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?

MoDOT
- Signing
- Striping
- Sweeping Debris
- Driving Surface
- Signals
Speed Analysis

- Posted
  ![Speed Limit Sign](image)
- Majority
  ![48 MPH Sign](image)
- 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

<table>
<thead>
<tr>
<th>Safety Issue</th>
<th>Potential Safety Enhancement</th>
<th>Safety Payoff</th>
<th>Time Frame</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Accommodations</strong></td>
<td>Consider installing or upgrading existing shared lane markings to dedicated and/or separated bicycle accommodations throughout the study area.</td>
<td>High</td>
<td>Mid-term</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Signage</strong></td>
<td>Complete a sign audit of the entire route and remove inappropriate, incorrect or ambiguous signage</td>
<td>Medium</td>
<td>Short-term</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Pavement Markings</strong></td>
<td>Reinstall faded pavement markings throughout study area.</td>
<td>High</td>
<td>Short-term</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>Evaluate the need for parking along both sides of the corridor.</td>
<td>Low</td>
<td>Mid-term</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>Restrict parking near all intersections along the corridor to increase sight distance for pedestrians and vehicles.</td>
<td>Medium</td>
<td>Short-term</td>
<td>Low</td>
</tr>
</tbody>
</table>
**Comparison**

**Signal (Road Diet)**

- **Fair Ave**

<table>
<thead>
<tr>
<th>LOS</th>
<th>Delay (sec)</th>
<th>95% Queue</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fair</td>
<td>B</td>
<td>11.3</td>
<td>83’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOS</th>
<th>Delay (sec)</th>
<th>95% Queue</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>100’ w/ YR</td>
<td>B</td>
<td>11.6</td>
<td>406’</td>
</tr>
<tr>
<td>120’ w/ YR</td>
<td>A</td>
<td>9.2</td>
<td>290’</td>
</tr>
</tbody>
</table>

- **Vandeventer Ave**

<table>
<thead>
<tr>
<th>LOS</th>
<th>Delay (sec)</th>
<th>95% Queue</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vandeventer</td>
<td>B</td>
<td>16.9</td>
<td>402’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOS</th>
<th>Delay (sec)</th>
<th>95% Queue</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>100’ w/ YR</td>
<td>B</td>
<td>16.9</td>
<td>406’</td>
</tr>
<tr>
<td>120’ Standard</td>
<td>C</td>
<td>21.2</td>
<td>365’</td>
</tr>
<tr>
<td>120’ w/ YR</td>
<td>B</td>
<td>13.2</td>
<td>365’</td>
</tr>
</tbody>
</table>
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
What location would you like to see as a roundabout?

(Select all that apply)

A. Salisbury/Parnell
B. Vandeventer
C. Fair
D. Goodfellow
E. No Roundabouts
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

- Road Safety Audit
- Focus Group Series

2017

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

2018

- Public Engagement
- Signal upgrades

2019

- New driving surface
- Intersection improvements

2020
Thank You

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