorporated in the Expressway District Roadway Network. The future alignment of this roadway elsewhere remains subject to change. Figure 6.1.AA. (next page) represents an approximation of the future alignment. The figure shows possible future connections to Harrah's Casino and Riverport Business Park to the northeast. Southwest of the Expressway Planning District, the future alignment follows the current path of River Valley Drive before it curves easterly to connect with Waterworks Road.

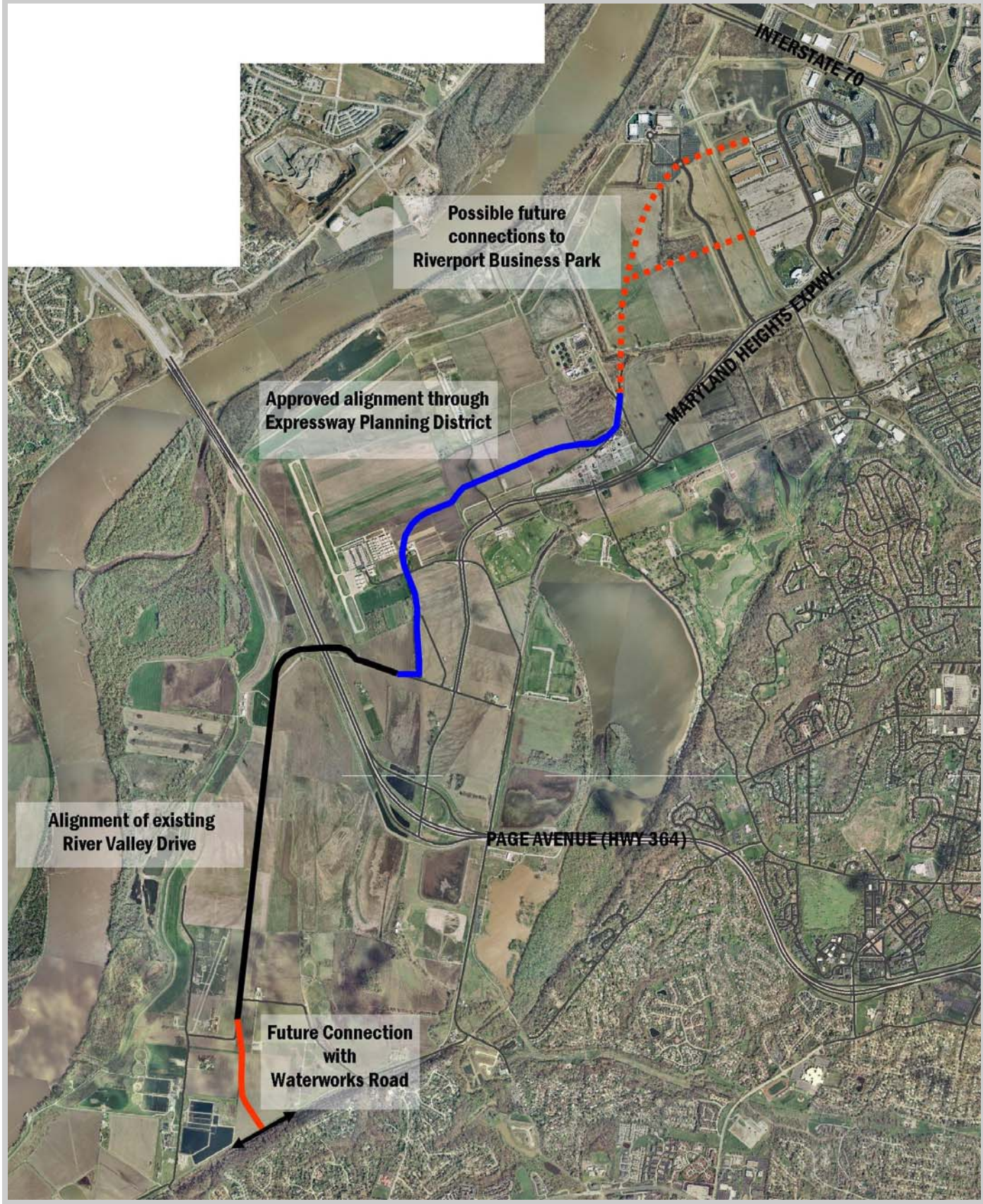


FIGURE 6.1.AA. ALIGNMENT OF RIVER VALLEY PARKWAY

Mixed Use Streets

The vitality of a mixed-use development is heavily influenced by its streets. Mixed use streets should create the opportunity for an active street life, with a focus on pedestrian facilities to reduce the dominance of the automobile. The streets must work in concert with the adjacent architecture and public spaces to create a pedestrian scale environment. Therefore, Mixed use streets should include the following design elements:

- Lower operating speed (25 miles per hour maximum)
- Narrower lane widths to decrease vehicle speed and allow room for landscaping and pedestrian/bicycling facilities
- Wider sidewalks
- Street furniture, landscaping, and public spaces
- Street trees
- Pedestrian scale lighting
- Aesthetic treatments such as colored or textured pavement, brick pavers, or cobblestones to visually enhance the streetscape
- On-street parking (parallel or angled)
- Mid-block crosswalks
- Dedicated bicycle lane or shared bicycle/parallel parking lane
- Appropriate transitions between higher volume segments or streets
- Bus stops with shelters

RTKL Associates

Examples of Mixed-Use Streetscapes

Office Campus Streets

The challenge in designing office campus streets is striking a balance between the need to accommodate a significant number of vehicular trips, particularly at peak hours, while providing adequate facilities for both pedestrians and bicycle commuters. In this regard, vehicular traffic is paramount, but pedestrian and bicycle accommodations should not be sacrificed.

Office campus streets should include the following design elements:

- Lower operating speed (25 to 35 miles per hour maximum)
- Sidewalks
- Street trees
- Street furniture, landscaping, and public spaces
- Pedestrian scale lighting
- Aesthetic treatments such as colored or textured pavement, brick pavers, or cobblestones to visually enhance the streetscape and clearly define pedestrian zones and crossings
- Dedicated bicycle lane or wider outside “shared” lane
- Bus stops with shelters

Examples of Office Campus Streetscapes

Office-Flex/Distribution Streets

Office-flex/distribution streets are typically designed to accommodate significant volumes of large-scale vehicles such as trucks, tractor trailers, and other delivery vehicles.

While pedestrian and bicycle accommodations are absent on many such roads, these facilities should be provided on office-flex/distribution streets in the Howard Bend Planning Area in keeping with the Goals and Strategies of the Future Land Use Plan. The design of the new Sportport Drive sets the expectations for other office-flex/distribution streets in the network.

Office-flex/distribution roads should include the following design elements:

- Two to four lanes (one or two lanes in each direction) and a turn lane
- Street trees and landscaping
- Designated bicycle lane or wider outside "shared" lane
- Sidewalks

Example of an Office-Flex/Distribution Streetscape

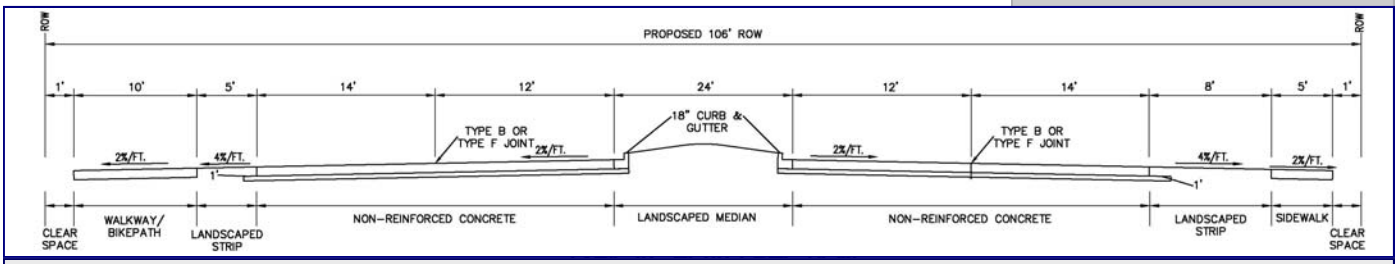


FIGURE 6.1.BB: SPORTPORT DRIVE 3-LANE CROSS SECTION (SOURCE: STOCK & ASSOCIATES)

Regional Retail Streets

Many regional retail streets typically have higher travel speeds and are focused on vehicular capacity and level of service, offering little or no accommodations for pedestrians. In the St. Louis Metropolitan Area such roadways are typically arterials that serve large strip commercial centers. Because these streets are auto oriented, with large parking fields between the street and the building, walking and bicycling tends to be discouraged.

Due to the potential proximity of regional retail developments to office campus and mixed-use developments in the Howard Bend Planning Area, however, it is essential for regional retail streets within the Expressway District Roadway Network to include pedestrian and bicycle accommodations. Such facilities are also in keeping with the Goals and Strategies of the Future Land Use Plan.

Regional retail streets uses should include the following design elements:

- Reasonable operating speed (30 to 35 miles per hour maximum)
- Sidewalks
- Street furniture, landscaping, and public spaces at designated nodes
- Street trees
- Pedestrian scale lighting
- Aesthetic treatments such as colored or textured pavement, brick pavers, or cobblestones to visually enhance the streetscape and clearly define pedestrian zones and crossings
- Dedicated bicycle lane or wider outside "shared" lane
- Appropriate transitions between higher volume segments or streets
- Bus stops with shelters

Regional Retail Streets may provide access to regional retail...

...and/or travel through regional retail.

TABLE 6.1..Y: MARYLAND HEIGHTS STREETS BY FUNCTIONAL CLASSIFICATION			
STREET	FROM	TO	CLASSIFICATION
I-270	City Limits	City Limits	Freeway/Expressway
I-70	City Limits	City Limits	Freeway/Expressway
Page Avenue	Bennington Place	Lindbergh Boulevard	Freeway/Expressway
Earth City Expressway/City of Maryland Heights Expressway*	City Limits	Route 364	Freeway/Expressway
Missouri Route 364*	Bennington Place	City Limits	Freeway/Expressway
Lindbergh Boulevard	City Limits	City Limits	Major Arterial
Creve Coeur Mill Road*	Southern City Limits	Marine Avenue	Minor Arterial
Creve Coeur Mill Road*	Prichard Farm	Northern City Limits	Minor Arterial
Prichard Farm Road	Earth City Expressway	Creve Coeur Mill	Minor Arterial
Marine Avenue	Creve Coeur Mill Road	Westport Plaza Drive	Minor Arterial
Dorsett Road	Marine Avenue	Lindbergh Boulevard	Minor Arterial
Bennington Place	City Limits	Marine Avenue	Minor Arterial
McKelvey Road	Marine Avenue	Bennington Place	Minor Arterial
Bennington Place	McKelvey Road	Ameling Road	Minor Arterial
Westport Plaza Drive	Marine Avenue	Lackland Road	Minor Arterial
Craig Road	Lackland Road	City Limits	Minor Arterial
Fee Fee Road	Westport Plaza Drive	Schuetz Road	Minor Arterial
Ameling Road	Bennington Place	McKelvey Road	Minor Arterial
Schuetz Road	City Limits	Dorsett Road	Minor Arterial
Westline Industrial Drive	Westport Plaza Drive	Grissom Drive	Minor Arterial
Lackland Drive	Craig Road	Concourse Drive	Minor Arterial
Concourse Drive	Page Avenue	Lackland Road	Minor Arterial
Grissom Drive	Westline Industrial	Page Avenue	Minor Arterial
Fee Fee Road	Dorsett Road	City Limits	Minor Arterial
Grissom Drive	Westline Industrial	Fee Fee Road	Collector
Hog Hollow	River Valley Drive	City Limits	Collector
Rule Avenue	Dorsett Road	Ameling Road	Collector
McKelvey Hill Drive	Dorsett Road	McKelvey Road	Collector
Weldon Parkway	Westline Industrial	Dorsett Road	Collector
Eldon Drive/Hathaway Drive/ Doddridge Drive/ Parkwood Lane	Midland Avenue	City Limits	Collector
Adie Road	Fee Fee Road	Lindbergh Boulevard	Collector
Smiley Road	City Limits	Midland Avenue	Collector
Midland Avenue	West of Eldon	Fee Fee Road	Collector
Lackland Road	Craig Road	Craigshire Road	Collector
Lackland Road	Congressional Drive	Lindbergh Boulevard	Collector
Millwell Drive	Midland Avenue	Dorsett Road	Collector
River Valley Drive	City of Maryland Heights Expressway	St. Louis Waterworks Road	Collector
Westline Industrial Drive	Grissom Drive	Schuetz Road	Collector
Ameling Road	Rule Avenue	Bennington Place	Collector
Progress Parkway	Dorsett Road	Westport Plaza Drive	Collector
Craigshire Drive	Lackland Road	Craig Road	Collector
McKelvey Road	Bennington Place	Ameling Road	Collector
St. Louis Waterworks Road	River Valley Drive	Creve Coeur Mill Road	Collector

*Classifications to take effect when improvements are completed.

PUBLIC TRANSIT

An important factor in the future growth and development of Maryland Heights is the provision of public transit service to and from the City. As the City's employment base continues to grow and expand (particularly if the floodplain areas are available for development), the availability of public transit service will be come significant with respect to providing relief from traffic congestion in the City's commercial core area.

The Bi-State Development Agency presently serves the City during peak community hours with a number of express bus lines. This service not only brings workers to the employment base in Maryland Heights, but also provides service to the Clayton and Downtown St. Louis employment centers. The city also play a major role in planning for the proposed light rail system, named Metro-link, which is proposed to serve the Metropolitan area. Under the direction of the East-West Gateway Coordinating Council (EWGCC) the initial line of this system is now in the final stages of engineering. Operation/ service on the initial line is currently planned to begin in late 1989/early 1990. The initial line will end at St. Louis Lambert International Airport. Planning has just begun on the second phase corridors and final selection of alignments within those corridors is at least a year from completion. Under the most favorable scenario, any corridor or sub-corridor serving Maryland Heights would be in service by 1995.

The light rail corridor serving Maryland Heights is one of seven corridors where alignments are being planned for future service. All seven corridors will connect with the initial light rail route currently being designed. In order to minimize future construction costs, the corridors planning focuses on evaluation of existing, lightly used, or abandoned rail rights-or-way, freeway and utility rights- or way within each of the proposed corridors. For Maryland Height's purposes in planning for the future, the St. Louis/St. Charles County Corridor is of prime importance.

The St. Louis/St. Charles County Corridor generally represents a band extending from the Lambert Airport Terminal through the Westport area to an as yet undetermined terminus in St. Charles County. Within this broad corridor, three potential sub-corridors exist. The first of these would be an extension of the St. Louis Central/Airport light rail line from the proposed Berkley Station west along the Norfolk and Southern Railroad alignment through Bridgeton and across the Missouri River into the northern portion of the City of St. Charles. Beyond this point the rail line extends west through the cities of O'Fallon, Lake St. Louis, and Wentzville. The transit corridor (by virtue of rider ship demand and other factors) may or may not extend that far west.

The second sub-corridor would also represent an extension of the St. Louis Central/Airport light rail line running from the proposed Lambert Airport Station west along the I-70 alignment into St. Charles County. This alignment (again depending on its westward extension) would serve the same cities. This corridor would directly serve Maryland Heights along the City's northern border. Riverport and Earth City could conceivably be served from this alignment with a single terminal.

The thin sub-corridor extends westward into St. Charles county emanating from the proposed Page Avenue Park-and-Ride Station of the light rail line east of the City. This alignment parallels Page Avenue to the Westport Area and continues west into St. Charles County along an as yet unidentified alignment to an undetermined terminus; however, this sub-corridor was selected because it provides for the utilization of the existing Rock Island Railroad right-of-way from the Page Park-and-Ride Station to Westport and Riverport. Service to industrial/employment centers and for residents of University City, Olivette, and Overland, as well as Maryland Heights could be provided along this alignment.

Access to St. Charles County via this overall corridor is viewed as of prime importance. During the 1970-1980 decade St. Charles County experienced a population increase exceeding 55 percent and a large expansion in its employment base. This was further increased upon completion of the General Motors plant in Wentzville. The factors have had a severe impact on the highway infrastructure's ability to keep pace with the growth. A major transit improvement in this corridor would provide relief for the highway networks of St. Charles and St. Louis Counties including the bridge system across the Missouri River.

Obviously, in terms of providing service to Maryland Heights, either of the later two sub-corridor concepts discussed above is of more benefit. The later most of the three sub-corridors would traverse the heart of the City and offer excellent service potential; however, City residents might perceive heavy use of this alignment to have more potential negative impact than the second or first alternatives.

In reviewing this transportation element, several things must be kept in mind. First, construction of any of these alignments will be predicated on potential rider ship and the availability of construction funds. Employment in the offices and industries of Maryland Heights attracts persons from throughout the Metro area. Past studies by EWGCC and Bi-State seem to indicate that there are no easily definable or predominant origination points for persons working in Maryland Heights as there are from/to some other metro area employment destinations.

Therefore, during the next year while, these alignments are evaluated and rider ship estimates are reviewed, the data could show the sub-corridors most beneficial to Maryland Heights to be unfeasible. Secondly, it must be remembered that construction of the initial system is still not assured. Although indications are favorable at this time, final funding is subject to congressional reauthorization of the Surface Transportation Act. The funding for the initial line is contained within legislation to be debated and voted upon in the legislative session, which began in January 1987. The opportunity remains for funding to be cut or eliminated. Thirdly, notation should be made of the fact that the sub-corridor alignments of most benefit to Maryland Heights are in subsequent phases of the system development. Previous discussion in this subsection points out that under the most favorable of funding conditions, and assuming that construction of the initial line remains on schedule, the City might have this transit mode by 1995; therefore, this element will have implementation potential later in the planning period.

If the initial system becomes a reality, then it will be important for Maryland Heights workers and residents to have reasonable access to the system. In planning for future development of the City, it is timely for City staff and officials to become informed about the Metro-link system and to provide appropriate input to EWGCC officials and staff with respect to the City's desires for access to the system and alignment preferences.