

# Hanley Road Open House



**Date: January 22, 2004**

**Time: 5-8 p.m.**

## **Welcome!**

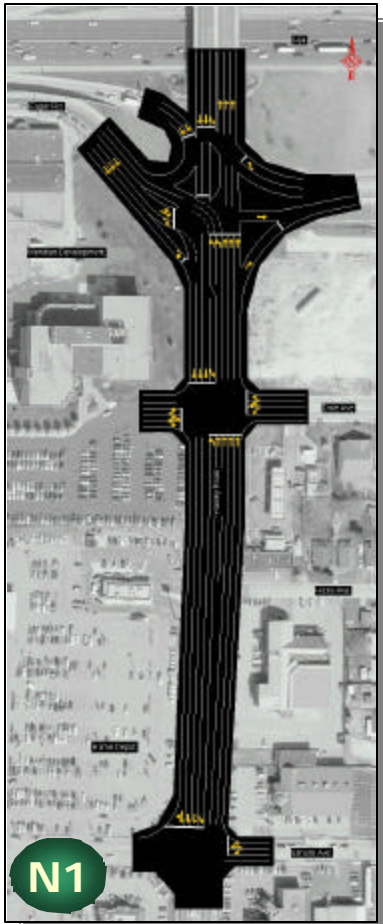
Tonight, St. Louis County's Department of Highways and Traffic, in coordination with the Cities of Brentwood, Maplewood and Richmond Heights, will present an overview of a study being performed to coordinate with MoDOT's I-64 improvements, improve existing traffic conditions and coordinate with MetroLink and commercial development changes along Hanley Road. Your input is important to us and we look forward to hearing your opinions this evening.

**WHAT'S INSIDE:** Maps, Answers to Frequently Asked Questions, a Comment Form and More!

## **Hanley Road Steering Committee**

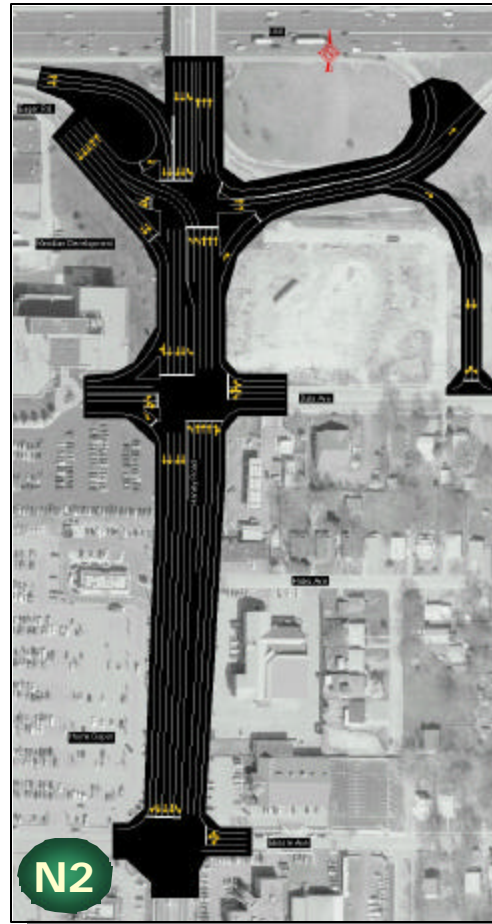
- St. Louis County Dept. of Highways and Traffic - Stephanie Leon 314.615.8119
- City of Brentwood – Bob Shelton 314.963.8629
- City of Maplewood – John Openlander 314.646.3640
- City of Richmond Heights – Mike Schoedel 314.645.4595

# What Specifically Do These



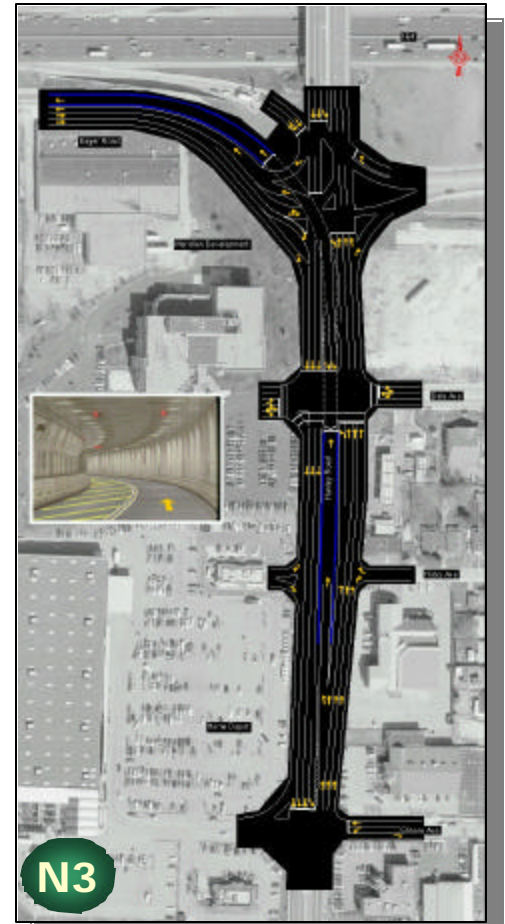
## Alternative N1

Widen Hanley to seven lanes and provide dual left-turn from northbound Hanley to Eager Road.



## Alternative N2

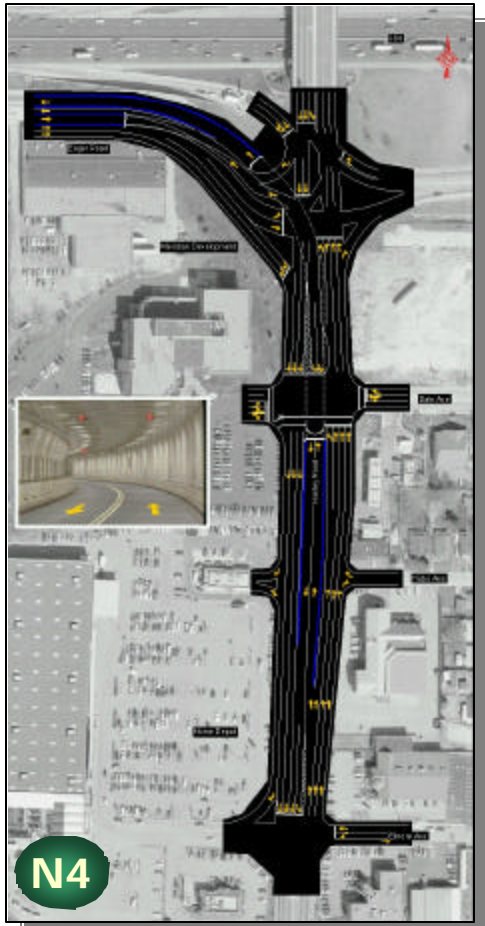
Widen Hanley to seven lanes and widen eastbound I-64 off-ramp to two lanes at signal at Eager Road. Also provide connection to Dale Avenue from east-bound I-64 on-ramp.



## Alternative N3

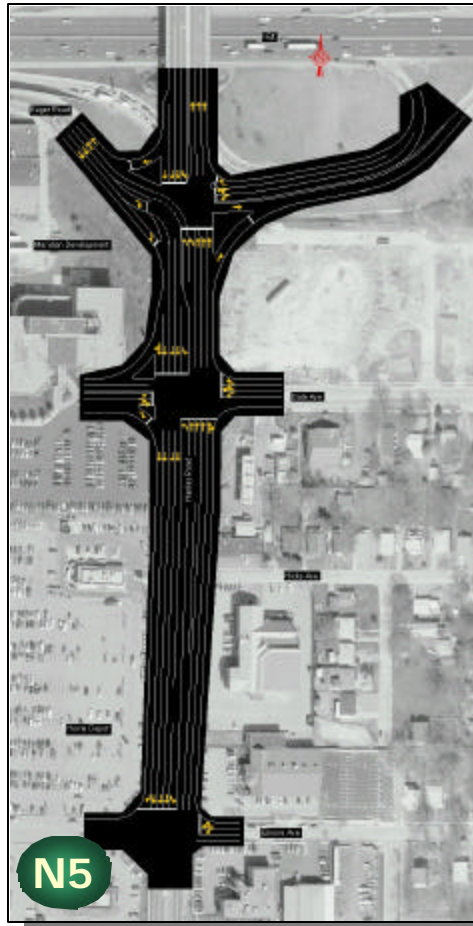
Widen Hanley to seven lanes and provide a one-way, northbound tunnel from Hanley Road to Eager Road.

# Alternatives Recommend?



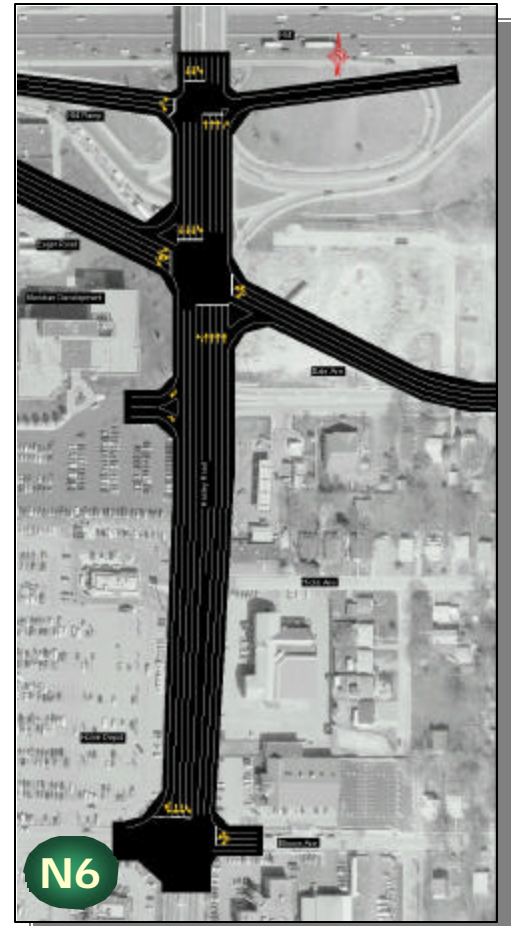
## Alternative N4

Widen Hanley to seven lanes and provide a two-way tunnel between Hanley Road and Eager Road.



## Alternative N5

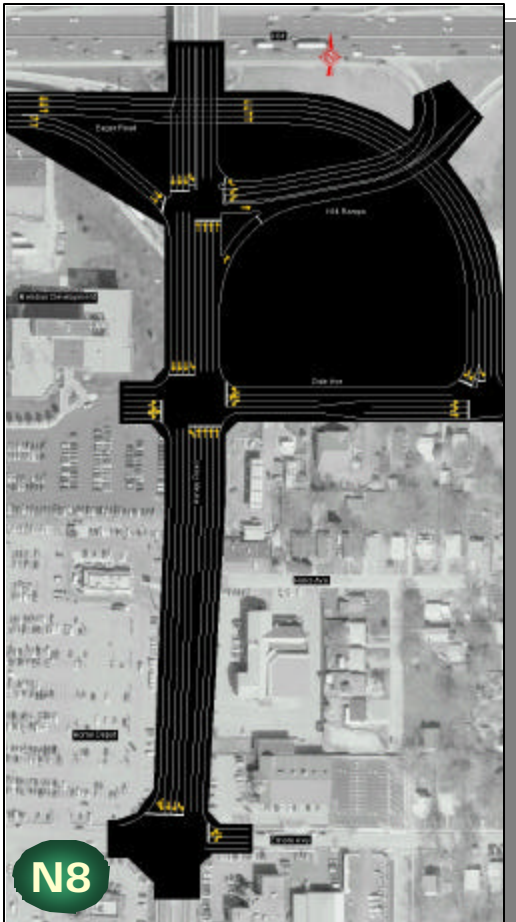
Widen Hanley to seven lanes and realign the eastbound I-64 off-ramp to north and southbound Hanley Road to the east side of Hanley. Dual left-turn from northbound Hanley Road to Eager Road.



## Alternative N6

Widen Hanley to seven lanes and realign Eager Road and Dale Avenue to a single intersection south of revised eastbound I-64 ramps.

# Alternatives Continued



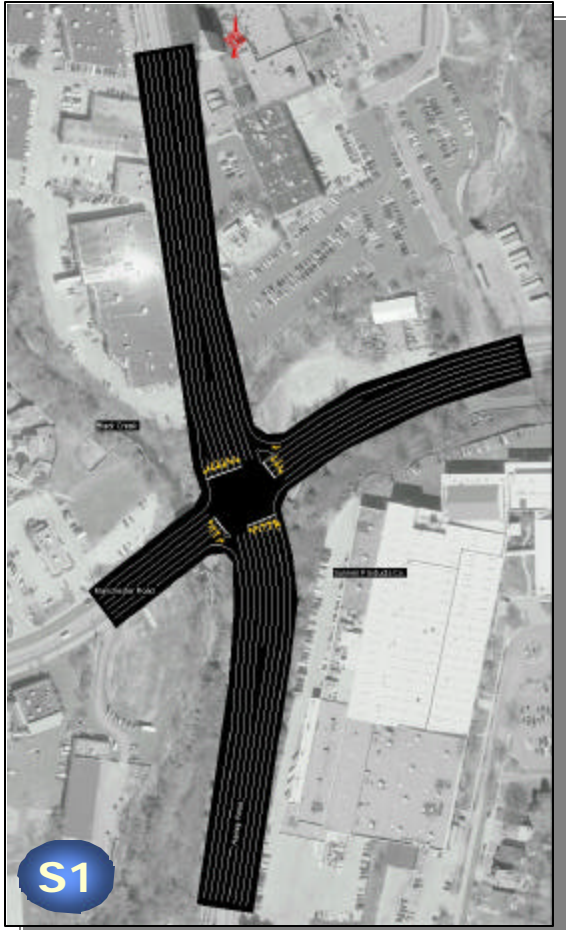
### Alternative N7

Widen Hanley to seven lanes, provide a one-way, north-bound tunnel from Hanley Road to Eager Road, and realign eastbound I-64 ramps to the east side of Hanley Road. (This is a combination of Alternatives N3 and N5).

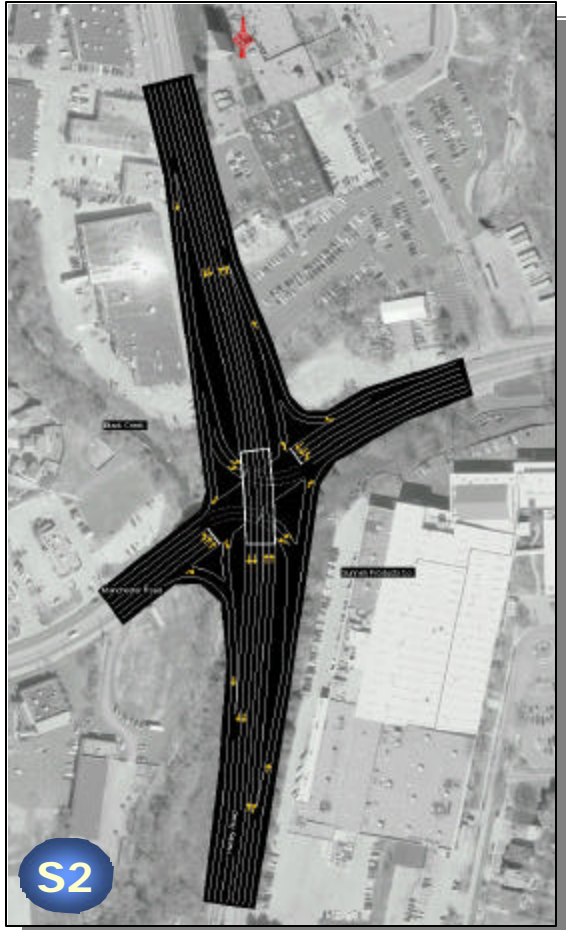
### Alternative N8

Widen Hanley to seven lanes and provide access to Eager Road via Dale Avenue and an underpass under Hanley Road. Realign eastbound I-64 ramps to the east side of Hanley Road.

# From Page 3



**Alternative S1**  
Widen Hanley to seven lanes and provide dual left-turn lanes in all directions at Manchester Road.



**Alternative S2**  
Widen Hanley to seven lanes and bridge Hanley Road over Manchester Road with ramps connecting the two roadways in a single-point urban interchange configuration.

# Answers to Frequently

## **Tell me about the study...**

The Hanley Road Corridor Study is a traffic impact study being done to determine a long-term solution to regional congestion problems along the corridor. More than 45,000 people use this portion of Hanley Road everyday. Most would agree that traffic congestion in this area is a problem today, however, and expected to get significantly worse. This is a problem that must be solved and it has been the goal of the Steering Committee to address as many of those existing and future problems as possible and create a solution that will consider the majority of the affected interests to the greatest degree possible. In this particular case, the problem is unique and complex in that the majority of the area under study is a St. Louis County maintained roadway connected to two MoDOT facilities (I-64 and Manchester Road) in three different municipalities (Brentwood, Maplewood and Richmond Heights) and bisected by the future Cross-County MetroLink. In addition, numerous existing commercial developments about Hanley Road and at least eight new and future developments and redeveloped areas are planned in the immediate vicinity of the project. In lieu of doing several isolated studies for each new development, it was determined by all entities involved in the corridor that one all-encompassing study was needed.

The Study Area boundaries are from south of where Hanley Road becomes Laclede Station Road to just north of I-64, a distance of 1.8 miles.

## **Why are you doing this study?**

Hanley Road is a critical link in the overall transportation system and is a major north-south transportation route. Planned developments, including the future MetroLink, will increase traffic demand in the area and alter travel patterns in ways that the original road was not intended to handle. Solving the existing problems and proactively planning for the future will ensure that these needs are addressed to the highest degree possible.

## **When did the study start?**

The technical portion of the study started in the summer of 2003 at the request of Buzz Westfall and agreement of the municipal entities of Brentwood, Maplewood and Richmond Heights.

## **How are the cities involved in the study process?**

Because of the complexity of the project and the need for multiple agencies to mutually agree on the overall assumptions and decisions that needed to be made in the best interest of their constituents, the County and three cities formed the Hanley Road Steering Committee to oversee all areas of the Study and bring their agencies best interests to the table. Throughout the study the Steering Committee has been responsible for all key decisions on what recommendations will be taken to the public for their scrutiny. At this stage of roadway planning, not all details of what should be done will be decided upon, however the key direction that is in the best interest of those affected will eventually be selected after the Steering Committee recommendation is reviewed by the public.

# Asked Questions

## **Why should one city work with another on this project?**

The Study Area for Hanley Road is located within three cities. The cities alone are responsible for land-use decisions within their respective boundaries. However, the road itself is maintained and controlled by St. Louis County Department of Highways and Traffic. The cities must work with the county so all interests are realized. By working together, the cities of Brentwood, Maplewood, and Richmond Heights can develop a single cohesive plan that can serve all of their interests.

## **Will property be impacted along this corridor?**

Based on preliminary recommendations, several businesses that are currently in close proximity to Hanley Road have been identified as potentially being impacted. These potential impacts, however, are based solely on technical recommendations; future discussions may lead to alternative solutions that would better accommodate their particular interests while maintaining the plan for the corridor.

## **Why aren't the preliminary findings recommending to widen Hanley Road north of I-64 – won't this create a bottleneck?**

Hanley Road at I-64 is a critical junction in the transportation system. The technical analysis shows that of all the traffic traveling northbound on Hanley Road today, as much as 60% turn onto Eager Road and I-64. This dispersion of traffic at this point to the north, east and west is expected to continue into the future. Additional improvements planned by MoDOT to the I-64 interchange are expected to accommodate the future traffic demand at this junction. Coordination with the MoDOT plan was a key aspect of the technical analysis portion of the study.

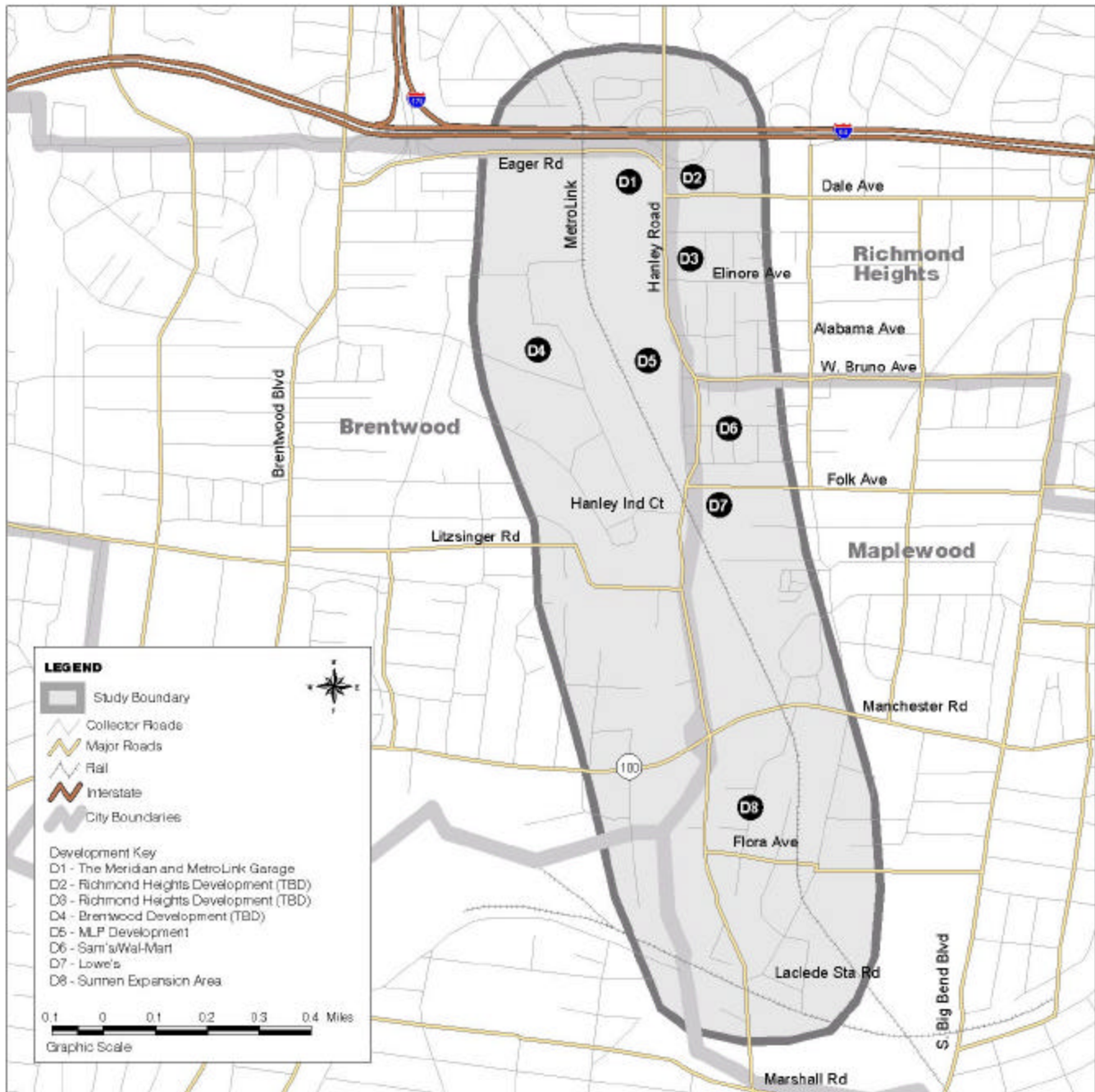
## **When will construction start?**

We still have to select a preferred alternative (with public input) and identify possible funding sources, so a definite answer at this time is not possible. If an alternate and a funding source are identified in the near future, the timing of the future developments along Hanley Road and the opening of MetroLink in 2006 would best be served by initiating phased construction as early as 2005. In the event funding is not identified, construction would be delayed until such time as the required funding is allocated to the project.

## **Who is leading the study?**

St. Louis County, in conjunction with the cities of Brentwood, Maplewood and Richmond Heights, are leading the study. The technical analysis portion of the study was funded by a public-private partnership between the County, the three municipalities, Metro, several existing commercial entities and the developers of the future commercial developments in the corridor. The consulting firm of Parsons Brinckerhoff is leading the technical and financial analysis portions of the study.

# Study Area Boundary



## Hanley Road Corridor Steering Committee Mission Statement

The Hanley Road Corridor Steering Committee will provide a transportation corridor from I-64 to Laclede Station Road that addresses current and future transportation needs of the local and regional community, supporting economic growth, minimizing residential impacts and enhancing the quality of life in the cities of Brentwood, Maplewood, Richmond Heights, and St. Louis County.

For more information visit the Hanley website at [www.stlouisco.com/hwyweb/](http://www.stlouisco.com/hwyweb/)