

# VISION ZERO KIRKWOOD

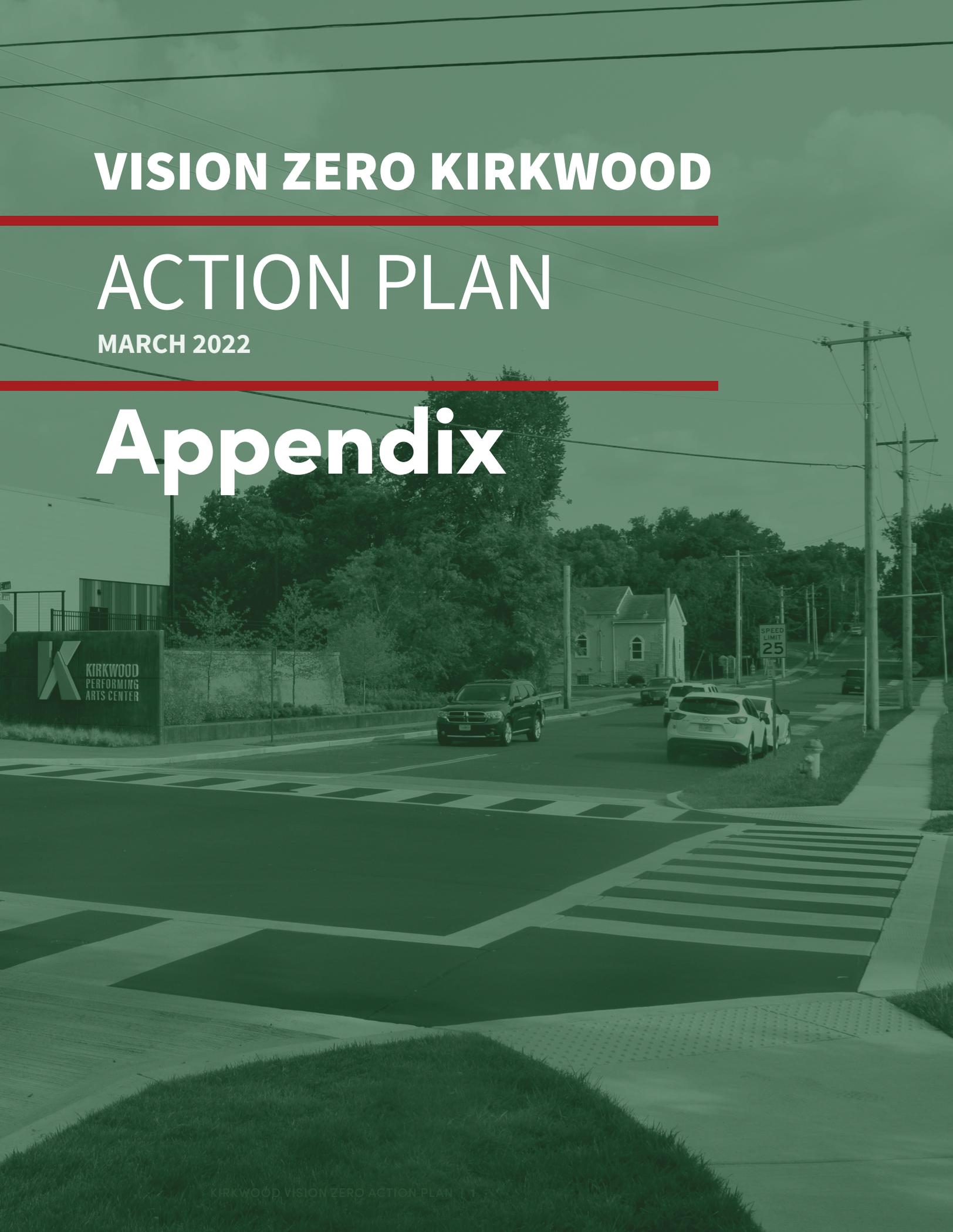
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# ACTION PLAN

MARCH 2022

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# Appendix



# High Injury Network Crash Analysis Memo



To: City of Kirkwood  
From: Alta Planning + Design  
Date: September 8, 2021  
Re: Kirkwood Vision Zero: Crash Data Analysis + High Injury Network Development

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## Introduction

The Kirkwood Vision Zero Action Plan relies on a thorough understanding of the motor vehicle, bicycle, and pedestrian crash trends to inform strategic investments in safety improvements aimed at decreasing fatal and severe injuries on Kirkwood streets. The Federal Highway Administration recommends that municipalities take a holistic view of Vision Zero plans to create a safe system that anticipates human mistakes and keeps impact energy on the human body at tolerable levels.<sup>i</sup>

This technical memorandum provides a high-level summary of crash trends and characteristics and documents the High-Injury Network (HIN). The HIN consists of the roadway corridors on which many people have been killed or severely injured due to motor vehicle crashes. This approach moves beyond typical crash history and allows for a better description of the types of roadways in Kirkwood where users are the most at risk. This allows Kirkwood to proactively work to minimize the occurrence and severity of crashes into the future.

## Crash History in Kirkwood, MO

The crash analysis examines ten years of data for the motor vehicle, bicycle, and pedestrian crashes in the City of Kirkwood using the Missouri State Highway Patrol’s Statewide Traffic Accident Records System (STARS) data provided by the Missouri Department of Transportation. During the ten-year period from January 1, 2011, to December 31, 2020, a total of 7,519 crashes occurred in the City of Kirkwood, ranging from a low of 597 in 2020 to a high of 878 in 2019 and averaging of 752 crashes each year. Figure 1 shows the overall distribution for the years included in the study period.

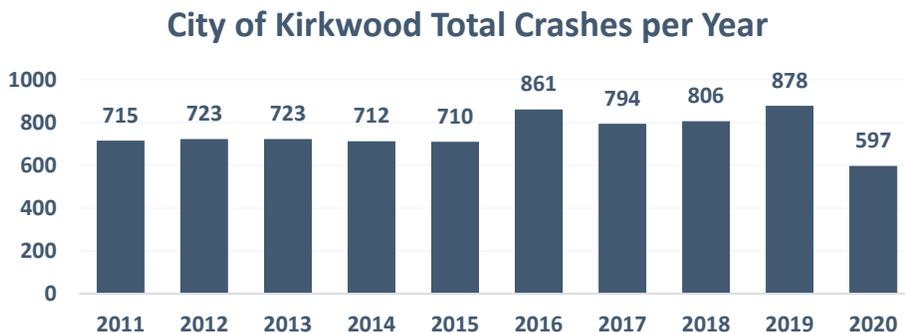


Figure 1. City of Kirkwood, All Vehicular Crashes, by Year

### Crash Severity and Types

The Missouri State Highway Patrol’s STARS data is created from uniform police reports and uses standardized types to classify crashes. Crash severity is identified in the crash database and categorized into fatal, disabling injury, minor injury, suspected injury, and non-injury (where the crash caused property damage only). As shown in Figure 2, 101 crashes caused fatalities and severe injuries in Kirkwood between 2011 and 2020. To identify the causes of these fatal and severe crashes, it is important to delve deeper into the crash database and establish the relationship between fatal and severe crash and the manner of collision. The next sections of this report provide a closer examination of the crashes.

### All Crashes by Severity

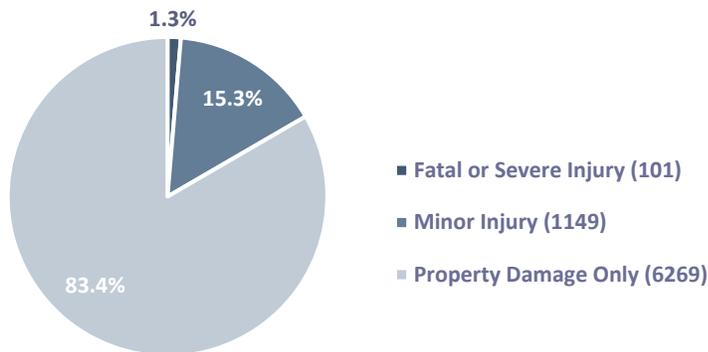


Figure 2. City of Kirkwood, All Vehicular Crashes, by Severity

Table 1 shows the crash type and frequency for all crashes in Kirkwood over the ten-year period. Overall, Rear End crashes accounted for 40.3% of all crashes in Kirkwood, with Left Turn crashes being the second most common crash type at 12.4%.

Table 1. Proportion of All Vehicular Crashes by Type, Kirkwood, MO

Crash Type	Count	Percent of Total Crashes
Rear End	3,027	40.3%
Left Turn	933	12.4%
Parking or Parked Car	718	9.5%
Out of Control	666	8.9%
Right Angle	592	7.9%
Passing or Changing Lane	589	7.8%
Right Turn	206	2.7%
Head On	156	2.1%
Pedestrian or Bicycle	135	1.8%
Backing	116	1.5%
Other (Animals, Fixed Object, Etc.)	381	5.1%

## Injury Crashes

### All Injury Crashes

Of the 7,519 crashes analyzed, 1,250 (16.6%) resulted in some level of injury or death. Figure 3 shows the proportion of crash types that resulted in fatal, serious, minor, and no injuries, prioritizing crash types that resulted in higher injury rates. Approximately 90% of crashes involving cyclists or pedestrians involved some level of injury. Approximately 28% of Head On crashes caused injury or death. Four crash types resulted in fatalities: Pedestrian or Cyclist, Out of Control, Left Turn, and Head On. Conversely, under 20% of Right Angle and Rear End crashes resulted in injury, with most injuries that did occur being minor.

**Proportion of Crash Types that Result in Fatal, Severe, and Minor Injury**

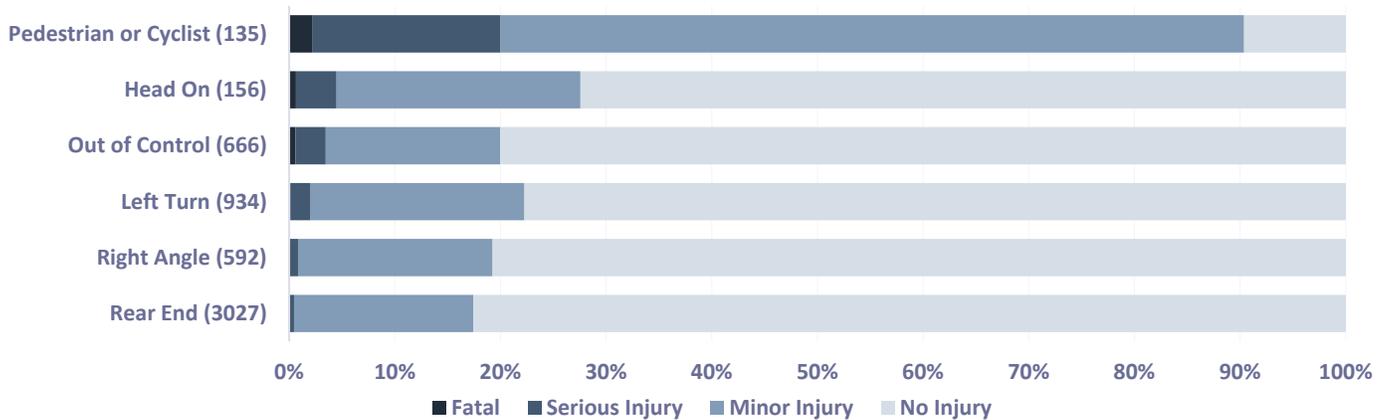


Figure 3. City of Kirkwood, Proportion of Crash Types, by Injury Severity

### Fatal or Serious Injury Crashes

One life lost due to preventable traffic circumstances is one too many, and strictly analyzing crash injury percentages overlooks the fact that 101 people suffered life-changing injuries or death in Kirkwood over the ten-year span. The distribution of crashes where an individual was killed or seriously injured (KSI) by year is depicted in Figure 4.

**City of Kirkwood Fatal or Serious Injury Crashes per Year**



Figure 4. City of Kirkwood, All Vehicular Crashes Resulting in a Serious Injury or Fatality, by Year

Figure 5 compares the proportion of KSI crashes and All crashes by crash type. Crashes involving pedestrians or cyclists accounted for more than a quarter of all KSI crashes (almost 27%), despite only accounting for less than 2% of all crashes. Conversely, Rear End crashes accounted for 40.3% of all crashes, but only 14% of KSI crashes. Left Turn crashes also notably account for a larger proportion of KSI crashes. The increased representation of Left Turn crashes among KSI crashes indicates that turning maneuvers may present multiple and particularly challenging conflicts for road users. Head On crashes exhibit a similar trend in being more likely to cause severe injury or death.

### Comparison of Crash Type Frequencies Among KSI Crashes and All Crashes

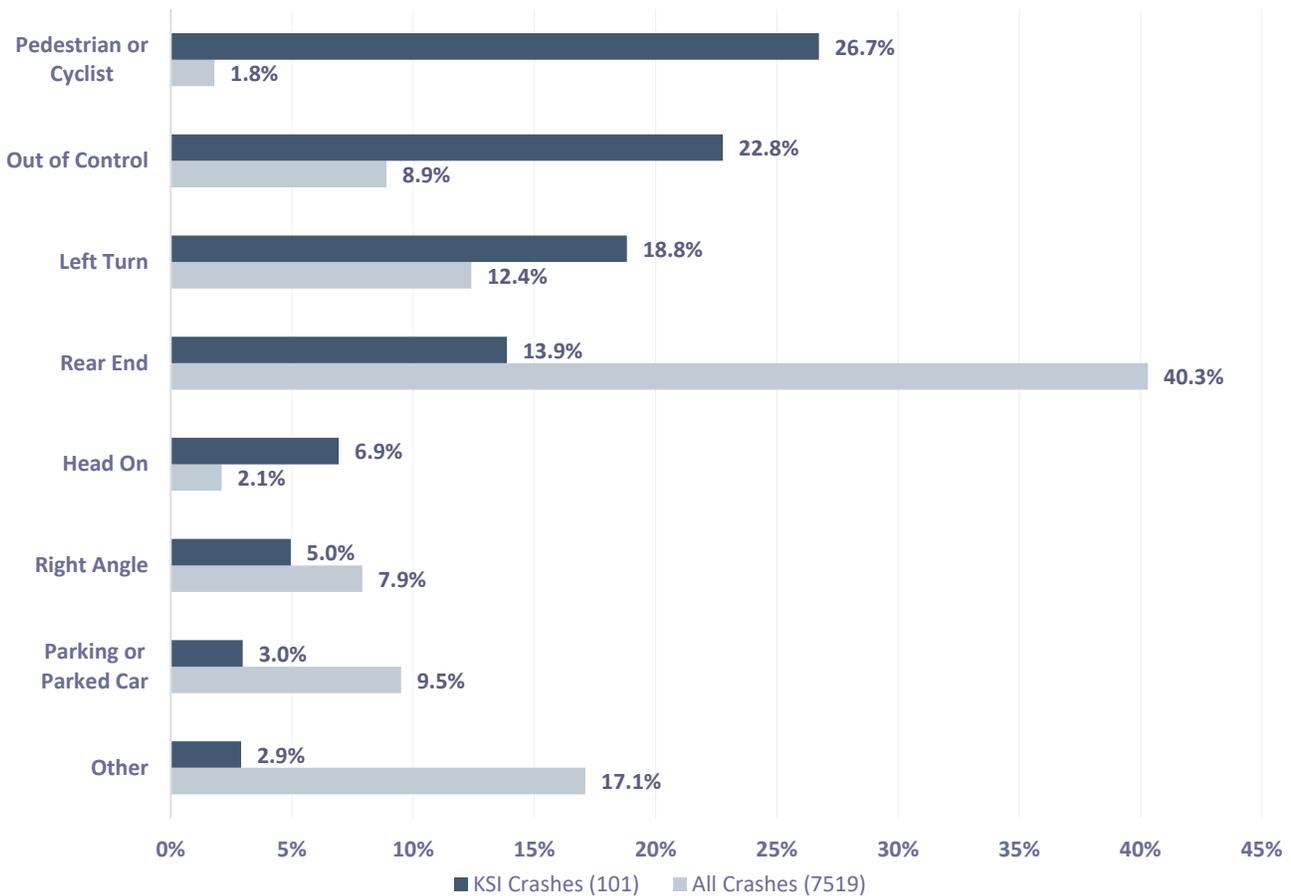


Figure 5. City of Kirkwood, Percentage of KSI Crashes Compared to All Vehicular Crashes, by Crash Type

Additional factors like lighting and roadway surface conditions can also influence the frequency and severity of crashes. Figure 6 below compares the percentage of KSI crashes and All Crashes that occurred after dark and on wet roadway conditions. Twenty-seven percent of KSI crashes (27 crashes) and 19% of all crashes occurred after dark. Additionally, 15% of KSI crashes and 20% of all crashes occurred when the roadway surface was wet. This information will be used to inform the countermeasure considerations for the high-crash locations.

### Percentage of KSI and All Crashes that Occurred on Adverse Road Conditions

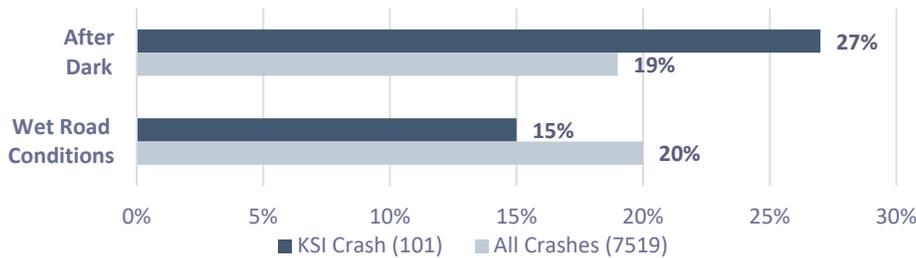


Figure 6. City of Kirkwood, Percentage of KSI Crashes and All Vehicular Crashes, by Crash Type

### Increased Risks for Cyclists and Pedestrians

Bicyclists and pedestrians have a notably higher risk of being involved in serious or fatal crashes compared to motorists which is evidenced by their overrepresentation in crashes that result in injury or death. Figure 7 provides a closer look at crashes involving bicyclists and pedestrians. As shown, while crashes that involved vulnerable road users (bicyclists and pedestrians) accounted for less than 2% of all crashes, almost 27% of KSI crashes included a bicyclist and/or pedestrian.

### Bicycle and Pedestrian Crashes as a Proportion of All Crashes, All Injury Crashes, and KSI Crashes

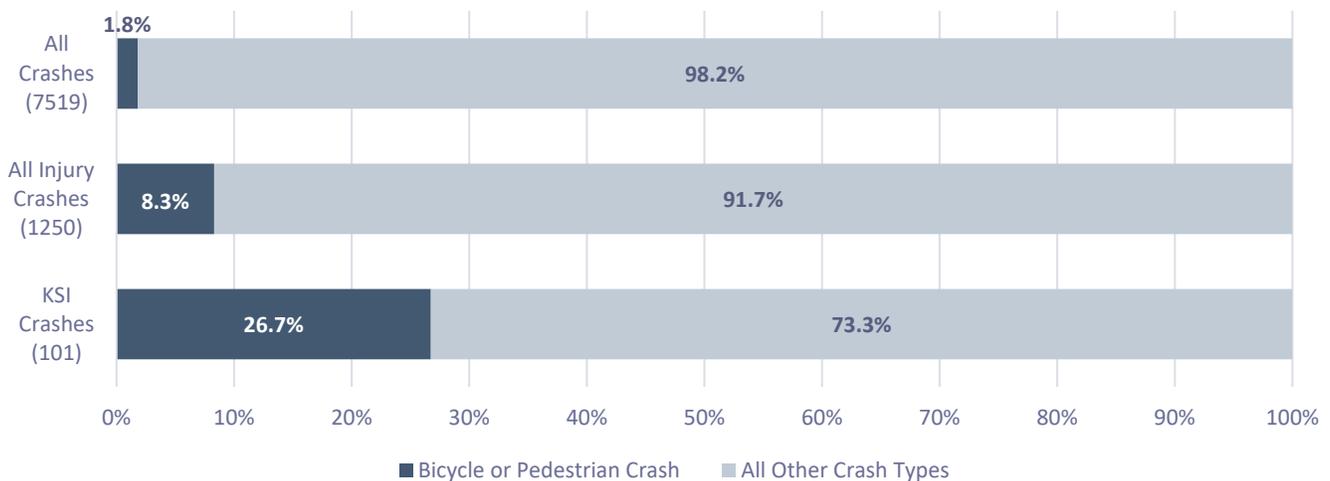


Figure 7. City of Kirkwood, Percentage of Bicycle and Pedestrian Crashes of All Vehicular Crashes, by Severity

**Bicycle Crashes**

Bicycle crashes accounted for 62 of the 7,519 total crashes analyzed in the study. Of the 62 bicycle crashes that occurred in Kirkwood over the studied period 55 (89%) resulted in an injury, eight (13%) of which were a serious injury. Bicycle crashes by severity are shown in Figure 8 below.

**Count and Percentage of Bicycle Crashes by Severity**

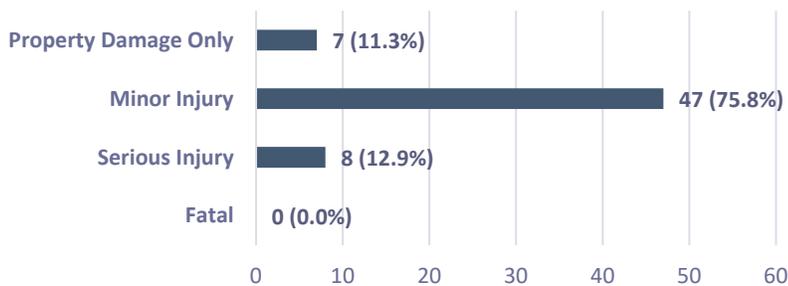


Figure 8. City of Kirkwood, Percentage of Bicycle Crashes, by Severity

**Pedestrian Crashes**

Pedestrian crashes accounted for only 1% or 73 of the 7,519 total crashes analyzed in the study. However, of the 73 pedestrian crashes that occurred in Kirkwood over the studied period, 67 (92%) resulted in an injury, 19 (26%) of which were a serious injury or death. Pedestrian crashes by severity are shown in Figure 9 below.

**Count and Percentage of Pedestrian Crashes by Severity**

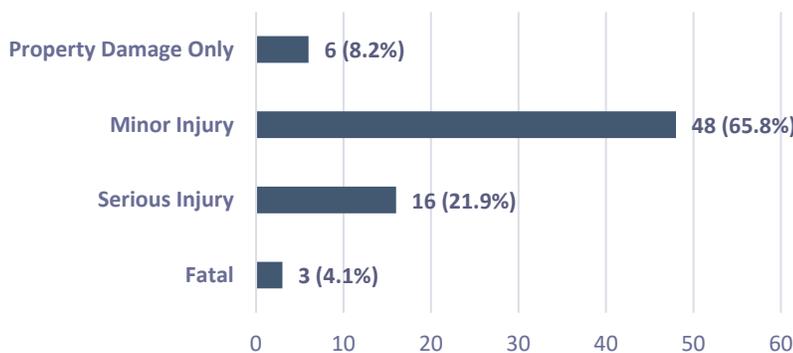
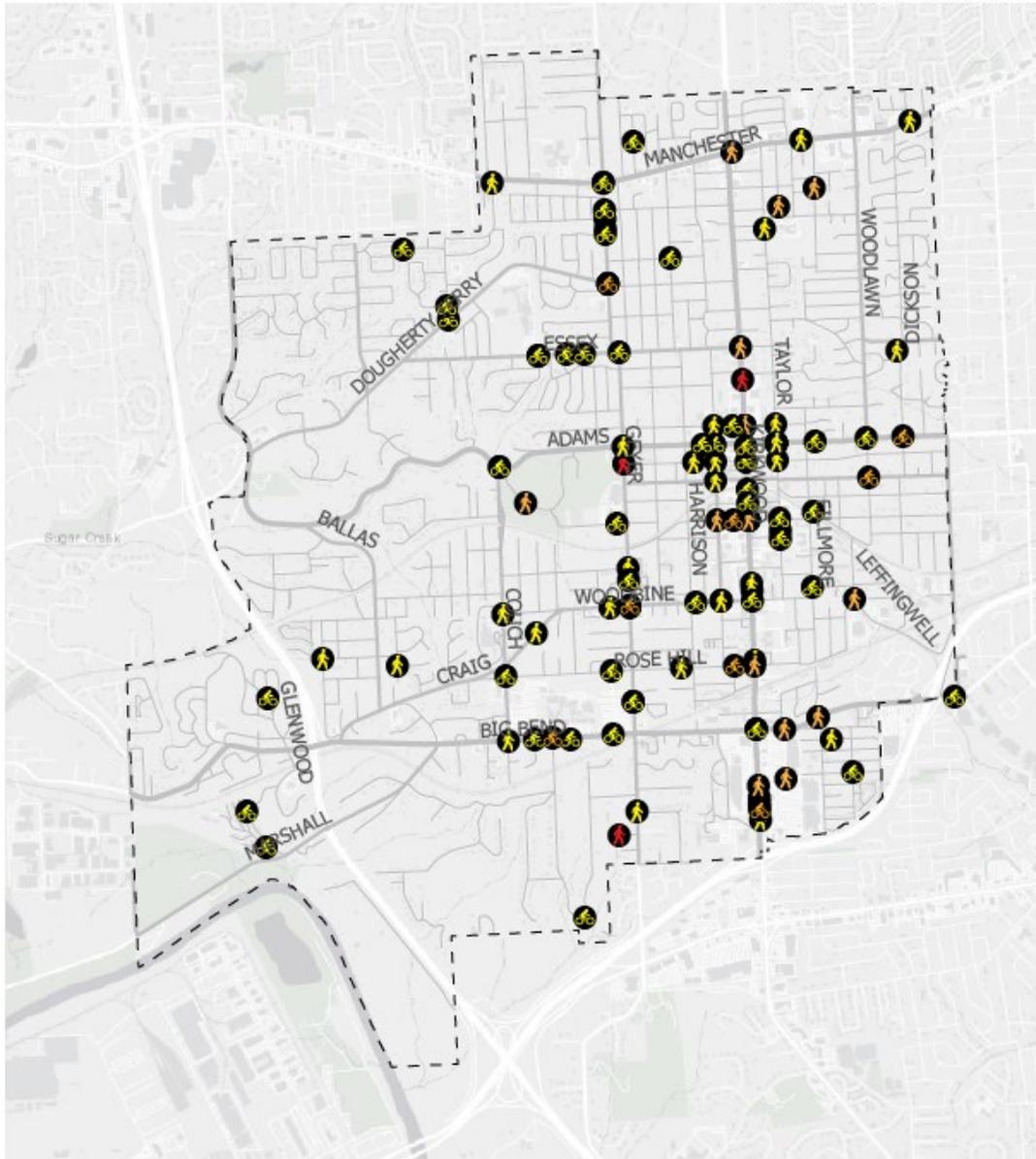


Figure 9. City of Kirkwood, Percentage of Pedestrian Crashes, by Severity

The following map shows the location of all bicycle and pedestrian crashes that resulted in some level of injury in Kirkwood. Bicycle and pedestrian crashes that resulted in an injury tend to cluster in downtown Kirkwood, although the majority of injuries are minor in nature. Fatal and serious crashes tend to be more broadly spread, however, there is a cluster of serious injury pedestrian crashes in the southeast portion of the City, around Meacham Park.

BICYCLE AND PEDESTRIAN INJURY CRASHES

CITY OF KIRKWOOD  
VISION ZERO MASTER PLAN



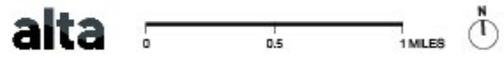
Data provided by the City of Kirkwood and MDCDOT. Document: N:\04\2020\09\02\00-067 Kirkwood\_Vision Zero & Complete Street\GIS\Process\Kirkwood\_2020\04\27\_MN\_v2\_20201020\_Erwin\_Data.mxd (8/17/2021)

**ALL INJURY BICYCLE AND PEDESTRIAN CRASHES**

--- CITY OF KIRKWOOD FACILITY  
 — ARTERIAL  
 — COLLECTOR  
 — LOCAL

**BICYCLE CRASHES**  
 ● FATAL  
 ● SERIOUS INJURY  
 ● MINOR INJURY

**PEDESTRIAN CRASHES**  
 ● FATAL  
 ● SERIOUS INJURY  
 ● MINOR INJURY



## High Injury Network Analysis

A key aspect of adopting Vision Zero is for cities to identify the high injury network (HIN). The HIN for the study area was identified based on integrating the crash history with the existing roadway network. For this analysis, going beyond the spatial mapping of collisions was important to understand the factors that contribute to high-injury roadways in Kirkwood. To better understand factors influencing severe and crashes, Alta developed cross-tabulations of contextual factors along streets identified as part of the high injury network, including number of lanes, speed limits, and facility types to more fully describe the road typologies included in the Network. These typologies will aid the City of Kirkwood as it begins to identify priority projects that should be first implemented under its Vision Zero Action Plan.

### Weighted Crash Density

First, crash data was summarized along the roadway network, taking into account the severity of each crash. For this analysis, federally-managed freeways and private railroads, as well as any crashes associated with these facilities were removed. The crash data also did not include any crashes that have occurred in private parking lots. The end result was a total of 7,519 crashes that were then costed by severity. Severity costing was determined from the Missouri Department of Transportation *S-HAL: Safety Handbook for Locals, 4<sup>th</sup> Edition*<sup>ii</sup>, which lists societal costs of crashes by severity as follows:

Table 2. Crash costs based on severity from the Missouri Department of Transportation

Crash Severity	Crash Cost
Fatal	\$4,008,900
Disabling Injury	\$216,000
Evident Injury	\$79,000
Fatal/Injury	\$158,200
Possible Injury	\$44,900
PDO	\$7,400

These values are based on Federal Highway Administration Highway Safety Manual (2010). In addition, according to the *S-HAL*:

“Since fatal crash costs are so high, and because fatal crashes are infrequent, an alternative approach to using fatal crash cost is to combine the fatal and injury crash categories into one ‘fatal/injury’ category. This combined category could prevent a single fatal crash from overwhelming the economic analysis.”

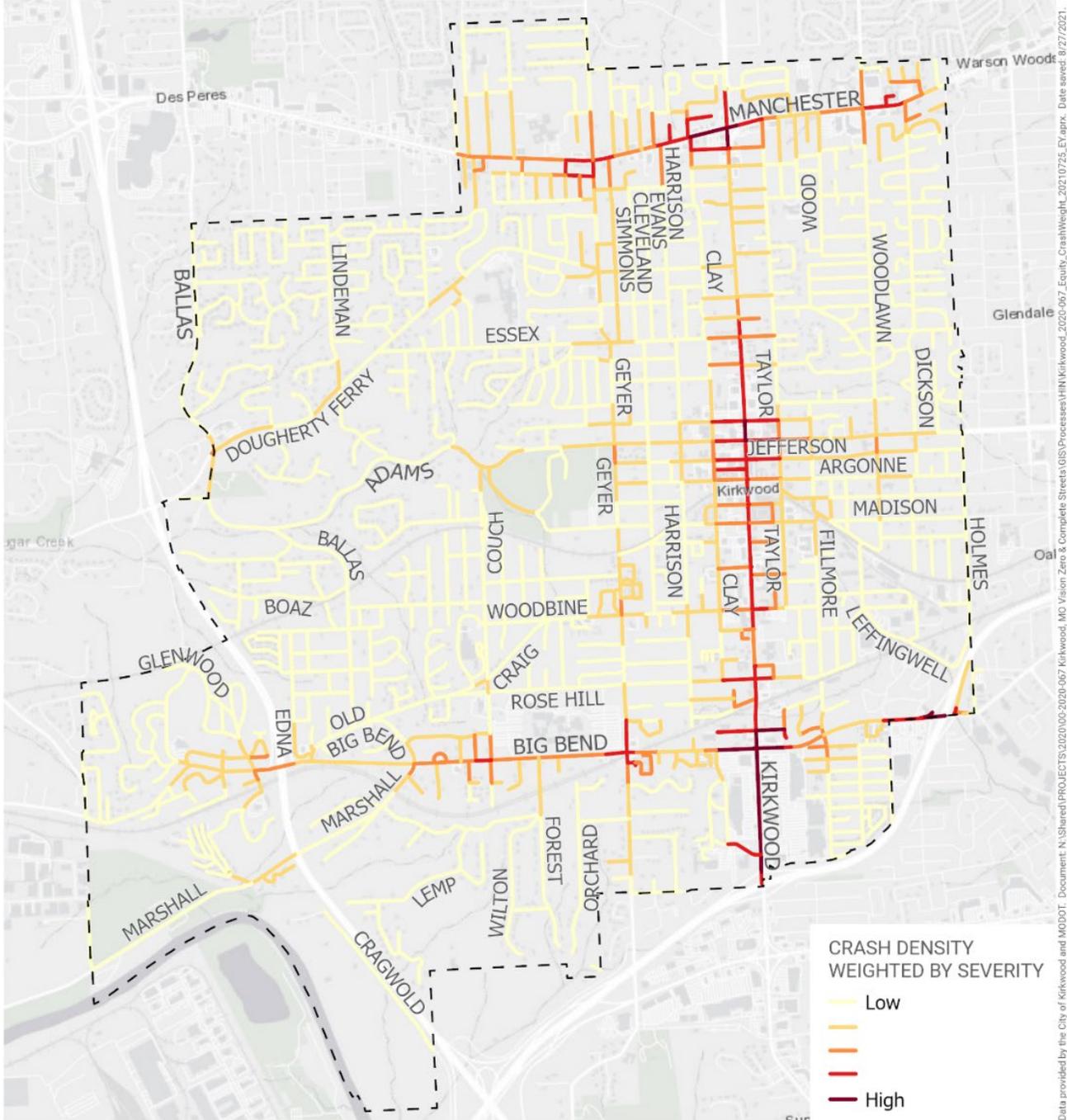
Relating the values to the data in the City of Kirkwood, the following weights were used for crashes based on guidance provided by the Federal Highway Administration:

Table 3. Severity weighting used in Kirkwood Vision Zero crash density

Crash Severity	Weight Value
Fatal, Disabling Injury, or Suspected Serious Injury	158.2
Minor Injury	44.9
Property Damage Only	7.4

Using these amounts, a Weighted Kernel Density Estimation was performed in GIS and assigned to the roadway network. The resulting crash densities are shown in the map below and represent Kirkwood’s High Injury Network.

**W KIRKWOOD HIGH INJURY NETWORK** CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



Data provided by the City of Kirkwood and MODOI. Document: N:\Shared\PROJECTS\2020\00-2020-067 Kirkwood, MO Vision Zero & Complete Streets GIS\Processes\HIN\Kirkwood\_2020\067\_Equity\_CrashWeight\_2021\0725\_EY.aprx. Date saved: 6/27/2021.



## Determination of the High Injury Network

Vision Zero necessitates reorienting the concept of safety in transportation. The premise of Vision Zero is that traffic deaths are preventable, roadway design should be forgiving, a systems safety approach is essential, saving lives is not expensive, and preventing fatal and severe injuries is especially critical. High injury networks identify streets with the largest concentrations of fatal and severe injury crashes. These networks often illustrate that a small amount of the street network can address the majority of KSI crashes.

## Kirkwood High Injury Network

The analysis revealed that 61% of all Kirkwood’s crashes over the studied ten-year span occurred on only 7% of the roads within the City. The HIN accounts for 59% of all KSI crashes, 31% of all bicycle crashes, and 42% of all pedestrian crashes. Therefore, investing in safety improvements along the high injury network is likely to make the greatest impact on the overall safety of travelers in Kirkwood.

The HIN is primarily located along arterial roadways in Kirkwood. Specifically, a high concentration of KSI crashes occurred along Manchester Road, Kirkwood Road, and Big Bend Road. Some of the local streets, mainly where they cross these arterials in commercial areas, are also included in the HIN. Other locations with a high rate of KSI crashes include the intersections of Ballas Road at Dougherty Ferry and Geyer Road at Adams Road.

Overall, as shown in Table 4, the HIN includes 6.70 miles of arterials, 1.65 miles of collectors, and 1.40 miles of local roads for a total of approximately 10 miles. Most of the roads on the HIN are 4-6 lane roadways, as shown in Table 5.

Table 4. Characteristics of the High Injury Network

Road Class & Speed Limit	HIN Mileage
<b>ARTERIAL</b>	<b>6.70</b>
25 MPH	0.07
30 MPH	2.60
35 MPH	3.33
40 MPH	0.70
<b>COLLECTOR</b>	<b>1.65</b>
25 MPH	1.33
30 MPH	0.26
35 MPH	0.05
<b>LOCAL</b>	<b>1.40</b>
25 MPH	1.40

Table 5. High Injury Network Road Lanes

Number of Lanes	HIN Mileage
2	3.15
3	0.33
4	2.73
5	2.04
6	1.33
7	0.14



## Equity Analysis

Without access to transportation choices, many people in the City of Kirkwood may have a harder time getting to work, buying healthy food, seeing a doctor, going to school, or connecting with others. While there are multiple ways to travel, not everyone has equal access to convenient, safe and affordable means of transportation. This analysis identifies concentrations of residents that have been historically disadvantaged or are otherwise considered vulnerable to unsafe, disconnected, or incomplete active transportation facilities.

Safe transportation infrastructure helps create opportunities for Kirkwood residents and reduces the disproportionate economic and health burdens experienced by its most vulnerable residents.<sup>iii</sup> Often, traditionally vulnerable populations, such as people of color, children and young adults, senior citizens, people living in poverty, residents with limited English proficiency, and households with no access to a motor vehicle, may rely heavily on walking, biking, and transit. Concentrations of vulnerable populations in areas with limited transportation infrastructure can contribute to longer travel times, more expensive commutes, and unsafe travel conditions. This section identifies locations in the City of Kirkwood with concentrations of vulnerable populations to better understand transportation needs and to inform the prioritization of the Vision Zero plan recommendations to support equitable investments in safer infrastructure.<sup>iv</sup> The section concludes by overlaying the previously identified HIN with areas with significant concerns related to equity, deemed Communities of Special Concern.

## Method

The following list of historically disadvantaged and vulnerable populations was identified as indicators of potential equity concerns. Data for each indicator was obtained from 2015-2019 American Community Survey (ACS) block group estimates from the U.S. Census Bureau:

- **People of Color:** This indicator shows the percent of the population that identifies as non-white, Hispanic, Latino, or multiple races/ethnicities.
- **Youths:** This indicator shows the percent of the population that is under the age of 18.
- **Senior Citizens:** This indicator shows the percent of the population age 65 and older.
- **Poverty:** This indicator shows the percent of the population that is living at or below 200% of the Federal Poverty Level (FPL).
- **Limited English Proficiency:** This indicator shows the percent of the population that identified as not speaking English well or at all.
- **No Access to a Motor Vehicle:** This indicator shows the percent of households that said they did not have regular access to a motor vehicle.

This technical memorandum shows the relative concentrations of these six equity indicators at the block group level in the City of Kirkwood. For each equity indicator, the corresponding maps reflect how each population is located throughout the City. The resulting maps will be overlaid with the high-injury network to help identify potential focus areas for new bicycle and pedestrian investments to address citywide equity concerns.

## Equity Indicators

### Race (people of color)

**Importance:** Racial or ethnic minorities are more likely to live in areas with poor or limited active transportation facilities, educational opportunities, job resources, and healthy food outlets.<sup>v,vii</sup> Nationally, non-white populations tend to be more dependent on transit and active transportation; black individuals are more than four times, and Hispanics are three times more likely to not have access to a household car compared to their white counterparts, regardless of income.<sup>vii</sup> In turn, these deficits exacerbate the disproportionate health burdens communities of color experience. For example, communities of color experience a greater proportion of pedestrian crashes and have an increased risk of mortality after pedestrian injury.<sup>viii,ix</sup> Improving active transportation facilities and connectivity may promote physical activity, enhance economic opportunities, and increase transportation safety.

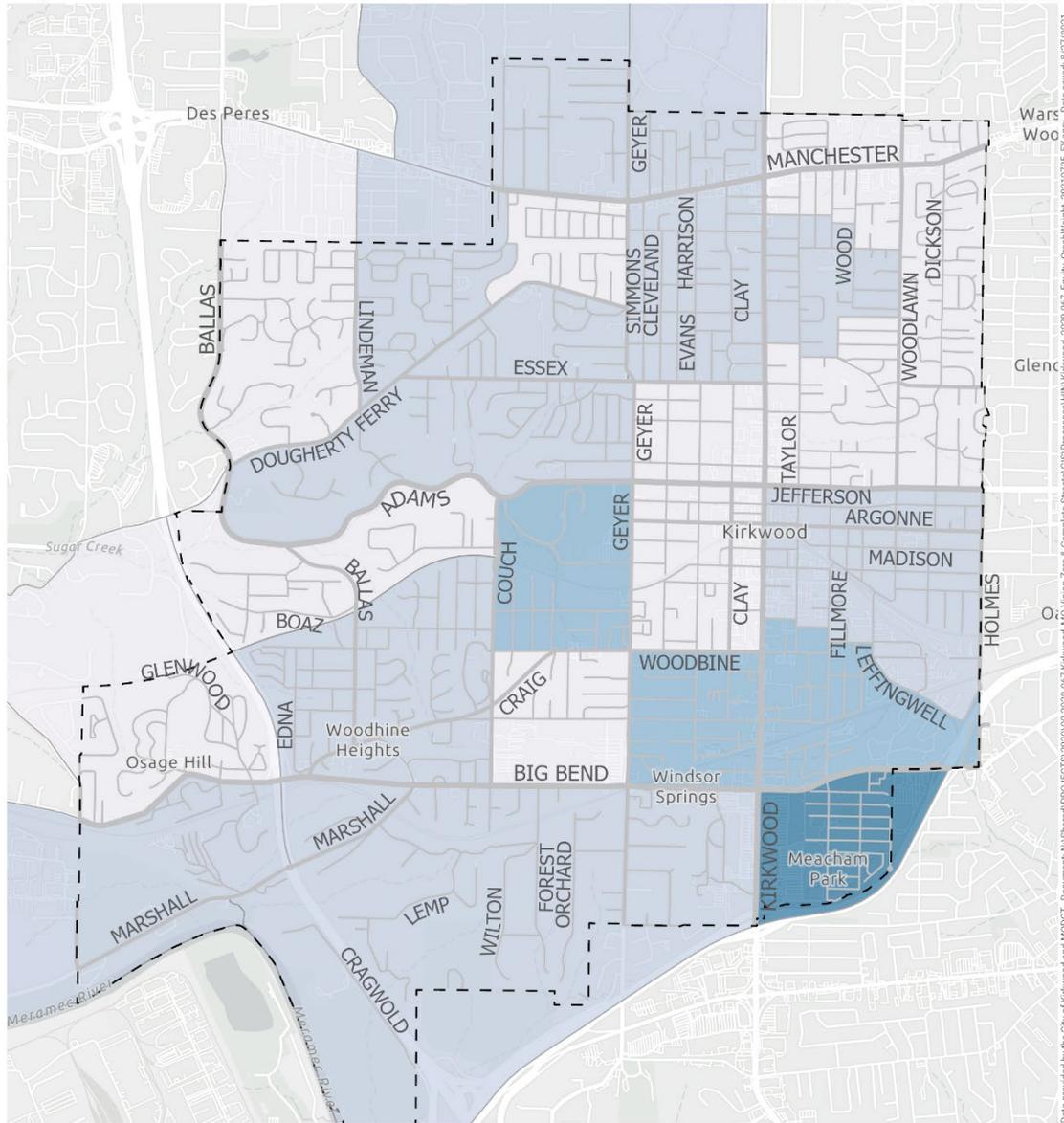
**Results:** Communities of color are located more often in the southeastern portion of Kirkwood than other areas of the City. According to the 2019 American Community Survey five-year estimates, the highest proportion of people of color is in the Meacham Park area at 67%. Just north of Meacham Park the overall block group population has 28% people of color.

### Children (under 18 years old)

**Importance:** Children and young adults under the age of 18 have very different transportation needs than the adult population. The vast majority of this population are unable to drive a car and therefore rely more on walking, bicycling, public transit, carpooling, or motor vehicle rides from family, if available. Other youth-related vulnerabilities may include lacking knowledge of safe travel behaviors; greater susceptibility to environmental exposures, such as damage caused to developing bodies through emissions; and difficulty navigating poorly-designed areas<sup>v</sup>. Children and young adults especially need safe transportation to/from places to be physically active and to build social connections<sup>v</sup>. Research on transportation facilities shows that road design and sidewalk conditions are key factors in determining youth physical activity. Safe crossings, well-built sidewalks, and traffic calming strategies are all associated with greater physical activity in children and young adults<sup>x</sup>. Promoting physical activity among this demographic is important for physical and social development, boosting academic achievement and self-esteem, and preventing costly chronic diseases.<sup>xi</sup> Further, physical and cognitive development impact a child's ability to safely walk and bicycle in a high traffic scenario.<sup>xii,xiii</sup> For younger children in particular, this means that children lack the full awareness and ability to scan for traffic and identify safe locations to cross the street. Areas with high concentrations of youth populations will benefit from improved crossing conditions and additional separated facilities.

**Results:** Children tend to live in the central and southeastern portions of Kirkwood. According to the 2019 American Community Survey five-year estimates, the highest proportion of children live in the Meacham Park area at 35%. Other areas with higher proportions of children include areas northeast and east of Woodhine Heights.

EQUITY INDICATOR: RACE  
CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



EQUITY ANALYSIS



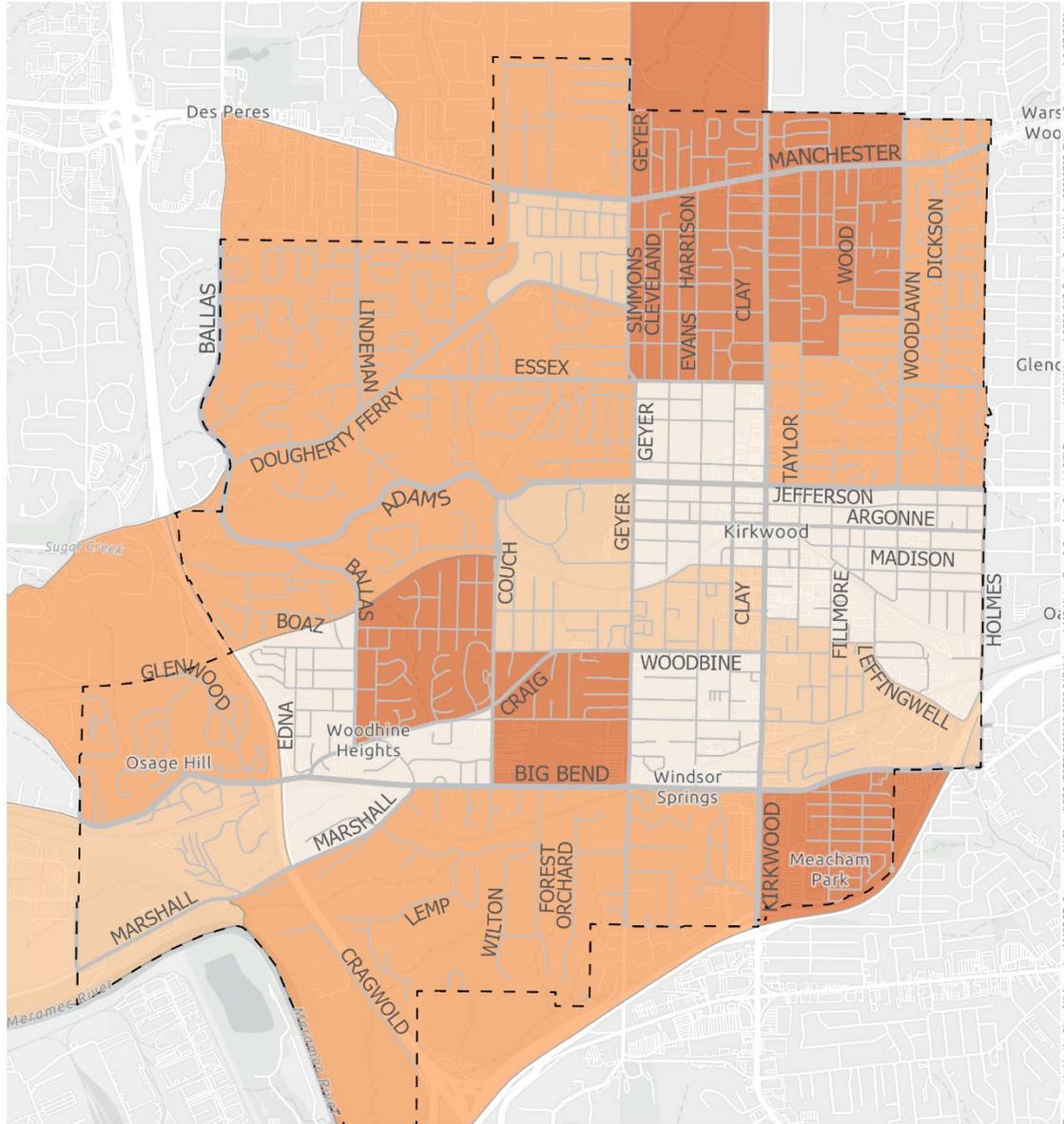
PERCENT OF POPULATION IDENTIFYING AS NON-WHITE

- <4%
- 4% - 13%
- 13% - 29%
- 29% - 50%
- 50% - 67%

- ARTERIAL
- COLLECTOR
- LOCAL
- City of Kirkwood

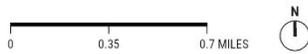
EQUITY INDICATOR: CHILDREN

CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



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EQUITY ANALYSIS



PERCENT OF THE  
POPULATION UNDER 18  
YEARS OF AGE

- <17%
- 17% - 21%
- 21% - 26%
- >26%

- City of Kirkwood
- ARTERIAL
- COLLECTOR
- LOCAL

### Senior Citizens (over 64 years old)

**Importance:** The population over 64 years of age may have more mobility needs than the general adult population, specifically in that they may require more alternatives to driving. Older adults increasingly depend on active transportation modes, such as using public transit, walking and/or biking when they decrease or stop driving. Prioritizing active transportation needs enables older adults to maintain positive well-being, despite the onset of functional limitations.<sup>xiv</sup> Walkable access to adequate public transportation is essential for older adults to maintain their daily activities and independence.<sup>xv</sup> Additionally, safe, walkable communities that promote physical activity help prevent or delay chronic diseases such as arthritis, osteoporosis, and diabetes in older adults.<sup>xvi</sup> As 61% of American adults ages 65 years or older have at least one activity-based limitation, creating communities where older adults can safely be active and access necessary resources is crucial to the future prevention of such disability.<sup>xvii</sup> Lastly, older adults are especially vulnerable to social isolation, which can result in significant declines in physical health; increasing walkability enhances older adults' ability to connect with others. <sup>xv</sup>

**Results:** Older adults tend to live in similar areas as children: central and southeast Kirkwood particularly. The areas with the greatest proportion of older adults include the northeast portion of Woodbine Heights, between Kirkwood Park and Upper Woodlawn, southwest Downtown Kirkwood just south of the railroad tracks, and southeast of Downtown Kirkwood just north of Big Bend Road.

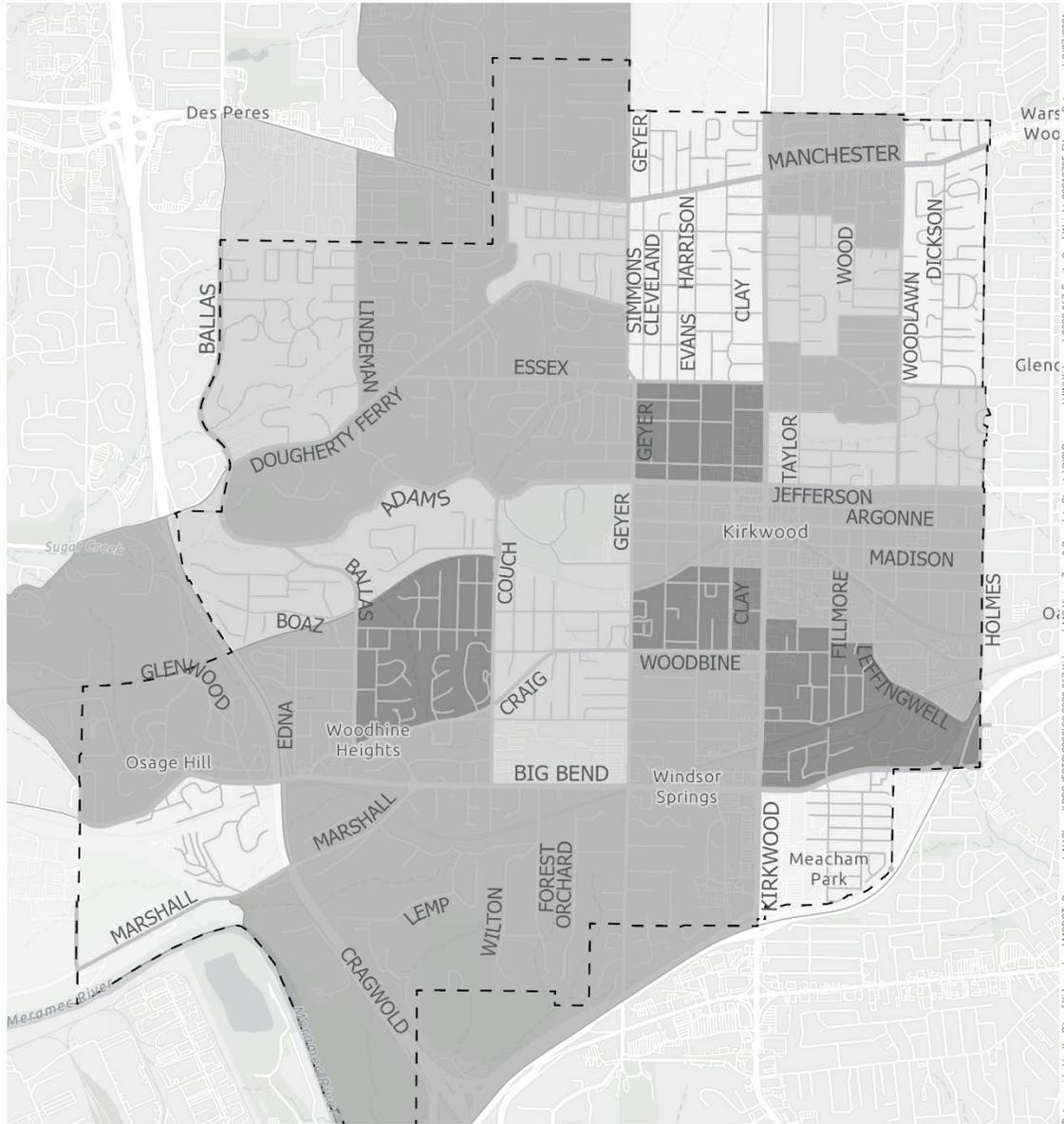
### Poverty (Federal Poverty Status)

**Importance:** Poverty is a socioeconomic vulnerability linked with disproportionate exposure to poor housing, homelessness, and limited access to resources, such as transportation services, quality food, recreation facilities, and health care facilities.<sup>v, xix, xx</sup> With transportation costs, especially those associated with vehicle ownership, often comprising the second largest portion of an individual's income (second to housing), reduced access to transit and active transportation networks may lead to greater reliance on an automobile and therefore have significant financial impacts on poor households.<sup>xxi</sup>

**Results:** Households in poverty are primarily located to the outer fringes of Kirkwood, with the exception of areas in the southern portions of Downtown Kirkwood just north of Big Bend Road. Approximately 10% of the households in these areas are in poverty. The highest proportion of households in poverty are located in the far southwestern corner of the City, at 16%. Other areas of poverty include the block groups northwest, northeast and southeast of the intersection of Big Bend Road and Kirkwood Road.

EQUITY INDICATOR: OLDER ADULTS

CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



EQUITY ANALYSIS



PERCENT OF THE POPULATION  
GREATER THAN 65 YEARS OF AGE

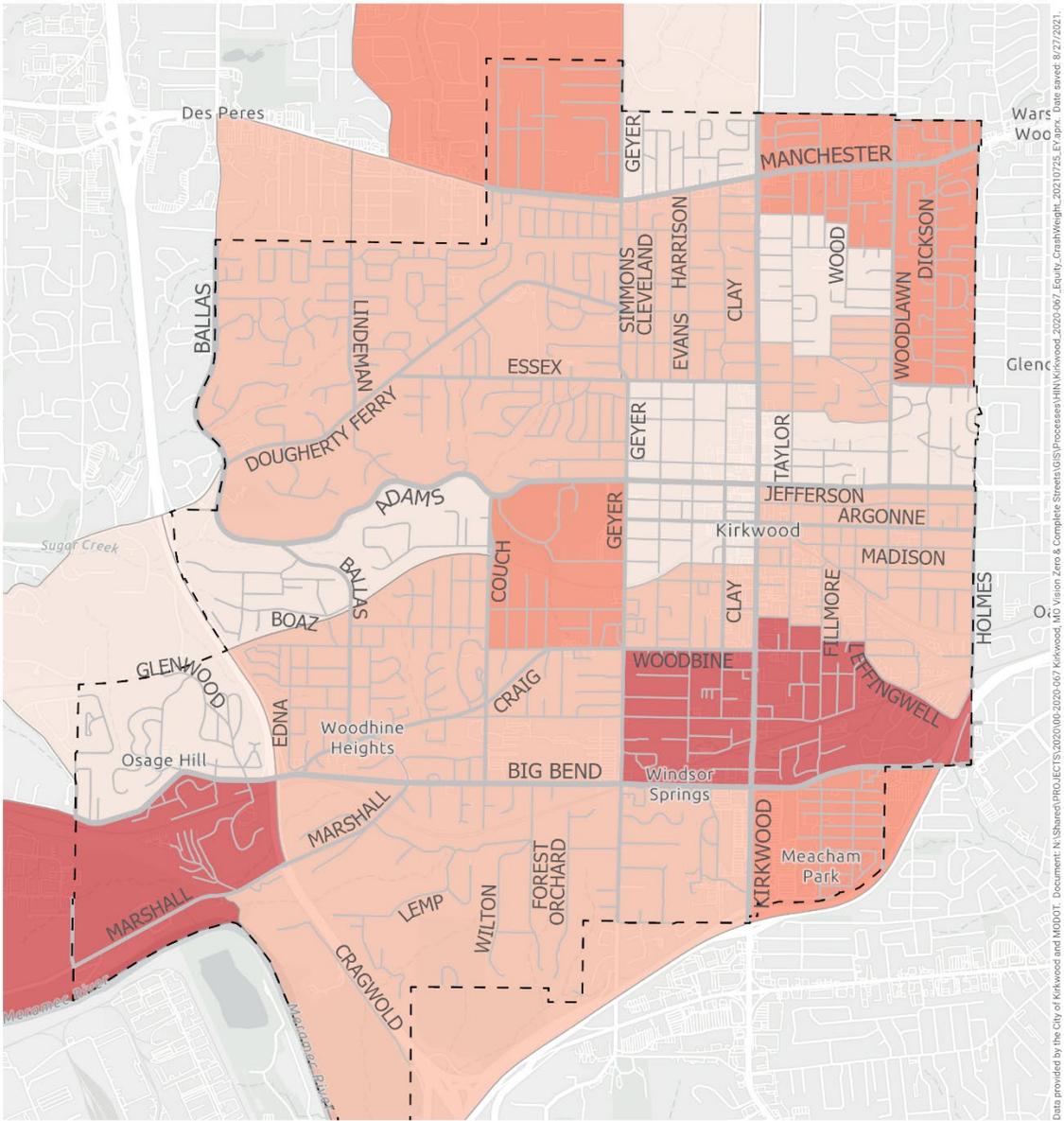
- <14%
- 14% - 20%
- 20% - 27%
- >27%

- City of Kirkwood
- ARTERIAL
- COLLECTOR
- LOCAL

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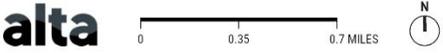
EQUITY INDICATOR: POVERTY

CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



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EQUITY ANALYSIS



PERCENT OF HOUSEHOLDS IN POVERTY	City of Kirkwood
<2%	ARTERIAL
2% - 5%	COLLECTOR
5% - 8%	LOCAL
8% - 16%	

### Linguistic Isolation (Limited English Proficiency)

**Importance:** Individuals with Limited-English Proficiency (LEP), or who identify as not speaking English well or at all tend to rely more on active transportation as their primary means of transportation than the average English speaker.<sup>xxii</sup> The general low economic status of LEP individuals may correlate with low car ownership rates and high reliance on active transportation facilities. Given low car ownership and poor active transportation conditions, immigrants and LEP individuals are more likely to walk and ride along roads that lack appropriate biking and walking facilities, forcing individuals into unsafe transportation situations. Therefore, access to active transportation services is critical for LEP individuals to access basic employment and other necessities.<sup>xxiv</sup> Further, LEP individuals are less likely to participate in decision-making processes, in part due to barriers caused by limited English proficiency and in part due to the correlation with low-income status and implications of work schedule.<sup>xxv</sup>

**Results:** According to the 2019 American Community Survey five-year estimates, the greatest proportion of Kirkwood households with limited English proficiency are located east of Kirkwood Road, primarily near the intersections of Manchester and southeast of Downtown. The greatest proportion of Kirkwood residents with limited English proficiency is near Manchester at approximately nine percent.

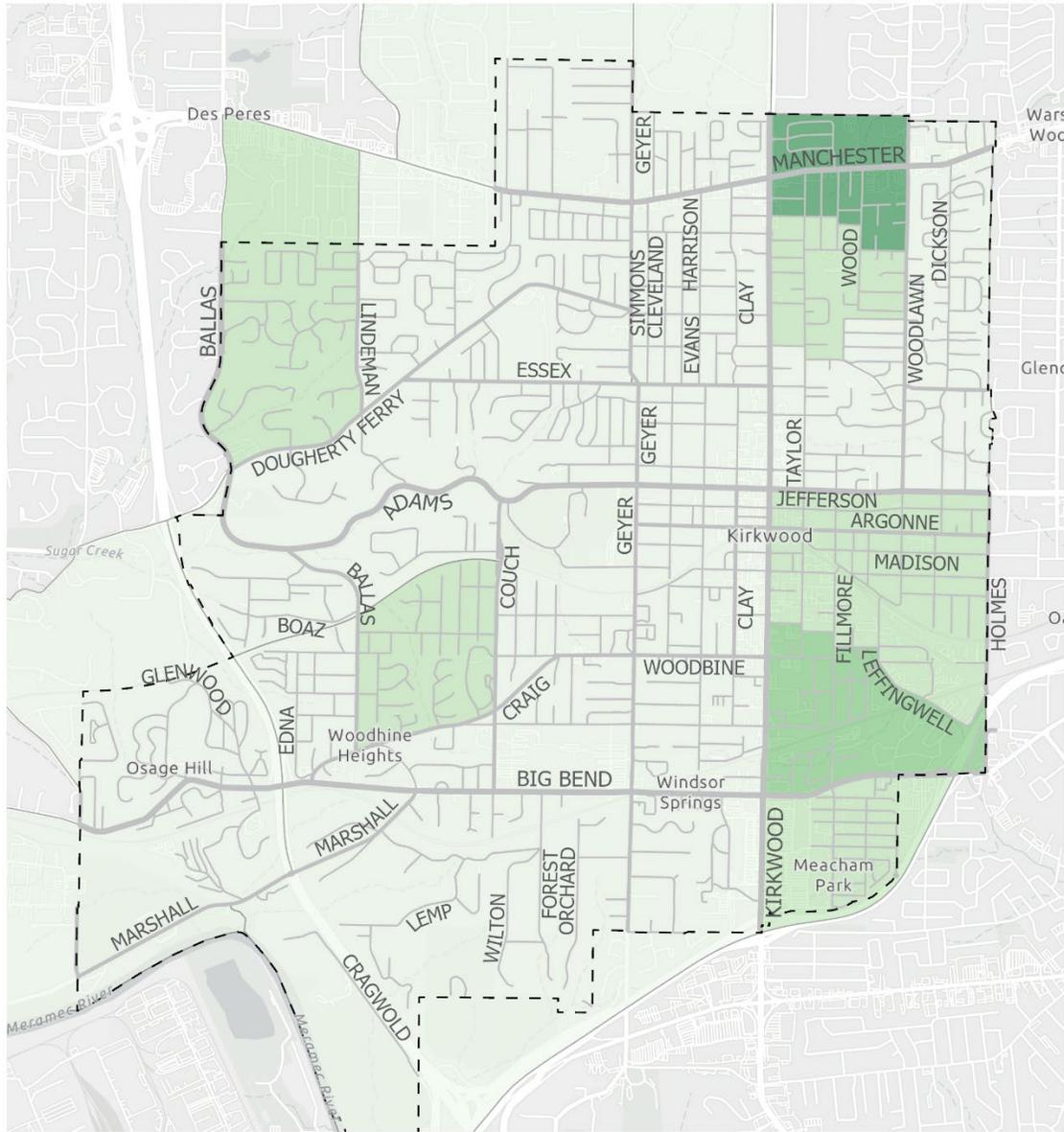
### Commute (no access to a motor vehicle)

**Importance:** In less urbanized locations, specifically those with limited transit access and coverage, access to a motor vehicle carries strong implications for one's ability to reach employment, access healthy foods, and reach basic services.<sup>xxvi</sup> A diverse transportation system that offers multiple modes, including transit, bicycling, and walking, reduces reliance on automobiles and can provide for more equitable access to services. Providing access via quality walking and bicycling infrastructure is one method for increasing equity in access for locations with limited vehicle availability.

**Results:** Households with limited access to a personal vehicle are located in a variety of areas of Kirkwood. As one might expect, the most impoverished area is also the area with least access to personal vehicles. However, some of the block groups are in the central portions of the City including east of Downtown, and northeast portions of Woodhine Heights. These households could be older adults who drive less or not at all or could be households without vehicles by choice. Comparing older adults and vehicle access equity measures, the northeast area of Woodhine Heights in particular contains both a relatively large proportion of older adults as well as a relatively larger proportion of households without a vehicle.

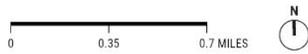
EQUITY INDICATOR:  
LIMITED ENGLISH PROFICIENCY

CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



Data provided by the City of Kirkwood and MODOOT. Document: N:\Shares\PROJECTS\2020\09\2020.067\_Kirkwood\_MO\_Vision\_Zero\_8\_CompleteStreetsGIS\Process\HWN\Kirkwood\_2020.067\_Equity\_CrunchWeight\_20210725\_ET.aprx. Date saved: 8/27/2021.

EQUITY ANALYSIS



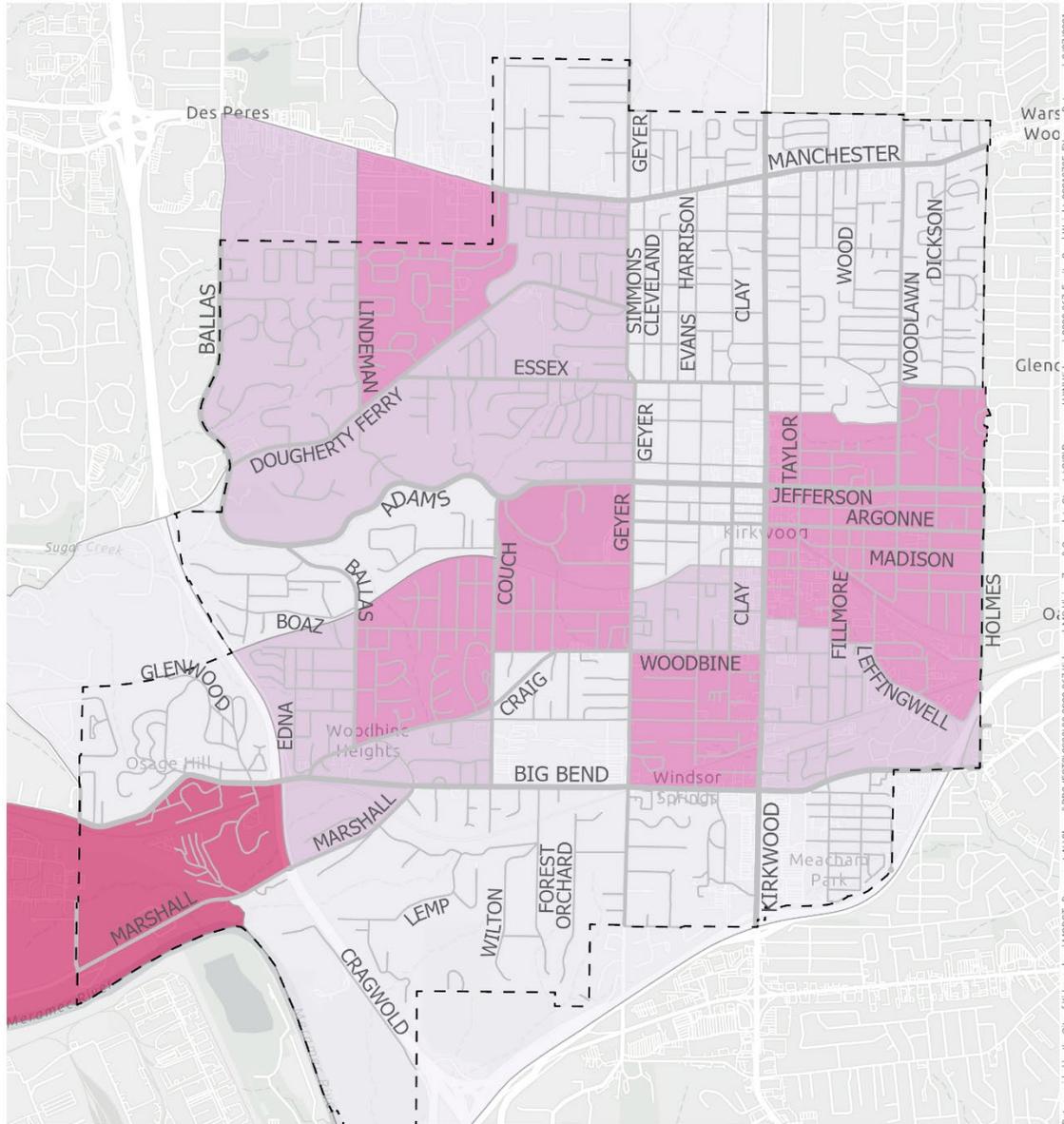
PERCENT OF HOUSEHOLDS WITH LIMITED ENGLISH PROFICIENCY

- None
- 0.1% - 2.0%
- 2.0% - 2.6%
- 2.6% - 9.3%

- City of Kirkwood
- ARTERIAL
- COLLECTOR
- LOCAL

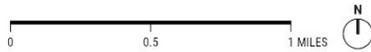
EQUITY INDICATOR: MOTOR VEHICLE ACCESS

CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



Data provided by the City of Kirkwood and MCDOT. Document: N:\Shared\PROJECTS\2020\00-2020-067 Kirkwood, MO Vision Zero & Complete Streets GIS\Process\PHN\Kirkwood\_2020-067\_Equity\_CrashHighL\_20210725\_Er.aprx. Date saved: 8/27/2021.

EQUITY ANALYSIS



PERCENT OF HOUSEHOLDS WITHOUT A VEHICLE

- None
- 0.1% - 3%
- 4% - 7%
- 8% - 14%

City of Kirkwood

- ARTERIAL
- COLLECTOR
- LOCAL



## Composite Equity

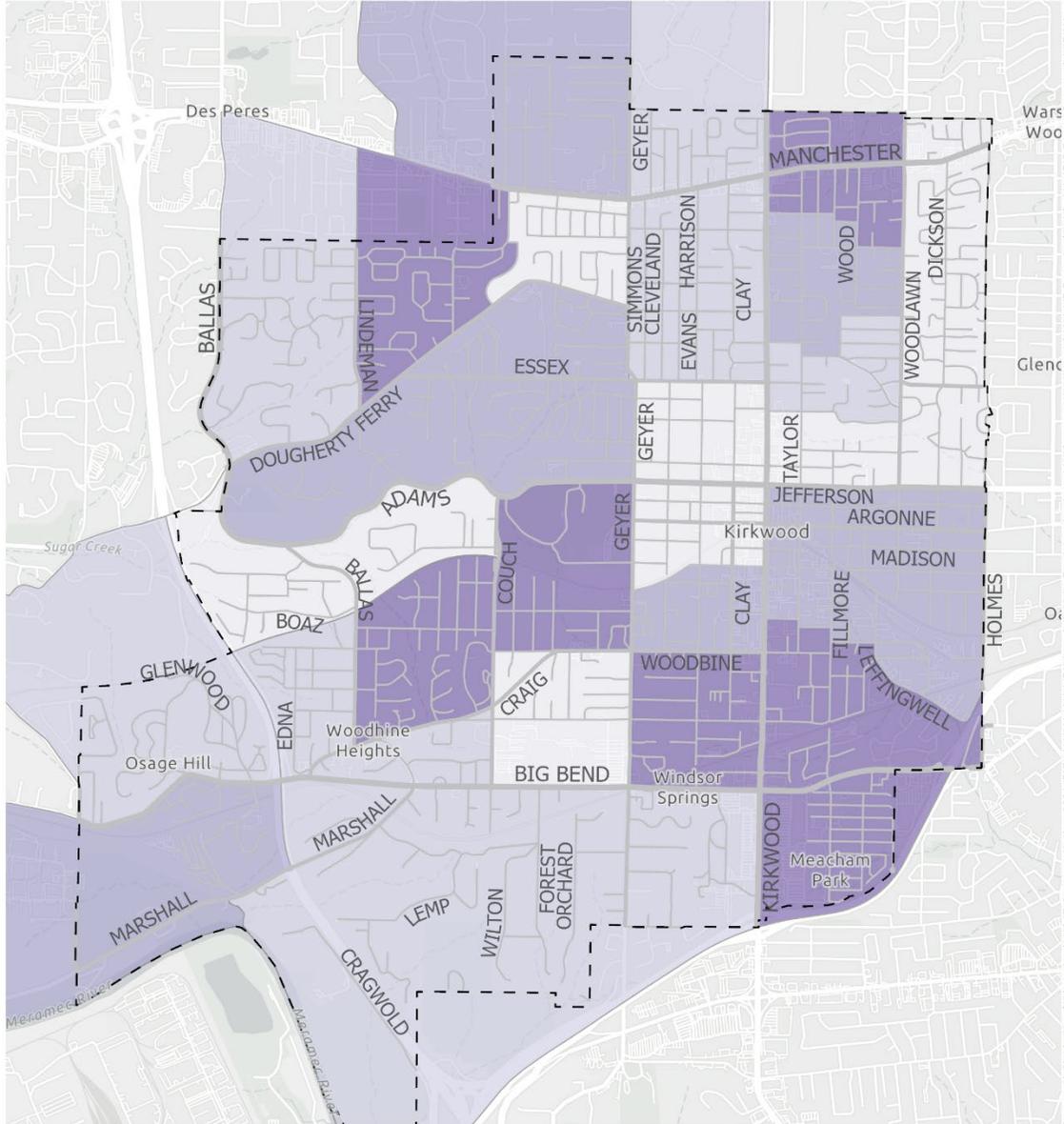
The following map combines all six of the equity factors listed above with equal weighting into single map depicting a composite equity score. Like each of the individual factors, the composite equity map can serve as a valuable tool for identifying key locations for Vision Zero improvements and to prioritizing projects that serve populations who would benefit the most from these investments.

As the map shows, the two block-groups in the southeast portion of Kirkwood have the highest overall composite equity score: Meacham Park and neighborhoods just to its north. Other areas of focus related to Vision Zero focus include southwest of Downtown near Big Bend Road, northeast portions of Woodbine Heights, neighborhoods northeast of the intersection of Kirkwood and Manchester, and areas in the far northwest portion of Kirkwood.

Within these areas, the layering of different economic and social factors reinforces the compounding nature of economic and social disparities and highlights the overlapping need of different demographic groups for transportation choices to access housing, jobs, education, and recreation opportunities.

COMPOSITE EQUITY SCORE

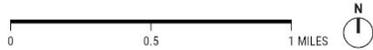
CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



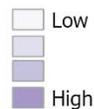
Data provided by the City of Kirkwood and MDDOT. Document: N:\Shared\PROJECTS\2020\09-2020-067 Kirkwood, MO Vision Zero & Complete Streets\GIS\Process\Map\Kirkwood\_2020-067\_Equity\_CompMap.aprx. Date saved: 9/27/2021.

**EQUITY ANALYSIS**

The final Equity Score is computed as the sum of equally weighted indicator percentiles, which is then transformed into a percentile. This final score is symbolized using four classes of natural breaks.



COMMUNITIES OF SPECIAL CONCERN  
COMPOSITE EQUITY SCORE



City of Kirkwood  
ARTERIAL  
COLLECTOR  
LOCAL

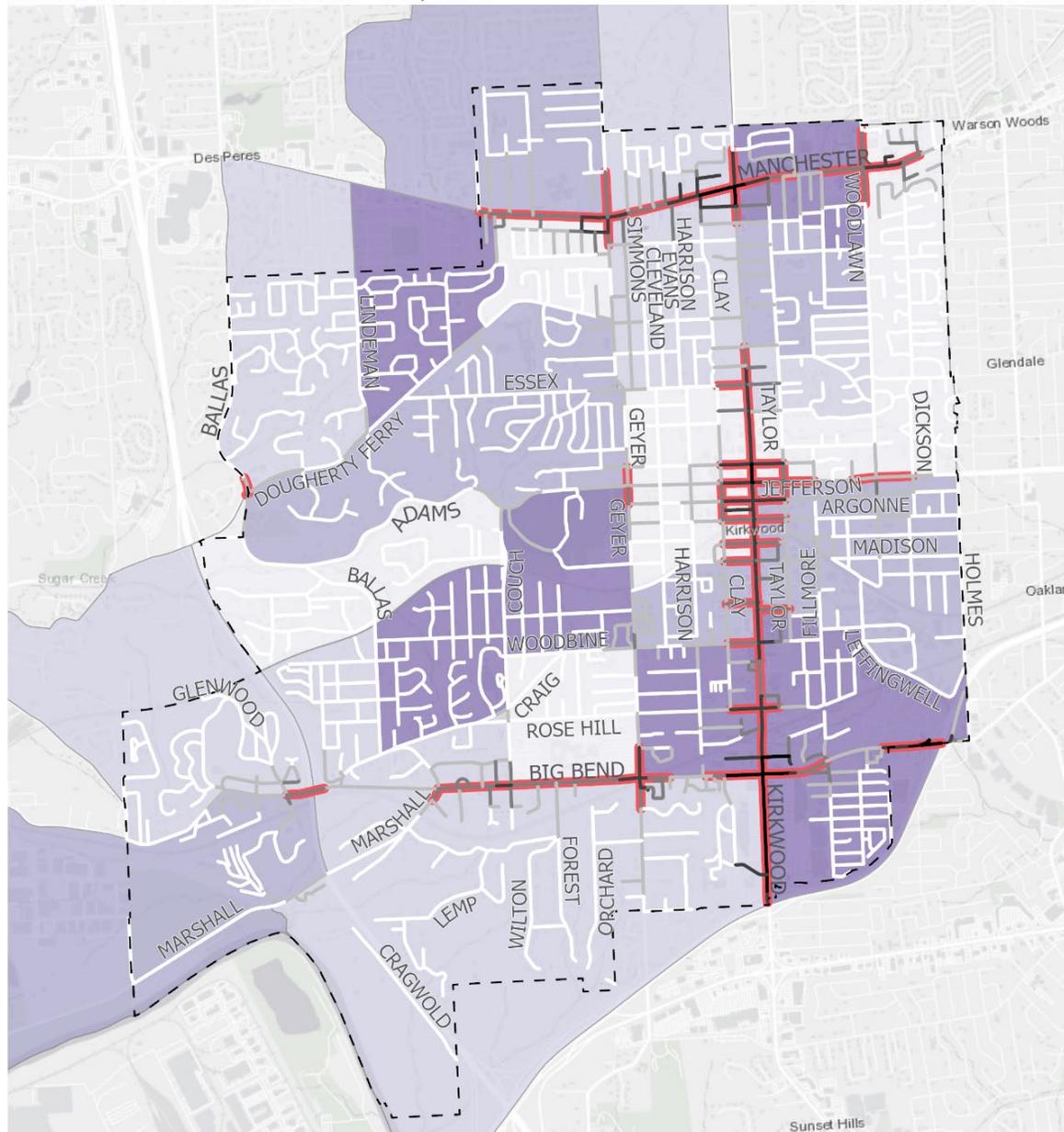


## High Injury Network & Equity Overlay

The following map combines the results of the Equity Analysis and High-Injury Network Analysis displaying the portions of the network where Vision Zero initiatives should focus. As shown in the map, there is a high correlation between the HIN and Communities of Special Concern identified in Equity Analysis southeast of Downtown Kirkwood, near the intersection of Big Bend Road and Kirkwood Road, and near the intersection of Kirkwood Road and Manchester Road. These areas also experienced small clusters of serious injury pedestrian crashes, potentially identifying increased traffic safety risks for community members walking or biking in the area. These areas should be prioritized in Kirkwood's Vision Zero Action Plan and future Vision Zero projects.

HIGH INJURY NETWORK + EQUITY

CITY OF KIRKWOOD  
VISION ZERO ACTION PLAN



Data provided by the City of Kirkwood and MODOT. Document: N:\Shared\PROJECTS\2020\00-2020-067 Kirkwood, MO Vision Zero & Complete Streets GIS\Processes\HIN\Kirkwood\_2020-067\_HIN\_v2\_20210725.EY.aprx. Date saved: 8/27/2021.

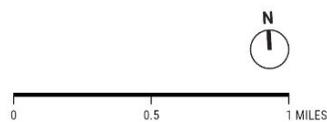
HIGH INJURY NETWORK  
— High Injury Network

COMMUNITIES OF SPECIAL  
 CONCERN COMPOSITE  
 EQUITY SCORE

CRASH DENSITY  
 WEIGHTED BY SEVERITY

Low  
  
  
 High

Low  
  
  
  
 High





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- <sup>i</sup> Federal Highway Administration. Lessons Learned from Development of Vision Zero Action Plans. Accessed at [https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA-SA-20-073\\_Lessons\\_Learned\\_from\\_Development\\_of\\_Vision\\_Zero\\_Action\\_Plans.pdf](https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA-SA-20-073_Lessons_Learned_from_Development_of_Vision_Zero_Action_Plans.pdf)
- <sup>ii</sup> Missouri Department of Transportation. S-Hal: Safety Handbook for Locals. Produced by the University of Missouri Transportation Engineering Program. Columbia, MO. 2014. Available online July 14, 2021: [https://epg.modot.org/files/3/35/907.5\\_SHAL.pdf](https://epg.modot.org/files/3/35/907.5_SHAL.pdf)
- <sup>iii</sup> Center for Infrastructure Equity. Transportation Equity. PolicyLink. 2016. <http://www.policylink.org/focus-areas/infrastructure-equity/transportation-equity>.
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- <sup>v</sup> Dannenberg A, Frumkin H, Jackson R. *Making Healthy Places*. 1st ed. Washington D.C.: Island Press; 2011.
- <sup>vi</sup> Rubin V. Sustainable Communities Series: Regional Planning for Health Equity. *PolicyLink*. 2015.
- <sup>vii</sup> Berube A, Deakin E, Raphael S. Socioeconomic Differences in Household Automobile Ownership Rates: Implications for Evacuation Policy. Brookings Inst. 2006.
- <sup>viii</sup> Maybury RS, Bolorunduro OB, Villegas C, et al. Pedestrians struck by motor vehicles further worsen race- and insurance-based disparities in trauma outcomes: The case for inner-city pedestrian injury prevention programs. *Surgery*. 2010;148(2):202-208. doi:10.1016/j.surg.2010.05.010.
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- <sup>x</sup> Carver A, Timperio A, Crawford D. Neighborhood Road Environments and Physical Activity Among Youth: the Clan Study. *Nournal Urban Heal Bull New York Acad Med*. 2008;85:532-544.
- <sup>xi</sup> CDC Division of Adolescent and School Health. The Association Between School-Based Physical Activity, Including Physical Education, and Academic Performance.; 2010. [www.cdc.gov/HealthyYouth](http://www.cdc.gov/HealthyYouth). Accessed October 15, 2016.
- <sup>xii</sup> National Highway Traffic Safety Administration. Bicycle Safety Education for Children from a Developmental and Learning Persepctive. 2014.
- <sup>xiii</sup> National Highway Traffic Safety Administration. Child Pedestrian Safety Education: Applying Learning and Developmental Theories to Develop Safe Street-Crossing Behaviors. 2009.
- <sup>xiv</sup> Cvitkovich Y, Wister A. The Importance of Transportation and Prioritization of Environmental Needs to Sustain Well-Being among Older Adults. *Environ Behav*. 2001;33(6):809-829. doi:10.1177/00139160121973250.
- <sup>xv</sup> Michael YL, Green MK, Farquhar SA. *Neighborhood Design and Active Aging*. Vol 12.; 2006. doi:10.1016/j.healthplace.2005.08.002.
- <sup>xvi</sup> National Institute on Aging. Exercise; Physical Activity. *Natl Inst Heal*. 2015. <https://www.nia.nih.gov/health/publication/exercise-physical-activity/introduction>.
- <sup>xvii</sup> National Center for Health Statistics. Health, United States, 2015. *Cent Dis Control Prev*. 2016.
- <sup>xviii</sup> International City/County Management Association. *Active Living for Older Adults: Management Strategies for Healthy & Livable Communities*.; 2003. [http://www.ca-ilg.org/sites/main/files/file-attachments/resources\\_\\_Active\\_Living.pdf](http://www.ca-ilg.org/sites/main/files/file-attachments/resources__Active_Living.pdf). Accessed February 11, 2016.
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- <sup>xx</sup> Active Living By Design. Low Income Populations and Physical Activity. 2012.
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- <sup>xxii</sup> U.S. Government Accountability Office. Transportation Services: Better Dissemination and Oversight of DOT's Guidance Could Lead to Improved Access for Limited English-Proficient Populations. Washington D.C.; 2005.
- <sup>xxiii</sup> Liu R, Schachter H. Emergency Response Plans and Needs of Communities with Limited English Proficiency. *Transp Res Rec J Transp Res Board*. 2007;2013:1-7. doi:10.3141/2013-01.
- <sup>xxiv</sup> Liu R, Schachter H. Emergency Response Plans and Needs of Communities with Limited English Proficiency. *Transp Res Rec J Transp Res Board*. 2007;2013:1-7. doi:10.3141/2013-01.
- <sup>xxv</sup> PBS&J. How to Engage Low-Literacy and Limited-English-Proficiency Populations. *Fed Highw Adm*. 2006.
- <sup>xxvi</sup> Blumenberg E., Pierce G., Smart M. Transportation Access, Residential Location, and Economic Opportunity: Evidence from Two Housing Voucher Experiments. *Cityscape*. v17

# Walk Audit Memo



To: Jonathan Raiche, City of Kirkwood, MO  
From: Alta Planning + Design  
Date: November 10, 2021  
Re: **Walk Audit Results and Observations**

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## Introduction

Creating an impactful Vision Zero Action Plan necessitates developing a comprehensive understanding of the existing conditions and barriers to safety faced by all users of the transportation network. While data regarding the existing conditions of vehicular travel are often readily available, data detailing the existing condition of bicycle and pedestrian facilities are often less robust. As a result, in-person experiential data collection methods, such as walk audits, can be helpful in gaining a more comprehensive understanding of the existing conditions of bicycle and pedestrian facilities.

Therefore, to further understand the existing bicycle and pedestrian conditions in the City of Kirkwood, Alta Planning + Design led three walk audits along priority road segments identified via the High Injury Network and through public engagement. The walk audits included the participation of key stakeholders relevant to each location, including representatives from MetroBus, MoDOT, STL County, and the Kirkwood School District, among others. Participants were led along the corridor, where they stopped at four locations to record their perceptions about the safety of the corridor's existing bicycle and pedestrian facilities and had discussions about potential improvements. This memorandum provides a summary and the key findings garnered from the three walk audits. These findings will be used to inform the recommended strategies and actions of the Vision Zero Action Plan. Additionally, Appendix A provides the combined average of participants' scores for each of the walk audits' stops. Conditional formatting was then applied to highlight potential safety hazards in red based on the average scores. Appendix B provides scanned copies of each of the walk audit participants' worksheets.

## Walk Audits

### Downtown Kirkwood

#### Overview

Downtown Kirkwood, like most downtowns, has higher levels of bicycle and pedestrian activity compared to other areas of the City due to its amenable land uses and enhanced facilities for non-motorists. Despite being more bicycle- and pedestrian-oriented, Downtown Kirkwood was identified during the Crash Analysis as having a high number of minor injury bicycle and pedestrian crashes, making it a priority corridor for a walk audit. Adopting a Vision Zero approach requires evaluating what additional steps can be taken to further improve the safety of all users accounting for the increased pedestrian and bicycle activity in the area. The Downtown Kirkwood Walk Audit was held on

October 28<sup>th</sup> and had six participants. The audit spanned from the southern edge of Argonne Drive to the northern edge of Adams Avenue.

## Results

During the walk audit, high levels of pedestrian and bicycle activity were observed in the area, underscoring the importance of maximizing safety improvements for non-motorists. Ultimately, while the pedestrian space and amenities along the corridor were adequate, the walk audit identified that improvements are still necessary to further promote the safety and experience of non-motorists. Key takeaways from the Downtown Kirkwood Walk Audit include:

- The corridor has existing pedestrian facilities, including sidewalks on both sides and working push buttons with audio cues at intersections.
- The downtown character of the area conflicts with its existing pedestrian amenities at times. For example, in some places, outdoor dining limits walkable space and forces pedestrians close to traffic. Thus, while sidewalks are generally adequate for pedestrian safety throughout the corridor, they are not wide enough to support both outdoor dining and safe walking in some places.
- Unsafe driver behaviors were observed during the audit. A southbound bus was observed going straight through the right-turn-only lane at Adams to arrive at the transit stop on the other side of the intersection. Additionally, driver confusion regarding the east-west left-turn movements at Argonne was also observed due to permissive signal operations and the excessive width of the existing medians along Argonne Drive.
- The railroad tracks pose a barrier for pedestrians that have disabilities as there is no ADA-compliant crossing treatments for where the sidewalk interfaces with the railroad crossing. This barrier can inhibit the north-south mobility of people with disabilities across the railroad tracks.

## Participant Observations

In response to the walk audit worksheet's open-ended questions, participants commonly identified sidewalk obstructions, such as outdoor dining, sewer lids, and poles, as pedestrian barriers along the corridor. Additionally, participants frequently recorded concerns about safely crossing at intersections, noting that crosswalks were faded in some places and that they were concerned about drivers not looking for pedestrians while turning. Commonly suggested improvements from participants included removing sidewalk obstructions and repainting crossings to be more visible.

## Geyer Road

### Overview

Geyer Road is representative of the City of Kirkwood's residential character and abuts one of the community's major amenities, Kirkwood Park. Despite being in a relatively residential area, Geyer Road has wide, straight segments without controlled stops which can encourage speeding and endanger motorists, bicyclists, and pedestrians alike. Geyer Road was identified in the Crash Analysis and repeatedly via public input as a road with significant safety concerns for pedestrians and bicyclists, particularly when trying to access Kirkwood Park. The Geyer Road Walk Audit

was held on October 26<sup>th</sup> and had six participants. The audit spanned from Union Pacific railroad tracks to the northern edge of W Adams Avenue.

## Results

The pedestrians and bicyclists observed during the walk audit were primarily trying to access Kirkwood Park and included a family with a stroller crossing Geyer Road at the uncontrolled crossing north of Monroe Avenue and six elementary school-aged children on bicycles crossing Geyer at its intersection with W Adams Avenue. Key takeaways from the Geyer Road Walk Audit include:

- ADA compliance and mobility across Geyer Road is limited near the railroad tracks. Currently, the interface of the sidewalk with the railroad crossing is not ADA-compliant, and the existing median presents a barrier to crossing Geyer Road.
- Additionally, the crossing treatment at Monroe Avenue, the first intersection north of the railroad tracks is also not ADA-compliant. These barriers limit mobility for pedestrians with disabilities as they approach the railroad tracks.
- The W Argonne Drive intersection may be confusing for some users, potentially increasing conflicts between modes. The full traffic signal at Argonne is on flashing yellow unless the push button is activated, which could cause confusion amongst users as to what is expected at the intersection. This confusion can potentially be exacerbated by the signal's varying operations. For example, during school dismissal times, the operation of the traffic signal can be altered to allow for full red-yellow-green. Furthermore, the flashing yellow light alone may not be sufficient to slow down drivers as they traverse the corridor.
- The W Adams Avenue intersection has significant vehicle-activity, and its crossings are long. The long crossings and lack of signalization can make it difficult for pedestrians to determine when to cross, causing potential conflicts. Additional treatments such as signalization or the construction of curb-bulb-outs or pedestrian refuge islands may be necessary to improve pedestrian safety when crossing.

## Participant Observations

In response to the walk audit worksheet's open-ended questions, participants commonly identified speeding and aggressive driving, sidewalk condition, faded striping, and unmaintained landscaping as barriers to walking and biking along the corridor. Improvements suggested by participants included repaving the corridor and striping it with reflective markings that are refreshed annually, widening sidewalks and buffering them more from the road, constructing raised crossings at the park entrance, and increasing landscape maintenance along the corridor to remove barriers to mobility and visibility. Curb bulb-outs were also a common suggestion made by participants specifically for the Geyer Rd and W Adams Ave intersection as many participants felt that the crossings were too long for pedestrians and visibility was obstructed by landscaping, creating conflicts between drivers and pedestrians.

## South Kirkwood Road

### Overview

South Kirkwood Road is the southernmost segment of the City's primary north-south route and provides direct access to Interstate-44 (I-44). South Kirkwood's distance from the City's urban core, presence of several large shopping

centers, and proximity to I-44 result in it being a heavily trafficked arterial with a dearth of facilities for non-motorists. South Kirkwood was identified in the Crash Analysis as being one of the City's most dangerous segments for motorists, pedestrians, and bicyclists alike. As a result, South Kirkwood was prioritized as a walk audit segment due to its high density of injury crashes combined with its lack of existing bicycle and pedestrian facilities. The South Kirkwood Road Walk Audit occurred on October 25<sup>th</sup> and included six participants. The audit spanned South Kirkwood Road from the northern edge of Big Bend Road to just short of I-44.

## Results

Overall, no bicycle activity and minimal pedestrian activity was observed during the walk audit, which is unsurprising considering the corridor's existing conditions that discourage pedestrian and bicycle use. For example, the corridor exhibited several facility gaps, such as missing sidewalks and a lack of sufficiently controlled crossings, making it inconvenient and dangerous for bicyclists and pedestrians to traverse. Key takeaways from the South Kirkwood Walk Audit include:

- Although pedestrian activity was minimal, when activity was observed, the exhibited behaviors were often dangerous. For example, two women were observed crossing at an unmarked location mid-block near Dunkin' Donuts.
- Relatedly, the corridor has insufficient crossing opportunities, which may encourage dangerous behaviors among its limited pedestrians. For example, the transit stop north of I-44 has 'pedestrian crossing' signs but no designated crossings are provided in the vicinity, likely indicating that pedestrians are crossing at unmarked locations.
- The corridor has several ADA deficiencies that inhibit the mobility of pedestrians with disabilities. For example, many of the existing sidewalks were narrow and had cross-slopes in excess of what is allowable by ADA standards. ADA deficiencies were also observed at the Target entrance's marked crossings.
- Through and turning vehicle speeds were generally high along corridor.

## Participant Observations

In response to the walk audit worksheet's open-ended questions, participants overall reported feeling unsafe along the corridor due to the condition of the sidewalks, speed of vehicle traffic, and what was perceived as short pedestrian crossing times at intersections. Suggested improvements included widening sidewalks and buffering them more from the road, refreshing the corridor's striping, installing more speed limit signs, and enhancing pedestrian crossings.

## Conclusion

Overall, the walk audits provided further insight into the existing conditions non-motorists experience when traveling along three key corridors in the City of Kirkwood. The insight gained from these audits provides a strong foundation for developing strategies and action items for improving the safety of all roadway users in the Vision Zero Action Plan.

**Appendix A**  
**Walk Audit Participant Scores**

# Downtown Kirkwood

1 = Disagree  
 2 = Somewhat Agree  
 3 = Strongly Agree

Stop 1 - Kirkwood Rd and Jefferson Ave Intersection	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	3	2	1	3	2	3	14	2.3
2. Is there adequate sidewalk space or existing sidewalk?	2	3	3	3	3	3	17	2.8
3. Is this a safe intersection/street segment for pedestrians?	2	2	2	3	2	2	13	2.2
4. Are there significant obstructions within the sidewalk?		1	1	2	1	3	8	1.6
5. Are there adequate light sources, such as streetlights, for walking at night?	2	3	2	3	3	3	16	2.7
6. Are there adequate facilities for bicyclists?	1	1	1	1	1	1	6	1.0
7. Do cars make you feel unsafe as a pedestrian?	2	2	1	1	2	3	11	1.8
Stop 2 - Kirkwood Rd and Adams Ave Intersection	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	2	1	2	1	1		7	1.4
2. Is there adequate sidewalk space or existing sidewalk?	2	2	2	3	2	3	14	2.3
3. Is this a safe intersection/street segment for pedestrians?	2	1	2	3	1	3	12	2.0
4. Are there significant obstructions within the sidewalk?	2	2	1	3	2	2	12	2.0
5. Are there adequate light sources, such as streetlights, for walking at night?	2	3	2	3	3	3	16	2.7
6. Are there adequate facilities for bicyclists?	1	1	2	2	1	2	9	1.5
7. Do cars make you feel unsafe as a pedestrian?	2	3	1		3	2	11	2.2
Stop 3 - Kirkwood Midblock	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	2	1	1	1	1		6	1.2
2. Is there adequate sidewalk space or existing sidewalk?	2	2	2	3	2	2	13	2.2
3. Is this a safe intersection/street segment for pedestrians?	2	2	2	3	2		11	2.2
4. Are there significant obstructions within the sidewalk?	2	1	1	1	1	3	9	1.5
5. Are there adequate light sources, such as streetlights, for walking at night?	2	2	2	3	2	2	13	2.2
6. Are there adequate facilities for bicyclists?	1	1	1	1	1	1	6	1.0
7. Do cars make you feel unsafe as a pedestrian?	2	2	1	1	2	1	9	1.5
Stop 4 - Kirkwood Rd and Argonne Drive Intersection	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	2	1	2	3	1		9	1.8
2. Is there adequate sidewalk space or existing sidewalk?	2	3	3	3	3	3	17	2.8
3. Is this a safe intersection/street segment for pedestrians?	2	2	2	3	2	3	14	2.3
4. Are there significant obstructions within the sidewalk?	2	2	3	1	2	1	11	1.8
5. Are there adequate light sources, such as streetlights, for walking at night?	2	3		3	3	3	14	2.8
6. Are there adequate facilities for bicyclists?	1	2	2	1	2	1	9	1.5
7. Do cars make you feel unsafe as a pedestrian?	2	1	1	1	1	1	7	1.2

**Red** cells denote averages scores of less than 1.75 for questions 1, 2, 3, 5, and 6; and greater than 2.25 for questions 4 and 7. The red designation is intended to identify potential safety hazards based on the responses provided by walk audit participants.

# Geyer Rd

1 = Disagree  
 2 = Somewhat Agree  
 3 = Strongly Agree

Stop 1 - Kirkwood Park Entrance	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	1	3	2	3	2	2	13	2.2
2. Is there adequate sidewalk space or existing sidewalk?	1	2	2	3	1	1	10	1.7
3. Is this a safe intersection/street segment for pedestrians?	2		2	1		1	6	1.5
4. Are there significant obstructions within the sidewalk?	2	2	1	1	2	3	11	1.8
5. Are there adequate light sources, such as streetlights, for walking at night?	2	2	1	1	1	1	8	1.3
6. Are there adequate facilities for bicyclists?	2	2	1	2	1	1	9	1.5
7. Do cars make you feel unsafe as a pedestrian?	3	2	1	2	2	3	13	2.2
Stop 2 - Union Pacific Railroad	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	3	2	1	3	2	1	12	2.0
2. Is there adequate sidewalk space or existing sidewalk?	2	2	1	2	1	1	9	1.5
3. Is this a safe intersection/street segment for pedestrians?	2	2	1	1	1	1	8	1.3
4. Are there significant obstructions within the sidewalk?	3	1	2	1	2	3	12	2.0
5. Are there adequate light sources, such as streetlights, for walking at night?	2		1	1	1	1	6	1.2
6. Are there adequate facilities for bicyclists?	2	2	1	2	1	1	9	1.5
7. Do cars make you feel unsafe as a pedestrian?	3	1	2	1	3	3	13	2.2
Stop 3 - Geyer Rd and W Jefferson Ave	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	2	2	2	1	2	1	10	1.7
2. Is there adequate sidewalk space or existing sidewalk?	1	1	2	1	1	1	7	1.2
3. Is this a safe intersection/street segment for pedestrians?	1	2			2	1	6	1.5
4. Are there significant obstructions within the sidewalk?	3	2			2	3	10	2.5
5. Are there adequate light sources, such as streetlights, for walking at night?	2	2	2		1	1	8	1.6
6. Are there adequate facilities for bicyclists?	2	2	3		1	1	9	1.8
7. Do cars make you feel unsafe as a pedestrian?	3	3	1		2	3	12	2.4
Stop 4 - Geyer Rd And W Adams Ave Intersection	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	2	3	1	1	2	1	10	1.7
2. Is there adequate sidewalk space or existing sidewalk?	1	3	1	3	1	1	10	1.7
3. Is this a safe intersection/street segment for pedestrians?	1	3	1	1	1	1	8	1.3
4. Are there significant obstructions within the sidewalk?	3		2	1	3	2	11	2.2
5. Are there adequate light sources, such as streetlights, for walking at night?	2	2	1	3	1	1	10	1.7
6. Are there adequate facilities for bicyclists?	2	2	1	3	1	1	10	1.7
7. Do cars make you feel unsafe as a pedestrian?	3		2	2	1	3	11	2.2

Red cells denote averages scores of less than 1.75 for questions 1, 2, 3, 5, and 6; and greater than 2.25 for questions 4 and 7. The red is intended to identify potential safety hazards based on the responses provided by walk audit participants.

# South Kirkwood Rd

1 = Disagree  
 2 = Somewhat Agree  
 3 = Strongly Agree

Stop 1 - South Kirkwood Rd Segment	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	2	1	2		2	1	8	1.6
2. Is there adequate sidewalk space or existing sidewalk?	1	1	2	2	1	3	10	1.7
3. Is this a safe intersection/street segment for pedestrians?		2	1	2	2	2	9	1.8
4. Are there significant obstructions within the sidewalk?	2	3	3	2	3	2	15	2.5
5. Are there adequate light sources, such as streetlights, for walking at night?	2	1	1	2	3	2	11	1.8
6. Are there adequate facilities for bicyclists?	1	1	1	1	1	1	6	1.0
7. Do cars make you feel unsafe as a pedestrian?	3	3	3	2	2	1	14	2.3
Stop 2 - South Kirkwood Rd to I-44	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	1	1	1		1	2	6	1.2
2. Is there adequate sidewalk space or existing sidewalk?	1	1	1	2	2	2	9	1.5
3. Is this a safe intersection/street segment for pedestrians?	2	2	1	1	2	2	10	1.7
4. Are there significant obstructions within the sidewalk?	2	3	2	2	2	1	12	2.0
5. Are there adequate light sources, such as streetlights, for walking at night?	1	1	1	2	2	1	8	1.3
6. Are there adequate facilities for bicyclists?	1	1	1	1	1	1	6	1.0
7. Do cars make you feel unsafe as a pedestrian?	3	3	3	2	2	1	14	2.3
Stop 3 - Kirkwood Crossing and Kirkwood Commons Intersection	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.	1	1	1		1	3	7	1.4
2. Is there adequate sidewalk space or existing sidewalk?		1	1		2	3	7	1.8
3. Is this a safe intersection/street segment for pedestrians?		1	1	1	2	3	8	1.6
4. Are there significant obstructions within the sidewalk?		1	1		1	1	4	1.0
5. Are there adequate light sources, such as streetlights, for walking at night?	1	1	1	2	1	3	9	1.5
6. Are there adequate facilities for bicyclists?	3	1	1	1	2	2	10	1.7
7. Do cars make you feel unsafe as a pedestrian?		3	3	3	2	1	12	2.4
Stop 4 - Kirkwood Rd and Big Bend Rd Intersection	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Sum	AVG
1. There is shade along the street segment.		2	1			2	5	1.7
2. Is there adequate sidewalk space or existing sidewalk?	1	2	1	1	2	1	8	1.3
3. Is this a safe intersection/street segment for pedestrians?	2	2	1	1	2		8	1.6
4. Are there significant obstructions within the sidewalk?	2	1	3	1	3	3	13	2.2
5. Are there adequate light sources, such as streetlights, for walking at night?	2	1	1	2	3	1	10	1.7
6. Are there adequate facilities for bicyclists?	1	1	1	1	1	1	6	1.0
7. Do cars make you feel unsafe as a pedestrian?	2	3	3	1	2	2	13	2.2

**Red** cells denote averages scores of less than 1.75 for questions 1, 2, 3, 5, and 6; and greater than 2.25 for questions 4 and 7. The red is intended to identify potential safety hazards based on the responses provided by walk audit participants.

**Appendix B**  
**Walk Audit Participant Worksheets**

# Downtown Kirkwood Walk Audit

Name/Agency: MARTISE SCOTT KIRKWOOD SCHOOL DISTRICT

Email: Martise.scott@kirkwoodschoo1.s.org

Phone: 314 213-6100 1400

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 – KIRKWOOD RD AND JEFFERSON AVE INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

BOLDEN COLON CROSSING (FADED)

Do you have any suggestions for improving this intersection?

↑ ↑

Other comments, suggestions, or feedback?

STOP 2 – KIRKWOOD RD AND ADAMS AVE INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?  
 GROUND MARKERS BOLDER & BRIGHTER

Do you have any suggestions for improving this intersection?  
 SIDE WALK ON WEST ADAMS NEAR BANK WITH POLE WIDENED.

Other comments, suggestions, or feedback?

STOP 3 – KIRKWOOD MIDBLOCK

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

REALLY SMALL FOR ENJOYMENT FOR PEDESTRIAN TRAFFIC

Do you have any suggestions for improving this intersection?

HIGH RISE PARKING / TO OPEN STREET

Other comments, suggestions, or feedback?

—

STOP 4 – KIRKWOOD RD AND ARGONNE DRIVE INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

PAINT PAVEMENT CROSSINGS

Do you have any suggestions for improving this intersection?

↙ ↗

Other comments, suggestions, or feedback?



# Downton Kirkwood Walk Audit

Name/Agency: Donna Poe / SBD

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



STOP 1 - KIRKWOOD RD AND JEFFERSON AVE INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

- Removal of bench, edging around plantings of grass.
- Flower pot barriers? • Address tree roots coming out of in-ground planting areas

Do you have any suggestions for improving this intersection?

This intersection is much better than it used to be.  
Drivers need to pay attention to pedestrians & bicyclists

Other comments, suggestions, or feedback?

~~Paint~~ Paint on sidewalk doesn't look nice.  
Fire hydrant needs paint.

STOP 2 - KIRKWOOD RD AND ADAMS AVE INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? <i>+ Do many crossing beacons</i>	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

- Find a way to open up by consolidating beacons
- Make vehicles stop to turn right from Kirkwood Rd onto W. Adams in front of bank

---

Do you have any suggestions for improving this intersection?

- Slow traffic? • alert drivers they are entering a pedestrian zone.
-  planters along turn lane onto W. Adams

---

Other comments, suggestions, or feedback?

- Remove red paint

STOP 3 - KIRKWOOD MIDBLOCK

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?  
 Space between sidewalks & street - probably not possible

Do you have any suggestions for improving this intersection?  
 Streetlight in mid-block?

Other comments, suggestions, or feedback?  
 • The tables at Pioneer Bakery so close to the street is concerning.  
 • If the curbs could be higher or some other type of safety barrier, it would be an improvement.

**STOP 4 – KIRKWOOD RD AND ARGONNE DRIVE INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

---

Do you have any suggestions for improving this intersection?

*Do something with the sewer lid. More landscaping.  
Alert drivers to pedestrian activity.*

---

Other comments, suggestions, or feedback?

*Very dangerous intersection for pedestrians & cyclists when vehicles turn. No left turn violations common.*

# DOWNTOWN KIRKWOOD

## ARGONNE DR TO WASHINGTON AVE

January 2011 - December 2020

Total Number of Crashes 568

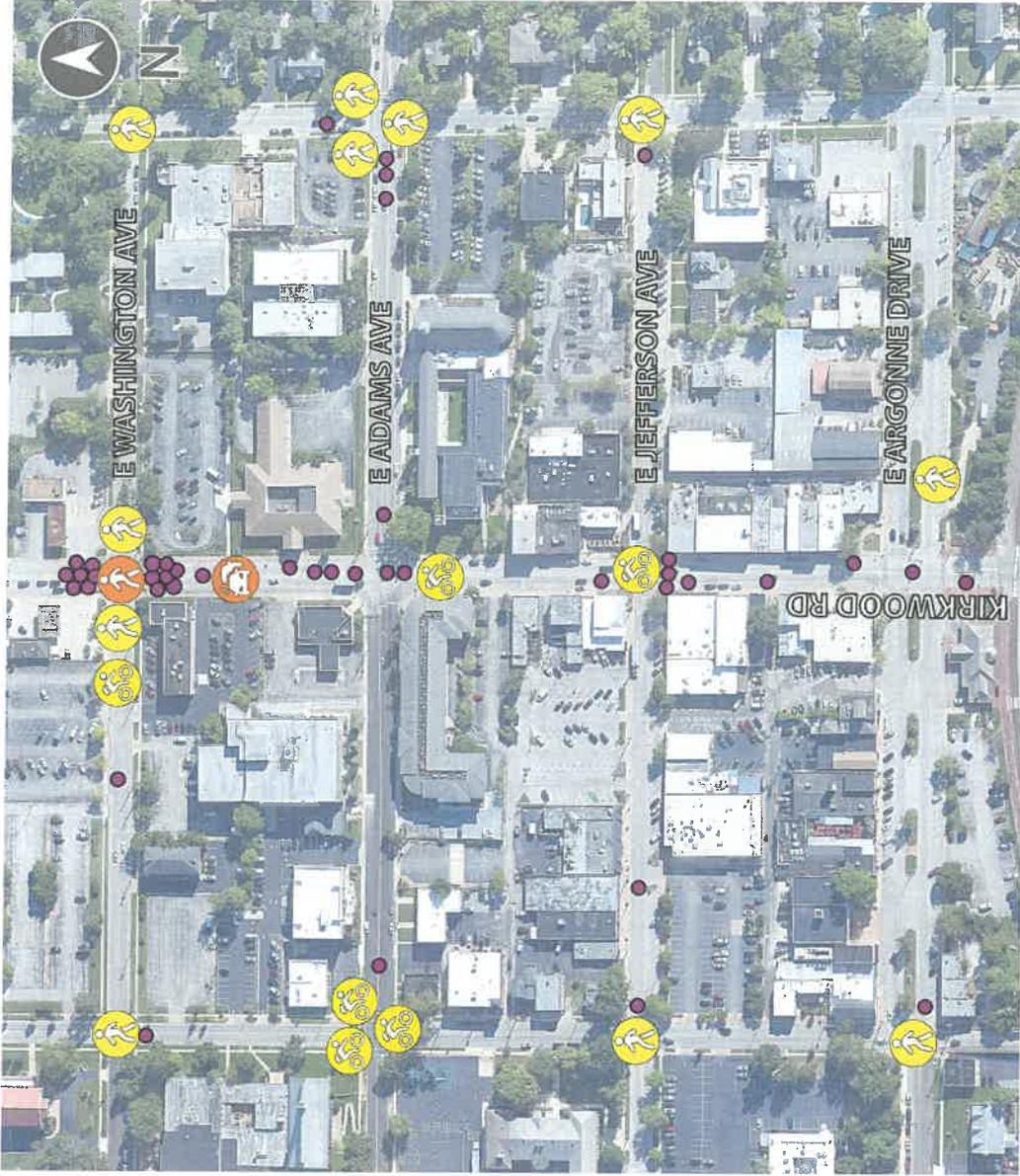
Number of Bike/Ped Crashes 19

Number of Injury Crashes 56

Number of KSI Crashes\* 2



\*KSI Crashes are those where a person was killed or seriously injured



Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# Downtown Kirkwood Walk Audit

Name/Agency: Natalie Siebert / Metro Transit  
Email: nmsiebert@metrotstlouis.org  
Phone: 314-497-4916  
Gender: Female  Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 – KIRKWOOD RD AND JEFFERSON AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

put lids on utility holes (caps)  
 Fix cracks in sidewalks - some lifts in sidewalk not  
 Ada

Do you have any suggestions for improving this intersection?

Great intersection - well done has all amenities for  
 peds

Other comments, suggestions, or feedback?

nice section - just a few repairs needed

**STOP 2 – KIRKWOOD RD AND ADAMS AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree <u>3</u>
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
6. Are there adequate facilities for bicyclist?	Disagree <u>2</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

repair cracks & lifts in concrete, tree grates not level trip hazards

Do you have any suggestions for improving this intersection?

~~southeast corner need better curb cut slope~~  
northwest corner utilities are crowded at corner - hard to maneuver for W/C

Other comments, suggestions, or feedback?

see no speed limit signs for cars

**STOP 3 – KIRKWOOD MIDBLOCK****Existing Conditions**

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
4. Are there significant obstructions within the sidewalk?	Disagree <u>3</u>	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
6. Are there adequate facilities for bicyclist?	Disagree <u>3</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*cracks & lifts in concrete.  
water grate has hole*

Do you have any suggestions for improving this intersection?

*southeast corner curb cut slope is too much for w/c  
north east corner only 3' between light pole & ped button*

Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND ARGONNE DRIVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*sidewalk slopes too much towards street*

Do you have any suggestions for improving this intersection?

*Dips down at northeast corner - could straighten out*

Other comments, suggestions, or feedback?

*Great intersection for peds*

# DOWNTOWN KIRKWOOD

## ARGONNE DR TO WASHINGTON AVE

January 2011 - December 2020

Total Number of Crashes 568

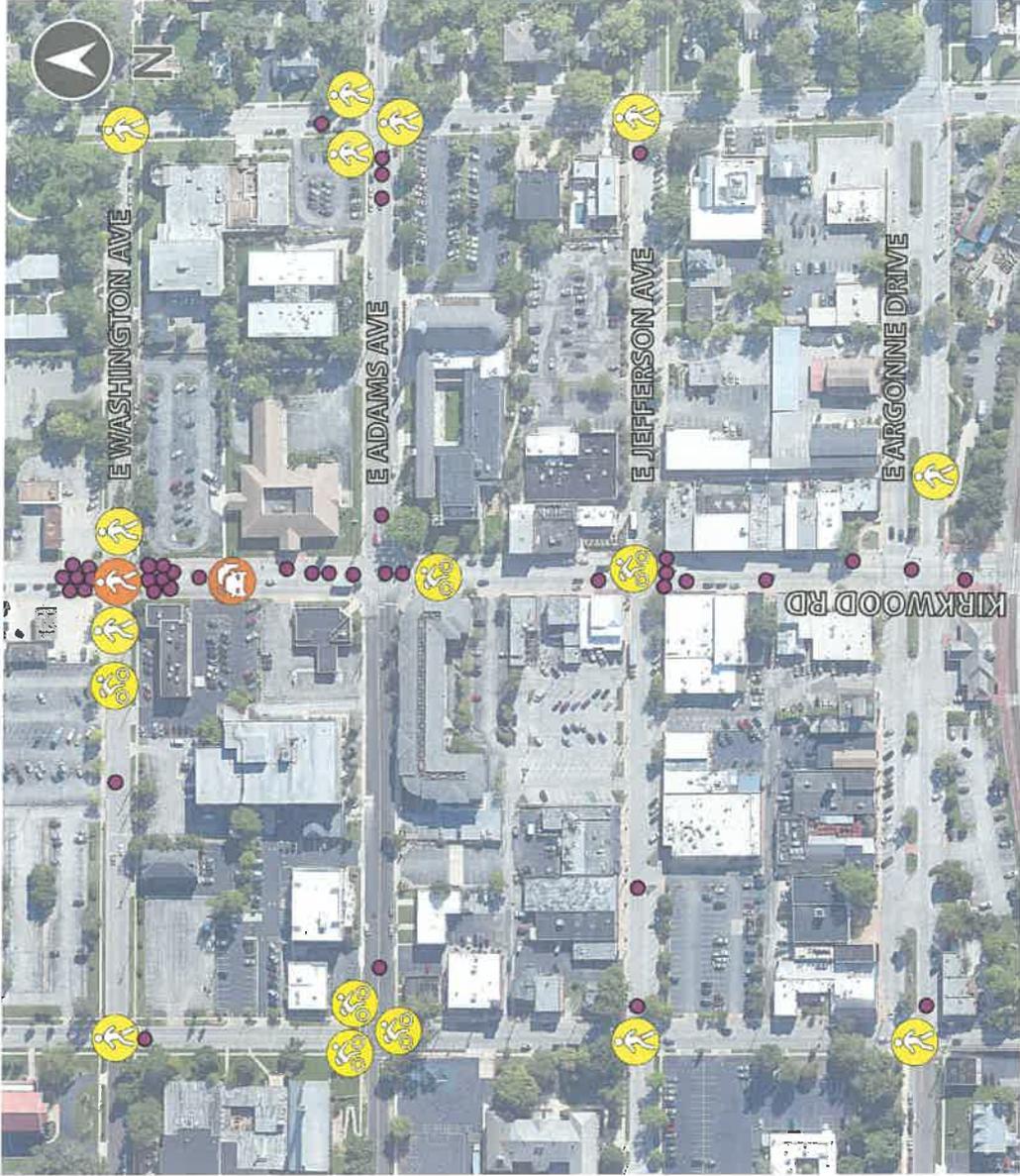
Number of Bike/Ped Crashes 19

Number of Injury Crashes 56

Number of KSI Crashes\* 2

Injury Types	Crash Types
● Minor Motorist Injury	● Pedestrian
● Bike/Ped Minor Injury	● Bicycle
● Any Serious Injury	● Rear End
● Any Fatal Injury	

\*KSI Crashes are those where a person was killed or seriously injured



Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# Downtown Kirkwood Walk Audit

Name/Agency: MAGGIE DEWE

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



STOP 1 - KIRKWOOD RD AND JEFFERSON AVE INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? NORTH EAST Corner too narrow for a wheel chair	Disagree 1	Somewhat Agree 2	Strongly Agree 3 YES
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?  
Brighter color paint

Do you have any suggestions for improving this intersection?  
green

Other comments, suggestions, or feedback?  
I would rather make improvements for bikes on Jefferson but NOT on Kirkwood Rd.

STOP 2 – KIRKWOOD RD AND ADAMS AVE INTERSECTION

Existing Conditions

CLOUDY

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian? NERVOUS	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

CROSS WALK PAINT FADING  
ALL MARKING FADED

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 3 – KIRKWOOD MIDBLOCK**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? <i>YES</i>	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist? <i>NO SHOULDN'T BE!</i>	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?  
~~DISCOURAGE~~ MID BLOCK CROSSINGS  
 Walking or Bikes

Other comments, suggestions, or feedback?  
 NO BIKES HERE

**STOP 4 – KIRKWOOD RD AND ARGONNE DRIVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment. N/A	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist? 	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

# DOWNTOWN KIRKWOOD

## ARGONNE DR TO WASHINGTON AVE

January 2011 - December 2020

Total Number of Crashes 568

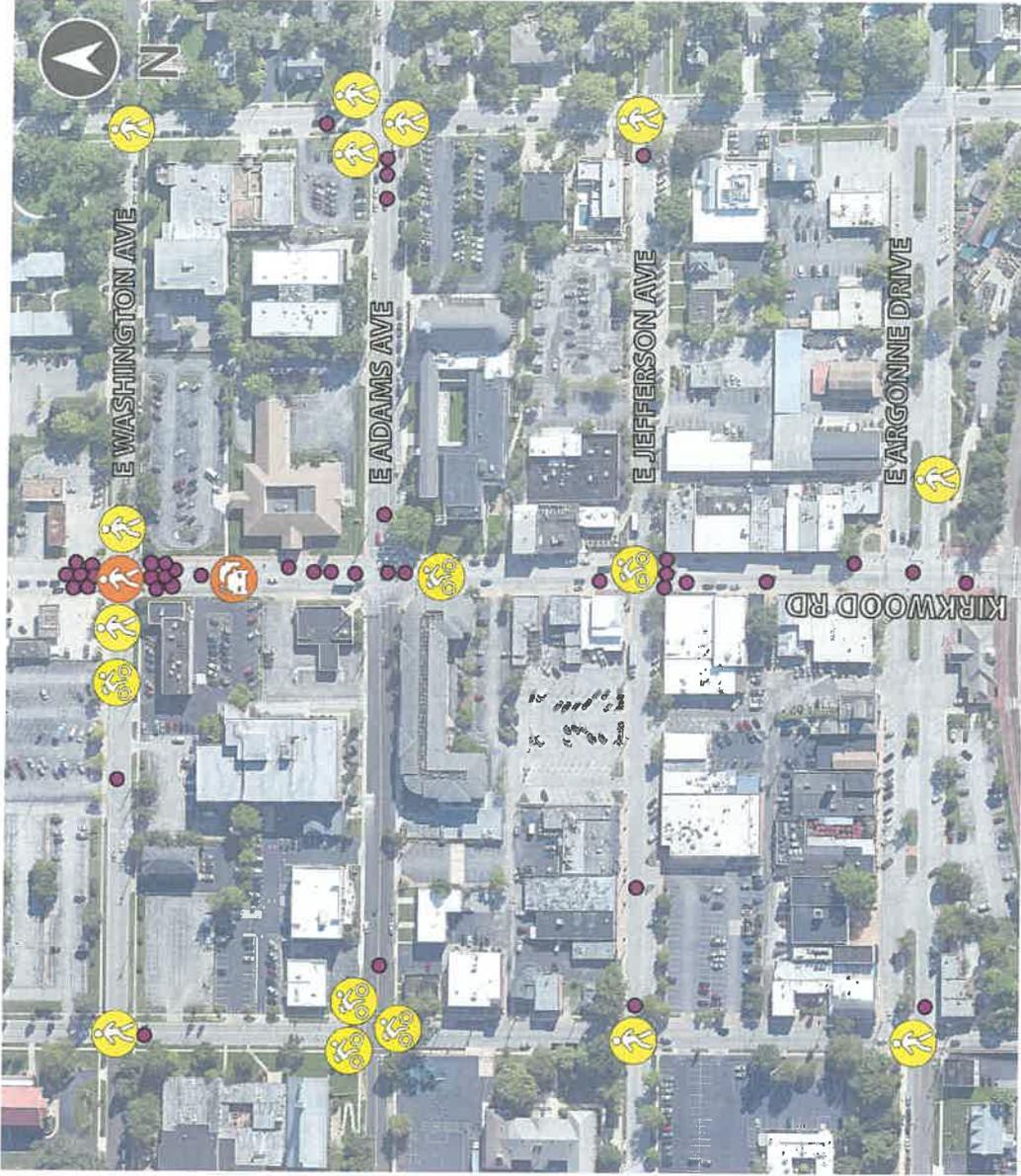
Number of Bike/Ped Crashes 19

Number of Injury Crashes 56

Number of KSI Crashes\* 2

Injury Types	Crash Types
Minor Motorist Injury	 Pedestrian
Bike/Ped Minor Injury	 Bicycle
Any Serious Injury	 Rear End
Any Fatal Injury	

\*KSI Crashes are those where a person was killed or seriously injured



Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# Downton Kirkwood Walk Audit

Name/Agency: Pat Cree

Email: PAT.CREE@KIRKWOODGA.COM

Phone: 314.302.4969

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 – KIRKWOOD RD AND JEFFERSON AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

THE SW CORNER OF THE SIDEWALK IS VERY CURVED

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

CARS MUST PULL INTO THE ~~WALKING~~ P.D. WALK ZONE TO SEE IF THEY CAN HEAR SOUTH ON KW RD. WITH EXITING JEFFERSON (THINKING EAST)

**STOP 2 – KIRKWOOD RD AND ADAMS AVE INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

TO MANY POLES - CROSSWALK - ~~ST~~ PEDESTRIAN CROSSWALK SIGNS  
REMOVE PLANTERS ON SW CORNER

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 3 – KIRKWOOD MIDBLOCK****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

WIDE FOR TABLES (HAHA)

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND ARGONNE DRIVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area? <i>To many poles</i>
Do you have any suggestions for improving this intersection?
Other comments, suggestions, or feedback?

# DOWNTOWN KIRKWOOD

## ARGONNE DR TO WASHINGTON AVE

January 2011 - December 2020

Total Number of Crashes	568	Number of Bike/Ped Crashes	19
Number of Injury Crashes	56	Number of KSI Crashes*	2

**Injury Types**

- Minor Motorist Injury
- Biker/Ped Minor Injury
- Any Serious Injury
- Any Fatal Injury

**Crash Types**

-  Pedestrian
-  Bicycle
-  Rear End

\*KSI Crashes are those where a person was killed or seriously injured



Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

## Downton Kirkwood Walk Audit

Name/Agency: Steve Meskill

Email: smeskill@live.com

Phone: 314-520-6401

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



### Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



**STOP 1 – KIRKWOOD RD AND JEFFERSON AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

- Have cameras at intersections actually record. One of our buildings had a break in. I was told cameras only provide a live feed. (no recording)

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

Road is so narrow a bike lane would be impractical.

**STOP 2 – KIRKWOOD RD AND ADAMS AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*Again, it would be nice if cameras actually recorded.*

Do you have any suggestions for improving this intersection?

*Bike lane along Adams would be nice.*

Other comments, suggestions, or feedback?

**STOP 3 – KIRKWOOD MIDBLOCK****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?
Do you have any suggestions for improving this intersection?
Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND ARGONNE DRIVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?
Do you have any suggestions for improving this intersection?
Other comments, suggestions, or feedback?

# DOWNTOWN KIRKWOOD

## ARGONNE DR TO WASHINGTON AVE

January 2011 - December 2020

Total Number of Crashes	568	Number of Bike/Ped Crashes	19
Number of Injury Crashes	56	Number of KSI Crashes*	2

Injury Types	Crash Types
Minor Motorist Injury	Pedestrian
Bike/Ped Minor Injury	Bicycle
Any Serious Injury	Rear End
Any Fatal Injury	

\*KSI Crashes are those where a person was killed or seriously injured



Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# Geyer Walk Audit

Name: MARTISE SCOTT  
Email: Martise.Scott@KirkwoodSchools.org  
Phone: 314 598-5697  
Gender: Female  Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 – KIRKWOOD PARK ENTRANCE****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

RE-PAVE STREET

Do you have any suggestions for improving this intersection?

CROSSWALKS SHOULD BE PAINTED  
BRIGHT YEARLY

Other comments, suggestions, or feedback?

—

**STOP 2 – UNION PACIFIC RAILROAD****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree <u>2</u>	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>2</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

WIDENED AS MUCH AS POSSIBLE

Do you have any suggestions for improving this intersection?

REDUCE SPEED TO 15-20, RE-PAVING, BRIGHT SWAGE  
RAILROAD TRACKS

Other comments, suggestions, or feedback?

STOP 3 – GEYER RD AND W JEFFERSON AVE

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

POSSIBLE RAISED SIDE-WALKS

Do you have any suggestions for improving this intersection?

↑ ↑

Other comments, suggestions, or feedback?

STOP 4 - GEYER RD AND W ADAMS AVE INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

CURBS HAVE TO BE WIDENED, OBSTRUCTIONS WITH BUSHES TRIMMED BACK OR REMOVED

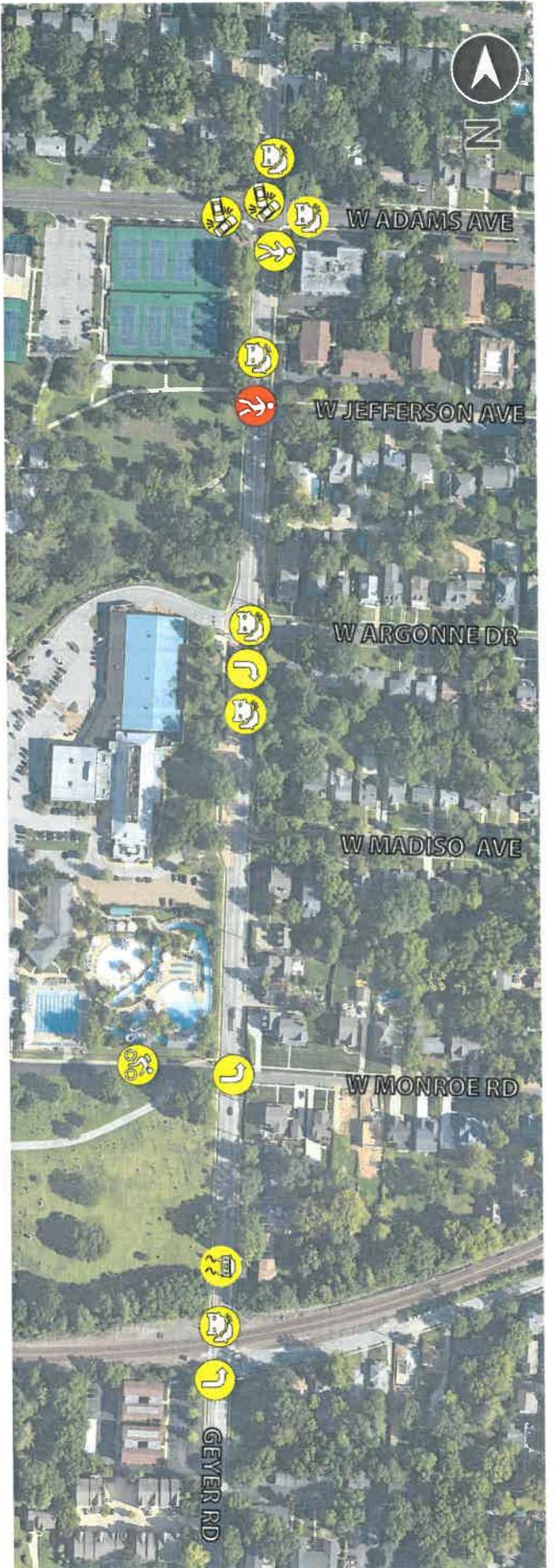
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Do you have any suggestions for improving this intersection?

INCREASED LIGHTING

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Other comments, suggestions, or feedback?



# GEYER ROAD

## ADAMS RD TO UNION PACIFIC RAILROAD

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
116	3	20	1

\*KSI Crashes are those where a person was killed or seriously injured

- Injury Types**
- Any Minor Injury
  - Any Serious Injury
  - Any Fatal Injury

- Crash Types**
- Pedestrian
  - Bicycle
  - Turning
  - Rear End
  - Out of Control
  - Right Angle

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

## Geyer Walk Audit

Name: RAY GAWLIK  
Email: RGAWLIK@STLOUISCOUNTYMO.GOV  
Phone: 314-615-  
Gender: Female  Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



### Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



**STOP 1 – KIRKWOOD PARK ENTRANCE**

**Existing Conditions**

	Disagree	Somewhat Agree	Strongly Agree
1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?  
*TRUNCATED DOWNS  
IMPROVE CURB RAMPS*

**STOP 2 – UNION PACIFIC RAILROAD**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree <u>3</u>
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree <u>2</u>	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
*BROKEN S/W SLABS  
 INCREASE S/W WIDTH.  
 WATCH THE BULL NOSE.*

Do you have any suggestions for improving this intersection?  
*ADD MORE ADA STRUCTURE + FRIENDLINESS*

Other comments, suggestions, or feedback?  
*INCREASE TREE LAWN AREA IF POSSIBLE*

*25 MPH SPEED LIMIT  
 SOME MOTORISTS MIGHT HAVE BEEN  
 EXCEEDING THAT - LEADING TO PEDESTRIAN  
 FEAR.*

Date: \_\_\_\_\_

Time: 3:33P

**STOP 3 – GEYER RD AND W JEFFERSON AVE**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree <u>3</u>
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree <u>2</u>	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
*CURB BUMP-OUTS*  
*H1-VIS STREET C/W PAINT*

---

Do you have any suggestions for improving this intersection?  
*ADA IMPROVEMENTS*

---

Other comments, suggestions, or feedback?  
*SPEED ENFORCEMENT?*

Date: \_\_\_\_\_

Time: 3:45 P

**STOP 4 – GEYER RD AND W ADAMS AVE INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	<del>Disagree</del> <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree <u>3</u>
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	<del>Somewhat</del> Agree <u>2</u>	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree <u>2</u>	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

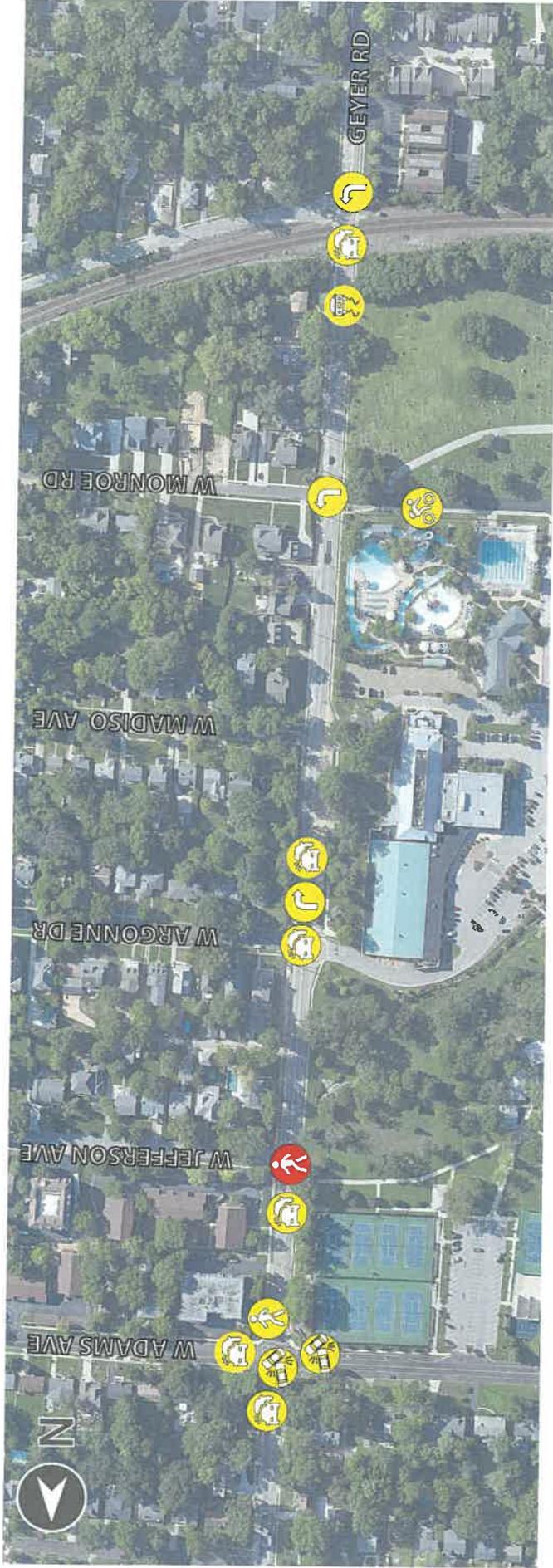
*SAME AS STOP # 3*

Do you have any suggestions for improving this intersection?

*ADA IMPROVEMENTS AT ONE CORNER*

Other comments, suggestions, or feedback?

*SAME AS STOP # 3  
BUSHES LIMITING SIGHT DISTANCE.*



## GEYER ROAD ADAMS RD TO UNION PACIFIC RAILROAD January 2011 - December 2020

Total Number of Crashes	Number of		Number of KSI	
	Bike/Ped Crashes	Injury Crashes	Crashes*	Crashes
116	3	20	1	

\*KSI Crashes are those where a person was killed or seriously injured

Injury Types	Crash Types
<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border-radius: 50%; margin-right: 5px;"></span> Any Minor Injury</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border-radius: 50%; margin-right: 5px;"></span> Any Serious Injury</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: red; border-radius: 50%; margin-right: 5px;"></span> Any Fatal Injury</li> </ul>	<ul style="list-style-type: none"> <li> Pedestrian</li> <li> Bicycle</li> <li> Turning</li> <li> Rear End</li> <li> Out of Control</li> <li> Right Angle</li> </ul>

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# Geyer Walk Audit

Name: Geoff Morrison  
Email: ghm7412016@gmail.com  
Phone: 314-495-2617  
Gender: Female  Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



Date: 10/26/21

Time: 3:50 p.m.

**STOP 1 – KIRKWOOD PARK ENTRANCE**

**Existing Conditions**

	Disagree 1	Somewhat Agree 2	Strongly Agree 3
1. There is shade along the street segment.			<input checked="" type="radio"/>
2. Is there adequate sidewalk space or existing sidewalk?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
3. Is this a safe intersection/street segment for pedestrians?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
4. Are there significant obstructions within the sidewalk? <i>Some of the slabs are uneven</i>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
5. Are there adequate light sources, such as streetlights, for walking at night?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
6. Are there adequate facilities for bicyclist? <i>prevent rickshaws from board</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
7. Do cars make you feel unsafe as a pedestrian?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
*— widen to 5' ADA*

Do you have any suggestions for improving this intersection?  
*NO*

Other comments, suggestions, or feedback?  
*— Arizona/Gen signal allowed for plenty of crossing time.*

Date: 10/26/21

Time: 3:15

**STOP 2 – UNION PACIFIC RAILROAD**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk? *	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? <i>NO</i>	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist? <i>Must have road with sign</i>	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian? <i>NO</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
*\* widen to 5' ADA*

---

Do you have any suggestions for improving this intersection?

---

Other comments, suggestions, or feedback?  
*- bicyclists get "squeezed south of Monroe"*

**STOP 3 – GEYER RD AND W JEFFERSON AVE**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	<u>Somewhat Agree</u> 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	<u>Disagree</u> 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	<u>Somewhat Agree</u> 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	<u>Somewhat Agree</u> 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	<u>Somewhat Agree</u> 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	<u>Somewhat Agree</u> 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	<u>Strongly Agree</u> 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
*- sidewalk uneven - safety concern North of Madison*

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?  
*- not enough separation between street + sidewalk South of Madison*

**STOP 4 – GEYER RD AND W ADAMS AVE INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?  
*- No - Visibility is good for pedestrians/drivers*

Other comments, suggestions, or feedback?  
*- bicyclist southbound get "squeezed at Monroe"*



## GEYER ROAD ADAMS RD TO UNION PACIFIC RAILROAD January 2011 - December 2020

Total Number of Crashes	Number of		Number of KSI	
	Bike/Ped Crashes	Injury Crashes	Crashes*	Crashes
116	3	20	1	

\*KSI Crashes are those where a person was killed or seriously injured

**Injury Types**

- Any Minor Injury (Yellow circle)
- Any Serious Injury (Orange circle)
- Any Fatal Injury (Red circle)

**Crash Types**

- Pedestrian (Yellow circle with person icon)
- Bicycle (Yellow circle with bike icon)
- Turning (Yellow circle with T icon)
- Rear End (Yellow circle with car icon)
- Out of Control (Yellow circle with car icon)
- Right Angle (Yellow circle with car icon)

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

## Geyer Walk Audit

Name: Simone Valle  
Email: ~~simone.valle@stlukes-stl.com~~ Simone.valle@stlukes-stl.com  
Phone: 314-966-9695  
Gender:  Female  Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45   46-55  Over 56

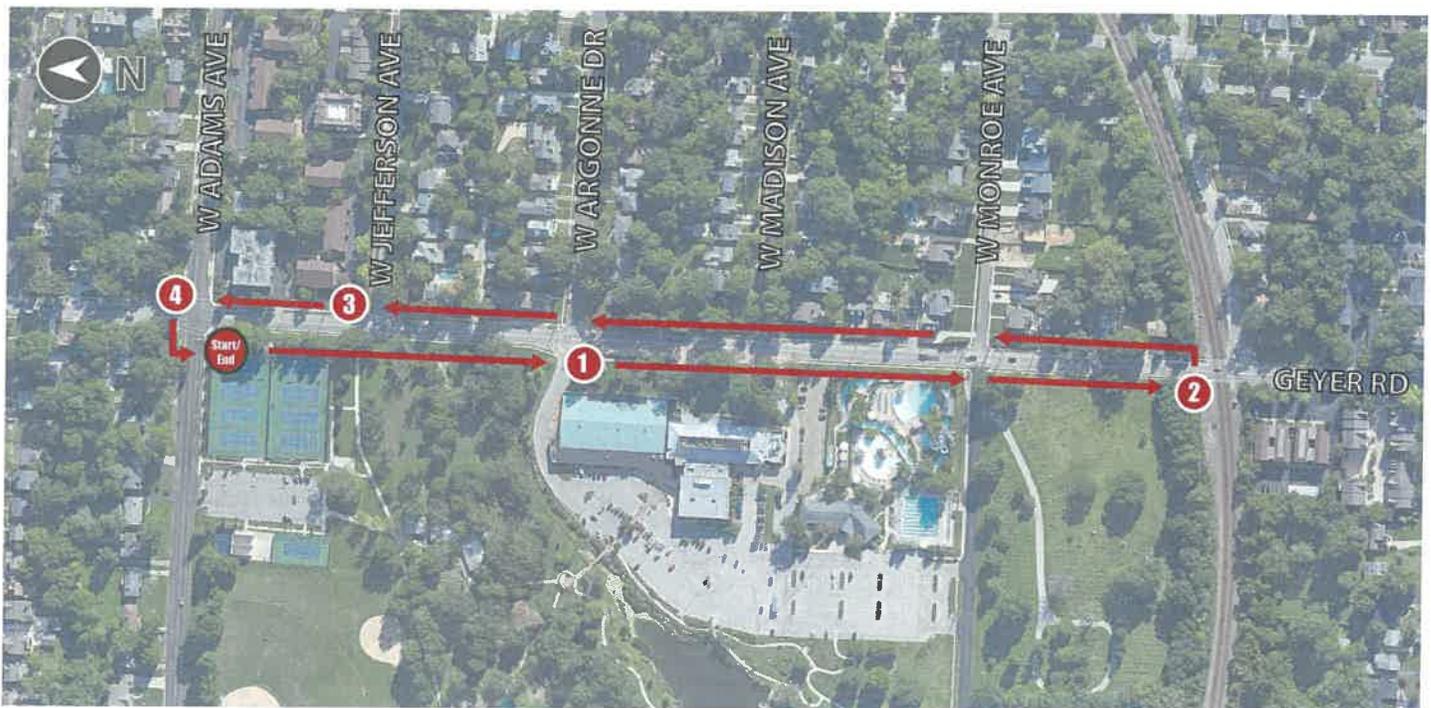


### Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



Date: 10/26/2021

Time: 3:54

**STOP 1 – KIRKWOOD PARK ENTRANCE**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night? <u>1 light?</u>	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
crosswalk paint across entrance to community center

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?  
crosswalk  
~~no~~ countdown intermittent  
no button for crosswalk across entrance to center  
paint "bike" on the pavement

**STOP 2 – UNION PACIFIC RAILROAD**

**Existing Conditions**

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree <u>2</u>	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night? <i>only one?</i>	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>2</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?  
*striping of "walkway" ~~to~~ over tracks for pedestrians  
 maybe painting the edge of the sidewalk yellow/similar to pkg for fire zones*

Do you have any suggestions for improving this intersection?  
*lights at both ends (only see a light on one corner)  
 (all corners)  
 no crosswalk paint going across the street (may be too unsafe, may want to make people cross further down?)*

Other comments, suggestions, or feedback?  
*too much brush? can cars see pedestrians?  
 grassy space between road and sidewalk seems narrower*

Date: 10/26/2021

Time: 3:31

STOP 3 – GEYER RD AND W JEFFERSON AVE

Madison/Geyer no crosswalk

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night? 1 light?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?  
 (brighter colored paint (yellow))  
 (full paint out of intersection?)  
 like the "look"

Do you have any suggestions for improving this intersection?  
 )

Other comments, suggestions, or feedback?  
 make traffic lights work (no flashing - put them on their cycle)

**STOP 4 – GEYER RD AND W ADAMS AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk? <i>see below</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night? <i>1 light on 1 corner?</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*corners are not very wide for parent/stroller  
no sidewalk on northside of Adams*

Do you have any suggestions for improving this intersection?

*stripe the crosswalks at a minimum  
put pedestrian warning signs/stop at crosswalk*

Other comments, suggestions, or feedback?

*people/cars don't stop at line at SW corner  
(maybe can't see because of bushes)  
on NW*



## GEYER ROAD ADAMS RD TO UNION PACIFIC RAILROAD

January 2011 - December 2020

Total Number of Crashes	Number of Injury Crashes		Number of KSI Crashes*	
	Bike/Ped	Crashes	Crashes	Crashes
116	3	20	1	1

\*KSI Crashes are those where a person was killed or seriously injured

Injury Types	Crash Types
Any Minor Injury (Yellow circle)	Pedestrian (Icon)
Any Serious Injury (Orange circle)	Bicycle (Icon)
Any Fatal Injury (Red circle)	Turning (Icon)
	Rear End (Icon)
	Out of Control (Icon)
	Right Angle (Icon)

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

## Geyer Walk Audit

Name: David Eagleston

Email: eagleston4355@gmail.com

Phone: 636-346-4343

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



### Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



**STOP 1 – KIRKWOOD PARK ENTRANCE****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*The city should implement a raised crosswalk at the entrance to the park*

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 2 – UNION PACIFIC RAILROAD****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*Widen the sidewalk, create a buffer between the sidewalk & the road*

Do you have any suggestions for improving this intersection?

*Increase the lighting on both sides of the street. Implement better signage on the approach to the crossing. Implement highly visible paint for the*

Other comments, suggestions, or feedback?

*Crosswalk*

**STOP 3 – GEYER RD AND W JEFFERSON AVE****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

<p>Do you have any suggestions for improvements to the sidewalk area?</p> <p><i>Implement a raised crosswalk, with bump out curbs</i></p>
<p>Do you have any suggestions for improving this intersection?</p> <p><i>Implement highly visible paint at the crosswalk</i></p>
<p>Other comments, suggestions, or feedback?</p>

**STOP 4 – GEYER RD AND W ADAMS AVE INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree ①	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree ①	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree ①	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree ②	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree ①	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree ④	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree ③

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Implement bump out on all 4 corners of the sidewalks.

Do you have any suggestions for improving this intersection?

Implement enhanced lightening. Implement highly reflective paint on the crosswalks at the intersection.  
Implement raised crosswalks at the crosswalk.

Other comments, suggestions, or feedback?

Northwest corner is obstructed by juniper evergreens, the tree needs to be cut down.



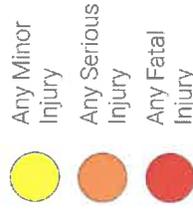
## GEYER ROAD ADAMS RD TO UNION PACIFIC RAILROAD

January 2011 - December 2020

Total Number of Crashes	Number of Injuries		Number of KSI Crashes*
	Bike/Ped Crashes	Crashes	
116	3	20	1

\*KSI Crashes are those where a person was killed or seriously injured

### Injury Types



### Crash Types



Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# Geyer Walk Audit

Name: ALAN HOPEFL  
Email: HOPEFL72@SBCGLOBAL.NET  
Phone: 314-966-2962  
Gender: Female   Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



## Instructions:

We will be walking along a designated route, and as we make stops, you will be able to answer the questions on your form. Consider not only what you observe based on your abilities, but think about what users of varying ages and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 – KIRKWOOD PARK ENTRANCE****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*This is a busy intersection close to Park entrance*

Do you have any suggestions for improving this intersection?

*what can be done about aggressive driving*

Other comments, suggestions, or feedback?

**STOP 2 – UNION PACIFIC RAILROAD****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

<p>Do you have any suggestions for improvements to the sidewalk area?</p> <p><i>repair cracked sidewalk elements</i></p>
<p>Do you have any suggestions for improving this intersection?</p> <p><i>I've heard the City is making plans for Monroe/Geyer I don't know any details</i></p>
<p>Other comments, suggestions, or feedback?</p>

**STOP 3 – GEYER RD AND W JEFFERSON AVE**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

South of Argonne/Geyer there is mulch covering part of sidewalk (East side of street)  
 Is this a violation of City ordinances?? creates a hazard for walkers

Do you have any suggestions for improving this intersection?

some type of flashing signal

Other comments, suggestions, or feedback?

**STOP 4 – GEYER RD AND W ADAMS AVE INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

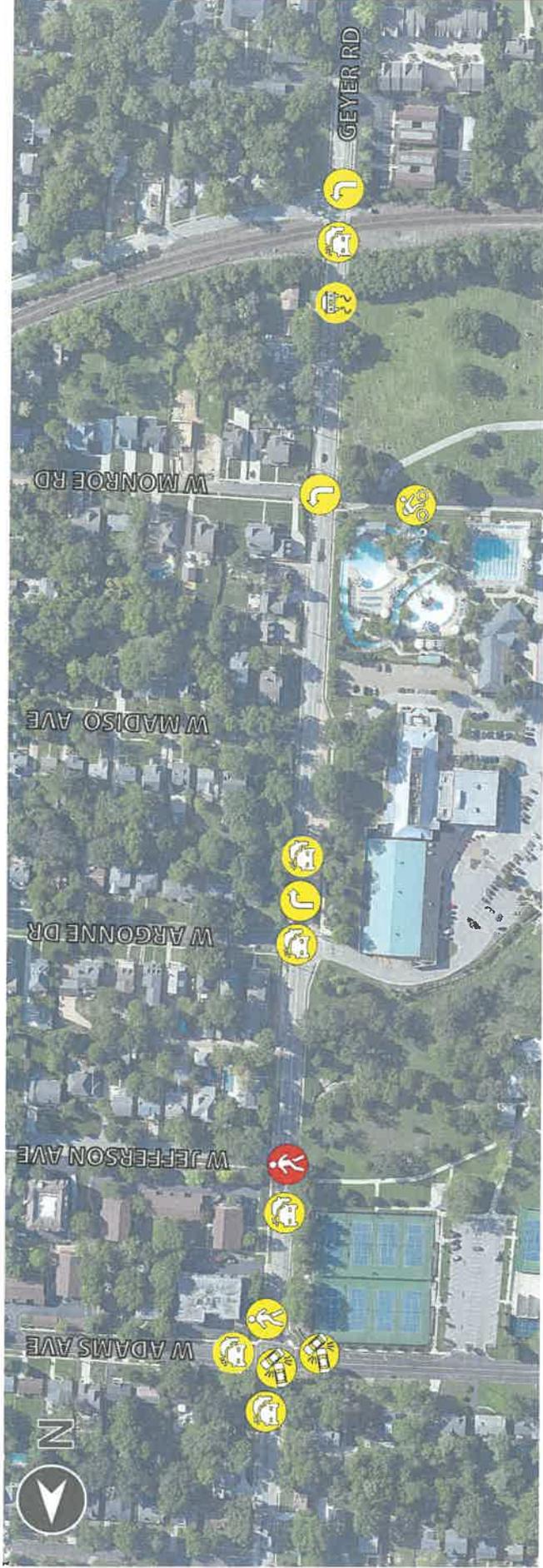
Do you have any suggestions for improvements to the sidewalk area?  
*Could use some traffic calming for the intersection*

---

Do you have any suggestions for improving this intersection?  
*Nothing physical*

---

Other comments, suggestions, or feedback?  
*Drivers need more education*



## GEYER ROAD ADAMS RD TO UNION PACIFIC RAILROAD

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Crashes	Number of KSI Crashes*
116	3	20	1

\*KSI Crashes are those where a person was killed or seriously injured

Injury Types	Crash Types
Any Minor Injury (Yellow circle)	Pedestrian (Pedestrian icon)
Any Serious Injury (Orange circle)	Bicycle (Bicycle icon)
Any Fatal Injury (Red circle)	Turning (Turning icon)
	Rear End (Rear End icon)
	Out of Control (Out of Control icon)
	Right Angle (Right Angle icon)

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# South Kirkwood Walk Audit

Name/Agency: Natalie Siebert / Metro

Email: nnsiebert@metroslab.org

Phone: 314-497-4916

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



**Instructions:** We will be walking along a designated route and as we walk and make stops answer the questions on your form. Consider not only what observe based on your abilities, but think about what users of varying age and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 - SOUTHERN KIRKWOOD RD SEGMENT****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*Make wider 2% slope Ada guidelines. Lighting needed  
Need Ada curb cuts. Have a buffer between cars & sidewalk*

Do you have any suggestions for improving this intersection?

*Wide crosswalks, crossing all 4 directions -  
upgrade ped signals for visually impaired*

Other comments, suggestions, or feedback?

*Need bike lane, reduce speed  
I didn't feel safe walking this segment*

**STOP 2 - SOUTHERN KIRKWOOD RD TO I-44****Existing Conditions**

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree <u>2</u>	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>2</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*wider ADA guidelines, curb cuts needed - need buffer from cars*

Do you have any suggestions for improving this intersection?

*Need to put up barrier so peds can't cross the street to stop jay walkers.*

Other comments, suggestions, or feedback?

*Need bike lane, lighting  
Felt very unsafe walking this section  
reduce speed*

### STOP 3 – KIRKWOOD CROSSING AND KIRKWOOD COMMONS INTERSECTION

#### Existing Conditions

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree <u>3</u>	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>3</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

#### Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

*Need sidewalks, curb cuts, No ADA access*

Do you have any suggestions for improving this intersection?

*Wider, more visible crosswalks, curb cuts,  
need signage for crosswalk "state law - stop for peds"*

Other comments, suggestions, or feedback?

*reduce speed, need bike lane, barriers to not cross street  
need speed limit signs*

**STOP 4 – KIRKWOOD RD AND BIG BEND RD INTERSECTION****Existing Conditions**

1. segment. <i>shade</i>	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree <u>4</u>	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>4</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*More lighting*

Do you have any suggestions for improving this intersection?

*Need sign for crosswalk "State law - stop for peds"*

Other comments, suggestions, or feedback?

*Make all crosswalks with colored striping  
Did not feel safe walking up to intersection*



# KIRKWOOD ROAD BIG BEND RD TO I-44

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
829	8	170	15

\*KSI Crashes are those where a person was killed or seriously injured

Injury Types	Crash Types
<span style="color: red;">●</span> Minor Motorist Injury	Pedestrian
<span style="color: yellow;">●</span> Bike/Ped Minor Injury	Bicycle
<span style="color: orange;">●</span> Any Serious Injury	Head On
<span style="color: red;">●</span> Any Fatal Injury	Rear End
	Out of Control
	Left Turn

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

## South Kirkwood Walk Audit

Name/Agency: MARTISE SCOTT KIRKWOOD SCHOOL DISTRICT

Email: martise.scott@kirkwoodschools.org

Phone: 314 218-6100 EXT 1400

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  MS. Over 56



**Instructions:** We will be walking along a designated route and as we walk and make stops answer the questions on your form. Consider not only what observe based on your abilities, but think about what users of varying age and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



**STOP 1 - SOUTHERN KIRKWOOD RD SEGMENT****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree <u>2</u>	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

WIDEN SIDE WALKS, LEVEL SIDEWALK

Do you have any suggestions for improving this intersection?



Other comments, suggestions, or feedback?

LIGHTING, SOMEONE IN WHEEL CHAIR, WOULD HAVE DIFFICULTY  
ANY STUDENTS WALKING OR RIDING BIKE IS UNSAFE

**STOP 2 - SOUTHERN KIRKWOOD RD TO I-44****Existing Conditions**

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree <u>2</u>	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>2</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

SAME

Do you have any suggestions for improving this intersection?

~~CROSSING~~ CROSSING COULD USE PAINTING  
THAT IS MORE INVITING

Other comments, suggestions, or feedback?

SAME

**STOP 3 – KIRKWOOD CROSSING AND KIRKWOOD COMMONS INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree <u>3</u>	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree <u>1</u>	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree <u>3</u>	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree <u>3</u>

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

ADD THEM

Do you have any suggestions for improving this intersection?

BETTER CROSSING MARKERS

Other comments, suggestions, or feedback?

END

## STOP 4 – KIRKWOOD RD AND BIG BEND RD INTERSECTION

## Existing Conditions

1. segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

## Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

SAME

Do you have any suggestions for improving this intersection?

~~SAME~~ ENTRANCE IMPROVEMENT FOR  
VANNY STUDENTS AND PEDESTRIANS

Other comments, suggestions, or feedback?



# KIRKWOOD ROAD

## BIG BEND RD TO I-44

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
829	8	170	75

\*KSI Crashes are those where a person was killed or seriously injured

Injury Types		Crash Types	
<span style="color: red;">●</span> Minor Motorist Injury	<span style="color: orange;">●</span> Any Serious Injury	Pedestrian	Bicycle
<span style="color: yellow;">●</span> Bike/Ped Minor Injury	<span style="color: red;">●</span> Any Fatal Injury	Rear End	Head On
		Left Turn	Out of Control

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

SPEED LIMIT SIGNS | PEDESTRIAN SIGNAGE

## South Kirkwood Walk Audit

Name/Agency: Shirley Lopez MVA

Email: Shirley.Lopez@StandPaceMIE

Phone: 314-909-0687

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



**Instructions:** We will be walking along a designated route and as we walk and make stops answer the questions on your form. Consider not only what observe based on your abilities, but think about what users of varying age and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



**STOP 1 - SOUTHERN KIRKWOOD RD SEGMENT****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*unlevel*

Do you have any suggestions for improving this intersection?

*need improvement*

Other comments, suggestions, or feedback?

**STOP 2 - SOUTHERN KIRKWOOD RD TO I-44****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 3 – KIRKWOOD CROSSING AND KIRKWOOD COMMONS INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND BIG BEND RD INTERSECTION****Existing Conditions**

1. segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?



# KIRKWOOD ROAD

## BIG BEND RD TO I-44

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
829	8	170	15

\*KSI Crashes are those were a person was killed or seriously injured

Injury Types		Crash Types	
	Minor Motorist Injury		Pedestrian
	Bike/Ped Minor Injury		Bicycle
	Any Serious Injury		Head On
	Any Fatal Injury		Rear End
			Out of Control
			Left Turn

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# South Kirkwood Walk Audit

Name/Agency: Ryan Percy / MoDOT

Email: Ryan.Percy@moDOT.mo.gov

Phone: 314-453-5286

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



**Instructions:** We will be walking along a designated route and as we walk and make stops answer the questions on your form. Consider not only what observe based on your abilities, but think about what users of varying age and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



**STOP 1 - SOUTHERN KIRKWOOD RD SEGMENT****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 2 - SOUTHERN KIRKWOOD RD TO I-44****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 3 – KIRKWOOD CROSSING AND KIRKWOOD COMMONS INTERSECTION****Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND BIG BEND RD INTERSECTION****Existing Conditions**

1. segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?



# KIRKWOOD ROAD BIG BEND RD TO I-44

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
829	8	170	15

<span style="color: red;">●</span> Minor Motorist Injury	<span style="color: orange;">●</span> Any Serious Injury	<span style="color: yellow;">●</span> Bike/Ped Minor Injury	<span style="color: red;">●</span> Any Fatal Injury
Pedestrian	Bicycle	Head On	Rear End
Left Turn	Out of Control		

\*KSI Crashes are those where a person was killed or seriously injured

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

## South Kirkwood Walk Audit

Name/Agency: Steve Meskill

Email: smeskill@live.com

Phone: \_\_\_\_\_

Gender: Female  Male  Other

Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



**Instructions:** We will be walking along a designated route and as we walk and make stops answer the questions on your form. Consider not only what observe based on your abilities, but think about what users of varying age and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

### Audit Route and Stops



**STOP 1 - SOUTHERN KIRKWOOD RD SEGMENT**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? <i>concrete sidewalk unlevel</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night? <i>several spots</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*A designated bike lane would help based on proximity to Grant's Trail.*

Do you have any suggestions for improving this intersection?

*Heavier striping at crosswalk.*

Other comments, suggestions, or feedback?

STOP 2 - SOUTHERN KIRKWOOD RD TO I-44

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

- Designated bike lane would help.  
- Bus stop Roof/covering needed

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

**STOP 3 – KIRKWOOD CROSSING AND KIRKWOOD COMMONS INTERSECTION**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights. for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

- There is no sidewalk,  
- Bike lane would be nice.

Do you have any suggestions for improving this intersection?

Heavier striping would help.

Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND BIG BEND RD INTERSECTION**

**Existing Conditions**

	Disagree 1	Somewhat Agree 2	Strongly Agree 3
1. segment.			
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

- There is no sidewalk
- Add bike lane

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?



# KIRKWOOD ROAD BIG BEND RD TO I-44

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
829	8	170	15

\*KSI Crashes are those were a person was killed or seriously injured

Injury Types	Crash Types
Minor Motorist Injury	Pedestrian
Bike/Ped Minor Injury	Bicycle
Any Serious Injury	Head On
Any Fatal Injury	Rear End
	Out of Control
	Left Turn

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

# South Kirkwood Walk Audit

Name/Agency: Geoff Morrison Kirkwood *Huma Public Commission*  
Email: ghm1412016@gmail.com  
Phone: 314-495-0617  
Gender: Female  Male  Other   
Age: Under 13  13-17  18-25  26-35  36-45  46-55  Over 56



**Instructions:** We will be walking along a designated route and as we walk and make stops answer the questions on your form. Consider not only what observe based on your abilities, but think about what users of varying age and abilities may experience along the route.

Be aware of your surroundings at all times and remain outside the roadway.

## Audit Route and Stops



STOP 1 - SOUTHERN KIRKWOOD RD SEGMENT

Existing Conditions

1. There is shade along the street segment.	Disagree 1	<u>Somewhat Agree</u> 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	<u>Disagree</u> 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 1	<u>Somewhat Agree</u> 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	<u>Somewhat Agree</u> 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist?	<u>Disagree</u> 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	<u>Strongly Agree</u> 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?

AAA 5 feet wide - green space between street and sidewalk.

Do you have any suggestions for improving this intersection?

Other comments, suggestions, or feedback?

- More Streetlights

- ~~bumble strip~~ in striping along curb to slow vehicles

- pedestrian signal time was too short

**STOP 2 - SOUTHERN KIRKWOOD RD TO I-44**

**Existing Conditions**

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk?	Disagree 2	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist? <i>(None!)</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian? <i>(unsafe)</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

*same as section 4 - wider with buffer between street + pavement*

---

Do you have any suggestions for improving this intersection?

---

Other comments, suggestions, or feedback?

*→ better lights*

*→*

STOP 3 – KIRKWOOD CROSSING AND KIRKWOOD COMMONS INTERSECTION

Existing Conditions

1. There is shade along the street segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk? <i>NO Sidewalk East Side</i>	Disagree 3	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? <i>NO Sidewalk</i>	Disagree 3	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night?	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist? <i>None</i>	Disagree 3	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian? <i>NO Sidewalk</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3

Additional Suggestions and Questions

Do you have any suggestions for improvements to the sidewalk area?  
*NO Sidewalk East side of Kirkwood Road*

Do you have any suggestions for improving this intersection?  
*- pedestrian signal too short*

Other comments, suggestions, or feedback?

**STOP 4 – KIRKWOOD RD AND BIG BEND RD INTERSECTION**

**Existing Conditions**

1. segment.	Disagree 1	Somewhat Agree 2	Strongly Agree 3
2. Is there adequate sidewalk space or existing sidewalk? <i>Very little south of Big Bend</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
3. Is this a safe intersection/street segment for pedestrians? <i>pedestrian light could be longer</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
4. Are there significant obstructions within the sidewalk? <i>NO</i>	Disagree 4	Somewhat Agree 2	Strongly Agree 3
5. Are there adequate light sources, such as streetlights, for walking at night? <i>more lighting needed</i>	Disagree 1	Somewhat Agree 2	Strongly Agree 3
6. Are there adequate facilities for bicyclist? <i>NO</i>	Disagree 4	Somewhat Agree 2	Strongly Agree 3
7. Do cars make you feel unsafe as a pedestrian?	Disagree 1	Somewhat Agree 2	Strongly Agree 3

**Additional Suggestions and Questions**

Do you have any suggestions for improvements to the sidewalk area?

---

Do you have any suggestions for improving this intersection?

---

Other comments, suggestions, or feedback?  
*pedestrian signals need to be longer.*



# KIRKWOOD ROAD BIG BEND RD TO I-44

January 2011 - December 2020

Total Number of Crashes	Number of Bike/Ped Crashes	Number of Injury Crashes	Number of KSI Crashes*
829	8	170	15

\*KSI Crashes are those were a person was killed or seriously injured

Based on the crash data presented above, do you have any additional recommendations to increase safety along the corridor?

### Injury Types

- Minor Motorist Injury
- Bike/Ped Minor Injury
- Any Serious Injury
- Any Fatal Injury

### Crash Types

- Pedestrian
- Bicycle
- Head On
- Rear End
- Out of Control
- Left Turn