



Natural Bridge Safety Initiative

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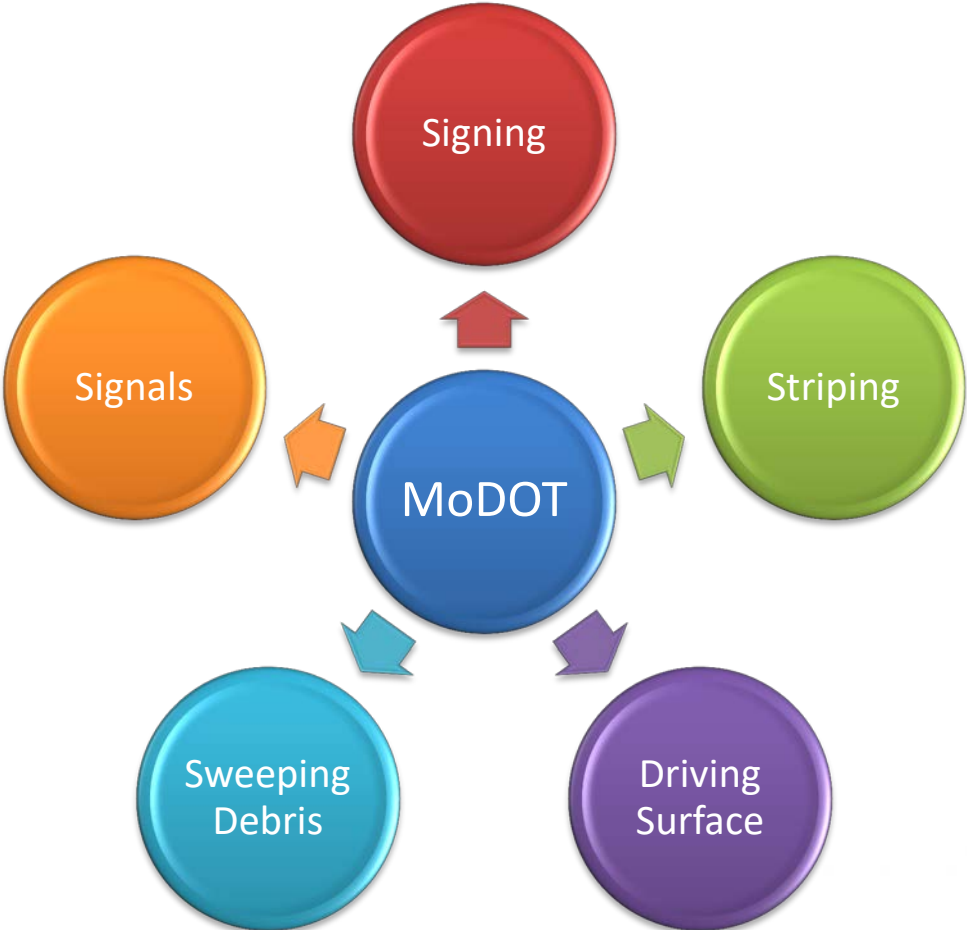


Agenda

- MoDOT's role
- Existing conditions
- Road Safety Audit
- Traffic Analysis
- Public Engagement & Education
- Travel Safe Zone
- Where we're going – Implementation



What is MoDOT's role?



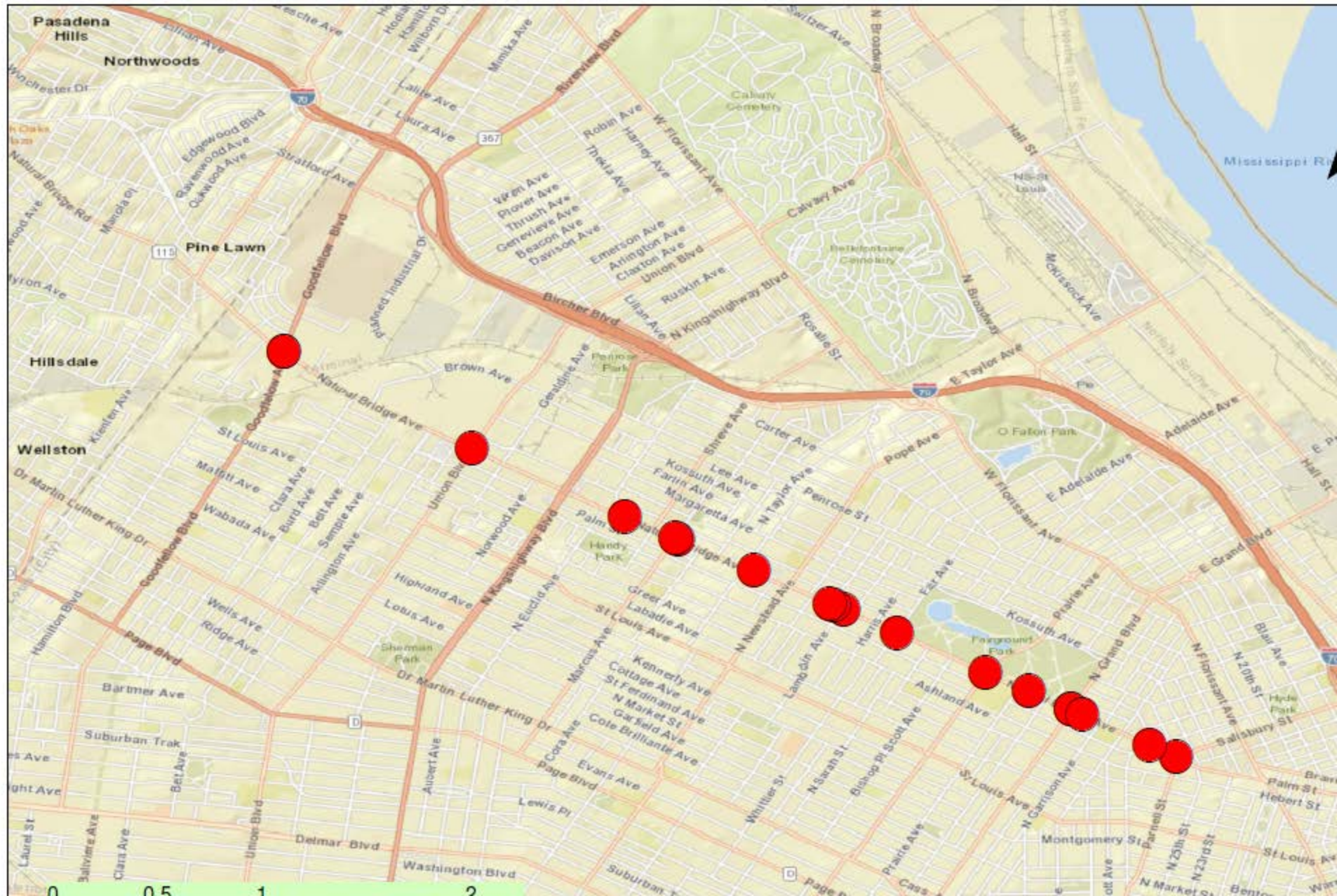


Taylor Ave.

Goodfellow to Parnell (All Crashes 2012-2017)



Goodfellow to Parnell (Fatal Crashes 2012-2011)



Speed Analysis



- Posted



- Majority



- 12 AM to 6 AM range: 60 - 75 mph
- 100+ mph speeds were recorded



Road Safety Audit



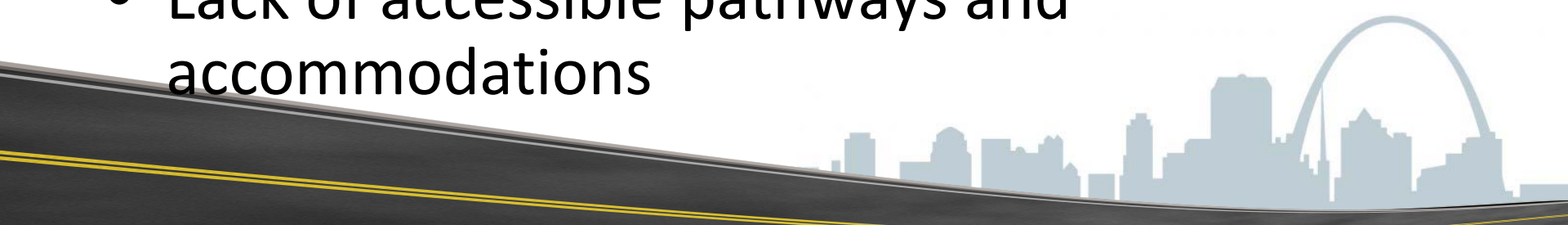
- Safety performance review
- Multi-disciplinary audit team
 - Local/State elected officials, local/federal transit, various MoDOT staff, East West Gateway; City of St. Louis staff
- Identifies safety issues for all users
- Offers suggestions for improvement



RSA Observations



- High rates of speeds
- Vehicles driving in parking lanes
- Drivers going into opposing traffic to pass
- Red light running
- Jaywalking
- Faded striping
- Signal malfunctions
- Lack of accessible pathways and accommodations



RSA Observations



- Piece of plywood covering a significant hole in the concrete

RSA Recommendations



Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost
Study Area-wide (continued)				
Bicycle Accommodations	Consider installing or upgrading existing shared lane markings to dedicated and/or separated bicycle accommodations throughout the study area.	High	Mid-term	Low
Signage	Complete a sign audit of the entire route and remove inappropriate, incorrect or ambiguous signage	Medium	Short-term	Low
Pavement Markings	Reinstall faded pavement markings throughout study area.	High	Short-term	Low
	Restripe travel lanes and/or vehicle tracking pavement markings through the intersection.	Medium	Mid-term	Medium
Parking	Evaluate the need for parking along both sides of the corridor	Low	Mid-term	Medium
	Restrict parking near all intersections along the corridor to increase sight distance for pedestrians and vehicles.	Medium	Short-term	Low



Comparison

Signal (Road Diet)

Roundabout

- Fair Ave

	LOS	Delay (sec)	95% Queue	
			EB	WB
Fair	B	11.3	83'	351'

	LOS	Delay (sec)	95% Queue	
			EB	WB
100' w/ YR	B	11.6	406'	416'
120' w/ YR	A	9.2	290'	335'

- Vandeventer Ave

	LOS	Delay (sec)	95% Queue	
			EB	WB
Vandeventer	B	16.9	402'	119'

	LOS	Delay (sec)	95% Queue	
			EB	WB
100' w/ YR	B	16.9	406'	416'
120' Standard	C	21.2	365'	732'
120' w/ YR	B	13.2	365'	270'



Focus Groups



- Open dialogue, comfortable environment
- Facilitated to keep group focused
- Listened and answered their questions
- Public concerns/solutions
- Traffic calming ideas:
 - Road diets, lane narrowing, on-street bicycle lanes, mid-block crossings, roundabouts



What are the most immediate safety needs along Natural Bridge? *(Pick 5)*

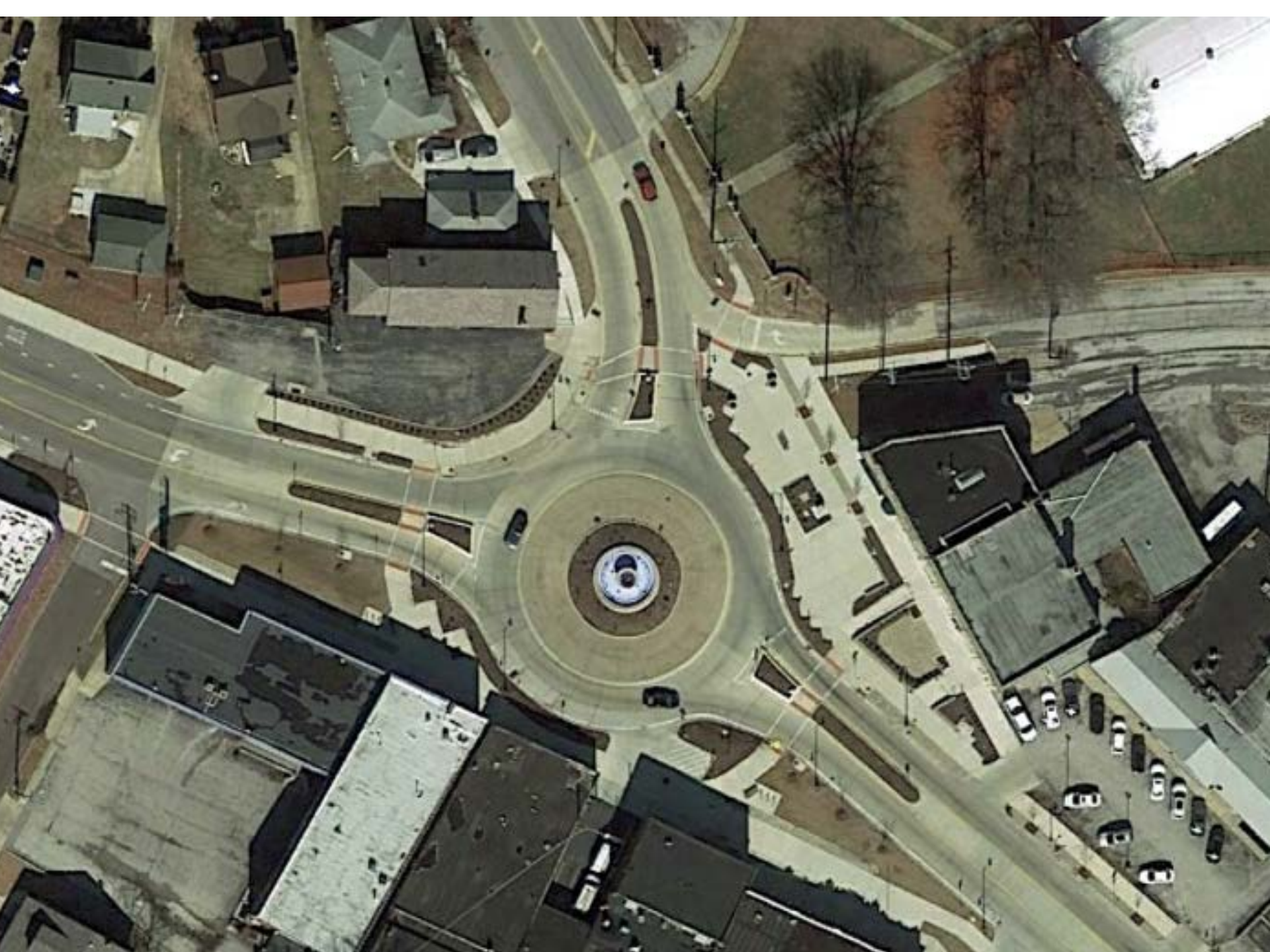
- A. Sidewalk conditions/
accessibility
- B. Running red lights
- C. Congestion
- D. Lighting
- E. Enforcement
- F. Jaywalking
- G. Bicycle
- H. Speeding
- I. It's just fine



Where would you like to add a mid-block pedestrian crossings? *(Select all that apply)*

- A. Lambdin/Red Bud
- B. Clay/Warren Ave
- C. Near Euclid
- D. Cora
- E. Only at signals
- F. Other location/not listed







Travel Safe Zone



- Higher than predicted serious & fatal crashes
- Law Enforcement commitment
- Communication strategy from local agency
- Monitored for results
- 1st in City of St. Louis



What's Happening



2017

- Road Safety Audit
- Focus Group Series

2018

- Public Service Announcements
- Traffic Analysis
- Travel Safe Zone
- Working with Partners

2019

- Public Engagement
- Signal upgrades

2020

- New driving surface
- Intersection improvements





Thank You

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