

# Creve Coeur Pedestrian Plan

City of Creve Coeur  
April, 2002



# The Creve Coeur Pedestrian Plan

A special acknowledgment goes to the City Of Portland, Oregon for its permission to use the ***Portland Pedestrian Design Guide*** as a model and resource for this plan. We are grateful for the many hours of work that went into the preparation of the Portland Design Guide.

Thank you to the Creve Coeur Planning and Zoning Sidewalk Subcommittee and the Creve Coeur City Staff who also contributed many hours of work for additional research and preparation of this document.

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## **Introduction**

# Creve Coeur Pedestrian Plan

## **THE PURPOSE OF THE *PEDESTRIAN PLAN***

One of today's most challenging planning tasks lies in marrying the vision of a pedestrian friendly community with the existing vehicular and infrastructure needs of a developed suburban community. With respect to existing terrain, beautiful front yards, irreplaceable trees, how do we develop, prioritize, and balance criteria to result in a well-planned, pedestrian-friendly community?

Dan Burden, Director of Walkable Communities, Inc., has become one of the nation's leading experts on redefining and reshaping communities to promote pedestrian life. His assessment of how Creve Coeur can establish itself as more than simply a vehicular-friendly community has provided the insight and motivation to move forward. We have used his knowledge and expertise to determine how to best implement the vision for our walkable community. The purpose of *The Creve Coeur Pedestrian Plan* is to integrate current design criteria and practices, and to establish goals, priorities and standards as we promote a "pedestrian-friendly" neighborhood-oriented community.

## **DEVELOPING THE GUIDELINES**

Creve Coeur's *Pedestrian Plan* is based on a comprehensive and thorough set of practices developed in Portland, Oregon, in 1998. Existing practices in Creve Coeur's neighboring communities were also researched. In addition, the guidelines are subject to certain regulations – for example, the Americans with Disabilities Act as well as Creve Coeur's Zoning Code and Subdivision Regulations. Pedestrian needs are carefully balanced with the consideration of other transportation needs and constraints.

In an effort to develop a walkable community and safe pedestrian movement, these guidelines define criteria by which sidewalk construction on certain categories of streets, as well as individual streets within each category, is prioritized and integrated into a long-range plan. These guidelines have been developed with practical financial realities in mind, setting standards, goals, and implementation policies, which are flexible and achievable.

Additionally, they define and establish well-conceived and tested criteria for how implementation will occur to promote

*Intro-1 Creve Coeur Pedestrian Plan – April, 2002*

# Introduction



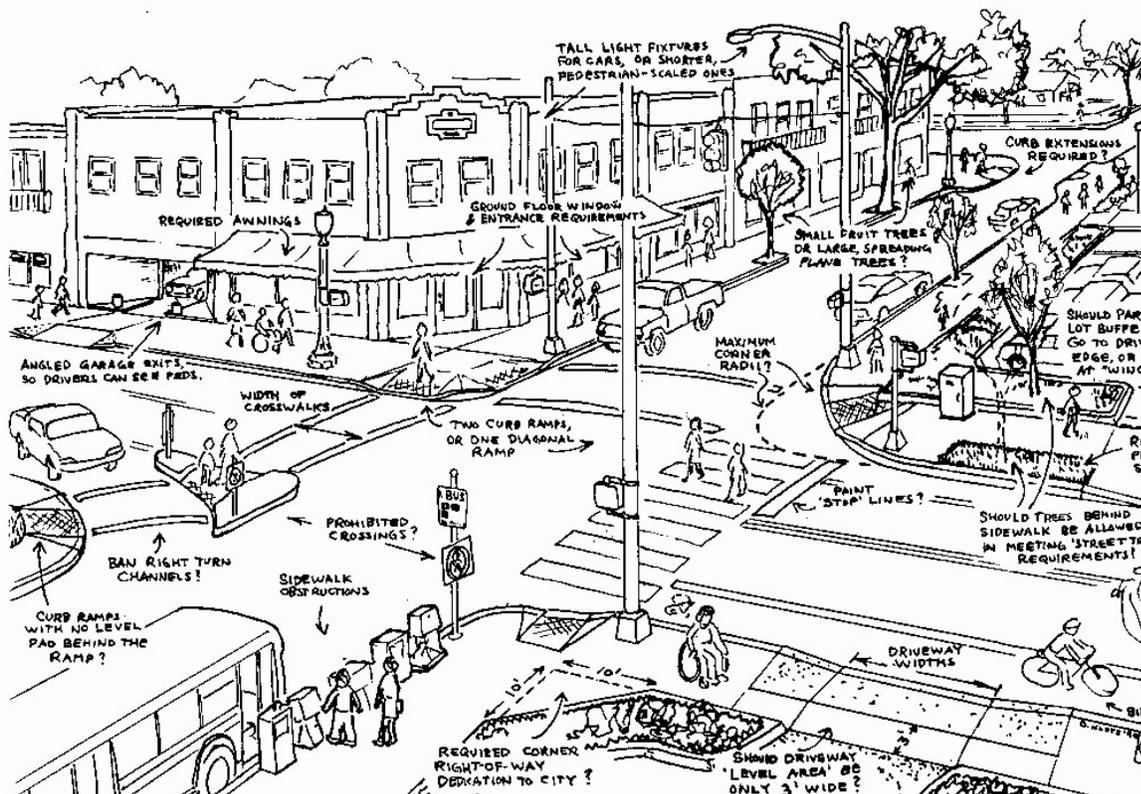
Good pedestrian design encourages walking

## Introduction

safety and aesthetics. The plan details the implementation of sidewalks, as they should be, not necessarily sidewalks as they often have been implemented.

In our city's most recognizable and heavily traveled thoroughfares (Olive, Lindbergh, and Ladue), basic highway-design principles have determined Creve Coeur's "look and feel" for some time. Recognizing the need to accommodate various transportation modes--automobile, bicycle, bus, and pedestrian--existing highway design principles are no longer acceptable.

Creve Coeur has already established itself as a premier community with excellent public and private schools, state-of-the-art hospitals, and vibrant businesses. Properly designed and constructed sidewalks throughout Creve Coeur – with adequate widths, safe distances from moving traffic, and sufficient landscaping and trees – will physically upgrade our city, promote traffic calming, and make it a safer and more attractive place to work and live.



Sketch by Doug Klotz, a volunteer on Portland's citizens working group, illustrating many of the issues and questions about pedestrian design raised during the process of developing the guidelines.

## **Introduction**

### **REGULATIONS AND CONTROLS**

In many cases, the practices that are covered by these guidelines are also the subject of other regulations or codes. This document attempts to integrate these disparate requirements.

State laws and rules regulate certain practices (See Section A1.2a).

The City Code, which includes the zoning and building codes, contains language, which also regulates other elements (See Section A1.2b). City regulations also require that standards set by The American National Standard Institute are followed. In addition, the *Creve Coeur Design Guidelines* established in December 1999, have set standards regarding sidewalk placement and design in order to develop a safer and friendlier pedestrian environment.

The Americans with Disabilities Act (ADA) of 1990, specifies stringent guidelines (See Section A1.3). Passage of the ADA marked a new era of responsibility for both public and private agencies, which must ensure that all users have access to all services and facilities. The guidelines for the ADA include the minimum dimensions required to achieve that access. In many cases, the guidelines in the Pedestrian Plan go beyond the minimum requirements of ADA and the American National Standard Institute to promote the vision of a pedestrian network for Creve Coeur that is not only accessible but safe, convenient, and attractive.



Many uses of the right-of-way must be balanced

## **Introduction**

### **Principles for Pedestrian Design**

The following design principles represent a set of ideals, which should be incorporated, to some degree, into every pedestrian improvement. They are ordered roughly in terms of relative importance.

**1. The pedestrian environment should be safe.** Sidewalks, pathways and crossings should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements.

**2. The pedestrian network should be accessible to all.** Sidewalks, pathways and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.

**3. The pedestrian network should connect to places people want to go.** The pedestrian network should provide continuous direct routes and convenient connections between destinations, including homes, schools, shopping areas, public services, recreational opportunities and transit.

**4. The pedestrian environment should be easy to use.** Sidewalks, pathways and crossings should be designed so people can easily find a direct route to a destination and delays are minimized.

**5. The pedestrian environment should be inviting.** Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open spaces such as plazas, courtyards, and squares, as well as the building facades that give shape to the space of the street. Amenities such as street furniture, art, plantings and special paving, along with historical elements and cultural references, should promote a sense of place.

**6. The pedestrian environment should be used for many things.** The pedestrian environment should be a place where public activities are encouraged. Commercial activities such as dining, vending and advertising may be permitted when they do not interfere with safety and accessibility.

**7. Pedestrian improvements should be economical.** Pedestrian improvements should be designed to achieve the maximum benefit for their cost, including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation. Where possible, improvements in the right-of-way should stimulate, reinforce and connect with adjacent private improvements.



The pedestrian corridor should provide a welcoming environment.

## **Implementation**

### **IMPLEMENTING THE GUIDELINES**

*The Creve Coeur Pedestrian Plan* is issued jointly by the Department of Community Development and the Department of Public Works. Every project that is designed and built in the City of Creve Coeur should conform to these guidelines.

Site conditions and circumstances often make applying a specific solution difficult. *The Pedestrian Plan* should reduce the need for ad hoc decisions by providing a published set of guidelines that are applicable to most situations. Throughout the guidelines, however, care has been taken to provide flexibility so that the designer can tailor the standards to unique circumstances. Even when a specific guideline cannot be met, the designer should attempt to find the solution that best meets the pedestrian design principles described on the previous pages.

It is expected that some refinements will be made to these guidelines over time, as they are implemented and field-tested. To this end, the Plan will be reviewed and updated by the Planning and Zoning Commission every five years with public input as well as input from City committees and staff, as determined by the Planning and Zoning Commission. With the three-ring format, modifications can be made as needed. To facilitate keeping the Guide up-to-date, every page has been dated and numbered.

### **SYSTEM FOR IMPLEMENTATION**

*The Pedestrian Design Plan* divides Creve Coeur Streets into three major street classifications: Primary, Secondary and Subdivision. Criteria have been established in order to determine where sidewalks are needed and to prioritize the order in which these sidewalks should be built. Table 1 provides a complete list of City Streets, which were determined to need sidewalk improvements and the recommended sidewalk improvement for each street (see *Intro* pages 11-16). Streets are grouped in Table 1 according to the priority given the recommended sidewalk improvement. Priorities were determined based on the criteria outlined on *Intro* page 7.

The implementation of the Creve Coeur Pedestrian Plan is a long-term process (20-25 years). Conditions on any given street may change prior to the time a sidewalk on a particular street is considered. The inclusion of any particular street in Table 1 is not meant to replace public debate as to whether a sidewalk should be built or not.

## **Implementation**

Resident input should be considered as each sidewalk project is evaluated and designed.

The Pedestrian Plan is intended to provide a framework and guide for design, location and prioritization of sidewalk needs within Creve Coeur. It is not meant to pre-empt or replace the public debate process over sidewalks on any particular street.

### **STREET CLASSIFICATIONS**

There are 3 street classifications in Creve Coeur:

**Primary Streets** are Commercial Collector or Arterial Streets. The predominant characteristic that they share is that they are all four lanes or wider. There are three streets in Creve Coeur that are considered Primary:

- Olive Boulevard
- Ballas Road
- Lindbergh Boulevard

**Secondary Streets** include both Residential Collector and Minor Commercial Streets, and are used to access other streets and subdivisions. These streets are primarily two lanes. Examples of Residential Collector Streets are:

- Spoede Road
- Hibler Road
- Mason Road
- Ladue Road

Examples of Minor Commercial Streets:

- Studt Avenue
- Old Ballas Road

**Subdivision Streets** include Priority Subdivision Streets (see Section A2.3), Minor Residential Streets and Minor Subdivision Streets. Minor Residential Streets and Minor Subdivision Streets are streets designed primarily to give access to abutting properties. Examples of Priority Subdivision streets are:

- Country View Drive
- Magna Carta

Examples of Minor Residential Streets

- Ferngate Lane
- Oak Park Drive

Examples of Minor Subdivision Streets

- Conway Pines Drive

## **Implementation**

### **CRITERIA FOR DETERMINING PRIORITIES**

How does the City prioritize the order in which sidewalks are built? Priorities of sidewalk construction within the sidewalk plan are decided according to the following criteria:

- Street classification
- Volume of traffic
- Volume of pedestrians
- Population of potential users
- Access to, and number of destinations, such as schools, churches, parks and commercial areas
- Safety factors
- Density of residential districts (the higher the density, the more homes can be accessed)
- Coordination with reconstruction of streets
- Accessibility to an existing sidewalk

### **SETTING PRIORITIES**

Based on the criteria outlined above, the *Pedestrian Plan* recommends that sidewalks be constructed according to the priorities shown in Table 1, Creve Coeur Streets and Recommended Short Term and Long Term Sidewalk Locations Listed in Order of Priority Group (see *Intro* pages 11-15). This recommended table of priorities was developed by the Sidewalk Subcommittee of the Creve Coeur Planning and Zoning Commission and reviewed by the Creve Coeur City Council, the Creve Coeur Planning and Zoning Commission, the Creve Coeur Police Department, the Creve Coeur Parks and Recreation Committee, the Creve Coeur Traffic Committee, and Creve Coeur Departments of Public Works and Community Development.

### **RESPONSIBILITY FOR SIDEWALK CONSTRUCTION**

The *Creve Coeur Pedestrian Plan* outlines a shared responsibility for future sidewalk construction in Creve Coeur. All projects requiring Site Concept Plan and/or Site Development Plan approval will be required to provide for the construction of both internal pedestrian movement and public right-of-way sidewalks (See Section 26-90.1, Section 26-26.2(b), and Sections 22A-25 of the Creve Coeur Zoning Ordinance). In addition, the City of Creve Coeur will continue to implement a public sidewalk program. The fact that the City of Creve Coeur intends to

## **Implementation**

build a sidewalk on a particular street does not relieve the developer's obligation to build a sidewalk in connection with any proposed project. Some streets listed in Table 1 are under the jurisdiction of the Missouri Department of Transportation or St. Louis County. To achieve the recommendations of the Plan on these streets, Creve Coeur must work together with the applicable governing body.

### **FUNDING THE CITY SIDEWALK PROGRAM**

The Capital Improvement Program (CIP) should take into account the priorities recommended in Table 1. Implementation cannot occur all at once due to financial constraints. Current CIP revenues suggest a reasonable funding allotment would be 10% of available CIP yearly revenue to be used for public sidewalk construction. In order to fund large projects, funding may need to be spread out over more than one fiscal year. In addition, the City will continue to actively pursue county, state and federal funding opportunities for sidewalk construction projects.

### **RIGHT-OF-WAY (ROW) AND PUBLIC SIDEWALK EASEMENTS DEFINED**

Right-of-way (**ROW**) is defined as land owned and controlled by a municipality, county or state, typically used for the construction of public roadways, sidewalks, utilities and other improvements and infrastructure.

The public right-of-way (ROW) supports many different activities and functions, each with specific design needs and constraints. The Right-of-Way contains many types of "hardware" such as traffic signals, street lights and public utilities (electric, telephone, cable television, and sewer).

A public sidewalk easement may be defined as an easement held by or granted to a municipality, county, state or utility company on land owned by a private individual or entity. The holder of the public sidewalk easement exercises control over the surface of the easement and allows the public to utilize such surface.

### **SIDEWALK MAINTENANCE AND RESPONSIBILITY**

In many cities, property owners are typically responsible for the construction of sidewalk improvements within the right-of-way and sidewalk easement on their property. In the City of Creve Coeur, the property owner is responsible

## **Implementation**

for keeping the sidewalk clear of snow, ice, mud or debris. The City is responsible for the routine maintenance and replacement of cracked or broken public sidewalks.

### **INSUFFICIENT RIGHT-OF-WAY**

When the existing right-of-way is too narrow to accommodate the recommended sidewalk improvement, the following steps are recommended:

- Narrow existing roadway in accord with established minimum roadway standards
- Acquire additional Right-of-Way or Public Walkway Easement
- As a last resort, if acquiring additional Right-of-Way or Public Walkway Easements is unsuccessful, and the recommended sidewalk improvement is located on a Primary, Secondary, or Priority Subdivision Street, then condemnation of the necessary property should be considered.

### **TREES AND LANDSCAPING IN THE R.O.W. ALONG RESIDENTIAL STREETS**

When sidewalks and other street improvements are constructed in the existing right-of-way, street trees in accordance with Section 26-62.6 of the Zoning Ordinance of the City of Creve Coeur, must be planted in the grassy strip (Furnishings Zone, see Section A3.3) between the sidewalk and the street. Street trees shall be deciduous hardwood trees, spaced no more than 30 feet on center, not less than 3 inch caliper size measured 6 inches above the ground, with a clear trunk of at least 7.5 feet.

If the construction of a sidewalk results in the loss of trees larger than 6" caliper within the existing R.O.W., the City shall replace each tree with 3" caliper trees in the R.O.W., meeting the specifications identified under Section 26-62.6 (a) of the Zoning Ordinance of the City of Creve Coeur.

If the construction of a sidewalk results in the loss of significant trees, the sidewalk may curve to abut the curb. The loss of significant trees is defined as follows:

- The loss of three or more 8" caliper trees.
- The loss of one or more 12" caliper tree.

## **Implementation**

If the construction of a sidewalk results in the loss of brush in the R.O.W. that has served as screening to the adjacent residential property owner, the City will replace the brush with shrubs to be located adjacent to the sidewalk. The City will determine the location of replacement shrubs in order to assure a clear sidewalk passage.

## **CROSSWALKS**

Crosswalks are a critical element of the sidewalk plan. Pedestrians must be able to safely and conveniently cross streets to access schools, churches, parks, public areas, neighborhoods, and business and shopping areas. Table 2, beginning on Intro page 16, provides a list of crosswalks, which are needed in order to link Creve Coeur's existing and future network of sidewalks. They are grouped into 2 groups: crosswalks which are inadequate or missing from the existing sidewalk network; and crosswalks as part of a new sidewalk project.

Crosswalks, which are inadequate or missing from the existing sidewalk network, should be improved or installed as a first priority.

As new sidewalk projects are constructed, the crosswalks listed in Table 2 should also be installed.

See Section C for guidelines for crosswalk design, placement and installation.

**Table 1  
Creve Coeur Streets and the Recommended Short And Long Term  
Sidewalk Location Listed in Order of Priority Group**

Street Type	Street Name	Existing Sidewalk Location		Recommended Short Term Sidewalk Location		Recommended <u>Ideal</u> Long Term Sidewalk Location
		0-1-2 Sides	Width	1-2 Sides	Width*	1-2 Sides
<b>FIRST PRIORITY</b>						
Primary	Olive Street Road <sup>#</sup> East of I-270	2	5'	2	6-8'	-
Primary	Olive Street Road <sup>#</sup> West of I-270	0		2	6-8'	-
Primary	Ballas Road	1-2	5'	2	6-8'	-
<b>SECOND PRIORITY</b>						
Secondary	Warson Road	1	5'	1	5'	2
Secondary	Mosley Road	0		1	5'	2
Secondary	Conway Road	1	4'	1	5'	2
Secondary	Mason Road <sup>#</sup>	1-2	3-4'	1	5'	2
Secondary	Old Olive Street	1	4-5'	2	6'	-
Secondary	Baur	0		1	6'	2
Primary	Lindbergh <sup>#</sup>	0		1	6-8'	2
Secondary	Emerson Road, N. of Old Ballas	1-2	5'	2	6'	-
Secondary	Coeur De Ville Drive	0-1	4'	1	5'	-

# Under jurisdiction of MoDOT or St. Louis

\* If a 5' sidewalk must abut the curb, then the recommended width is increased to 6'.

**Table 1  
Creve Coeur Streets and the Recommended Short And Long Term  
Sidewalk Location Listed in Order of Priority Group**

Street Type	Street Name	Existing Sidewalk Location		Recommended Short Term Sidewalk Location		Recommended <u>Ideal</u> Long Term Sidewalk Location
		0-1-2 Sides	Width	1-2 Sides	Width*	1-2 Sides
Secondary	Old Ballas	1	4'	2	6'	-
Secondary	City Place	0-1	4-5'	2	6'	-
Priority Subdivision	Country View Drive	0		1	5'	1
<b>THIRD PRIORITY</b>						
Secondary	Ladue Road <sup>#</sup>	1	3'-5'	1	5'	2
Secondary	Emerson Road, S of Old Ballas	0		1	5'	1
Secondary	Hibler Road	1	5'	1	5'	1
Secondary	Country Manor Lane	0	5'	1	5'	1
Secondary	Tempo	1-2	4'	1	5'	2
Secondary	Cross Creek Drive <sup>+</sup> / Falaise Drive, from Cross Creek to Hibler	0-1	4'	1	5'	1
Secondary	Fernview Drive	0		1	5'	2
Secondary	Bellerive Estates Drive	0		1	5'	1

<sup>+</sup>Private street.

\* If a 5' sidewalk must abut the curb, then the recommended width is increased to 6'.

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		0-1-2 Sides	Width	1-2 Sides	Width*	1-2 Sides
Secondary	Ambois	0		1	5'	1
Secondary	Studt Avenue	1-2	4'	2	6'	-
Secondary	Craig Rd. (S. of Olive)	1	4'	2	6'	-
<u># Under jurisdiction of MoDOT or St. Louis</u>		0-1	5'	2	6'	-
Secondary	Rue De La Banque West	0-1-2	5'	2	6'	-
Secondary	Park Center Drive <sup>+</sup>	0		2	6'	-
Secondary	Office Parkway <sup>+</sup> /Olde Cabin	1	4'	2	6'	-
Priority Subdivision	Mason Manor Dr.	0-1	4'	1	5'	1
Priority Subdivision	Chasselle	0		1	5'	1
Priority Subdivision	St. Paul Drive	0		1	5'	1
Priority Subdivision	Magna Carta Drive	0		1	5'	1

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		0-1-2 Sides	Width	1-2 Sides	Width*	1-2 Sides
Priority Subdivision	Rondelay Drive	0		1	5'	1

\* If a 5' sidewalk must abut the curb, then the recommended width is increased to 6'.

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Creve Coeur Streets and the Recommended Short And Long Term  
Sidewalk Location Listed in Order of Priority Group**

Street Type	Street Name	Existing Sidewalk Location		Recommended Short Term Sidewalk Location		Recommended <u>Ideal</u> Long Term Sidewalk Location
		0-1-2 Sides	Width	1-2 Sides	Width*	1-2 Sides

FOURTH PRIORITY						
Secondary	Graeser Road, between Olive & Ladue	1	4'	1	5'	2
Secondary	Spoede Road	1	4'	1	5'	2
Secondary	North Forty Drive*	0		1	5'	-
Secondary	American Legion Drive <sup>+</sup>	0		2	6'	-
Secondary	Hamm Ave. <sup>+</sup>	0		2	6'	-
Secondary	Will Avenue	0		2	6'	-
Secondary	Insurance Center Plaza	0		1	5'	-
Secondary	Ambassador Blvd.	0		1	5'	-
Secondary	Andes Blvd.	0		1	5'	-
Secondary	Corporate Square Drive	0		1	5'	-

<sup>+</sup> Private street.

\* If a 5' sidewalk must abut the curb, then the recommended width is increased to 6'.

**Table 1  
Creve Coeur Streets and the Recommended Short And Long Term  
Sidewalk Location Listed in Order of Priority Group**

Street Type	Street Name	Existing Sidewalk Location		Recommended Short Term Sidewalk Location		Recommended <u>I</u> deal Long Term Sidewalk Location
		0-1-2 Sides	Width	1-2 Sides	Width*	1-2 Sides
Secondary	Gateway Blvd.	0		1	5'	-
Secondary	Paget Drive	0		1	5'	-
Secondary	Research Blvd.	0		1	5'	-
Secondary	Woodfield Lane	0		1	5'	-
Subdivision Streets w. 75% Approval	Existing subdivision streets not listed in this table may be considered if 1) 75% of the subdivision requests a sidewalk; & 2) City funding is available.			2	5'	-
Secondary	Decker Lane	2	5'	COMPLETED		
Secondary	Center Parkway	2	5'	COMPLETED		

\* If a 5' sidewalk must abut the curb, then the recommended width is increased to 6'.

**Table 2  
Recommended Crosswalks**

Pedestrian Crosswalk Location (Group 1)	Sign/ Marking	Signal/ Marking	Jurisdiction
Olive & Spoede/Briarcliff		XXX	MoDOT
Olive & Old Olive		XXX	MoDOT
Olive & City Place/Old Ballas		XXX	MoDOT
Olive & Craig		XXX	MoDOT
Olive & Graeser		XXX	MoDOT
Olive & Rue de la Banque		XXX	MoDOT
Lindbergh & Ladue		XXX	MoDOT
Ladue & Whitebridge/Temple Israel	XXX		City
Ladue & Spoede		XXX	City
Ladue & Graeser	XXX		City
Ladue & Bellington Lane	XXX		MoDOT
Ladue & Falaise	XXX		MoDOT
Ladue & Traditional Congregation and Royal Gate Drive	XXX		MoDOT
Ladue & Ladue Lakes Drive	XXX		MoDOT
Ladue & Chasselle	XXX		MoDOT
Ladue & Mason (both)		XXX	MoDOT and County
Mason & Millennium Park		POS*	County
Mason & Hope	XXX		County
Mason & Executive Parkway	XXX		County
Emerson & Old Ballas	XXX		City

\* Pedestrian Only Signal (POS) - Pedestrian-only traffic control signals used at midblock locations. See Section C2.7b on page C-6 for more information.

**Table 2  
Recommended Crosswalks**

Pedestrian Crosswalk Location (Group 1 cont.)	Sign/ Marking	Signal/Mar king	Jurisdiction
Decker & Old Ballas	XXX		City
Ballas & DeSmet		POS*	City
Ballas & Post Office/City Hall	XXX		City
Ballas & Lakeshore or Tarrytown	XXX		City
Old Ballas & Craig (Office Parkway)	XXX		City
Dielmann Center & Olde Cabin	XXX		City
Mason & Whitfield/B'nai Amoona	XXX		County
Old Olive & Guelbreth	XXX		MoDOT
Pedestrian Crosswalk Location (Group 2)	Sign/ Marking	Signal/ Marking	
Olive & Warson		XXX	MoDOT and County
Olive & Monsanto		XXX	MoDOT
Olive & Pavilion Drive		XXX	MoDOT
Olive & Coeur de Ville		XXX	MoDOT
Olive & Cross Creek		XXX	MoDOT
Olive & Tempo		XXX	MoDOT
Olive & Questover/Ross		XXX	MoDOT
Olive & Barnes West/Heritage		XXX	MoDOT
Olive & Mason		XXX	MoDOT and County
Olive & Timber Run		XXX	MoDOT

**Table 2  
Recommended Crosswalks**

Pedestrian Crosswalk Location (Group 2 cont.)	Sign/ Marking	Signal/Mar king	Jurisdiction
Olive & Fee Fee		XXX	MoDOT
Olive & Fernview		XXX	MoDOT
Olive & Creve Coeur Mill		XXX	MoDOT
Mason & Hibler	XXX		County
Conway & Mason	XXX		County
Lindbergh & Our Lady of the Pillar	XXX		MoDOT
Lindbergh & Baur/Schuetz		XXX	MoDOT
Conway & New Ballas		XXX	City
Conway & Cardinal Ritter	XXX		City
Conway & McCauley	XXX		City
Conway & Conway Park	XXX		City
Mason & Mason Manor	XXX		City and County