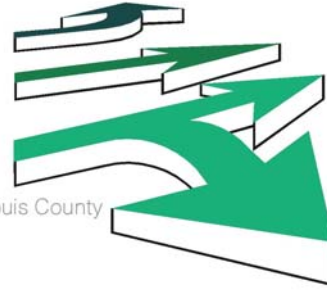


# Hanley Road Corridor Study

Brentwood • Maplewood • Richmond Heights • St. Louis County  
Taking Hanley Road in New Directions



## Summary of Public Comment

A public open house for the Hanley Corridor Study was held on January 22, 2004 from 5:00 to 8:00 p.m. at The Heights Community Center in Richmond Heights. This memo will serve to summarize comments that were received as well as answer some of the questions that were posed over the course of the evening and on the completed comment forms.

## General Participation

Approximately 85 residents, business owners and local officials from Brentwood, Maplewood and Richmond Heights attended the open house, with only six written comment forms completed. The primary concerns that were voiced included impacts to residential areas, small businesses and access to side streets, particularly Hicks Avenue. These concerns are addressed below in the Q&A section.

## Survey Results

Of the six completed comment forms, the general comments included the following:

- Three favored a hypothetical "Alternative 9" that proposed a shift of Hanley Road to the west.
- Two expressed concern over access to and from Hanley Downs, a residential neighborhood north of I-64.
- One requested a reduction in impact to the small businesses on the east side.

## Questions and Answers

Several questions were posed either verbally to staff at the meeting or on the comment forms.

**Q:** Can an alternative be created that shifts Hanley Road to the west?

**A:** This question is the root of many of the questions that have been raised and results from a misunderstanding of the alternative selection process. At this stage in the process the goal is to select the number and configuration of the traffic lanes with a general understanding that there will be some impact to properties on either side of Hanley. The exact impact cannot be known until an alternative is selected and preliminary design can begin. During preliminary design, engineers can explore the cost and impact of shifting the alignment in either direction. At that time, care will be taken to minimize impacts, equally distribute impacts that cannot be avoided, mitigate unavoidable impacts, and lastly, compensate property owners for any impact. In instances where impacts are extensive and mitigation is not feasible, acquisition of the entire property may be necessary. Unfortunately, the preliminary engineering phase is costly and

time-consuming and cannot be applied to each alternative. In the event preliminary engineering reveals that impacts and costs are much greater than expected, other alternative options may have to be explored. So in a sense, an alternative that shifts the alignment and minimizes impacts will be explored after the basic number of lanes is decided upon.

**Q:** Why can't we achieve greater than Level-of-Service D – Do any of the alternatives improve Hanley to Level-of-Service D?

**A:** The short answer is no, none of the alternatives achieve better than a Level-of-Service (LOS) D. It is unlikely that any improvement to Hanley will be able to maintain a LOS D at the signalized intersections without extending I-170 to the south. Thousands of commuters, shoppers and local residents rely on Hanley Road for access to Clayton, the Galleria, and the numerous businesses along Hanley and Eager Roads. The close proximity of I-64 and I-170 also attracts numerous trips. The close proximity of Eager Road and Dale Avenue to the ramps at I-64 and the high traffic volumes on each road further complicate the roadway system. The alternatives that were proposed attempt to simplify the system as much as possible plus provide added capacity to those areas that attract the most vehicles. With over 45,000 cars traveling between Elinore Avenue and I-64 each day, this is no easy task!

**Q:** Will the plans further complicate access to and from Hanley Downs?

**A:** No. The proposed improvements to Hanley Road include road widening and revised traffic patterns south of I-64. The effect of these improvements is reduced congestion, which should translate to improved access to Hanley Downs. Unfortunately, the reduction in congestion will most likely be offset by increased traffic volumes at some point in the future. The I-64 improvements proposed by MoDOT will also reduce congestion at this point, however it is not known at this time what the exact MoDOT improvements will look like at Hanley Downs.

**Q:** Why do some of the alternatives not allow access to Eager Road from northbound Hanley?

**A:** One of the constraints of developing alternatives for Hanley Road was that the MoDOT improvements at I-64 include a new interchange. The new MoDOT interchange also limits access to Eager Road to right-in right-out only. Once the MoDOT interchange is built, this configuration at Eager will still apply, despite the Hanley Road widening that we are doing. This is one of the reasons that a tunnel from northbound Hanley to Eager Road is an alternative that is favorable to the Hanley Steering Committee: without the tunnel, future access to Eager from northbound Hanley would be eliminated.

## **Thank You!**

St. Louis County and the Cities of Brentwood, Maplewood, and Richmond Heights would like to thank you for your interest and participation in the Hanley Corridor Study. As you've probably already realized, this project is very complex and the outcome will affect many. Rest assured that we are working towards a solution that minimizes impacts, and fairly mitigates and compensates for those impacts that aren't avoidable. Stay tuned for future opportunities to view our progress and provide input to the Hanley Road improvements.