

## **City of St. Louis - Pedestrian Safety Action Plan**

*The purpose of the City of St. Louis Pedestrian Safety Action Plan is simple: identify and guide the implementation of actions which reduce pedestrian fatalities and serious injuries in the City of St. Louis.*

**Vision:** *A safe, efficient, and enjoyable environment for pedestrians and cyclists throughout the City of St. Louis*

**Goal:** *Move toward zero roadway deaths*

### **Objectives:**

1. ***Infrastructure:*** *Reduce frequency and severity of pedestrian crashes by improving the transportation infrastructure through implementation of strategic safety countermeasures, construction of new pedestrian facilities, and maintenance of existing facilities.*
2. ***Education/Enforcement:*** *Reduce the frequency and severity of pedestrian crashes by changing the behavior of all road users to increase compliance with existing laws through coordinated education and law enforcement efforts.*
3. ***Livability:*** *Support sustainability and livability in our community by addressing pedestrian safety, mobility, and accessibility through transportation infrastructure improvements, facilities, and amenities.*
4. ***Accountability:*** *Monitor the progress in reducing the frequency and severity of pedestrian crashes annually using the Vision, Goal, and Performance Measures to guide policy and program decisions.*

### **Strategies/Progress (Since October 2015):**

Focus proactive ***Education, Enforcement, and Engineering*** efforts on improving pedestrian safety, with emphasis on high priority corridors and intersections. Use crash data, or conduct additional pedestrian activity studies to identify appropriate locations for these efforts.

### **Education & Enforcement:**

#### **Design Policy and Practices**

Enhanced internal policy and practices related to the planning and design of the City transportation network:

- Complete Streets Steering Committee Formation Per Ordinance
- Adoption of Modern Design References Including National Association of City Transportation Officials (NACTO) Urban Street Design Guide & Urban Bikeway Design Guide

#### **Traffic Calming Policy**

Development of a policy for the City to facilitate design and implementation of traffic calming solutions to problems on residential streets, such as cut-through traffic, excessive speeding, and safety of bicyclists and pedestrians. The proposed policy will be introduced as a Board Bill at Board of Aldermen.

### **Educate and Inform Local Alderpersons on Ward Safety Issues**

The City Traffic Division developed recommendations for transportation improvements in all twenty-eight wards based on the "Pedestrian Safety Action Plan," and "Strategic Highway Safety Plan". This data-driven approach identifies solutions to improve bicycle and pedestrian safety at signalized and non-signalized intersections, as well as mid-block crossings. Over the next 6 months City staff will work with the Board of Aldermen to implement recommendations through ward capital improvement projects.

### **"Stop for Pedestrians" Legislation**

A proposed Board Bill to educate and enforce a "Stop for Pedestrians" law to improve safety at marked crosswalks. Over the next 6 months, City staff will work with the Board of Aldermen to introduce the necessary legislation.

### **Bicycle Safety Action Plan Update**

Develop data-driven strategy updates, specific to bicycle safety, for inclusion in the Pedestrian Safety Action Plan. The additional data will help create a more comprehensive Bicycle/Pedestrian Safety Action Plan for adoption by the City.

### **City-Wide Safety Education Campaign**

Implement a city-wide education and enforcement strategy with focused efforts in high crash neighborhoods. With the assistance of necessary grant funding, this effort will include staged pedestrian safety demonstrations to highlight safety issues, education on crosswalk right of way laws, increased police enforcement in communities suffering from excessive speeding, public service announcements, brochures, and presentations that will be distributed to the businesses and residents within the City. Project implementation will be over a two year period.

- **Targeted Outreach to Schools:** With the assistance of necessary grant funding, implement a coordinated school-based plan to educate students on traffic safety best practices. The educational effort will include public service announcements, brochures, and presentations to all schools within the city of St. Louis.

### **Public Engagement**

Improve communications with city residents on general transportation safety issues:

- Established @STLCityBikePed Twitter Account
- Enhanced City website to include Bike/Ped safety information, and to allow reporting of safety issues to the Citizen Service Bureau
- Consistently push Bike/Ped safety updates to local news media, such as: Bike/Ped Coordinator updates, pedestrian signal timing improvements at intersections, or raising awareness of new pedestrian crosswalks
- Attend & participate in more public community meetings
- Participation in public open house sessions for MoDOT and Great Rivers Greenway projects
- Distribution of Alta Planning's "Drivers Guide to Active Transportation" handout to local businesses and the general public through the City's website

### **Engineering:**

*\*As Detailed in the "City of St. Louis final Pedestrian Safety Action Plan, August 2013"*

### **Crash Data Management**

In cooperation with the City IT department, Traffic division, and SLMPD, the City has developed an electronic database of crash information that will better allow staff to identify safety trends and

hot spot areas. With data being actively tracked using ArcMap software, staff will be better equipped over the next 6 months to make real-time decisions that can limit the potential for future crashes.

### **Leading Pedestrian Interval**

The City implemented its first Leading Pedestrian Interval traffic signal timing at the intersection of Arsenal and Morganford, near Tower Grove Park. This improvement provides pedestrians the opportunity to begin crossing the street *prior* to the associated vehicular signal phase. The City will continue to install this feature at traffic signals where significant pedestrian foot traffic exists over the next 6 months.

### **Rectangular Rapid Flashing Beacon (RRFB)**

The City has installed RRFB devices at the intersection of Broadway & Cerre in the downtown area as well as in Carondelet Park. These devices consist of solar powered pushbuttons that activate rapid flashing LED lights for increased awareness of pedestrians crosswalks.

### **Radar Speed Limit Signs**

The City has installed Radar Speed Limit Signs across the city in cooperation with local community leaders where excessive speeding has been reported. These devices are equipped with radar technology which displays real-time speed to approaching vehicles to inform motorists of travel in excess of the posted speed limit.

### **Light Emitting Diode (LED) Lighting**

LED lighting is being installed on City streets and in local parks for increased visibility & lower, more sustainable, power consumption. LED technology is now standard for any new City projects being constructed, aldermanic ward capital improvements, or Federal transportation grants.

### **Pedestrian Countdown Heads**

To facilitate safer crossings at intersections, the City is continually upgrading pedestrian equipment at traffic signals to include countdown heads. This equipment features a numerical countdown for crossing prior to the next conflicting signal phase occurring.

### **Accessible Pedestrian Signals (APS)**

The City is working to install accessible pedestrian equipment at traffic signal locations to provide visual and non-visual information through audible tones and vibrotactile surfaces for pedestrians who have a limited ability to see or hear.

### **Neighborhood and Corridor Ward Studies**

City Traffic division staff are currently facilitating engineering studies of multiple neighborhoods and commercial corridors to identify transportation and safety improvements. Studies will address traffic calming, one-way and/or two-way road conversions, Complete Streets corridor planning, and the prioritization of bicycle and pedestrian safety. The studies will be developed consistent with the City's Complete Streets philosophy, and will be submitted for design/construction funding through Federal transportation grants.

### **High-Visibility Crosswalks**

The City actively endorses the use of high-visibility crosswalks at locations where increased awareness of pedestrian activity is necessary. High-visibility crosswalk funding is made possible through new development projects, aldermanic Ward Capital improvement allocations, and Federal transportation grants.

### **Bicycle, Pedestrian, and ADA Design Review Process**

The City continues to enforce ADA guidelines during the formal review process of roadway and traffic signal design plans. This includes every attempt to meet and exceed the national best practices for ADA accommodations. In addition, increased awareness of bicycle/pedestrian issues are addressed in traffic the control plans for work zones in order to maintain safe and acceptable travel for all modes of transportation during construction.

### **Transportation Network Data Management**

Traffic division staff have investigated and are in the process of testing a number of different technologies to collect data related to users of the City's transportation network, including vehicles, pedestrians, and bicycles. Technologies include, radar (in-pavement and above ground) as well as cameras installed at critical locations to collect real-time data for the City's Transportation Management Center (TMC). Over the next 6 months this technology will be further tested, and expanded across the City.

### **School Zones**

In partnership with local communities, the City uses a number of strategies to raise driver awareness of school children in areas immediately adjacent to, or surrounding local schools. Strategies include, using reduced speed limit and school zone signage, high visibility crosswalks, and curb bump-outs to reduce pedestrian crossing distances. City staff will continue to look toward national best practices to improve the pedestrian safety around schools.

### **Bike Lanes**

The Bike St. Louis Partnership is responsible for a vast majority of the City's growing cycling infrastructure. The City maintains a range of facilities including traditional bike lanes, buffered bike lanes, protected bike lanes, and shared lane markings. The City will continue working toward expanding and augmenting the Bike St. Louis network to provide city-wide interconnected bicycle access.

### **Funding Opportunities:**

- Ward Capital Improvements Projects
- Congestion Mitigation & Air Quality (CMAQ)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program
- Transportation Alternatives Program (TAP)
- Public/Private Partnerships, and New Developments
- Grants

*The City of St. Louis remains firmly committed to identifying and guiding the implementation of strategies to reduce pedestrian fatalities and serious injuries. Some of the strategies detailed above are in the process of implementation, while others are ongoing efforts to further define policies that will ensure future implementation. This action plan will be reevaluated each year in order to determine its effectiveness, as well as to identify new strategies to further the goal of zero roadway deaths. Ultimately, the implementation of this plan will result in a safe, efficient, and enjoyable environment for pedestrians and cyclists throughout the City of St. Louis.*