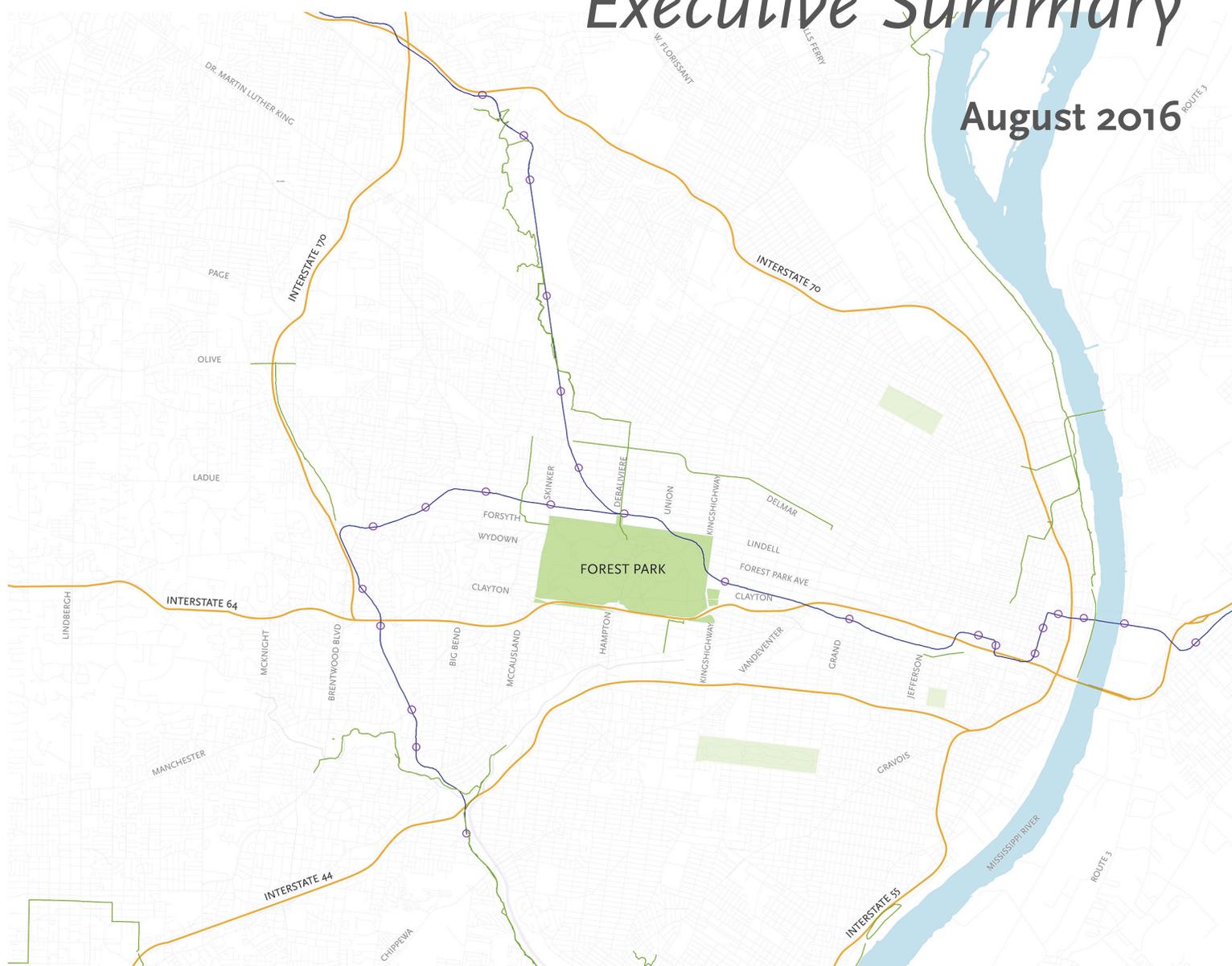




Forest Park Connectivity and Mobility Study

Executive Summary

August 2016



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EXECUTIVE SUMMARY



Forest Park
 named **#1**
Best City Park
2016
-USA Today

The Forest Park Connectivity Study is a new reference document for Forest Park leadership to use when seeking to develop policies, plans, and projects that address mobility and the visitor experience.

Forest Park is a world class destination with over 13 million visitors each year. The cultural institutions and special events attract visitors worldwide. At the same time, Forest Park is a regional and neighborhood Park that serves the surrounding residents at a local level. Whether visitors are coming from near or far, how they get to the Park, move around it, and move through it is vital to their overall visitor experience.

Forest Park is in the midst of some large capital projects, many of which address or intersect with issues of mobility. At the same time, there is a growing number of external projects that connect directly to the Park, as well as other pressures that raise the awareness and need for greater connectivity with the region and surrounding neighborhoods. All of this current and future change is happening in the context of great innovations over the past decade in the transportation field.

NOW IS THE TIME

With new challenges and opportunities, emerging technologies, and shifts in societal trends, the City of St. Louis Parks Department and Forest Park Forever decided it was a good time to take a fresh, strategic look at connectivity and mobility for all visitors to Forest Park. In 2015 these entities embarked on creating this visionary framework study which explores and identifies how visitors connect to and move around the Park.

The Forest Park Connectivity Study is a new reference document intended to build upon the projects and visions set forth in the 1995 Forest Park Master Plan addressing mobility and the total park experience. This study identified short, intermediate, and long-term ideas to improve connectivity and the overall visitor experience. The ideas identified in this framework plan scale ideas from policy changes to visionary future projects that balance people, culture, and nature.

COMPREHENSIVE ENGAGEMENT

The Forest Park Connectivity Study is grounded in a solid foundation of community and stakeholder engagement. Early and robust input was received during the Discovery Phase, which included a public survey, a week-long workshop, and numerous focus sessions. In addition to the broad input received from the public, various leadership groups, including the Study Advisory Committee, the Forest Park Steering Committee and the Forest Park Advisory Board, were engaged to provide input and guidance throughout the planning process. Input was also sought from regional partners, such as Great Rivers Greenway, Metro, and East West Gateway. The purpose of such a comprehensive engagement effort was to solicit diverse perspectives, continuously validate issues and ideas, fine tune strategies, and ultimately garner the support necessary to complete the Study; and build excitement to continue moving the momentum forward.

The Study Advisory Committee, made up of City of St. Louis Streets, City of St. Louis Planning and Design Agency, Board of Public Service, City of St. Louis Parks Department, and Forest Park Forever, met on a monthly basis throughout

The Process



the planning process. Over the course of the monthly consensus-building meetings, the Committee acted as a sounding board to help bridge the desires of the public with ultimate implementation of the Study's scenarios. It provided valuable perspective and insight on synthesizing the ideas, developing outcomes, evaluating and selecting strategies for analysis, and fine tuning the final strategies.

Guiding Principles

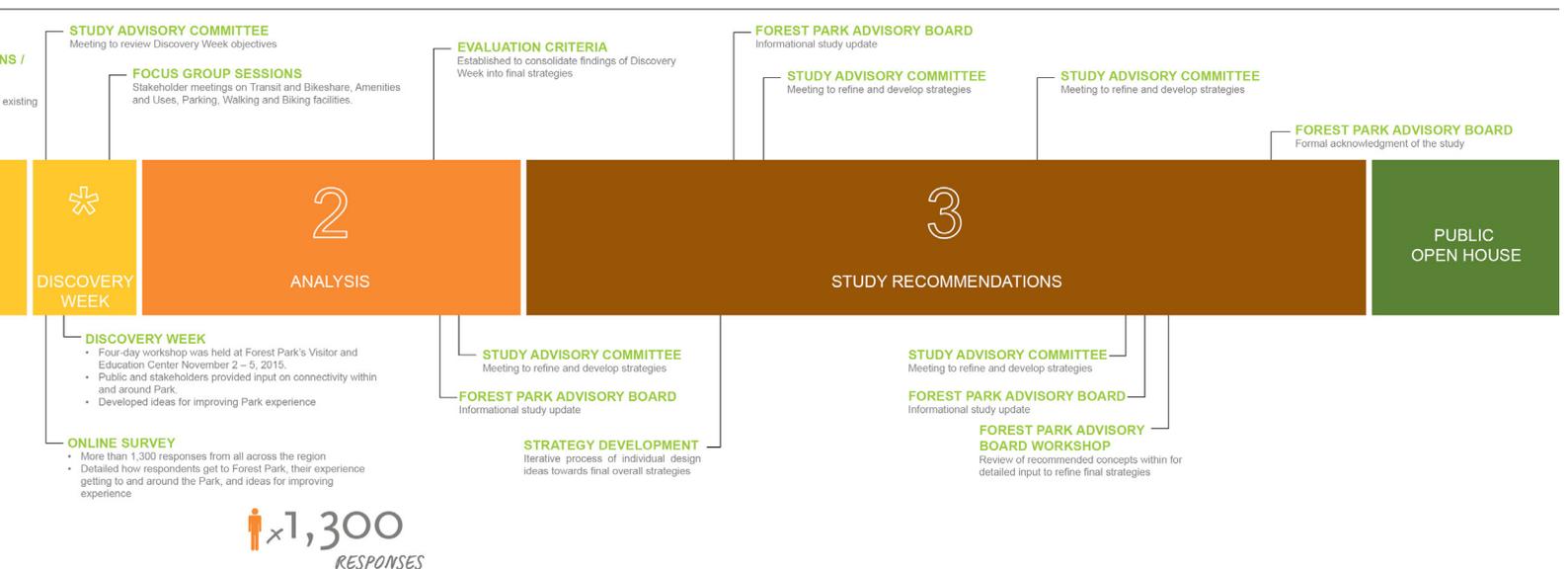
1. Improve Regional Connectivity To Forest Park
2. Strengthen Connections Along Forest Park Edges And To Surrounding Neighborhoods For Pedestrians And Bicyclists
3. Improve Mobility Within Forest Park

In addition to the regular monthly meetings, members of the Study Advisory Committee were engaged one-on-one to discuss the finer details of the strategies. Technical details were explored, as well as potential issues that might impact implementation. Synergies with other known projects were highlighted, and attempts were made to identify and leverage future projects that could impact any of the strategies. In several cases the input directly modified the final recommendation and/or provided alternatives to be explored in future phases.

Cultural institutions and large event groups within Forest Park were engaged through the process to solicit feedback and develop synergies. Representatives from Metro, Great Rivers Greenway, Paraquad, East-West Gateway, Washington University in St. Louis, and Barnes Jewish Hospital were also engaged to identify opportunities for future collaboration.

DISCOVERY PHASE

A four-day workshop was held at the Forest Park Visitor Center November 2 – 5, 2015. The workshop introduced the project and quickly focused engagement on gathering issues and ideas from the participants. Over 230 input maps were recorded, over 1,300 survey responses were collected (in person and online), and multiple focus group discussions were conducted. The workshop and survey were shared via social media, blogs, newspapers, and neighborhood meetings.



Discovery Week - What We Heard

November 2-5, 2015

DEDICATED BIKE LANES

BIKE SHARE

BIKE PARKING

CROSSWALKS

EXTEND SIDEWALKS AND TRAILS

IMPROVE INTERSECTION SAFETY

EXPAND TRANSIT

EAST END CONNECTIONS

PROMOTE AND IMPROVE TROLLEY

ENHANCE DUAL PATH

SIGNAGE AND WAYFINDING

IMPROVE ROADWAYS

TRAFFIC AND PARKING APPS

REDUCE STREET PARKING

CAR-FREE WEEKENDS

TRAFFIC ENFORCEMENT



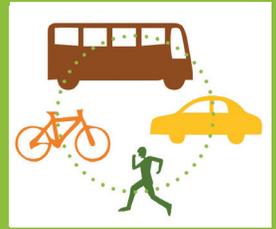
230 stakeholders and resident participants during Discovery Week

1,300+ survey responses

Forest Park Connectivity and Mobility Study Discovery Phase Survey Results

(Survey activated from 10/11/15 to 11/15/15)

The purpose of the Discovery Phase survey was to 1) understand visitors' travel patterns to and around Forest Park and 2) solicit connectivity and mobility feedback to devise possible improvement strategies for all transportation modalities – pedestrians, motorists, bicyclists and transit riders.



Survey Respondents

1,307 People responded to the survey

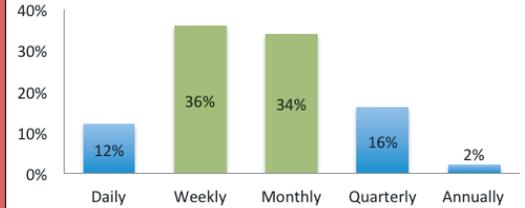
500 Respondents live contiguous to Forest Park
(Zip Codes 63104, 63105, 63108, 63110, 63112, 63130 and 63139)

80+ Unique zip codes

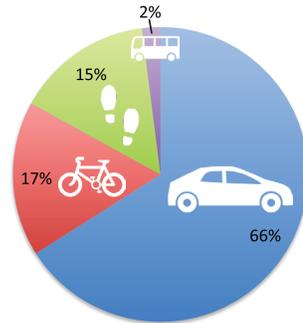
Forest Park is a neighborhood park for many.



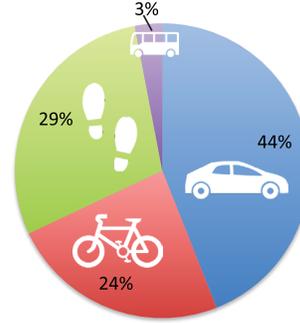
7 of 10 Respondents Visit Forest Park Weekly or Monthly



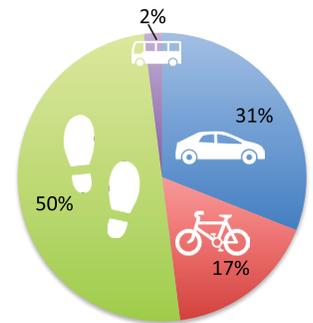
How ALL Respondents Travel to Forest Park



How Respondents Who Live CLOSE Travel to Forest Park



How Respondents Travel INSIDE Forest Park

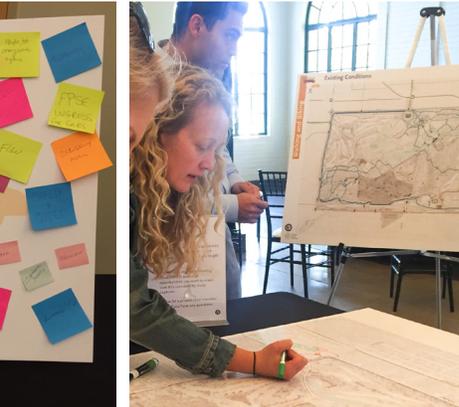


Those living contiguous to the park are more likely to leave their cars at home.

Areas for Connectivity Improvements

Some of What We Heard

45% Desired transit improvements	<ul style="list-style-type: none"> Increase prominence of trolley stops to improve ridership and reduce vehicular blockage Continue to promote trolley service and its schedule Extend service to year-round, with weekends during the winter months Provide regular MetroLink service to cultural institutions
21% Desired bike trail improvements	<ul style="list-style-type: none"> Extend walking paths (or add sidewalks) to include cultural institutions Increase the number of secured bike racks Encourage walkers and runners to use gravel path for their personal safety
21% Desired pedestrian trail improvements	<ul style="list-style-type: none"> Pave walking paths since walkers tend to use the bike path Improve all pedestrian crosswalks into the park with signalized lights and/or pedestrian overpasses, where possible Extend walking paths (or add sidewalks) to include cultural institutions
13% Desired roadway improvements	<ul style="list-style-type: none"> Reduce street parking to one side only and add dedicated bike lanes Secure parking capacity outside of Park and use shuttles for transportation in and around the Park Create an app that provides information about parking capacity, special events and traffic management



EXECUTIVE SUMMARY

EVALUATION PROCESS

Hundreds

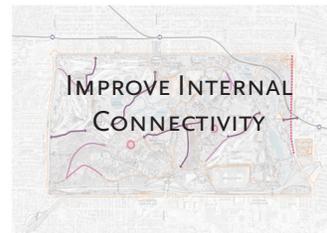
of Ideas

22

Targeted strategies

9

Final Strategies



STRATEGY DEVELOPMENT

The hundreds of survey responses, maps and comments from workshop and focus group participants coalesced around the three guiding principles established for the Study. These guiding principles encapsulated the broad experience Forest Park visitors have getting to the Park and how they travel around the Park.

These guiding principles helped to organize 22 strategies that were identified to address mobility and connectivity in Forest Park. To help constrain the list of strategies into a manageable size for further analysis, the project team developed a set of evaluation criteria. With input from the Study Advisory Committee, ultimately, nine strategies were selected to explore further based on their potential to benefit Forest Park, how well they addressed a public concern, and their overall adaptability and ability to leverage other strategies, with an emphasis for strategies that Forest Park had more direct control over.

The 9 strategies selected for analysis reflect the true multi-modal nature of traveling to and through Forest Park. They recognize that people come to the Park from across the region as well as from nearby neighborhoods. They reflect the desire for some visitors to drive to the Park, while others prefer to walk, bike, or take transit. Taken together, the strategies show the inter-related nature of mobility, and that improvements to one mode can directly impact the experience of another.

While emphasis was placed on strategies that would improve mobility within Forest Park, analysis always sought to consider how internal strategies could also improve connections with nearby neighborhoods and institutions, as well as link with the regional transit and greenway networks. The regional, neighborhood, and internal scale was routinely layered in an attempt to address the full visitor experience, from leaving the house to arriving at and traveling through the Park. Such layering of scale and perspectives again shows the importance of addressing connectivity in a multi-modal fashion.

Many of the strategies analyzed in the Connectivity Study are tied to different parts of the Park. The improvements are meant to address issues in specific locations, often to improve safety, remove barriers, or increase comfort of getting around. In many cases, recommendations are made in a toolbox fashion, with a variety of potential actions that could be taken to address the issue. It is important to note the analysis done for this study entailed creating conceptual maps and proposed policy and operational improvements as well as recommendations for future studies and concepts for further evaluation. The level of detail varies by strategy, but no strategy or concept was taken into detailed design.

The Study identifies the complexities of the various strategies, how they evolve over time, and which strategies can be combined to leverage the next phase of implementation through the use of short, intermediate, and long-term phased implementation, showing the alignment of each strategy to create a complete network and long-term vision.

EVALUATION CRITERIA

DOES THE STRATEGY FIT WITHIN THE PROJECT SCOPE?

DOES IT ALIGN WITH 1995 FOREST PARK MASTER PLAN?

ARE THERE IMPACTS TO PROJECTS IN CURRENT CAPITAL PLAN?

WILL IT SUPPORT FUTURE CONNECTIVITY TRENDS?

DOES IT DIVERSIFY VISITOR EXPERIENCES?

WHAT IS THE SCALE OF POTENTIAL IMPACT?

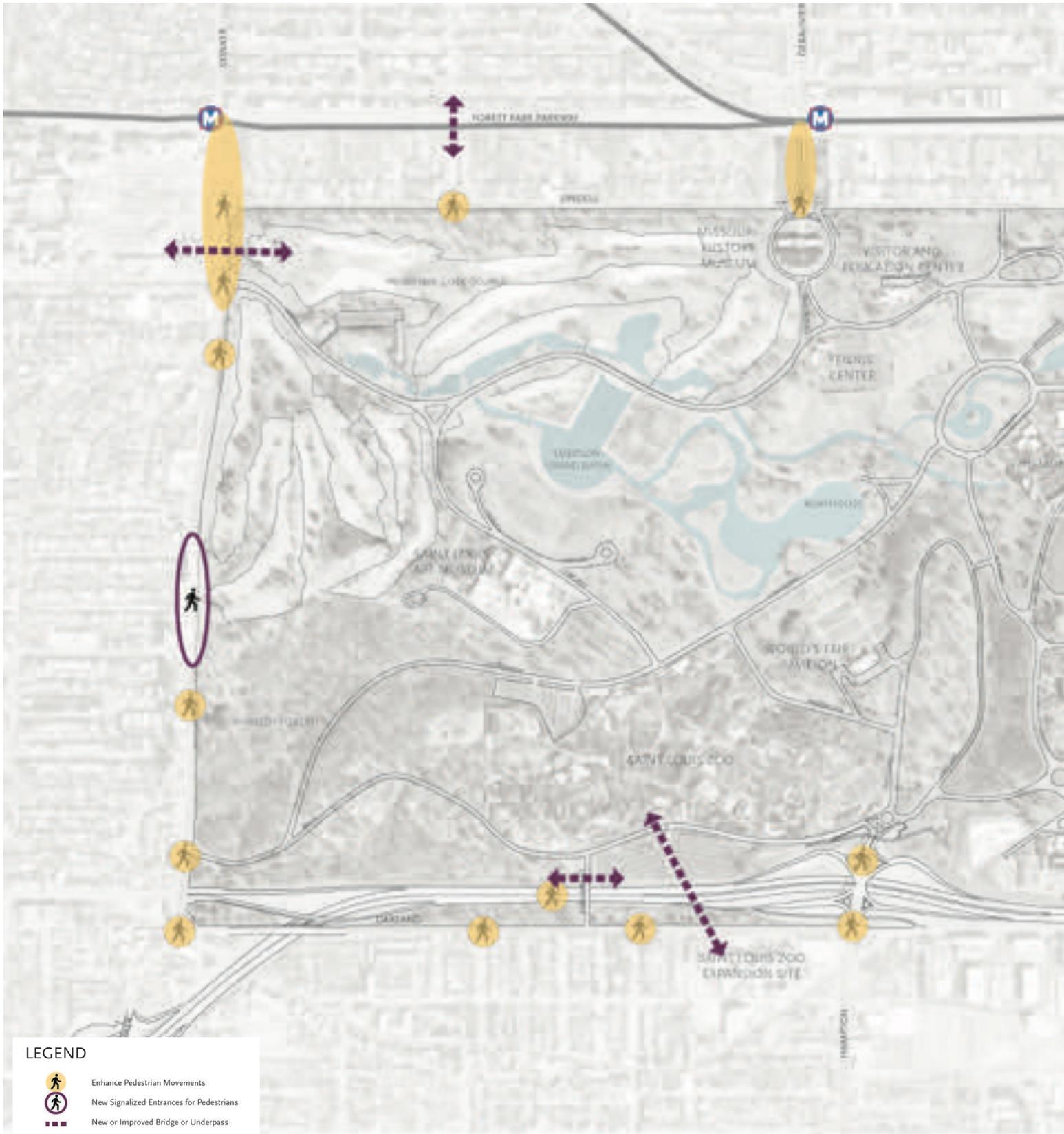
HOW ADAPTABLE IS THE STRATEGY?

DOES IT ADDRESS A SAFETY ISSUE?

WILL THE STRATEGY IMPROVE AIR QUALITY?

DOES IT ADDRESS A MAJOR PUBLIC CONCERN/ISSUE?

EXECUTIVE SUMMARY



STRATEGY 1: IMPROVE NEIGHBORHOOD CONNECTIONS



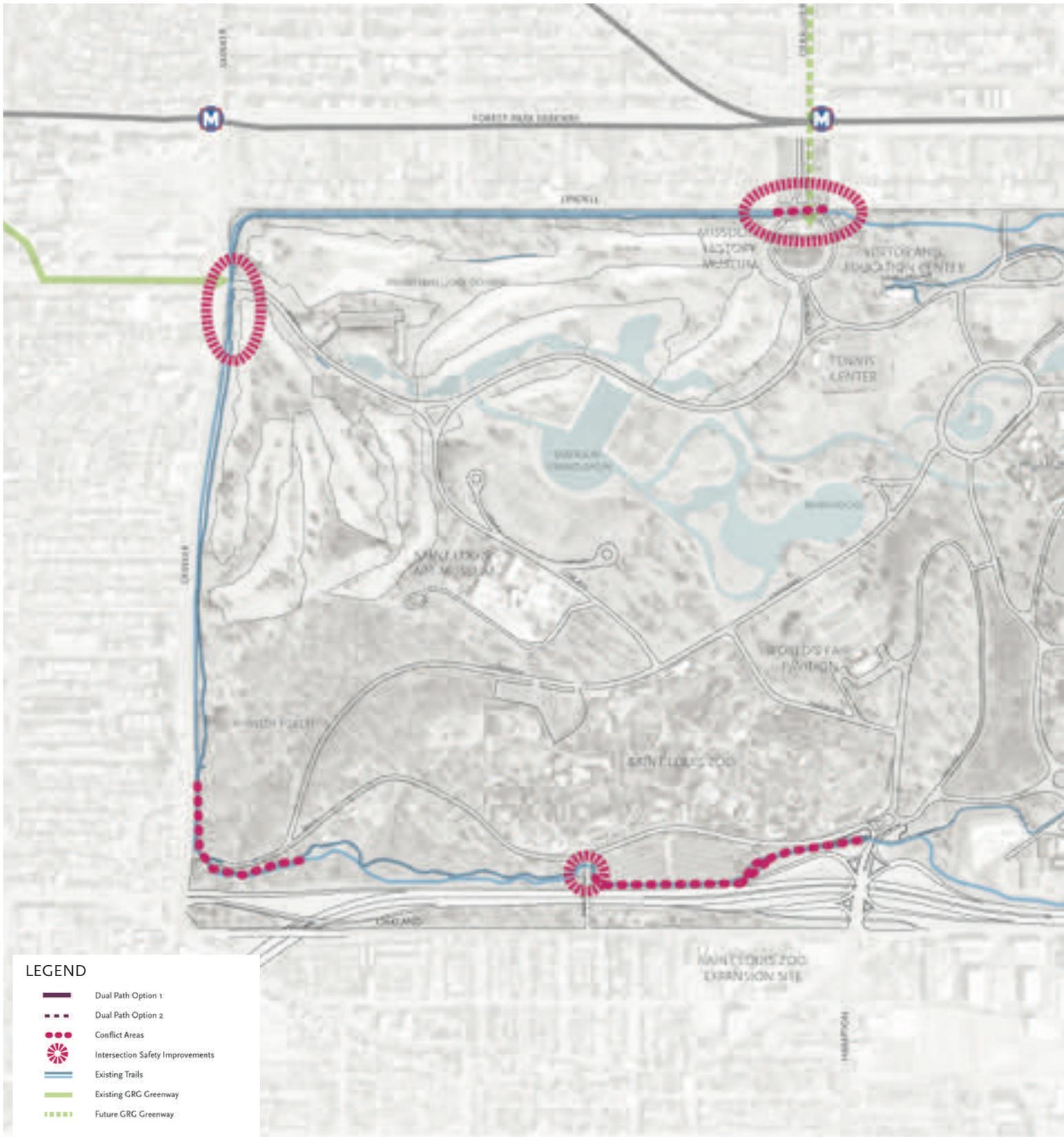
Many people living around Forest Park desiring to visit the Park on foot or bicycle need to cross active arterial and collector streets. For these visitors, improving safety and reducing stress along the periphery of the Park is a top priority. Often called a “Complete Streets” approach, enhancements to roadway design as well as changes to traffic and pedestrian signal operations are used to reduce confusion and improve safety at points where motorized and non-motorized traffic interact.

Design elements such as curb extensions and median refuges help shorten the distances and number of active traffic lanes that pedestrians and cyclists have to cross. Likewise, changing the texture of crosswalks or using pavement markings can emphasize the pedestrian space, making motorists more aware of pedestrian activity at crosswalks. Signal timing can be lengthened to provide longer crossing periods for pedestrians or new phasing can be explored that stops vehicles in all directions and allows pedestrians to cross in all directions at the same time.

Appropriate Complete Streets techniques depend on whether a crossing is signalized, volumes of pedestrian and vehicular traffic, and the various turn and through movements of vehicles.

In some locations it may be preferable to implement enhanced, grade-separated access such as underpass or pedestrian bridges. These are considered in locations where pedestrian and vehicle volumes are such that separating uses is preferred over minimizing conflict with other intersection design and operation improvements.

EXECUTIVE SUMMARY



STRATEGY 2: ENHANCE DUAL PATH SYSTEM

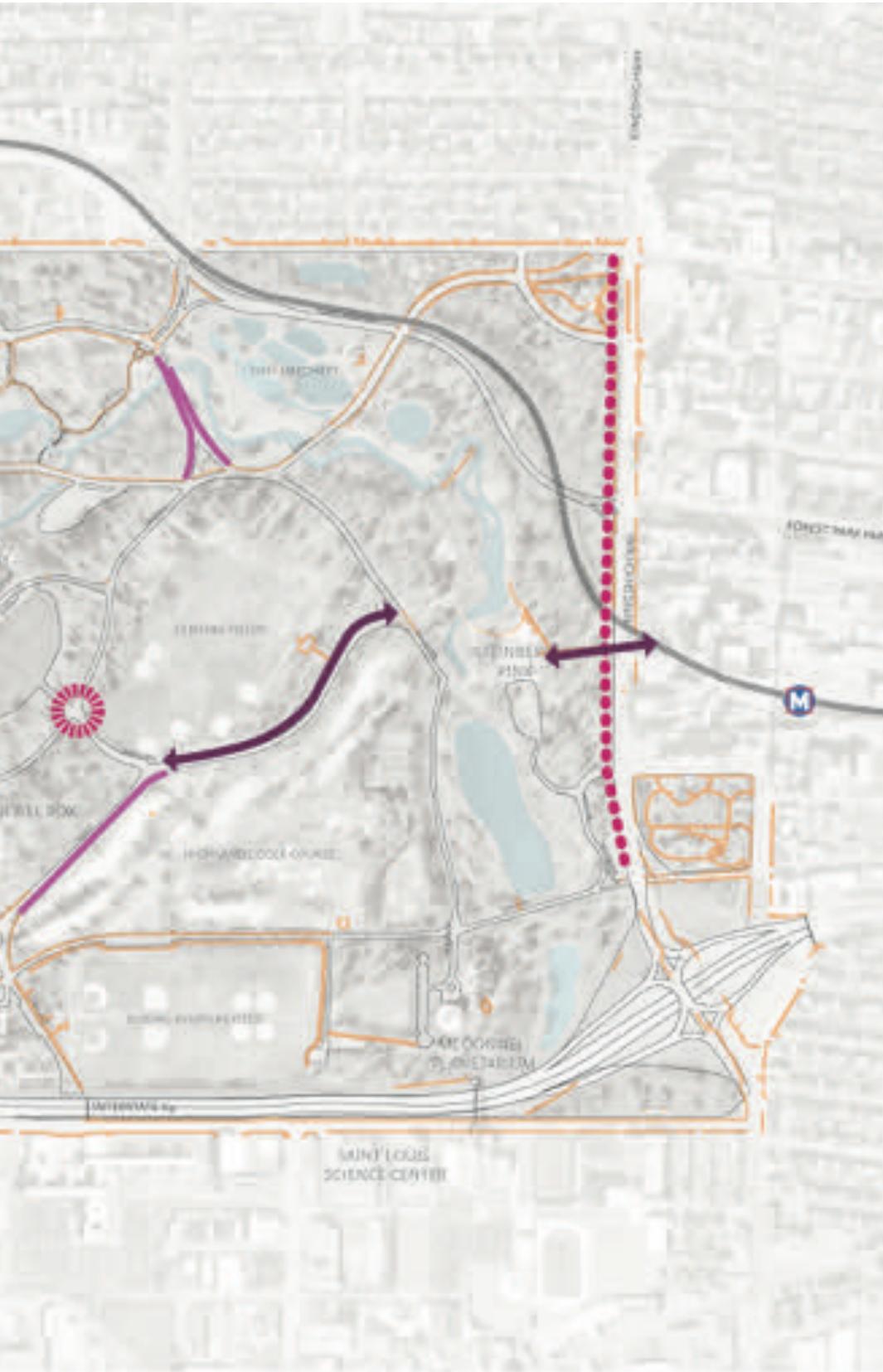


The significant improvements for the Dual Path focus on connecting the northeast corner of the Park, resulting in a continuous loop along the perimeter. In the short-term, Union Drive can provide access over Forest Park Parkway, with the route heading east either north or south of Murphy Lake. The path follows along West Pine then heads south along the eastern edge, using an underpass under Forest Park Parkway when it is reconstructed to meet Kingshighway. South of the Parkway, the path continues south along the Park edge, and reconnects with the existing Dual Path at Hospital Drive.

Other improvements for the Dual Path include intersection safety enhancements at key crossings at Grand and Union, at Grand south of the Fish Hatchery, at Tamm Drive south of the Zoo, at Lagoon Drive near Skinker Boulevard, and crossing Lindell Boulevard at the History Museum. Improvements may include better definition of the path crossing the street, reconfiguration of the path as it approaches intersections to improve sight lines for cyclists and drivers, and possibly traffic controls to give priority to cyclists.

Some sections of the Dual Path were identified as congestion areas, locations where the gravel and asphalt paths are in close proximity to one another, or where the paths become narrow as they meander through the Park. While some instances may be improved by widening the Dual Path, or possibly creating buffers between the paths, some places would benefit from better definition of how the Dual Path should be used and through better trail etiquette by path users.

STRATEGY 3: IMPROVE INTERNAL CONNECTIONS

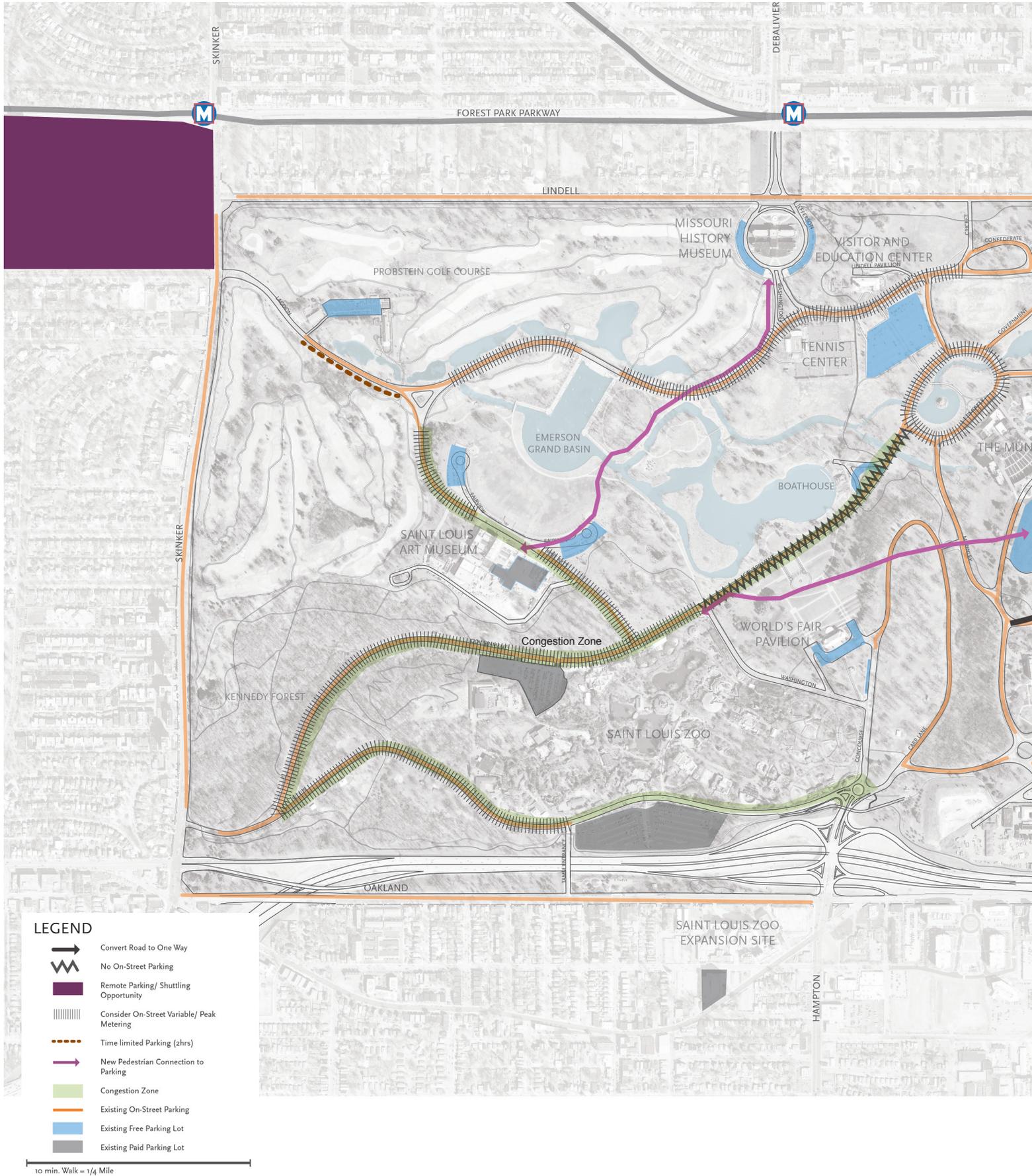


Improving pedestrian safety and accessibility is vital to promoting the multi-modal future of the Park. In the short term, filling sidewalk gaps and implementing traffic calming enhancements at locations with high pedestrian volumes should be a priority.

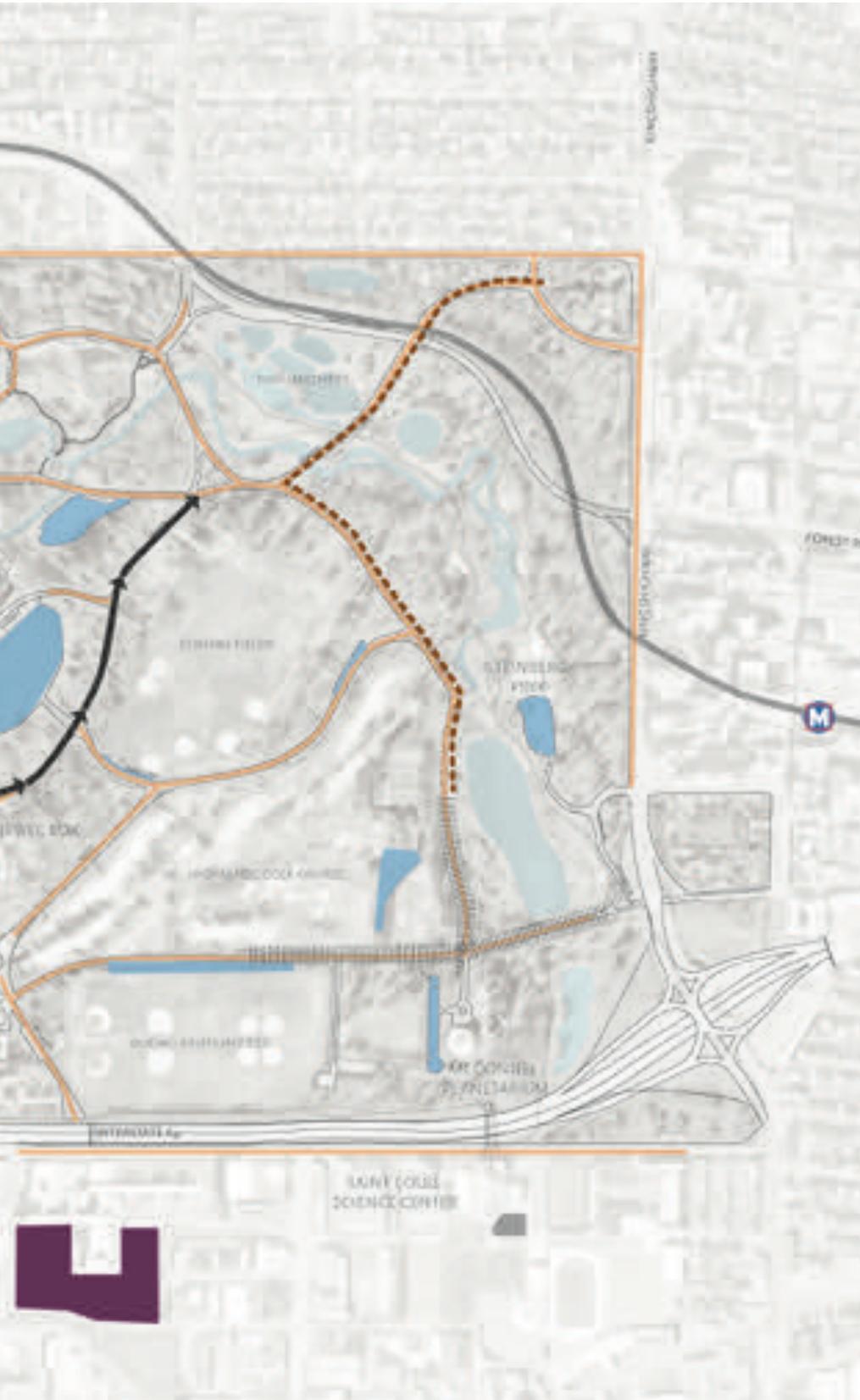
The Park could also begin to identify and study more direct pedestrian access from the Upper Muni Lot to the Zoo, and from the Visitors Center to the Art Museum. More pedestrian access should also be explored along Kingshighway, especially near Steinberg Skating Rink. Initially, this access could be improved through sidewalks.

This improved access should also be coordinated with improving the pedestrian experience along the narrow Kingshighway sidewalk. In the future, Forest Park and Washington University/BJC Medical Center could explore a more direct, grade-separated connection between Steinberg, the MetroLink Station, and the hospital, allowing patients, visitors, and staff to safely access the Park without crossing Kingshighway.

EXECUTIVE SUMMARY



STRATEGY 4: IMPROVE PARKING FUNCTION



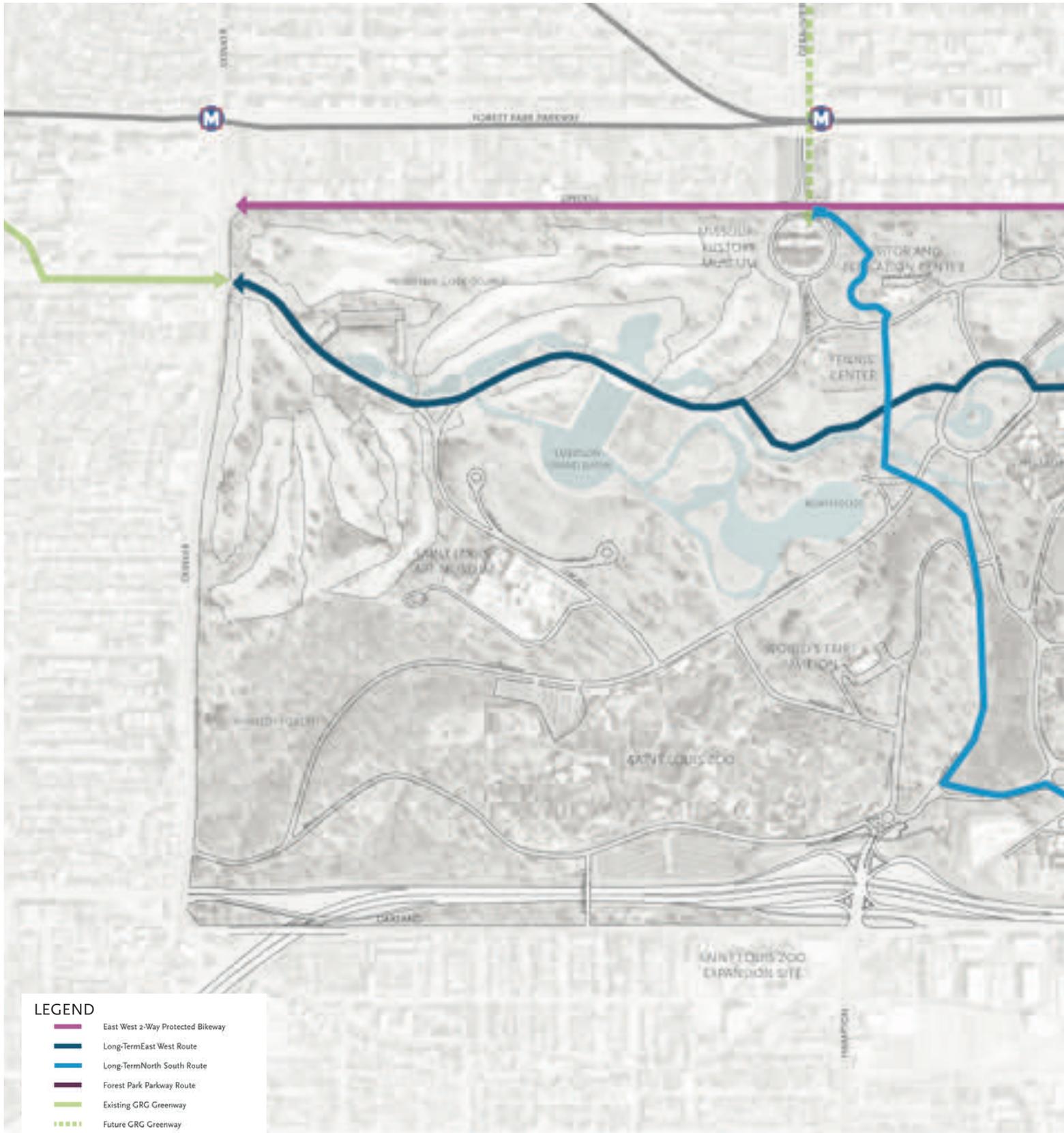
Visitors to Forest Park are offered a variety of parking options, including along the roads surrounding Forest Park, on most of the roads within the Park, at pay lots for the Zoo and Art Museum, and at numerous free parking lots throughout the Park. While overall there is ample parking within the Park, not all of the parking spaces are convenient for every destination within the Park. People want to park at the “front door” of their destination, and generally do not want to walk more than 10 minutes, or 1/4 mile. For this reason, many roads, especially those around the Zoo, experience considerable congestion during peak times, as people drive around looking for free on-street parking or to access the pay lots at the Zoo.

A variety of strategies exist to improve the parking function and ease congestion on the roadways. Some include improvements to other modes, such as improving the reliability of internal transit, which can make parking throughout the Park more convenient for all destinations. Similarly, more direct pedestrian connections can help shorten walk times and make other distant parking lots more attractive.

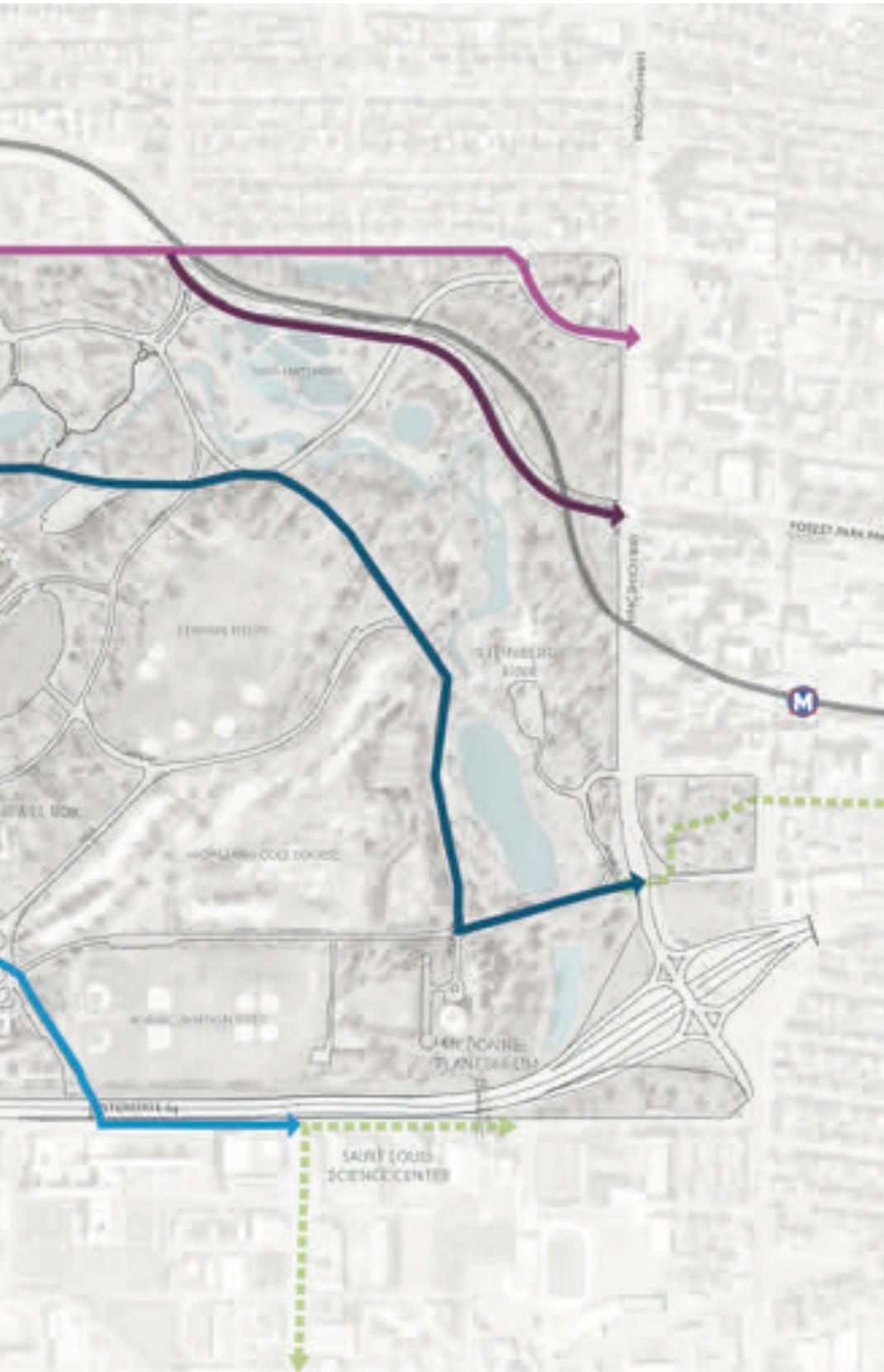
Providing parking at remote sites and connecting those parking options with safe, reliable, convenient shuttles/transit back to the Park, can help reduce the overall number of cars in the Park. Additionally, dynamic metering for parking is another way to influence parking behavior. The availability of free parking can cause drivers to spend more time looking for a free space. By instituting dynamic metering during peak times, drivers may consider cheaper parking further away and walking or taking transit. While this is not currently policy, it is another option to help balance parking and ease congestion throughout the Park, and it still relies on improvements to other modes to improve convenience and safety.

Any actions taken on changing or removing parking would go through a process of weighing the needs of the surrounding Park institutions and Park users.

EXECUTIVE SUMMARY



STRATEGY 5: STRENGTHEN N-S AND E-W BIKE AND PEDESTRIAN CONNECTIONS



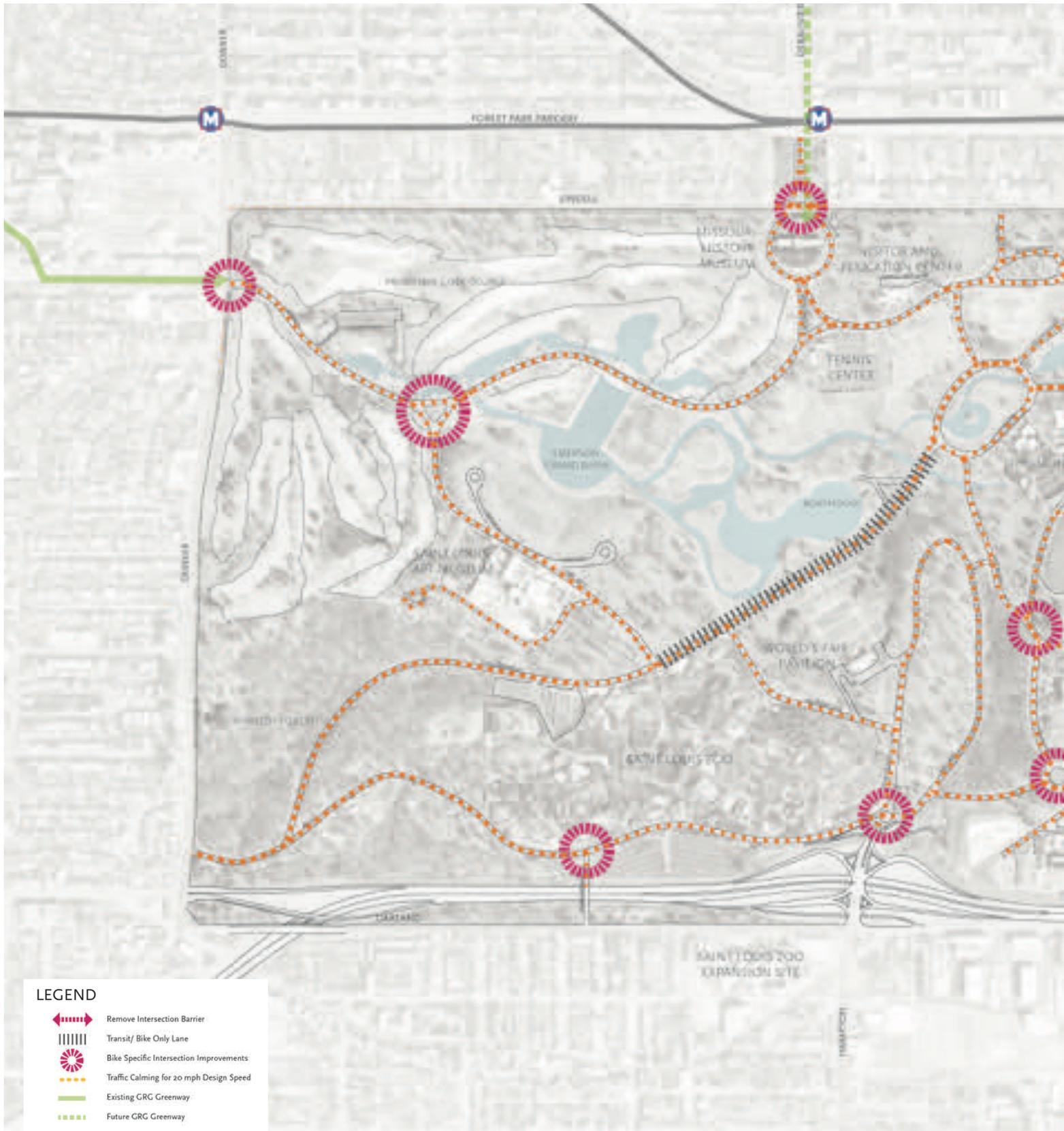
With four regional Great Rivers Greenway (GRG) greenways converging at Forest Park, Washington University on the west and the Washington University/BJC Medical Center on the east, there is a significant number of biking commuters passing through the Park. To improve access and safety for these users, commuter routes were identified through and along the Park to ultimately connect the four greenways.

The routes through the Park are predominantly on-street, with the possibility of new sections strategically connecting certain segments to provide a more direct route in the future. Considerations for steep topography, direct routes, and connections to key access points helped determine the alignments. By taking advantage of the existing road network, commuter routes can be identified and branded for bike commuters through wayfinding signs, pavement markings, and online maps and apps. The routes take advantage of grade-separated connections at Clayton Avenue and the underpass near the Science Center, and connect to regional greenways.

The route along Lindell Boulevard is conceived as a two-way, protected bikeway, with parking buffering users from vehicular traffic. In the short-term, further analysis is needed to fully explore the repurposing of road right-of-way for bike facilities, including the possibility of a “road diet” to reduce the number of vehicle lanes to create space for the bikeway. At the East End, the route would follow West Pine to tie into the Bike St. Louis bike lanes east of Kingshighway.

Design considerations are needed at each intersection to promote safe vehicle and bicycle interactions.

EXECUTIVE SUMMARY



STRATEGY 6: IMPROVE ON-STREET CONDITIONS FOR ON-STREET BICYCLING



The premise behind this strategy is that every road in Forest Park should be designed to accommodate bicycle traffic. This embraces a policy that all future projects will consider traffic calming measures that promote safety and reduce stress for on-street cyclists. It means considering new design standards for the roads, so that as they are maintained or reconstructed over time, the cycling experience is improved through traffic calming design elements.

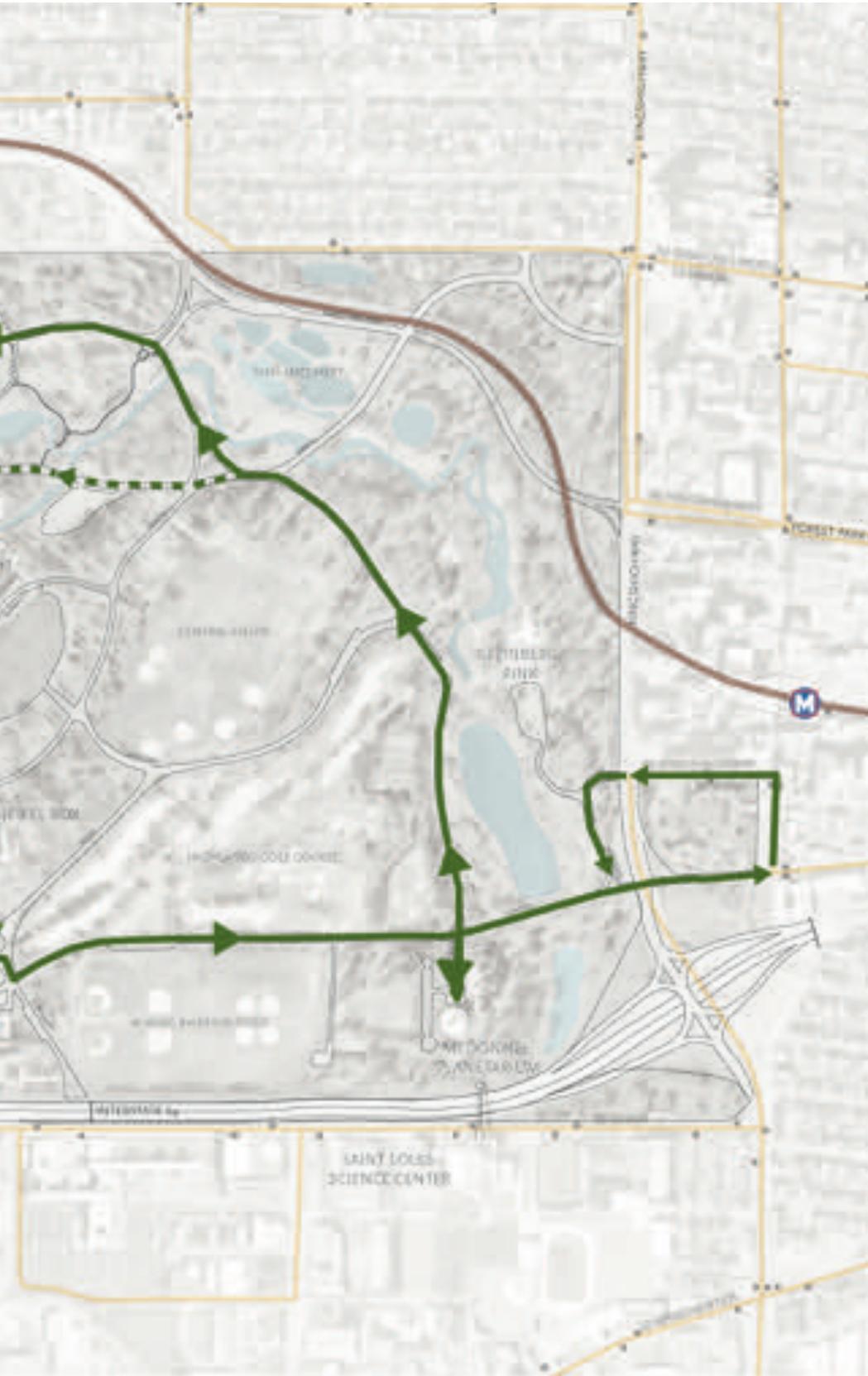
In the near-term that means improving the cyclist experience at key, complex intersections through traffic control and striping, and possibly reconfiguring complex intersections in the future to better integrate vehicle and bicycle traffic. Implementing a transit/bike-only lane along Government Drive, between Washington Drive and Pagoda Circle, will help cyclists (and transit) bypass an important congestion point within the Park. Redesigning Clayton Road to allow for two-way bicycle access (and maintaining the one-way vehicle access) will reduce confusion and improve safety for cyclists and improve connectivity to the Central West End MetroLink station.

To further enhance the on-street cycling experience, the Park may want to explore closing some roads to automobiles and making some roads bike and pedestrian-only. In the short-term this could be piloted for certain special events or specific times of the week or season. As lessons are learned, additional road closings could be explored. In the future, if any roads are closed, the Park should consider preserving some pavement to accommodate future bike paths or routes or develop plazas for kiosks or other programming options.

EXECUTIVE SUMMARY



STRATEGY 7: ENHANCE EXISTING INTERNAL TRANSIT



Improvements to the Forest Park Trolley, the internal circulator serving destinations within Forest Park, has considerable potential to improve mobility for visitors throughout the Park. The strategy starts with operational changes, such as making the circulator a one-way loop around the Park, allowing drivers to use the Visitor Center as a break stop, and using the kiss-and-ride lot at the Forest Park-DeBaliviere MetroLink station as a turnaround. These operational changes are supported by the creation of a transit-only lane along northbound Government Drive, and alternative routes that would provide desired connectivity during special events such as serving the Central West End MetroLink station or the Upper Muni Lot.

Streamlining the fare and pass system is another way to improve the visitor experience using transit through the Park. Using technology, like smart cards, could make it easier and potentially less expensive for people to take transit to the Park, through the Park, and back home again.

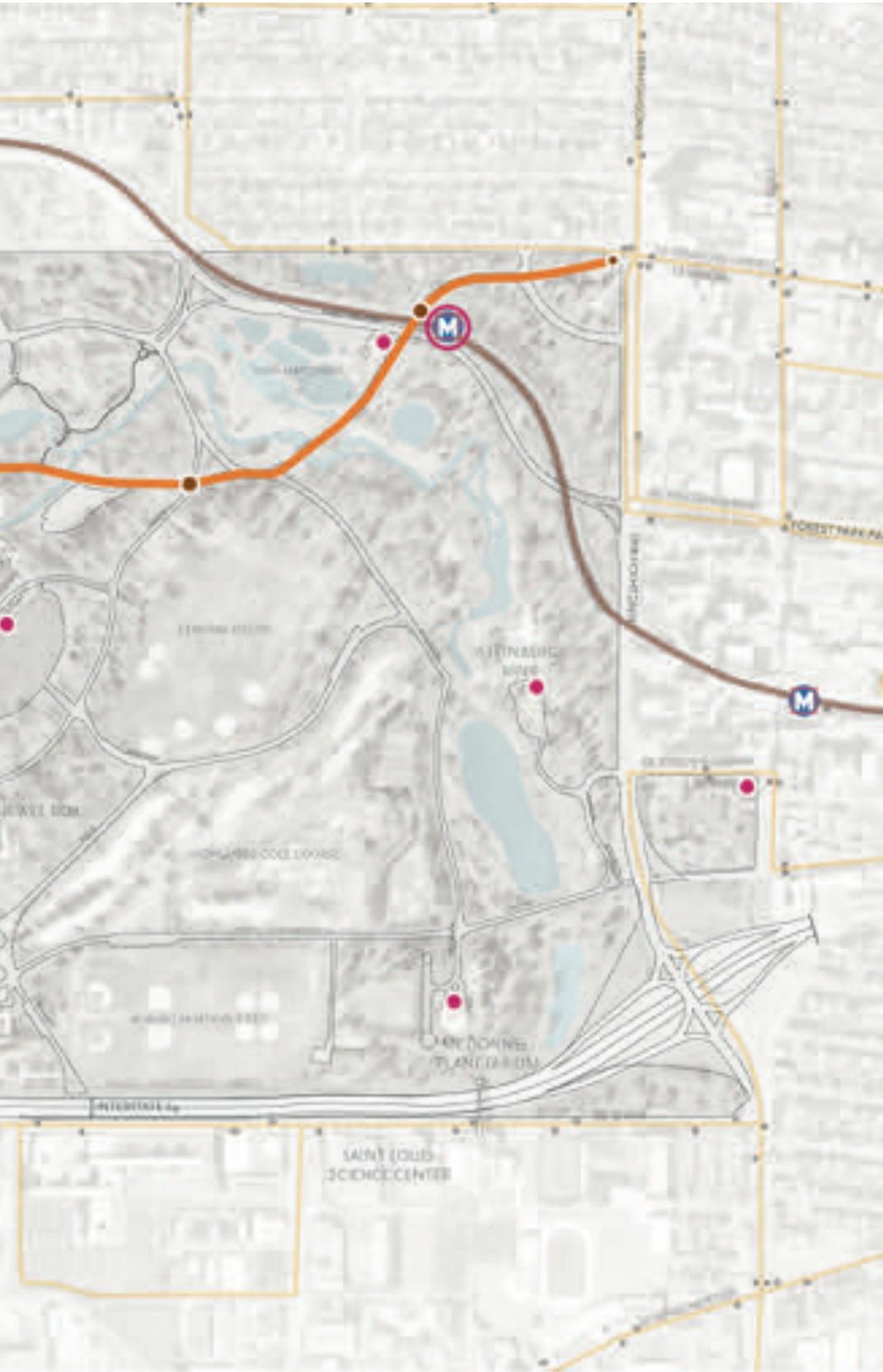
Improving safety and comfort at stations is another way to improve the rider experience. On-street markings would help bring attention to transit stops by helping users find stops and telling motorists to be aware of pedestrians crossing the street. Added amenities such as benches, shelters at busier stops, water stations, and lighting could greatly improve rider satisfaction. As service becomes more reliable, kiosks for purchasing passes, with real-time information on arrivals and travel times to destinations, would allow users to better plan their trips.

Future improvements could include changing the fleet to smaller shuttles, open-air buses, or some other sort of unique vehicle. Additionally, incorporating some sort of educational tour component would make the experience more than just moving from destination to destination. People could ride the circulator to see the Park, learn about the Park, and make the circulator an event unto itself.

EXECUTIVE SUMMARY



STRATEGY 8: CONSIDER FUTURE TRANSIT



As the reliability of the transit circulator through Forest Park improves and more visitors shift to taking transit through the Park, Forest Park should consider other future modes. These future modes of transit would diversify the visitor experience, provide access to different parts of the Park, and facilitate greater connectivity to the regional transit system.

In the short-term, steps toward future modes of transit could include supporting the development of a bike share system, supporting the planning for future bus rapid transit (BRT) connections to the Park, and beginning to preserve corridors through the Park for a fixed-route transit service. Large portions of the fixed transit routes are identified on existing streets and already include a proposed transit-only lane along a portion of Government Drive. Forest Park could pilot the fixed transit routes by designating the full route as a transit-only lane and use shuttles or a tram to test the service. This would provide valuable information on impacts to parking, reliability of service, potential demand for the fixed-route transit, and information on station locations.

In the future, as other modes such as bike share and BRT become a reality in and around Forest Park, additional steps could be taken to further implement the fixed transit routes. The on-street routes could become permanent, and new extensions to the perimeter of the Park could be constructed. This service would connect with a possible future MetroLink station in the Park, as well as BRT stations to the south.

EXECUTIVE SUMMARY

STRATEGY 9: ENHANCE REAL-TIME COMMUNICATIONS

With the growing trend toward real-time information, whether on the computer, a tablet, or smart phone, it is easier now more than ever to get information out to the public. In fact, there is a growing expectation that information is available to visitors through all phases of a trip – from planning, to purchasing tickets, to helping navigate once the trip has started. For the Forest Park visitor the expectation is the same, and taking advantage of current and emerging technologies for real-time communication could help improve the overall Park experience.

THE EXPERIENCE

For many visitors, the Park experience could start before they arrive. Whether driving, taking transit, or even biking, visitors could have the information they need to determine the best way to get to the Park. For those wanting to drive, they could get information on where parking availability, the best route there, and how to get to their destination once inside the Park. For those wanting to take transit, they could find out which park and ride lot to use, when the MetroLink or MetroBus will drop them off at the Park, and how to get to their destination using internal transit options. Cyclists could have access to information on bike routes and greenways that would link them to Forest Park, including distances, amenities along the way, rules of the different facilities, and what to do with their bike once they are at their destination.

One of the purposes of real-time information is to help visitors plan ahead and take the frustration out of getting to and navigate through the Park. With readily accessible information, visitors can decide how to alter their plans to address current conditions at the Park, possibly choosing to take a different mode to the Park. Knowing different ways to get to the Park and how those different modes work together can demystify and streamline the visitor experience, especially on busy days.

As visitors arrive at Forest Park, they could get up-to-the-minute information on parking availability within the Park and which entrance to take in order to minimize congestion. On weekends remote parking lots and shuttling information can be shared to reduce cars within the Park. At some point in the future, sharing the time and/or cost savings of using remote parking can be a way to further entice visitors to park outside the Park. This information sharing will be a huge benefit to the longer term goal of less parking within the Park.

WORKS WITH ALL MODES AND STRATEGIES

Real-time technology will also give visitors resources for utilizing transit, featuring station locations, arrival/departure times, and travel time between destinations. The internal transit and connections to the external parking should be creatively branded with names and visuals that add to the positive experience of the proposed connected system. Similarly, information on the best cycling or walking routes, distances, and estimated travel times between various destinations can be shared via technology. This information could integrate into fitness tracking apps, like Strava, to celebrate the health benefits of biking or walking.

With all of these systems in place, visitors can decide before-hand where they want to park and how long it will take them to walk to their destination or where to tie

At some point in the future, sharing the time and/or cost savings of using remote parking can be a way to further entice visitors to park outside the Park.

EXECUTIVE SUMMARY

into the internal transit system to reach their destination. Having this wealth of information will allow visitors to link different parts of their trip and reduce the stress of getting to and around the Park. Once in the Park, public Wi-Fi would further enable the use of mobile technologies.

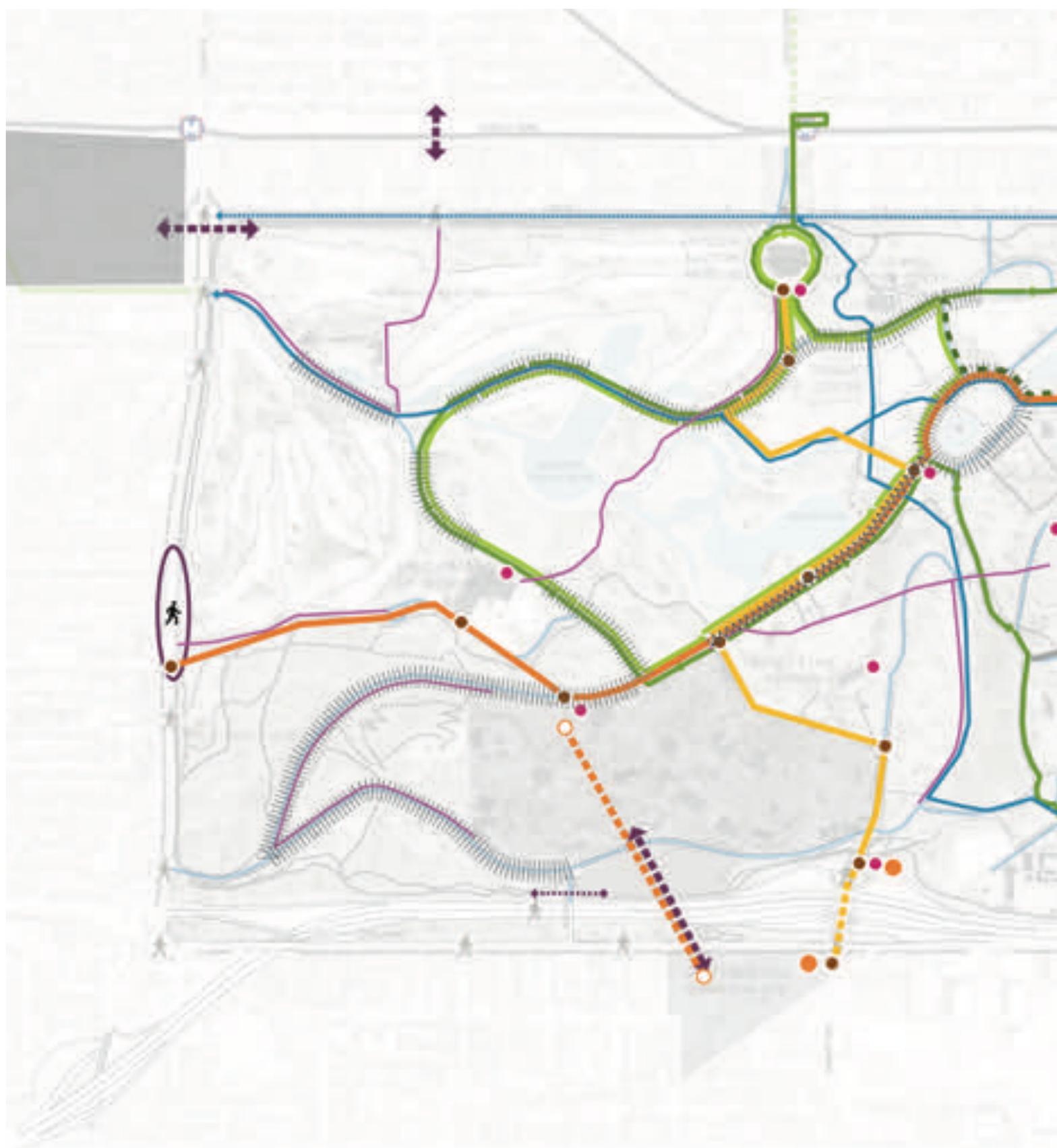
This strategy fits into other funding structures around technology and the smart cities trend. By integrating technology into all the strategies, the Park and partners can elevate the overall experience for visitors and potentially greatly change the habits of Park users. The possibilities for this strategy are endless.

THE TECHNOLOGIES

There are a variety of ways to make travel and circulation information available to Forest Park visitors. Initially, a single website with travel information and circulation options would help visitors plan their trip before arriving. This should include information for typical days, as well as options for special events or peak visitor days, serving to provide coordinated event information with all the institutions within, and events planned in the Park.

Information on congestion and alternate routes could also be shared via MoDOT's dynamic message signs located on the highway system. These could alert people to change routes based on current conditions and could be updated throughout a day.





OVERALL LONG TERM VISION FOR CONNECTIVITY



LEGEND

ENHANCE EXISTING INTERNAL TRANSIT

- Primary Circulator Loop
- Peak Day A.M. Loop
- Event Route
- Transit Only Lane

IMPROVE CONNECTIVITY TO SURROUNDING NEIGHBORHOODS

- New Signalized Entrances for Pedestrians
- New or Improved Bridge or Tunnel

STRENGTHEN E-W N-S COMMUTER CYCLIST ROUTES

- Commuter Routes
- Two-Way Protected Bikeway

REDUCE CONFLICTS FOR ON-STREET CYCLING

- Roadway Improvements and Traffic Calming for 20 mph Design Speed

EXPAND AND ENHANCE DUAL PATH SYSTEM

- Dual Path Connection
- Dual Path Underpass

CONSIDER FUTURE MODES OF TRANSIT

- Bike Share Stations
- Zoo Corridor
- Bus Rapid Transit Stations
- East West Transit Corridor
- Possible Stops
- North South Transit Corridor

IMPROVE CONNECTIONS WITH OTHER MODES

- Subwalk Connection

IMPROVE PARKING FUNCTION WITHIN THE PARK

- Convert Road to One Way
- No On-Street Parking
- Remote Parking/ Shuttling Opportunity
- Consider On-Street Variable/ Peak Metering or Time Limited Parking

ENHANCE REAL TIME COMMUNICATIONS
Technology and communications will be included in all strategies



Forest
Park
Forever.™

