



2025

TRAFFIC CALMING PLAN

HOLLY HILLS

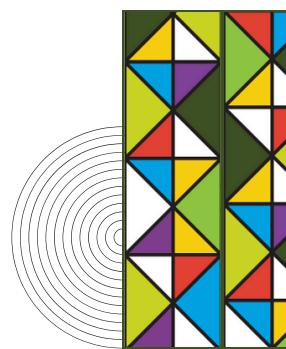
SPECIAL BUSINESS DISTRICT





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INTRODUCTION

HOLLY HILLS SPECIAL BUSINESS DISTRICT

The Holly Hills Special Business District (SBD) was established in 2022 with the purpose of improving the beauty, safety, and infrastructure of Holly Hills. The tax district is bounded by Bates St. to the north, Grand Blvd. to the east, Morgan Ford Rd. to the west, and Loughborough Ave. to the south.

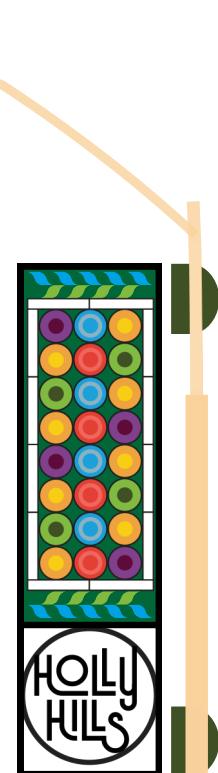
The SBD manages services and public improvements following its governing bylaws. These services and improvements are provided for by three sub-committees: Beautification, Infrastructure, and Safety & Security.

TRAFFIC CALMING PLAN

The SBD's Infrastructure Subcommittee hired Trailnet and CBB to create a neighborhood traffic calming plan that addresses long standing concerns of Holly Hills residents and businesses regarding street safety. The purpose of this document is to provide a **comprehensive, long-term plan** for updating outdated street designs to prioritize and protect all street and road users throughout the Special Business District, with an emphasis on protecting non-motorized, vulnerable road users (people walking and biking).

The effectiveness of this plan's traffic calming recommendations is contingent on the wide-spread deployment of design tools along corridors (rather than "spotty" implementation on individual street segments or intersections), and adequate enforcement of traffic laws and regulations.

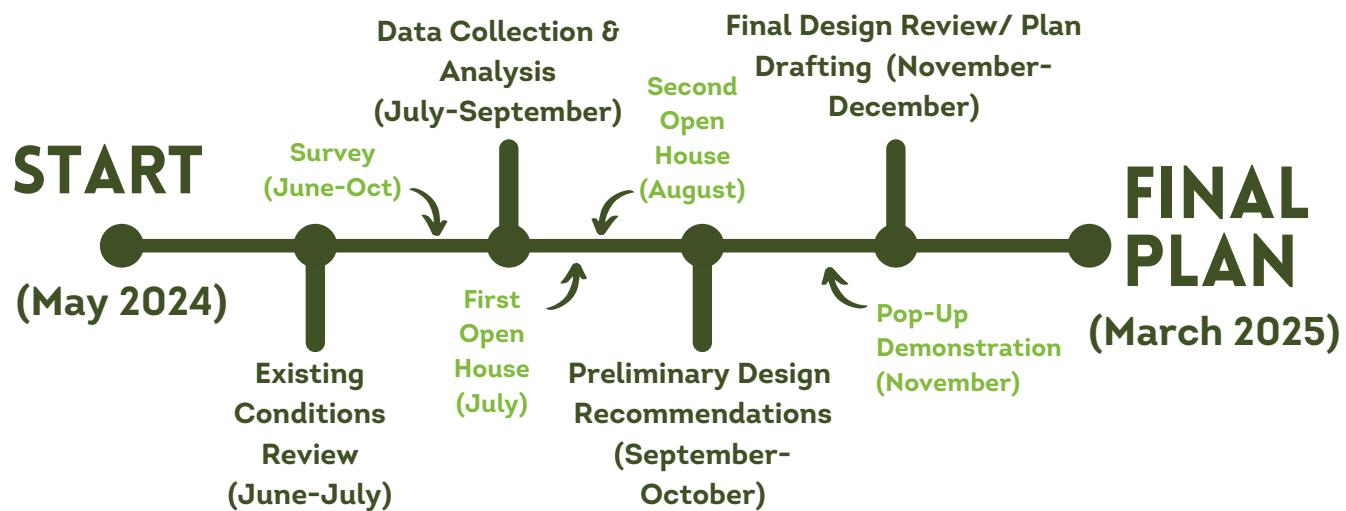
This plan is designed to advise and support the decisions of Holly Hills community members to calm driver behavior and protect vulnerable road users throughout Holly Hills.



PROJECT TIMELINE

Planning work began May 2024 and continued through March 2025 in four stages: Existing Conditions Review, Data Collection & Analysis, Preliminary Design Recommendations, and Final Design Review/Plan Drafting.

Each stage involved **community input**, and both design stages involved input from the heads of city planning departments, the SBD Infrastructure Subcommittee, and Ward 1 Alderwoman, Anne Schweitzer.



1

EXISTING CONDITIONS

- ▶ CRASH DATA
- ▶ MAPS
- ▶ MEETINGS WITH SBD MEMBERS
- ▶ EXISTING INFRASTRUCTURE

2

DATA COLLECTION

- ▶ SURVEYS
- ▶ SITE VISITS & WALK AUDITS
- ▶ OPEN HOUSES
- ▶ PHOTOS AND VIDEO

3

PRELIMINARY DESIGNS

- ▶ MEETINGS WITH SBD MEMBERS
- ▶ POP-UP DEMONSTRATION
- ▶ COMMUNITY FEEDBACK

4

PLAN DRAFTING

- ▶ COLLABORATION WITH SBD
- ▶ CONSULTING EXPERTS



MUNICIPAL TRAFFIC CALMING

HOW DOES THE HOLLY HILLS TRAFFIC CALMING PLAN FIT INTO ST. LOUIS CITY'S PLANS AND POLICIES?

Over the past few years, a number of key policies have been enacted to make traffic calming a central feature of transportation and mobility planning in the City of St. Louis. These include:

- In 2016, the city passed Ordinance 70333 officially establishing the City of St. Louis Traffic Calming Policy. This established procedures for residents to request traffic calming in their neighborhoods, and assigned responsibilities to Aldermen, the Streets Department, and the Board of Public Service.
- In March 2023, the City passed a Safer Streets Bill that allocated over \$40 million for Principal Arterial Traffic Safety Enhancements. This entails traffic calming for ~30 miles of the City's most dangerous arterial streets. This became part of a larger \$300+ million commitment to creating Friendly Streets in St. Louis – streets that are safer and more comfortable for all street users.
- In 2024, the City passed Board Bill 51 – an updated Complete Streets Policy that establishes guidelines and responsibilities within the Complete Streets Steering Committee.
- The City's Transportation and Mobility Plan develops a vision for the future of mobility in St. Louis. The plan brings together existing plans and establishes new priorities for a safer, better-maintained transportation network across the city.

TRAFFIC · CALMING *noun*

1. The deliberate slowing of traffic in residential areas by building obstructions to
 - a. physically slow vehicle speed,
 - b. create visual constraints,
 - c. create uncertainty / increase driver awareness.

Holly Hills is pioneering neighborhood traffic calming planning in St. Louis. The SBD is an early mover in the city's new planning system.

WHAT ADVANTAGES DOES THE SPECIAL TAX DISTRICT HAVE?

Within the Special Business District (tax district), Holly Hills can fund the design, construction, and maintenance of traffic calming infrastructure (with review and authorization from the City). Its bylaws and its tax base allow this district to take certain special actions related to traffic calming – including the ability to enact changes more rapidly, and the potential to adopt more innovative types of infrastructure that it can fund and maintain directly.

TRAFFIC CALMING FEATURES

OVERVIEW

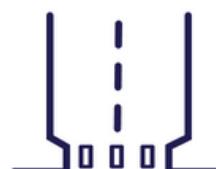
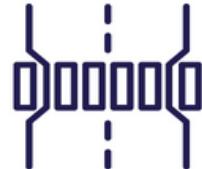
Traffic calming is the use of measures to encourage safer and more responsible driving by slowing vehicular traffic and improving road safety. Traffic calming ensures streets are configured to emphasize safety for pedestrians, cyclists, drivers, and people using wheelchairs or other mobility devices.

Physical additions to streets are proven to be an effective way to decrease speeding and change driver behavior. However, for maximum impact, physical changes must be supported by other approaches to promote safe driving, including driver's education, public awareness, and compliance with traffic laws.

Traffic calming tools are most successful when implemented as part of a system. For example, a lone neighborhood traffic circle may slow cars at one intersection, but could be more effective if it is used along with improved crosswalks to comprehensively calm traffic across a neighborhood or a street.

To address concerns around speeding, reckless and distracted-driving behavior, “quick-build” designs can be implemented with less costly and labor-intensive materials than concrete infrastructure. They can be just as effective as more permanent, larger-scale, traffic-calming designs and are a great option for testing the effectiveness of a future large-scale design.

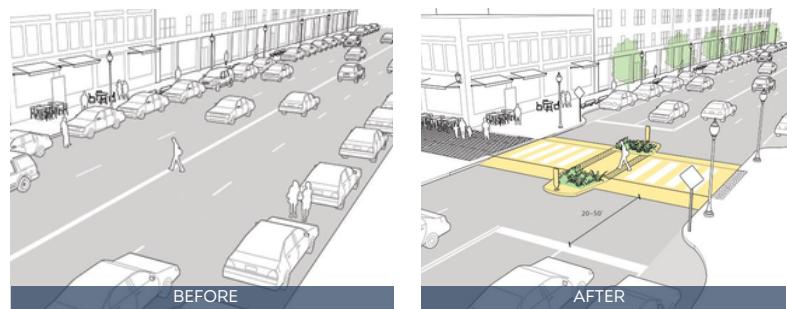
Regardless of the materials used, all of these elements can help slow driver speeds by creating visual or physical constraints that increase drivers' awareness to protect the safety of people outside of cars.



USES

MID-BLOCK

Elements used at an un-signalized crossing between intersections to increase safety in accessing high pedestrian volume areas where people want to go but that are not well served by the existing traffic network.



INTERSECTION

Features implemented where two or more streets cross to advise drivers to decrease speeds and yield for pedestrians and cyclists.



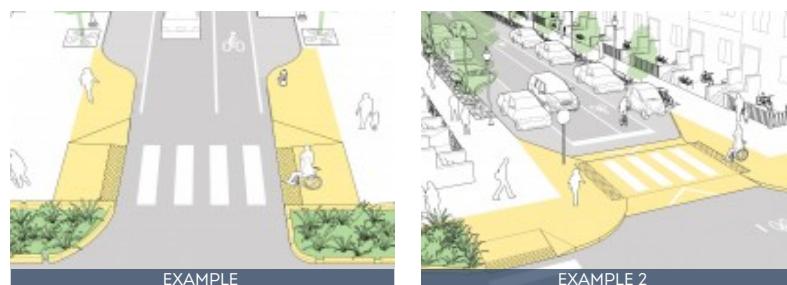
INCREASED VISIBILITY

Element utilized to force drivers to make wider turns to increase their line of sight to prevent vehicle, pedestrian, and cyclist collisions.



SHORTENED CROSSING DISTANCE

Feature installed to decrease the distance pedestrians would be exposed to oncoming traffic.



CROSSWALK MARKINGS

High-visibility crosswalk markings can be an effective way to improve pedestrian safety and make it easier to cross the roadway. They are used to direct pedestrians to the proper crossing location and prevent drivers from blocking the pedestrian path.

ADVANTAGES

- Provides strong visual cue to drivers to stay alert for pedestrians
- Can be applied at any pedestrian crossing
- Can be paired with all traffic calming tools
- Can improve the placemaking of a neighborhood by using different materials, colors, or designs

USES

Mid-Block	<input checked="" type="checkbox"/>	Increased Visibility	<input checked="" type="checkbox"/>
Intersection	<input checked="" type="checkbox"/>	Shortened Crossing	<input type="checkbox"/>



Click for More Ideas!



Hamilton Avenue in the West End Neighborhood

CURB EXTENSIONS ("BUMP-OUTS")

Bump-outs narrow a street at its intersection or mid-block and encourage drivers to slow down when turning, reducing the likelihood of hitting a person in the crosswalk. Curb extensions can be made with planters, poured concrete, painted, created with flex posts, or “pinned on” the street, using rebar dowels to attach them to the existing surface.

ADVANTAGES

- Shortens crossing distance and increases visibility of pedestrians
- Eliminates bus maneuvering to and from the curb at bus stops
- Creates protection for adjacent on-street parking
- Does not require additional signage

USES

Mid-Block	<input checked="" type="checkbox"/>	Increased Visibility	<input checked="" type="checkbox"/>
Intersection	<input checked="" type="checkbox"/>	Shortened Crossing	<input checked="" type="checkbox"/>

QUICK-BUILD



PERMANENT



Bates St. at Leona St.



Lousiana Ave. at Montana St., Dutchtown

FLEX POSTS (& VERTICAL DELINEATORS)

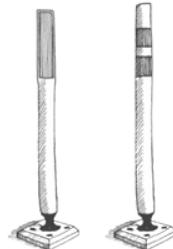
Flexible posts provide a visual cue to drivers to slow their speeds and can be used to delineate various expansions of pedestrian space including curb extensions, chokers, medians, and refuge islands. These can be a low-cost alternative to using concrete. These features are best paired with paint.

ADVANTAGES

- Can be used in many different scenarios to improve road character and increase driver awareness
- Flex posts are designed to bounce back into place if struck
- Cost-effective

USES

Mid-Block	<input checked="" type="checkbox"/>	Increased Visibility	<input checked="" type="checkbox"/>
Intersection	<input checked="" type="checkbox"/>	Shortened Crossing	<input checked="" type="checkbox"/>



Washington D.C.

Preferred height: 18-28" Flex Post



Bollards at Tucker Blvd & Dr. ML King Drive, Downtown.

SPEED HUMPS

Speed humps are asphalt or concrete humps placed in the middle of local and neighborhood streets to reduce vehicle speeds to about 20mph. To alert drivers, proper signage should be placed ahead of the humps and marked with high-visibility arrows.

ADVANTAGES

- Reduces speeds without increasing crashes or need for enforcement
- Relatively low cost and durable
- Compatible with most roadway drainage
- No parking or utility impacts

USES

Mid-Block	<input checked="" type="checkbox"/>	Increased Visibility	<input type="checkbox"/>
Intersection	<input type="checkbox"/>	Shortened Crossing	<input type="checkbox"/>



QUICK-BUILD*



*The City of St. Louis does not recommend the use of rubber humps due to high installation and maintenance cost.

CENTER MEDIAN & PEDESTRIAN REFUGE ISLANDS

These are typically raised medians with a refuge area. These islands can improve safety for people crossing the street by giving them a place to pause, reducing the time exposed to moving vehicles. Both center medians and refuge islands slow turning movements and prevent illegal passing at intersections. Like curb extensions, they narrow drivers' field of vision, encouraging them to slow down. Both of these treatments can be quickly built with paint and flex posts.

ADVANTAGES

- Can be implemented on higher volume and higher speed streets
- Provides additional protection for pedestrians at crosswalks
- Easily incorporated on streets with a median or two-way left-turn lane

USES

Mid-Block Increased Visibility

Intersection Shortened Crossing

QUICK-BUILD



PERMANENT



Chouteau Ave, Lafayette Square, St. Louis, MO

TRAFFIC CIRCLES

Traffic circles are placed in the middle of a four-way intersection, directing drivers to slow as they approach the intersection and travel counterclockwise around the circle rather than driving straight through it. These function like roundabouts but on a smaller scale and without major construction. Traffic circles can be built quickly using flex posts, paint, planters, and other materials.

ADVANTAGES

- Center island provides an opportunity for placemaking
- Fits within existing intersection
- Quickly and easily implemented
- Minimal parking and utility impacts

USES

Mid-Block Increased Visibility

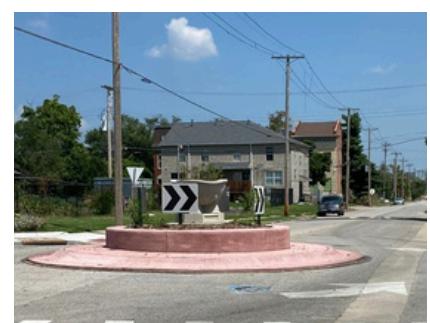
Intersection Shortened Crossing

QUICK-BUILD



livingstreetsalliance.org

PERMANENT



ROAD DIET

A road diet is the process of re-striping roads to remove or narrow lanes of car traffic. A “4 to 3 Road Diet” is a common version, where four lanes of two-way car traffic are replaced with two lanes of car traffic and a middle turn lane. The freed-up space can then be used for other safety improvements: Bike Lanes, Curb Extensions, Crosswalk Islands, Parking, etc.

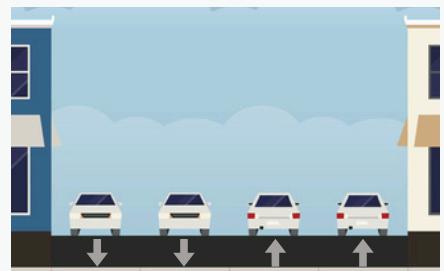
ADVANTAGES

- Roads with fewer and narrower lanes influence drivers to decrease speed.
- When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users.

USES

Mid-Block	<input checked="" type="checkbox"/>	Increased Visibility	<input checked="" type="checkbox"/>
Intersection	<input checked="" type="checkbox"/>	Shortened Crossing	<input checked="" type="checkbox"/>

BEFORE



AFTER



Try your own Road Diet design on Streetmix.net

PROTECTED BIKE LANES

A protected bike lane, also called a separated bikeway or cycle track, uses a buffer or barrier (paint, concrete raised curb, moveable planters, etc.) to create additional space between the cyclist and the motor vehicle travel lane providing a dedicated, safer space for cyclists. In certain bike lane designs, the narrowed road width and barrier can prevent drivers from passing or turning in the bike lane.

ADVANTAGES

- Narrowed driving surface can slow driver speeds and doesn't allow unsafe passing
- Can fit within existing road width
- Added protection and separation for bicyclists from moving vehicles

USES

Mid-Block	<input checked="" type="checkbox"/>	Increased Visibility	<input type="checkbox"/>
Intersection	<input type="checkbox"/>	Shortened Crossing	<input type="checkbox"/>



Parking-protected bike lane with planter barrier.



Two-way cycle track with flex post barrier.



High-visibility painted bike lane.

RAISED CROSSWALK

A raised crosswalk is a speed hump with a 10-foot flat top and a striped crosswalk. It's used to improve pedestrian safety while slowing driver speed at the crossing. Raising the height makes it easier for the pedestrian and driver to see each other.



ADVANTAGES

- Increased pedestrian crossing safety
- Minimal impact to bicyclist safety
- Slows driver speed by functioning like a speed hump
- Can be paired with other devices like curb extensions or rectangular rapid flashing beacons

USES

Mid-Block Increased Visibility

Intersection Shortened Crossing

Rectangular Rapid Flashing Beacon (RRFB)



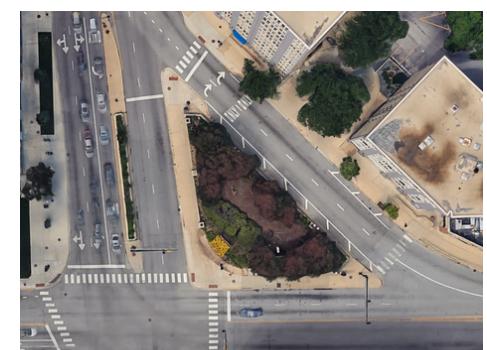
Alexandria, Virginia.
Federal Highway Administration.

“PORK CHOP” (CHANNELIZATION ISLAND)

A “pork chop” is a raised median or traffic island. It separates and directs traffic, slowing down drivers by forcing them to navigate around the island. The raised area in the road reduces space for reckless driving (ex. “doing donuts”).

ADVANTAGES

- Narrowed driving surface can slow driver speeds and doesn't allow unsafe passing or reckless maneuvers
- Can fit within existing road width
- Good alternative to a traffic circle



Rogers Park Neighborhood, Chicago

USES

Mid-Block Increased Visibility

Intersection Shortened Crossing



Forest Park, St. Louis



EXISTING CONDITIONS

OVERVIEW

Certain legal and technical parameters control what types of infrastructure can be used in certain situations. The main parameters include: road width, traffic volume, functional classification, posted speed, and emergency and snow route designations.

ROAD WIDTH



Road width often dictates the allowable curb-to-curb space available for designing (or updating) street infrastructure. Narrower lanes generally encourage slower driving speeds, which reduces the severity of crashes. Wider roads often lead to faster driving speeds, posing a safety risk for non-motorized users.

TRAFFIC VOLUME (AADT)



Annual Average Daily Traffic (AADT) is a measurement of traffic volume, calculated as the average number of vehicles that pass a given point on a road over the course of a year. MODOT maintains a record of AADT for public access. Traffic volume mostly affects **vertical deflection** (raised areas) types of traffic calming infrastructure (e.g., speed humps).

POSTED SPEED LIMIT



The posted speed limit is the legally enforceable expectation for drivers regarding the appropriate vehicle speed on any road. In compliment to updated street design, effective enforcement through police presence or speed cameras is crucial to ensure drivers adhere to it.



OVERVIEW

FUNCTIONAL CLASSIFICATION

Based on Federal Highway Administration (FHWA) guidelines, the St. Louis Metropolitan Planning Organization East-West Gateway Council of Governments (EWG) organizes roads into four distinct classes for the purposes of planning, roadway design and funding eligibility: interstate, arterial, collector, and local roads. Arterials and collectors are further classified as either major or minor. Each has certain restrictions and abilities for the feasibility of traffic calming designs, planning, roadway design and determining the funding eligibility of transportation projects

Minor Arterials

- Morgan Ford
- Bates
- Grand
- Loughborough

Major Collectors

- Holly Hills

Minor Collectors

- Leona
- Coronado

SNOW & ICE RESPONSE ROUTES

The City of St. Louis uses a tiered snow and ice response route system to manage clearing the streets during winter weather.

- 1. Primary Snow Routes** are key corridors linking the city's police, fire, and emergency services, and major roads used by thousands of motorists and cyclists every day. These are plowed first in winter emergencies.
- 2. Secondary Snow Routes** are also busy thoroughfares, but typically less so than primary snow routes. However, they often feed traffic into primary snow routes. These are plowed second during winter emergencies.
- 3. Hill Routes** are streets with a grade of 8 degrees (14% slope) or greater, making them extremely difficult to navigate. These are prioritized after primary and secondary snow routes.

PRIMARY SNOW ROUTE DESIGN RESTRICTIONS	SECONDARY SNOW ROUTE DESIGN RESTRICTIONS
Speed Cushions Speed Humps Speed Tables Raised Crosswalks	Speed Cushions* Speed Humps* Speed Tables* Raised Crosswalks*

*Requires special permission

SNOW ROUTES IN HOLLY HILLS

PRIMARY

Bates
Holly Hills
Leona
Loughborough
Wilmington

SECONDARY

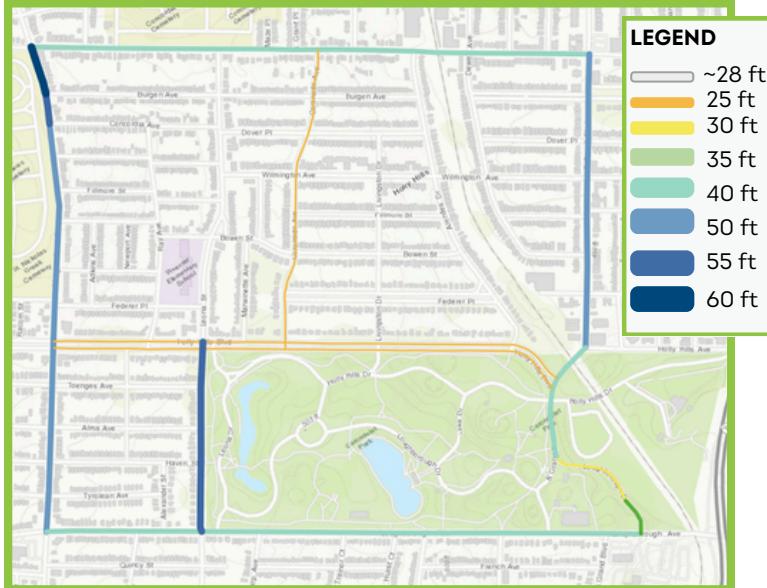
Grand
Morgan Ford

Reminder:

Residents and property/business owners have a personal responsibility to clear the sidewalks in front of their homes.

MAPS

ROAD WIDTH



FUNCTIONAL CLASSIFICATION



SNOW ROUTE



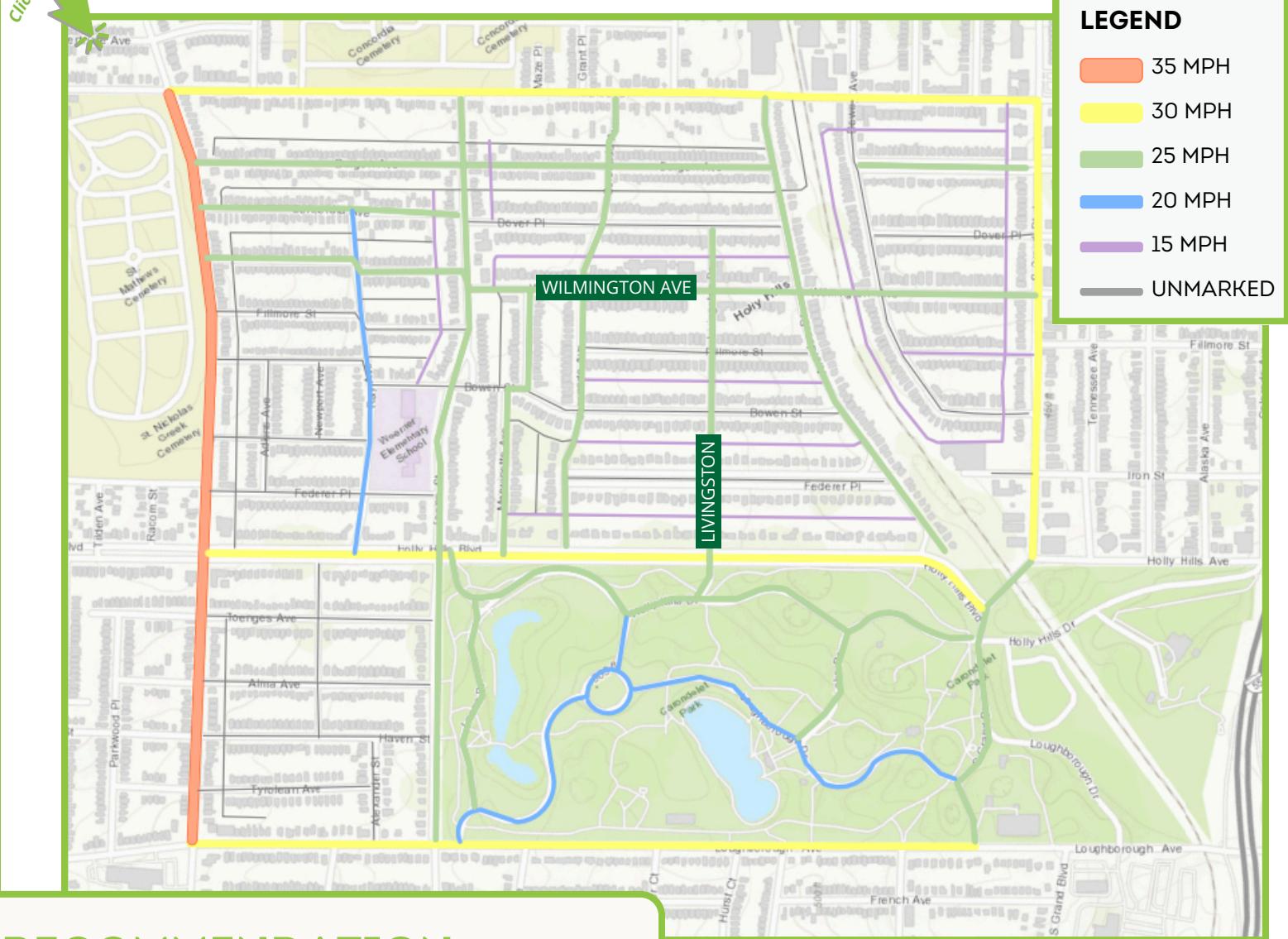
TRAFFIC VOLUME (AADT)



MAPS

POSTED SPEED LIMIT

Click to Enlarge



RECOMMENDATION

Reduce the Posted Speed Limit on Wilmington Ave. and Livingston Dr. from 25 MPH to 20 MPH.

These streets have high pedestrian traffic and connect community resources (ex. churches, schools, business) to the rest of the neighborhood.

CRASH DATA

Collecting crash data provides key insights into underlying safety issues and helps prioritize interventions. Analyzing crash data can:

- **Identify problem areas:** Pinpoint high-risk locations where accidents are frequent, severe, or involve vulnerable road users such as pedestrians or cyclists –targeting areas that need immediate attention.
- **Understand crash patterns:** Identify contributing factors (e.g., speeding, poor visibility, intersection design) and reveal specific problems that traffic calming measures need to address.
- **Informed decision-making:** Data-driven decisions lead to more effective and tailored solutions. For instance, if speeding is a major factor, speed humps might be appropriate; if pedestrian safety is the issue, crosswalk enhancements could be prioritized.

Trailnet compiled and analyzed crash data (2019-2024) using

MISSOURI CRASH ANALYSIS REPORTING SYSTEM (MOCARS),

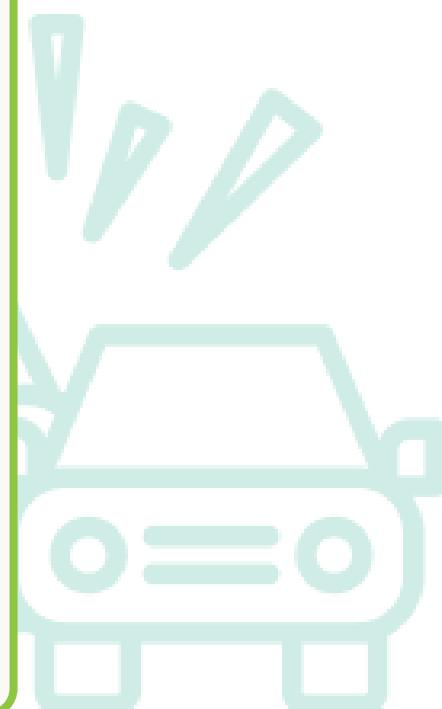
and Google Maps, to **identify outdated street design or infrastructure that may have contributed to the crash conditions.**

Areas with higher concentrations of crashes, or notable infrastructure concerns, were further analyzed by **in-person walk audit.**

REPORTED

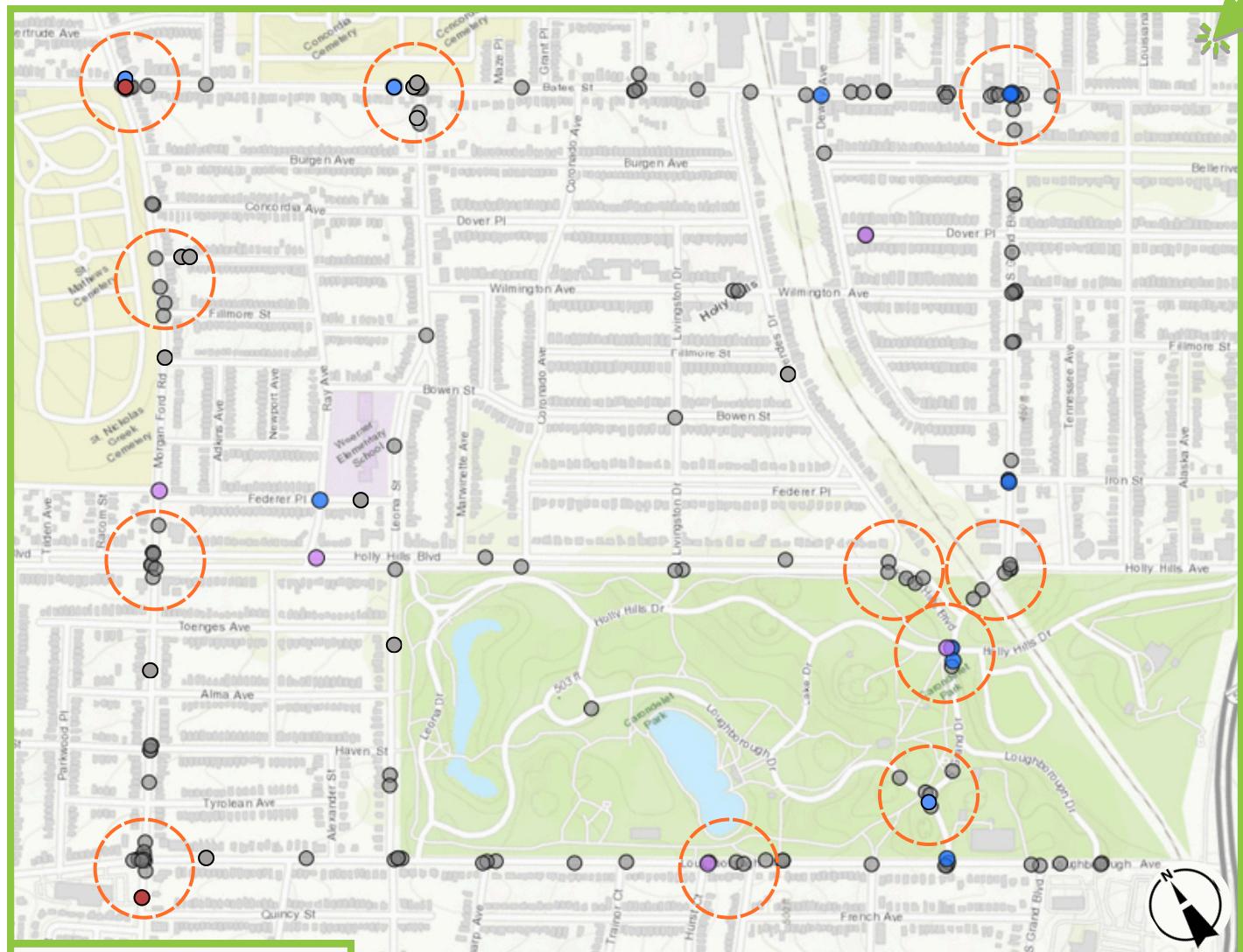
DATA INCLUDED:
FATAL CAR CRASH
PEDESTRIAN CRASH
BIKE CRASH
PERSONAL INJURY (CAR)

NOT INCLUDED:
PROPERTY DAMAGE (CAR)



MAPS

HOLLY HILLS SBD CRASH MAP 2019-2024



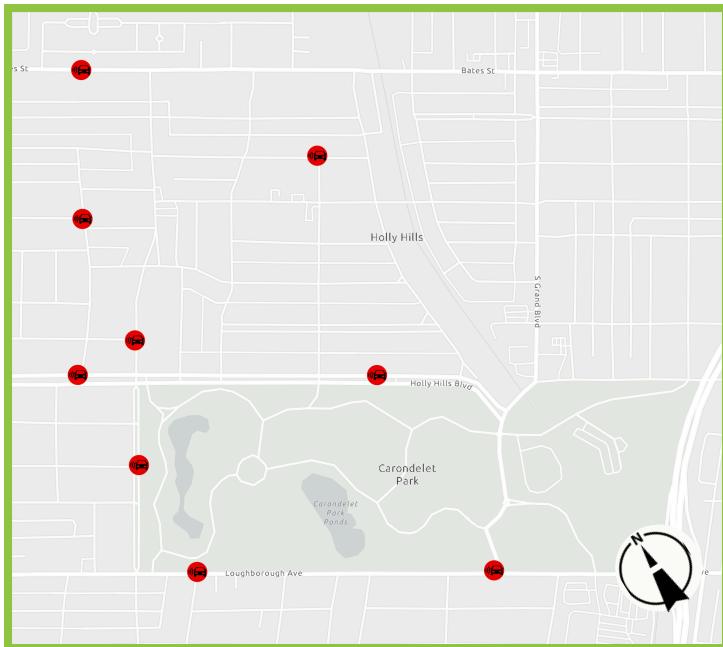
LEGEND

- Fatal Car Crash
- Pedestrian Crash
- Bike Crash
- Personal Injury (Car Crash)
- Crash Hotspot

This map contains only **reported** crashes, documented by the Police Department. Not represented in this map are incidents of property damage as a result of vehicle crashes.

SPEED STUDY

SPEED STUDY LOCATIONS



The Holly Hills SBD Infrastructure Subcommittee, with Trailnet's help, conducted a speed study the week of Aug. 26, 2024 at **nine priority locations** around the district.

Speed data was collected over a period of two hours during peak traffic (4-6 p.m.) using speed radar devices.

Locations were selected using crash data analysis, neighborhood walk audits, and community feedback.

See the Appendix for more details on the speed study.

AVERAGE SPEEDS (ALL LOCATIONS)

64% Drove over the limit

23% Drove > 5 mph over the limit

6% Drove > 10 mph over the limit

1 OUT OF EVERY 14 VEHICLES DRIVING ON STREETS BORDERING CARONDELET PARK WERE MOVING >10 MPH OVER THE LIMIT*.

14.8% OF NORTHBOUND DRIVERS ON LEONA @ ALMA EXCEEDED THE SPEED LIMIT BY >10 MPH.



*Risk of pedestrian fatality in a crash **rises rapidly from 30 mph to 40 mph**—multiplying by 3.5-5.5 times.

COMMUNITY ENGAGEMENT

OVERVIEW

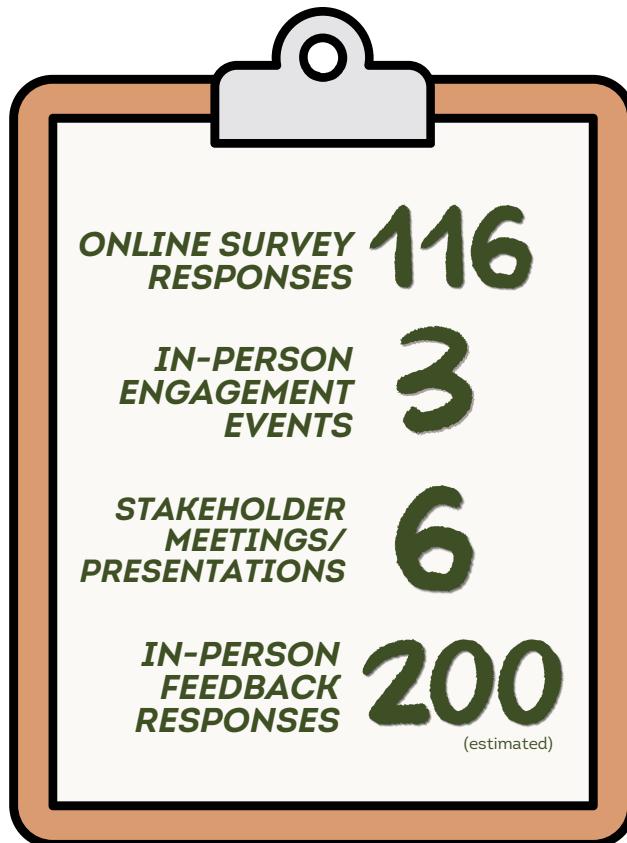
Community engagement is a critical component of successful traffic calming plans. Local knowledge of traffic conditions and behavior patterns is essential to understand the particular needs of a community. No two streets are *exactly* alike, and addressing speed and traffic volume issues requires in-depth knowledge of the connectivity and use patterns *between* streets throughout a neighborhood.



Working closely with the Holly Hills SBD Infrastructure Subcommittee, Trailnet used a variety of online surveying and in-person community engagement techniques to develop a plan that comprehensively addresses street safety in Holly Hills.

GOALS

- 1 **Inform the community about the project (its goals, scope, and benefits of Complete Streets planning).**
- 2 **Share preliminary data on existing conditions and community input.**
- 3 **Encourage community members to give feedback on methods to improve walkability, bike-ability, and traffic safety throughout the Special Business District.**



PUBLIC ENGAGEMENT

July 28, 2024

CARONDELET CONCERT IN THE PARK



After one month of online survey data collection, Trailnet attended a Carondelet Summer Concerts in the Park, map in hand. The data collected at this tabling event emphasized concerns about unsafe driver behavior in and around the Park and throughout the neighborhood.



Over 200 people attended the Concert in the Park, and Trailnet Staff engaged and received feedback from close to 50 community members about the HH SBD Traffic Calming Planning efforts.

August 6, 2024

WOERNER ELEMENTARY, POLLING LOCATION

Trailnet held a second in-person engagement event in the parking lot of Woerner Elementary School. Woerner Elementary is a key polling location in the Holly Hills neighborhood, and on election day there was a steady flow of local residents from whom to solicit feedback on their priority concerns and areas for street improvements.



Staff spoke with around 45 people at this tabling event, heard their concerns, and recorded their input.

Complete feedback records available in Appendix.

PUBLIC ENGAGEMENT

November 7, 2024

POP-UP DEMONSTRATION

Trailnet hosted an all-day temporary pop-up demonstration using colored cones, tires, signage, crosswalks, and flowers to model several pedestrian safety improvements at two intersections 1) Holly Hills and Leona and 2) Holly Hills and Ray.

The demonstration's primary goal was to engage with community members and residents about their experiences and preferences for street safety improvements across the District. The secondary intention was to observe how the improvements may impact driver behavior and pedestrian comfort. Around 160 locals spoke with us and used the pedestrian improvements during the 8-hour demonstration.

During the event, Trailnet staff observed drivers slowing down, completing stops at stop signs, and showing improved awareness of pedestrian activity.

The feedback we received reinforces the need for widespread, comprehensive design improvements to the streets of the Holly Hills SBD to decrease incidents of speeding and reckless driving and increase the comfort of pedestrians and bicyclists.



SURVEY OVERVIEW

An online survey was conducted from June to September (2024) that was designed to (1) capture community members' mobility preferences and behavior patterns, (2) identify community concerns related to transportation and mobility, and (3) locate areas that community members felt needed to be prioritized for safety improvements. One hundred and sixteen (116) community members submitted online survey responses. The online surveys, combined with in-person feedback and conversations, created a well-informed snapshot of community concerns from over two-hundred and fifty (250) Holly Hills Special Business District residents and visitors.

KEY TAKEAWAYS



- A large proportion of SBD residents and visitors walk regularly, with **Carondelet Park as the #1 destination**. Cycling is common for a relatively small percentage of residents, while transit use is minimal. Most community members drive daily.
- Traffic speeds and a lack of safe pedestrian infrastructure were the top two primary concerns.
- Arterial and Collector roads, and the roads surrounding Carondelet Park, were highlighted as principal areas of concern.

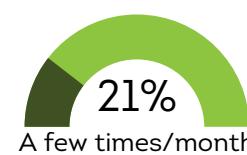
Holly Hills SBD community members want safer access to Carondelet Park, and safer pedestrian infrastructure throughout the SBD. Cars traveling too fast reduce overall feelings of safety, and steps need to be taken to reduce vehicle speeds, particularly around the Park.

SURVEY RESPONSES

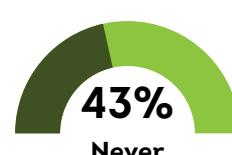
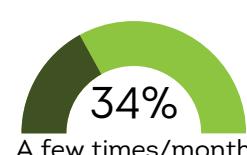
of responses: 116

HOW OFTEN DO YOU ...

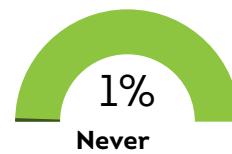
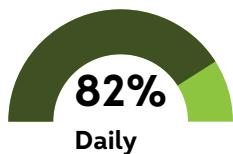
WALK/ROLL



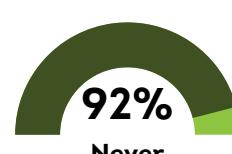
BIKE



DRIVE



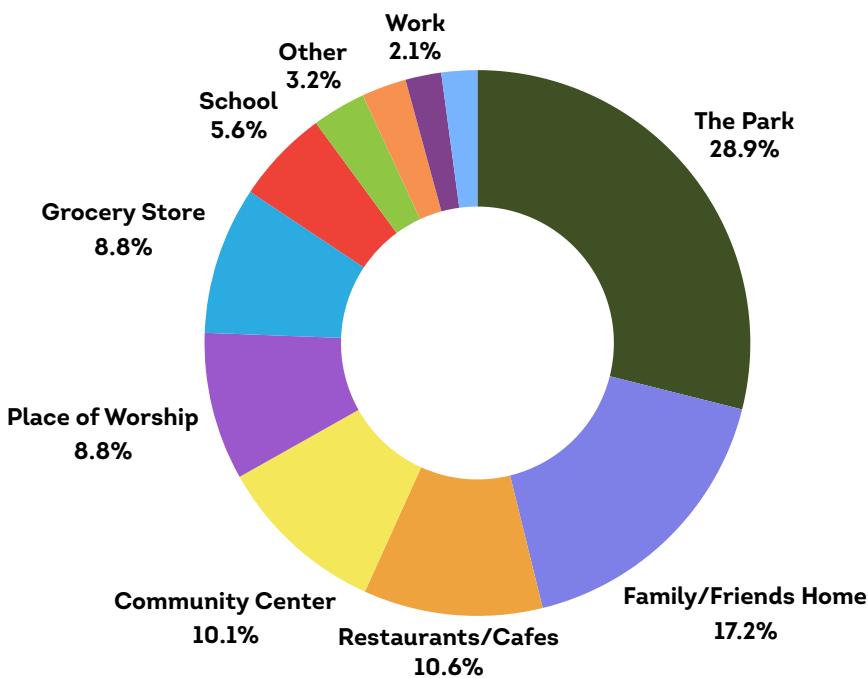
TAKE TRANSIT



- **67%** of community members surveyed walk at least a few times a week. **Only 12% do not walk in the neighborhood at all.** Encouraging walkability, with safer infrastructure throughout the SBD, will improve neighborhood satisfaction overall.
- **97%** of community members surveyed drive multiple times per week. Traffic calming improvements to reduce speeds of motor vehicles will protect Holly Hills SBD residents in and outside of cars.
- **57%** of community members surveyed bicycle at least a few times per month in the neighborhood. Improving cycling infrastructure should be prioritized to meet the habits of all neighborhood residents and visitors.

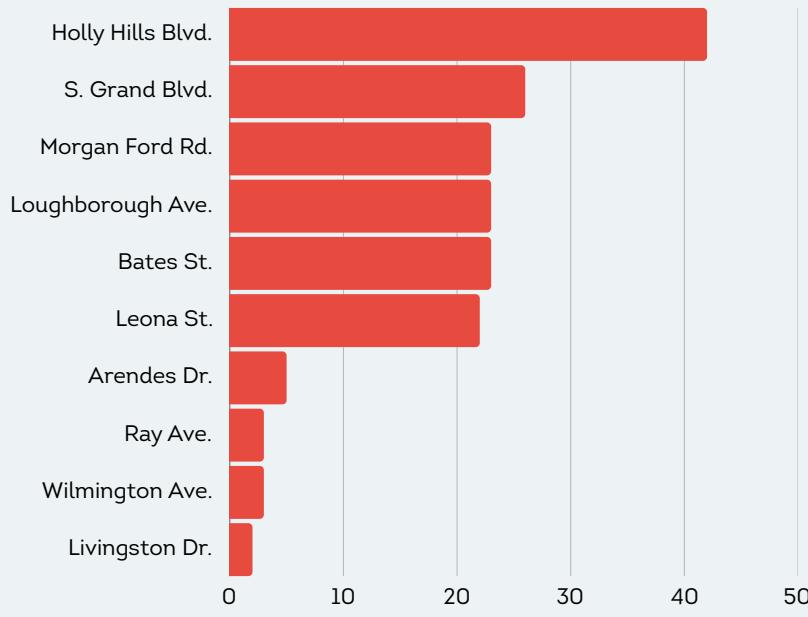
SURVEY RESPONSES

WHEN YOU WALK/ROLL, WHERE DO YOU GO?



Carondelet Park is the number one destination for walking in the community. Cultivating safe pedestrian entrances to the park is a clear priority; however, the wide variety of destinations walked to regularly (including private residences) indicates a need for improved pedestrian safety throughout the SBD.

WHERE DO YOU FEEL UNSAFE WALKING/BIKING?



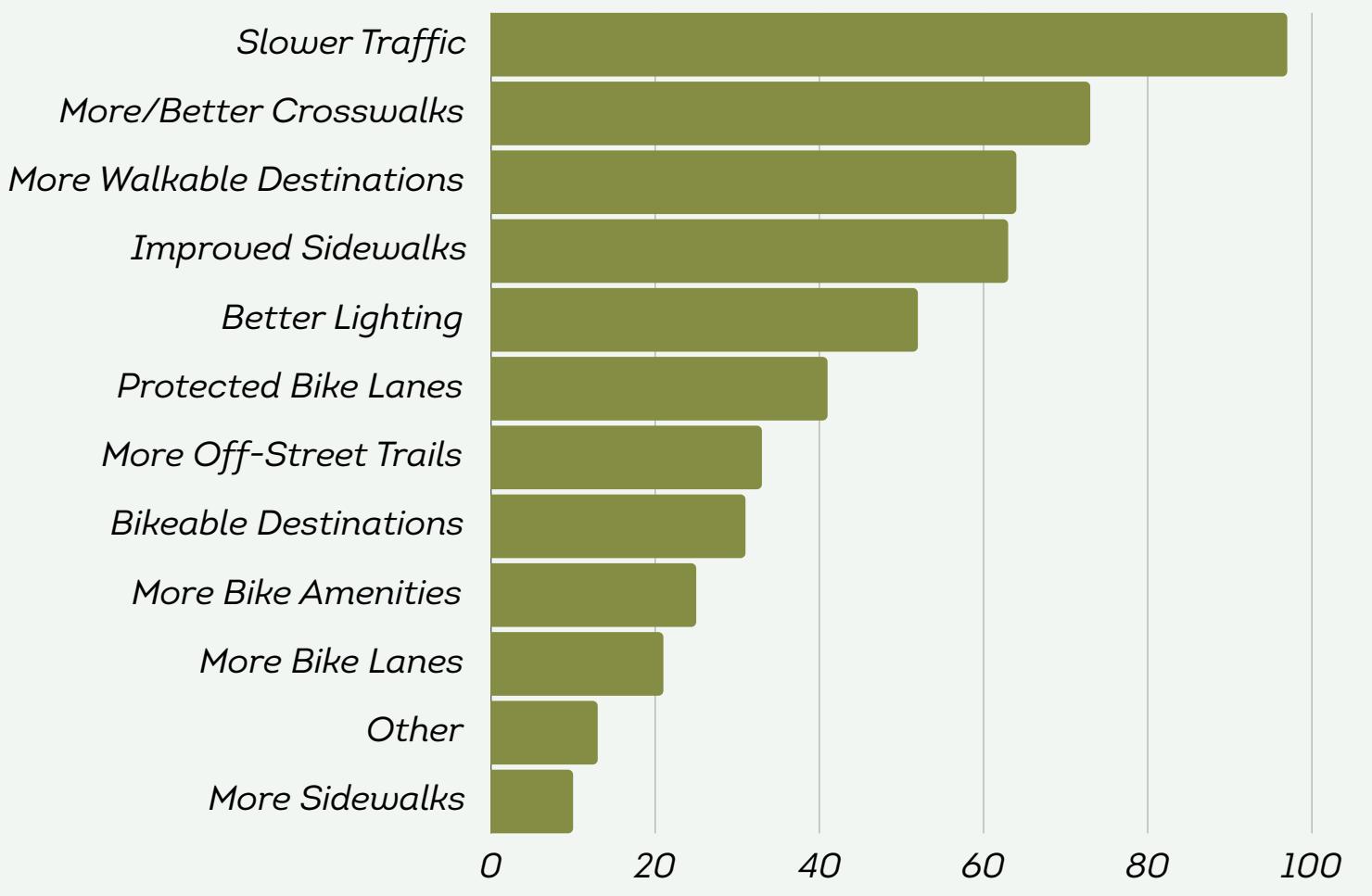
High-Volume Roads (Collectors and Arterials) are perceived as the least safe, while local roads are generally identified as feeling safer. Roads around Carondelet Park are also highlighted, which emphasizes the need for safety improvements that slow driver speeds and calm driver behavior.

Other Streets Mentioned:

Burgen Ave.
Bellerive Blvd.
Rosa Ave.
Coronado Ave.
Dewey Ave.

SURVEY RESPONSES

WHICH CHANGES WOULD MAKE HOLLY HILLS SAFER FOR ALL?



Slower Traffic (84%), Crosswalk Improvements (63%), and Improved Sidewalks (54%) are the leading desired infrastructure improvements amongst the community members surveyed. These desires can all be addressed with improvements to the built environment.

Complete feedback records available in the Appendix

RECOMMENDATIONS

HOW IS TRAFFIC CALMING FUNDED?

WARD CAPITAL

- Ward capital is money distributed to each of St. Louis' 14 Wards from a 1/2 cent City sales tax. It is a common source of local traffic calming infrastructure funding and is often allocated by the individual Ward's Alderperson.
- City Ordinance 70333 (2016) established a process for residents to request traffic calming projects through their Alderperson. A step-by-step guide can be found on Page 20 of the City's Traffic Calming Engineering Guidelines (2023).
- Ward capital can be used with other funding sources, including SBD funds.

SBD-FUNDED PROJECTS & MAINTENANCE

- Local taxing districts, like the Holly Hills SBD, have the unique advantage of being able to pay for traffic calming infrastructure themselves - either in whole or in part. All construction still needs approval from the City.
- SBD funding can be especially helpful when it comes to adding beautifying/greening traffic calming designs by enhancing signage, visibility, branding, purchasing quick-build tools, or building planters. Maintenance agreements with the City are often required for these.

GRANT FUNDED PROJECTS

- Federal, state, and private institutional grants can be used for traffic calming projects, but these fluctuate in availability, can be highly competitive, and are often unavailable to non-governmental entities.
- These are often for highly specific projects (like Safe Routes to School) that limit SBD applicability.
- The most up-to-date list of known funding sources for bike/ped improvements from the Federal Highway Administration (FHWA) can be found [here](#).

RECOMMENDATIONS



RECOMMENDATIONS: OVERVIEW

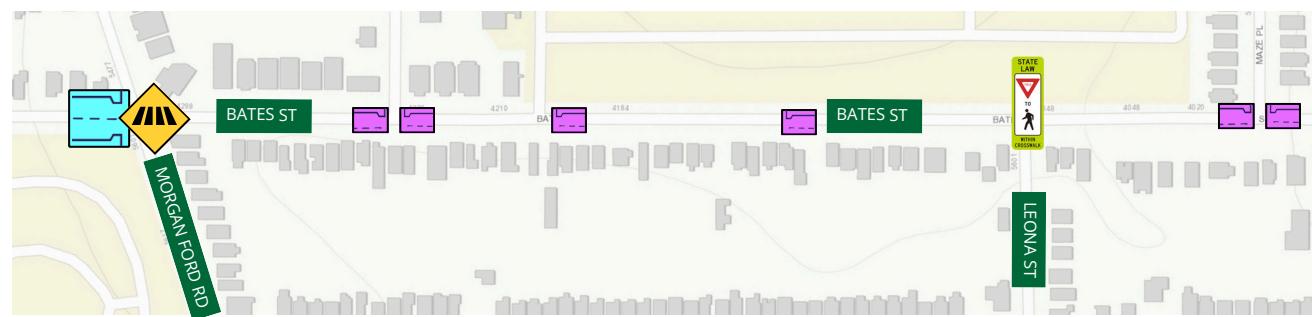
This section includes design recommendations informed by all the information gathered from community engagement, traffic studies, existing conditions review, and meetings with elected officials and City staff. To help guide the implementation of comprehensive traffic calming designs across the Holly Hills SBD, this Recommendations section includes two types of design drawings: high-level design recommendations and location-specific design recommendations.

The **high-level design** recommendations are the images with symbology such as this:



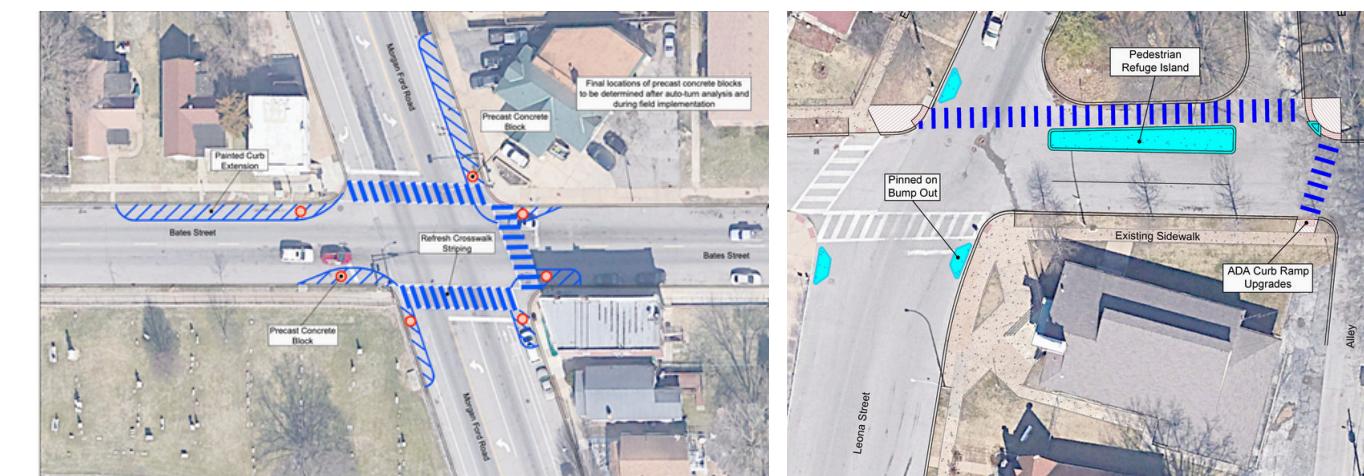
These options represent proven traffic calming measures that could be implemented using a variety of materials, depending on the method (see *Traffic Calming Features*, pp.9-13).

Example:



The **location-specific design** recommendations are the drawings on aerial satellite imagery. These drawings, by CBB Traffic Engineers, model how specific designs could fit within an existing intersection or location. The selected sites can act as “models” for other intersections and corridors throughout the SBD with similar needs and configurations. **These drawings are not official engineering drawings.**

Examples:



RECOMMENDATIONS: CARONDELET PARK

Park Hours: 6 a.m. - 10 p.m.
(Gates Closed to cars the
first week of every month)

Size: 179.71 acres

Maintained by: St. Louis Park Division

Contacts

Kim Haegle
Parks Commissioner

Email: haegelek@stlouis-mo.gov
Phone: (314) 289-5340

Parks Division
Parks Department

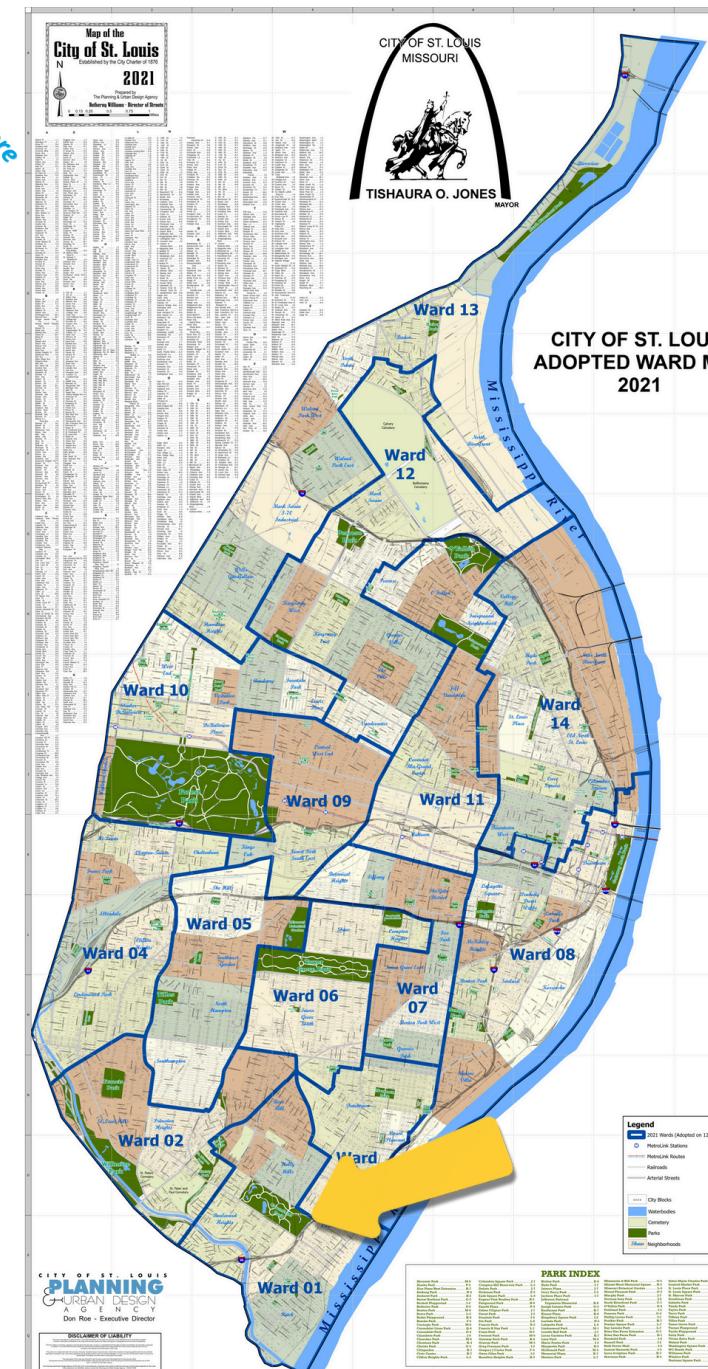
Email: cityparkevents@stlouis-mo.gov
Phone: (314) 289-5300

Friends of Carondelet Park



Email: friendsofcarondeletpark@gmail.com
Phone: (314) 541-1095
Address: 3900 Holly Hills Blvd.
St. Louis, MO 63116

Click for More



The design recommendations in this section are informed by expressed community concerns and qualitative evidence. To maximize efficacy, design improvements should be implemented comprehensively throughout the park.

The following recommendations are feasible options. There may be other feasible options worth considering.

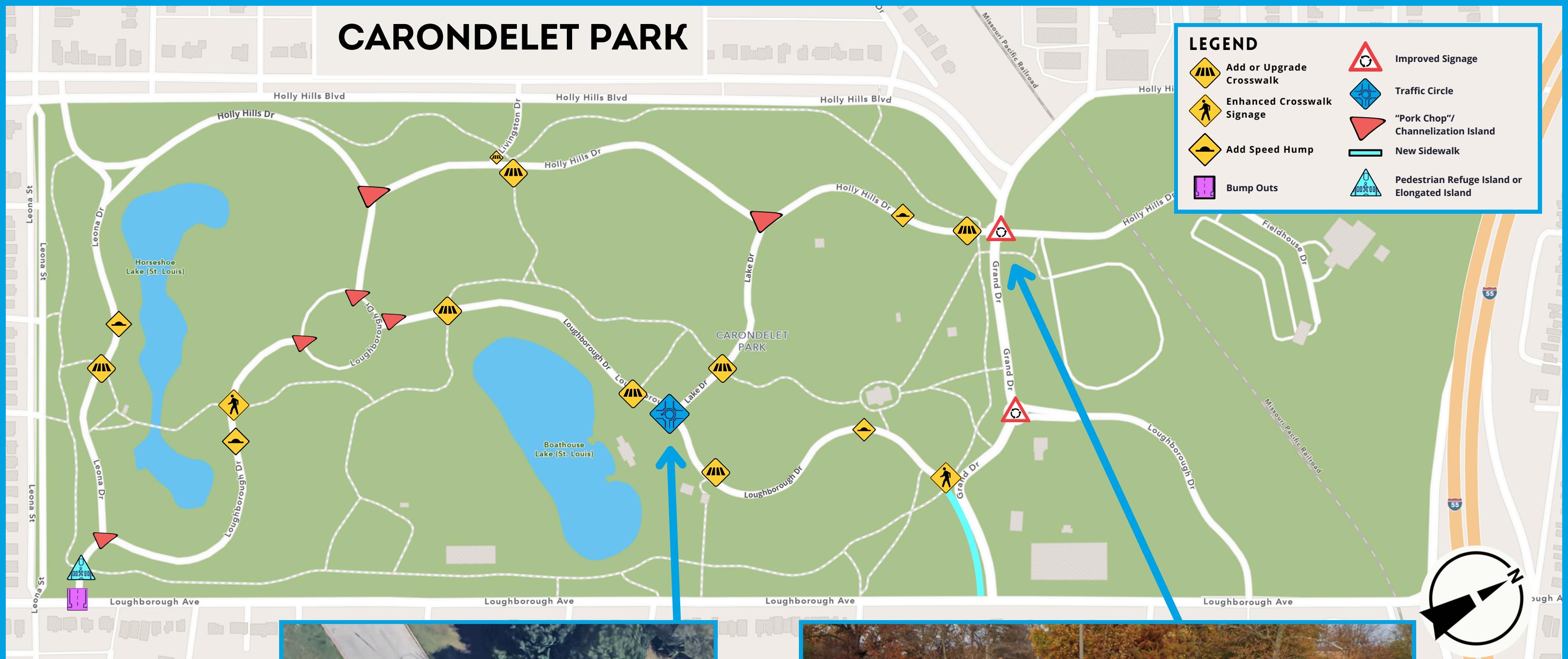
Recommendation Justifications:

- Carondelet Park is a central resource in the neighborhood and the entire St. Louis region.
- Frequent community feedback notes the streets around and throughout the park as key safety concerns.
- Frequent reckless driving (speeding and “donuts” at wide intersections). See [satellite imagery](#).
- Unclear signage at traffic circles causes confusion and aggression from park drivers.
- Faded or hidden pedestrian crossings throughout the park.

CARONDELET PARK

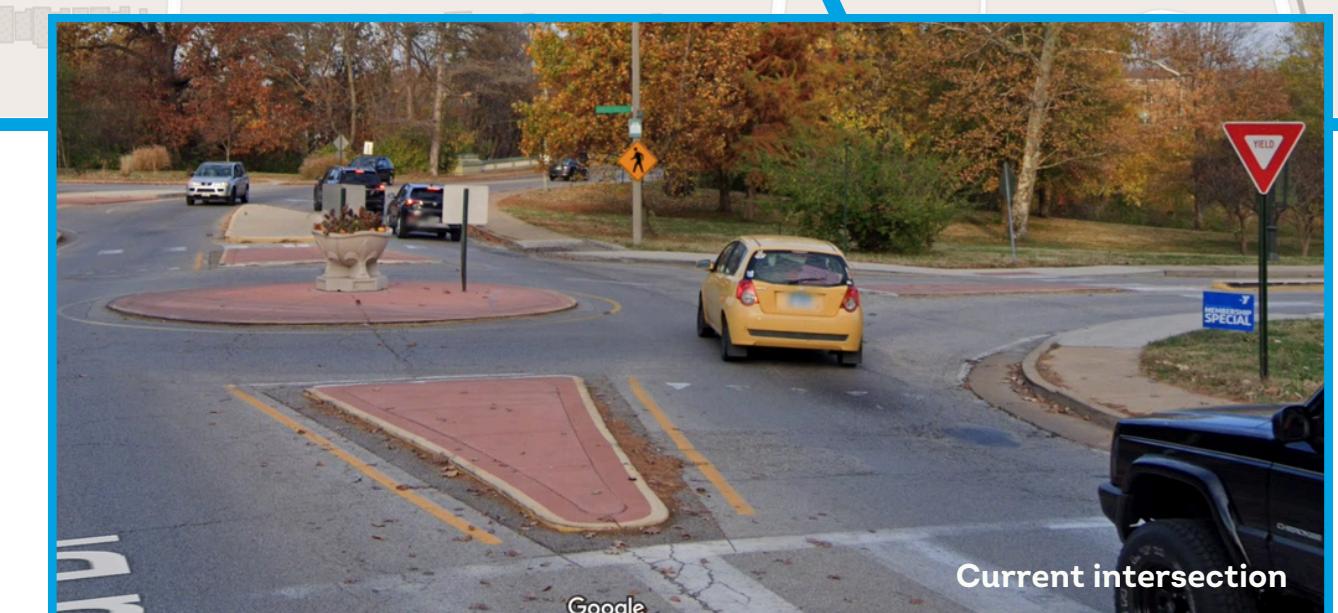
LEGEND

- Improved Signage
- Add or Upgrade Crosswalk
- Traffic Circle
- Enhanced Crosswalk Signage
- "Pork Chop"/Channelization Island
- Add Speed Hump
- New Sidewalk
- Bump Outs
- Pedestrian Refuge Island or Elongated Island





Current intersection with tire treads from "donuts".
Intersection of Loughborough and Lake Drive.



Current intersection

Intersection of Holly Hills Drive and Grand Drive inside Park (facing northeast).

Requires improved signage.

35

Carondelet Park RECOMMENDATIONS SUMMARY

Enhanced Signage at Park Traffic Circles (Grand Drive)

One of the most frequently noted problems was the use and misuse of traffic circles inside Carondelet Park – specifically on Grand Drive. Enhanced signage can address user error and improve user understanding. These may include better placement, additional warning signs, and/or flashing LED enabled signs. For specific design options, see Section 26 (pg. 158) of the City's [Design Criteria and Specifications](#) document.



Pedestrian Safety Improvements

Improved/additional crosswalks, enhanced crosswalk signage, and pedestrian safety islands can be deployed at locations with higher chances of conflict between vehicles and pedestrians. Speed humps reduce driver speeds throughout the park, increasing awareness of people walking and crossing. Bump-outs at the southwest entrance to the Park can create a “gateway” that slows down turning drivers, reduces crossing distances for pedestrians, and increases pedestrian visibility.



Channelization Islands (AKA “Pork Chops”), Roundabouts, and Traffic Circles to Prevent Reckless Driving

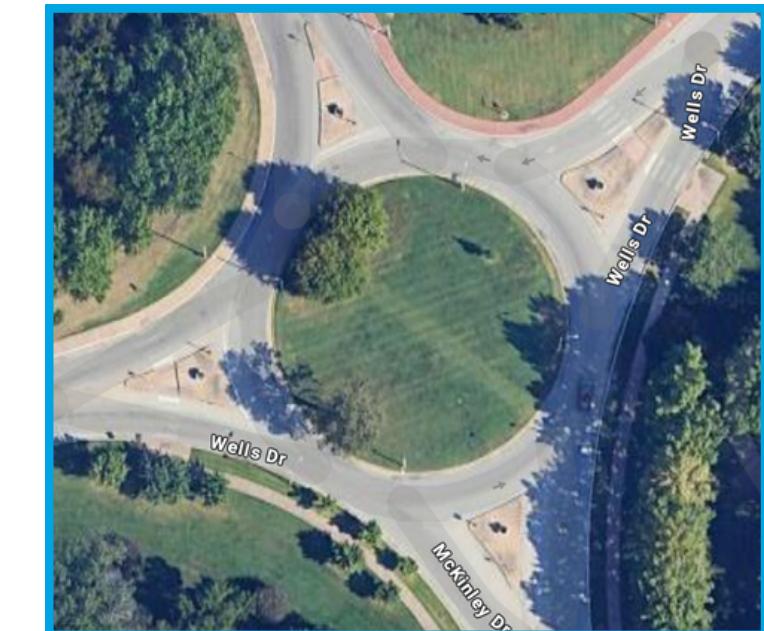
Frequent reports of reckless driving in Carondelet Park, namely drivers doing “donuts” at large, wide intersections require attention. Channelization, or channelizing, islands (aka “pork chops” or forced-turn islands) can prevent this type of behavior by establishing vertical deflection.



Here, you can see two versions of a park roundabout: one with channelizing islands in Forest Park, the other is the roundabout at Loughborough and Livingston in Carondelet Park that lacks channelizing islands.



Channelization can be used with or without other features (traffic circles, roundabouts, etc.) depending on certain criteria. More specific information can be found in Sections 11-12 (pg. 68-79) and Section 20 (pg. 125) of the City's [Design Criteria and Specifications](#).



Channelized Islands and Traffic Circle in Forest Park



Current Traffic Circle in Carondelet Park (Loughborough Dr. and Livingston Drive).

These recommendations have been developed with consideration for, and input from participants from, the longstanding Tuesday Night World Championship Criterium Series – a St. Louis cycling tradition for more than 30 years.

RECOMMENDATIONS: WOERNER ELEMENTARY SCHOOL

Grade Configuration: PK-5. Bell Times (Bus Tier): 9:10 a.m. - 4:07 p.m. (Tier 3)

Contacts

**Kathy
Matthews**
Principal

Email:
Kathy.Matthews@slps.org

Phone: (314) 934-6018

Address:
6131 Leona St.
St. Louis, MO 63116

[Staff Directory Link](#)

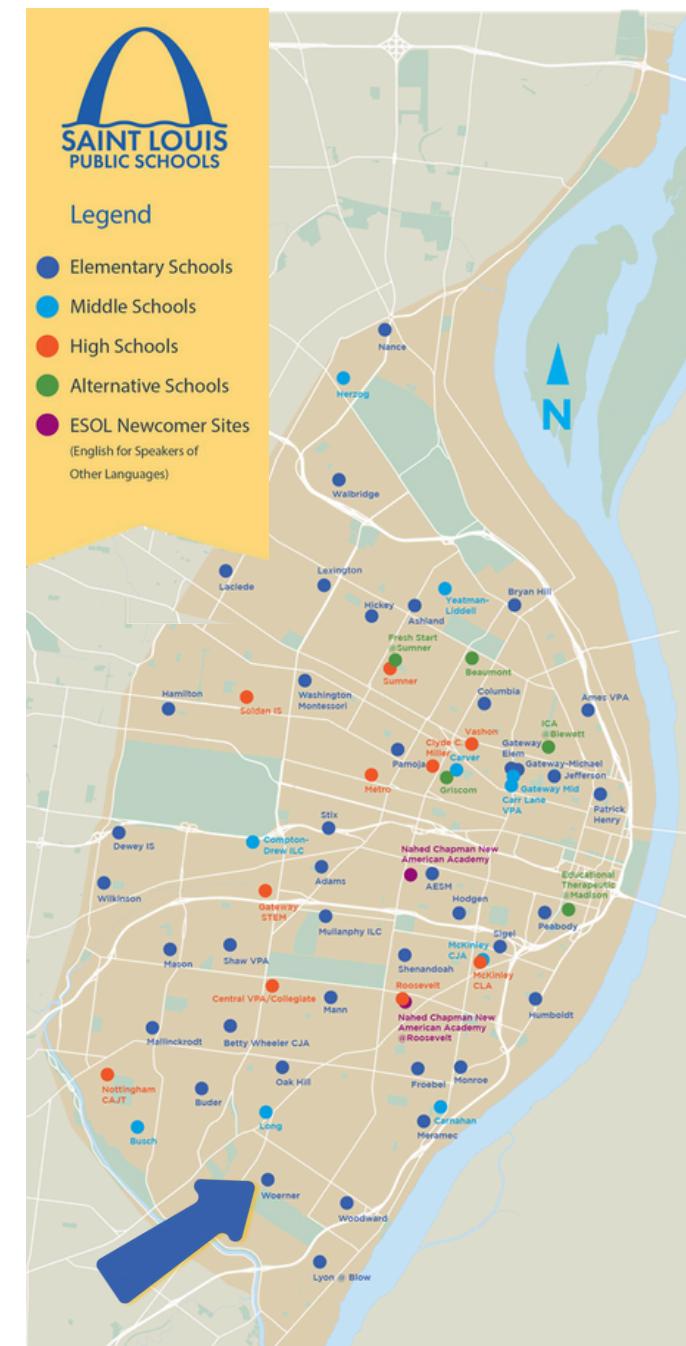
**School Safety &
Security
Department**

Office Phone: (314) 865-2020
Hotline: (314) 241-7577

**SLPS
Transportation**

Office Phone: (314) 633-5107
[Additional Contacts Link](#)

Click for More



The general and engineering design recommendations in this section are informed by expressed community concerns and qualitative/quantitative evidence. To maximize efficacy, design improvements should be implemented comprehensively around the entire school and throughout connecting streets. The illustrations included for specific locations are not engineering drawings and require additional studies/measurements prior to implementation. These illustrations can be used as typologies for how the different design options might look at any given location.

The following recommendations are feasible options. There may be other feasible options worth considering.

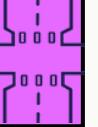
Recommendation Justifications:

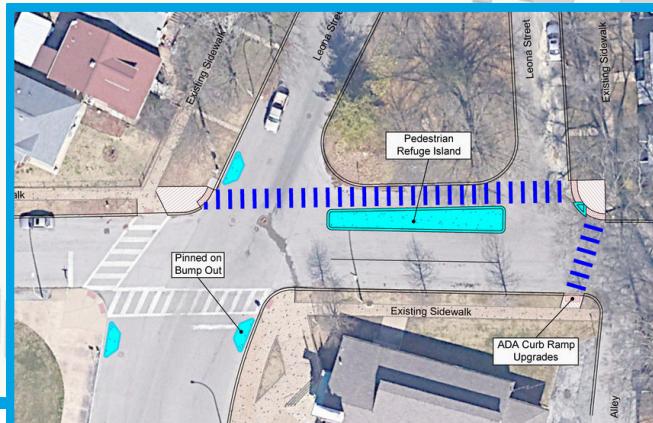
- Woerner Elementary School serves around 360 local students and is a central resource to the neighborhood.
- Crash Evidence in the last 5-years suggests reckless driving around the school.
- Frequent feedback noting that surrounding streets (ex. Wilmington Ave.) are used regularly for walking to/from school.
- Missing or poorly-marked pedestrian and ADA-accessible infrastructure adjacent to the school.
- Street at School Entrance (Leona St.) is wide (~55ft) and conducive to speeding.



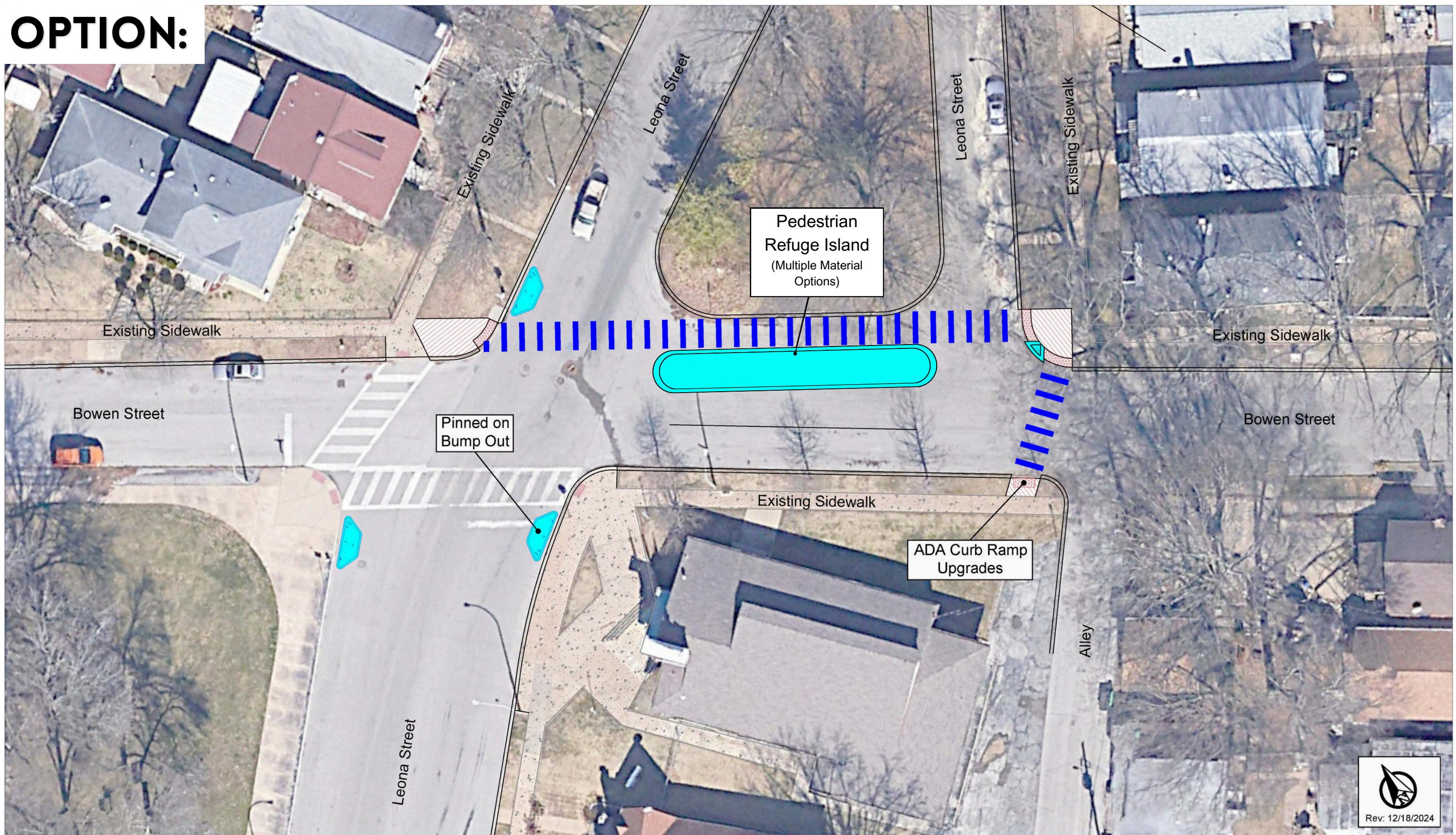
WOERNER ELEMENTARY SCHOOL

LEGEND

-  Add or Upgrade Crosswalk & Signage
-  Enhanced Crosswalk Signage
-  In-road Pedestrian Signage
-  Add Speed Hump
-  Missing Sidewalk
-  All-way Bump Outs with Crosswalk
-  Bump Outs
-  Evaluate All-Way Stop
-  Pedestrian Refuge Island



OPTION:



Rev: 12/18/2024

RECOMMENDATIONS: NEIGHBORHOOD STREETS

Holly Hills Special Business District

WARD 01

Maintained by: St. Louis Street Department

Contacts

Anne Schweitzer

Ward 1 Alderwoman

Email: schweitzera@stlouis-mo.gov
Phone: (314) 622-3287

Address:
1200 Market St., City Hall, Rm 230
St. Louis, MO 63103

Sharie Taylor

Holly Hills Neighborhood
Improvement Specialist

Email: TaylorSh@stlouis-mo.gov
Phone: (314) 657-1390

Address:
1520 Market St. Ste. 4000
St. Louis, Missouri 63103

Board of Public Service

(BPS)

Email: bps-info@stlouis-mo.gov
Phone: (314) 622-3535

Address:
1200 Market St., City Hall, Rm 301
St. Louis, Missouri 63103

Citizens' Service Bureau



Report By Phone
Call CSB at 314-622-4800

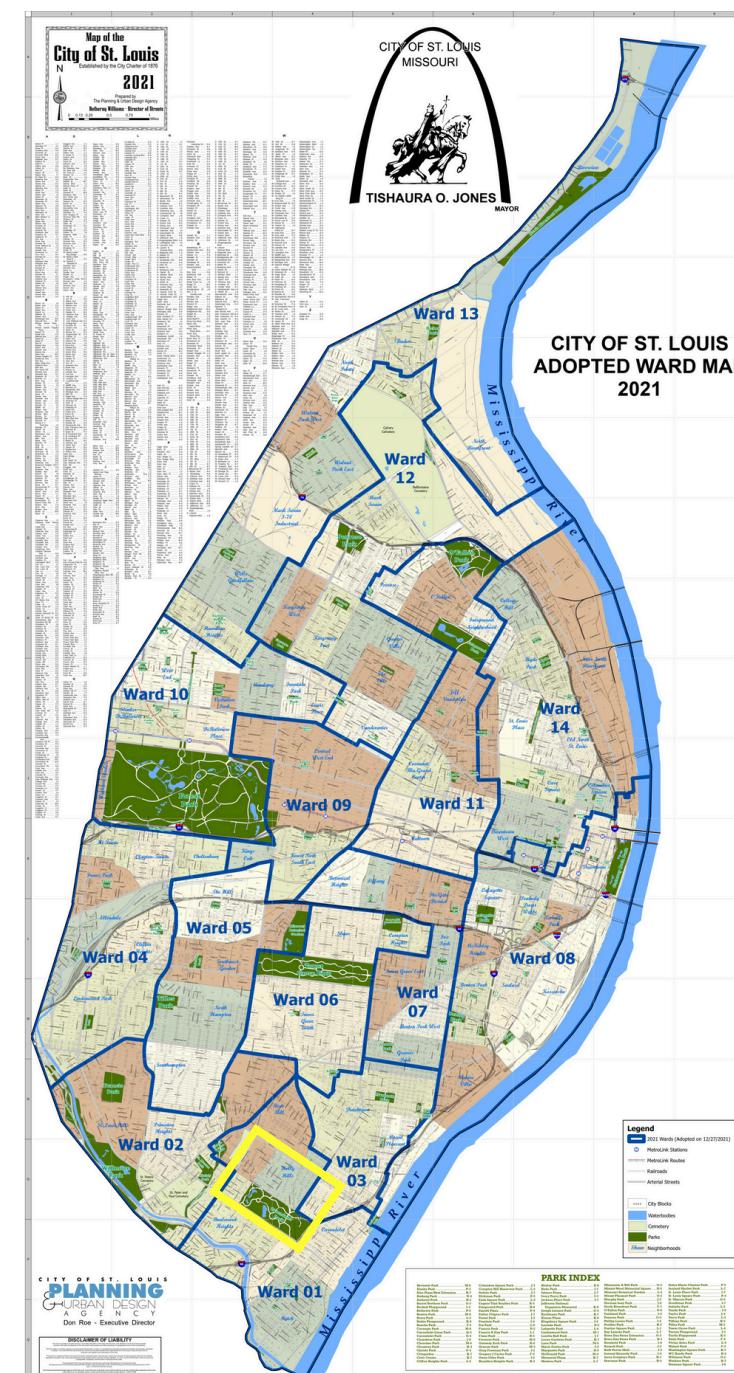


Live Chat
Chat live with a CSB
representative



Report Online
Submit your request to CSB
online

Click for More



Neighborhood Groups

Holly Hills Special Business District

hollyhillssbd@gmail.com

Carondelet Community Betterment Federation

info@ccbf6408.org

Better Bevo Now Neighborhood Association

info@bbnstl.com

Boulevard Heights Neighborhood Association

BHNASecretary@hotmail.com

Loughborough Commons Community Improvement District

The Patch Neighborhood Association

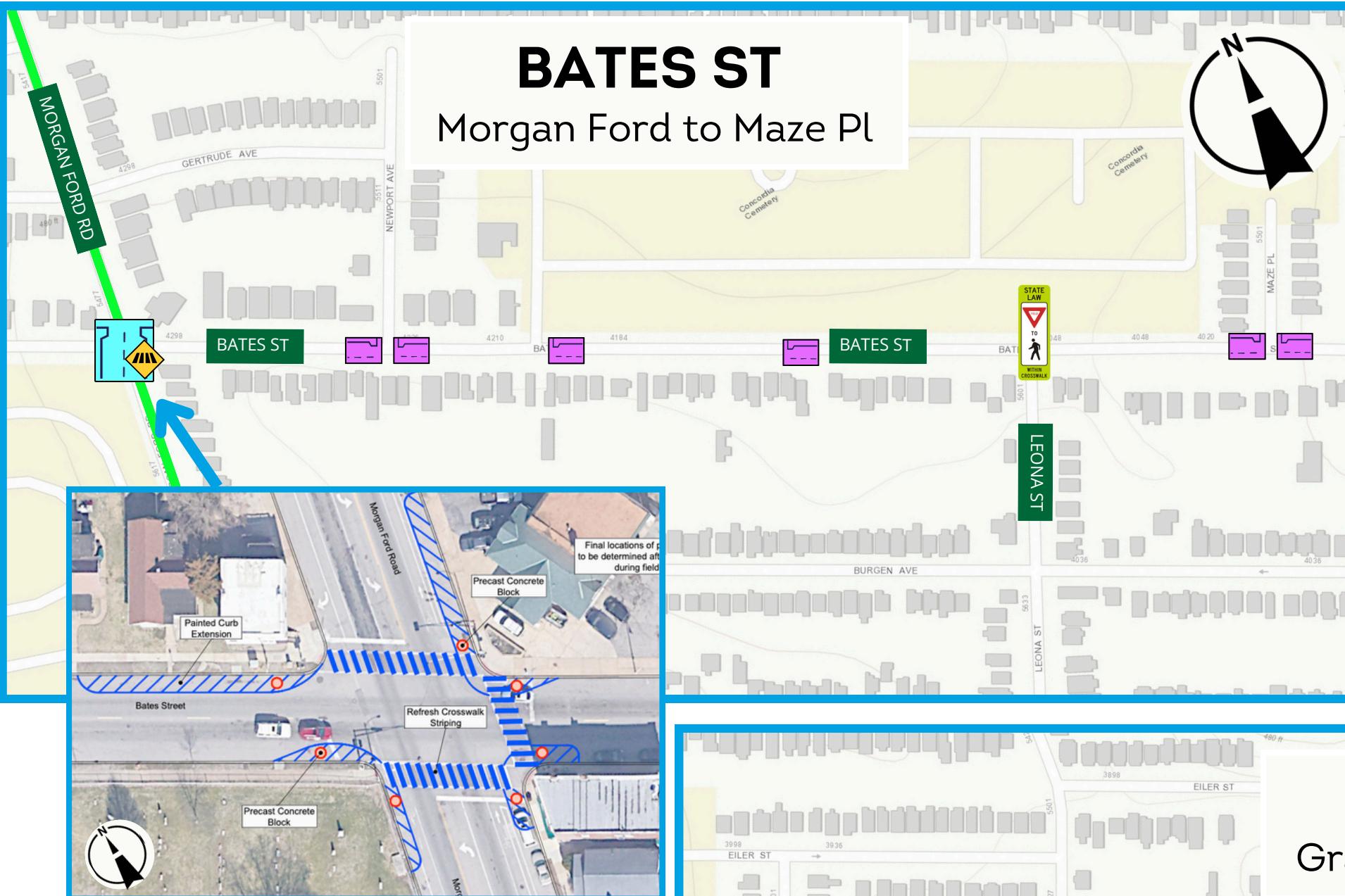
info@patchcommunity.org

The design recommendations in this section are informed by expressed community concerns. To maximize efficacy, design improvements should be implemented comprehensively along entire streets. The high-level exhibit illustrations included for specific locations are not engineering drawings and require additional studies/measurements prior to implementation. **These illustrations can be used as typologies for how the different design options might look at any given location.**

The following recommendations are feasible options. There may be other feasible options worth considering.

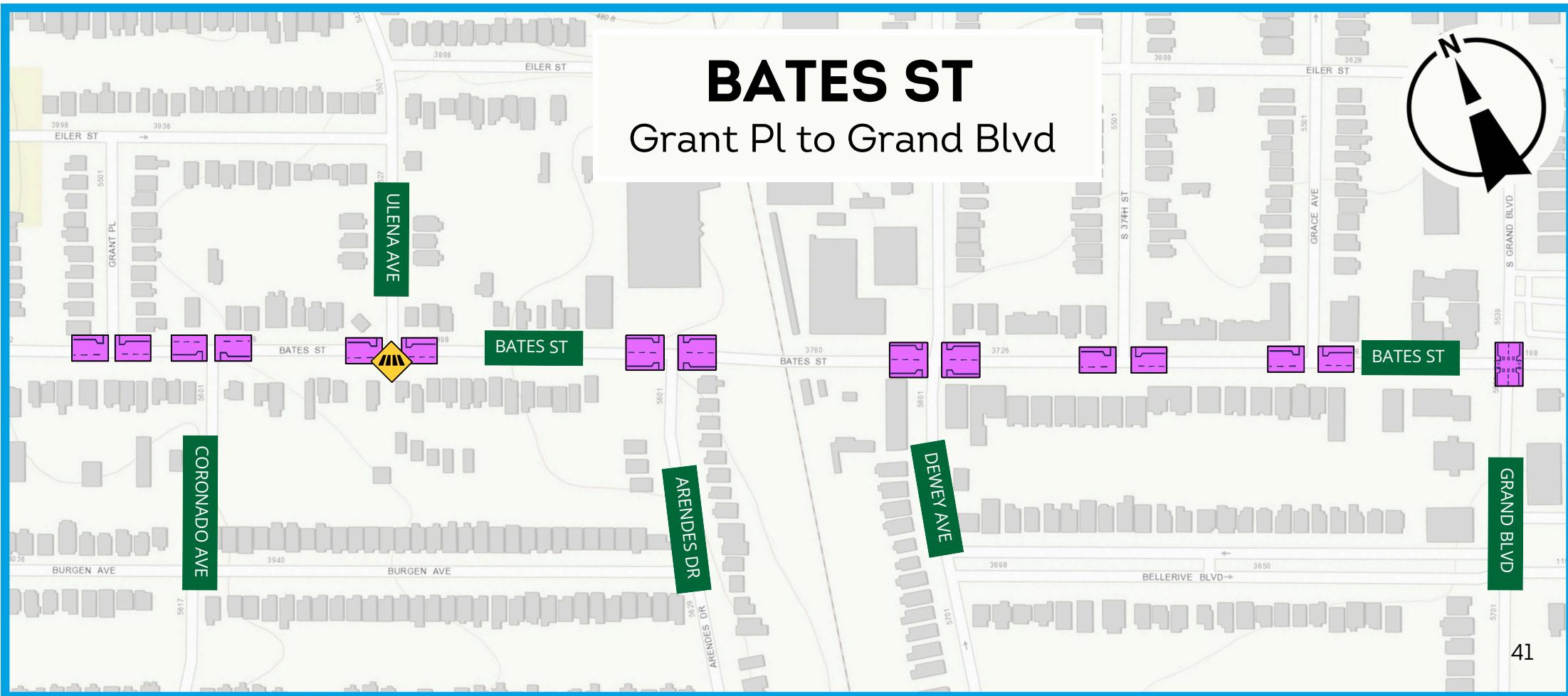
BATES ST

Morgan Ford to Maze Pl



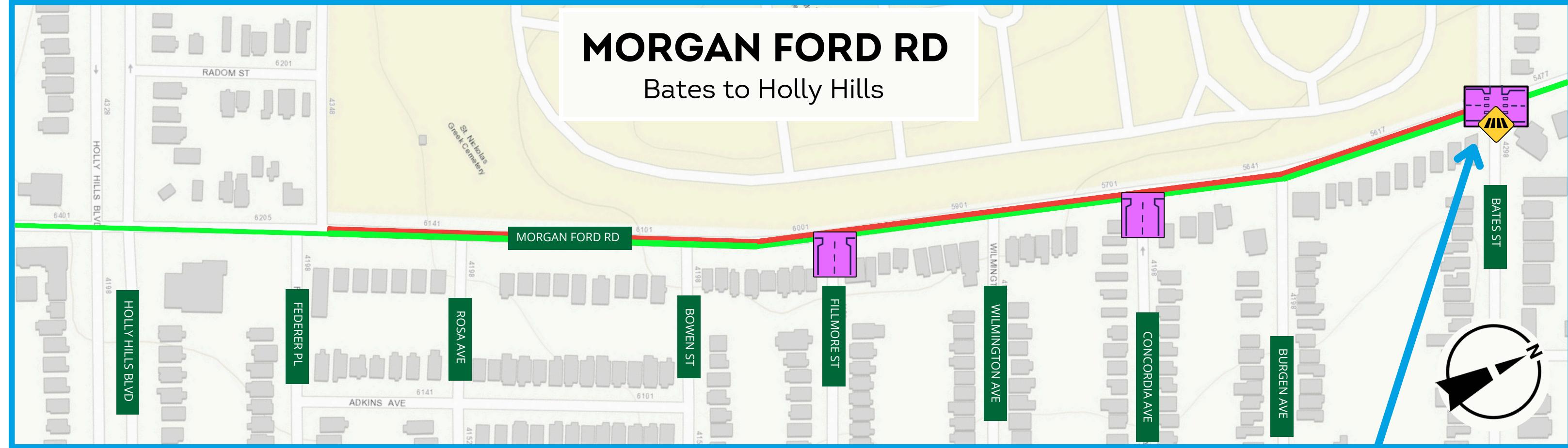
BATES ST

Grant Pl to Grand Blvd

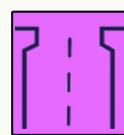


MORGAN FORD RD

Bates to Holly Hills



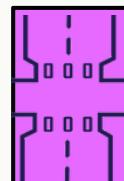
LEGEND



Bump Outs



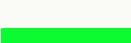
Add or Upgrade Crosswalk



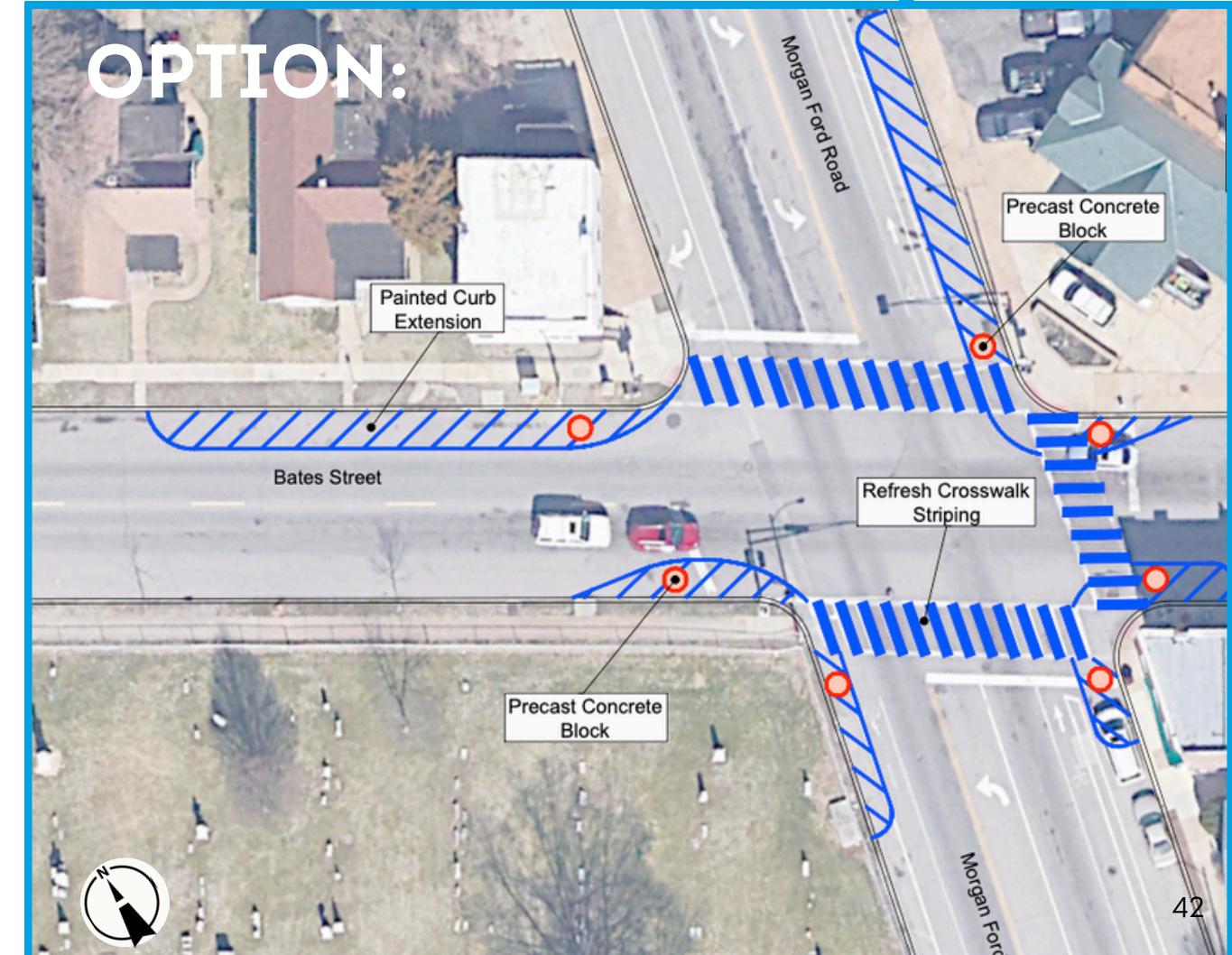
All-way Bump Outs with Crosswalks



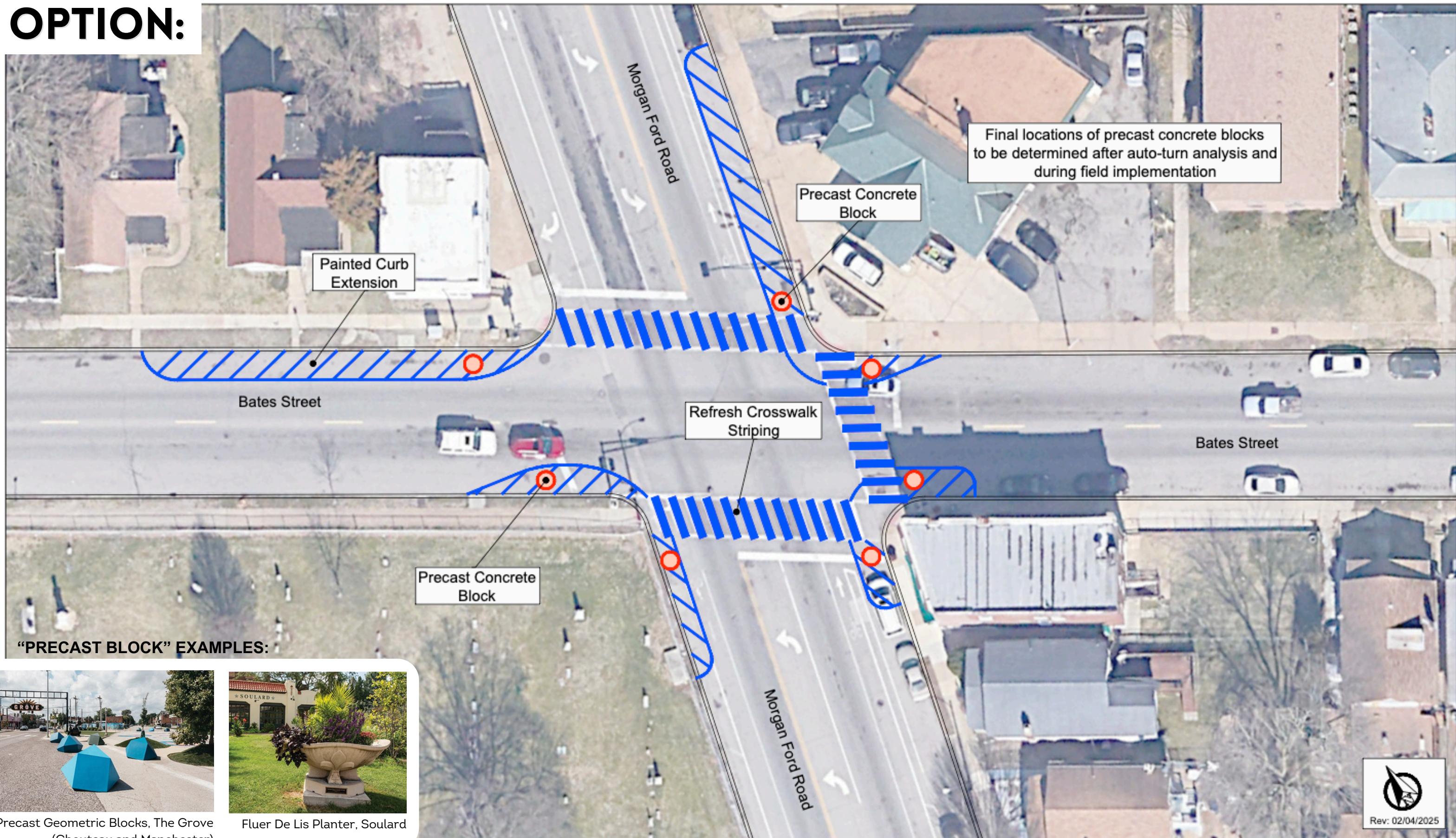
Option: Center Median with Breaks at Cross-Streets



Option: Buffered Bike Lane (with Road Diet)



OPTION:



Precast Geometric Blocks, The Grove
(Chouteau and Manchester)

Fluer De Lis Planter, Soulard

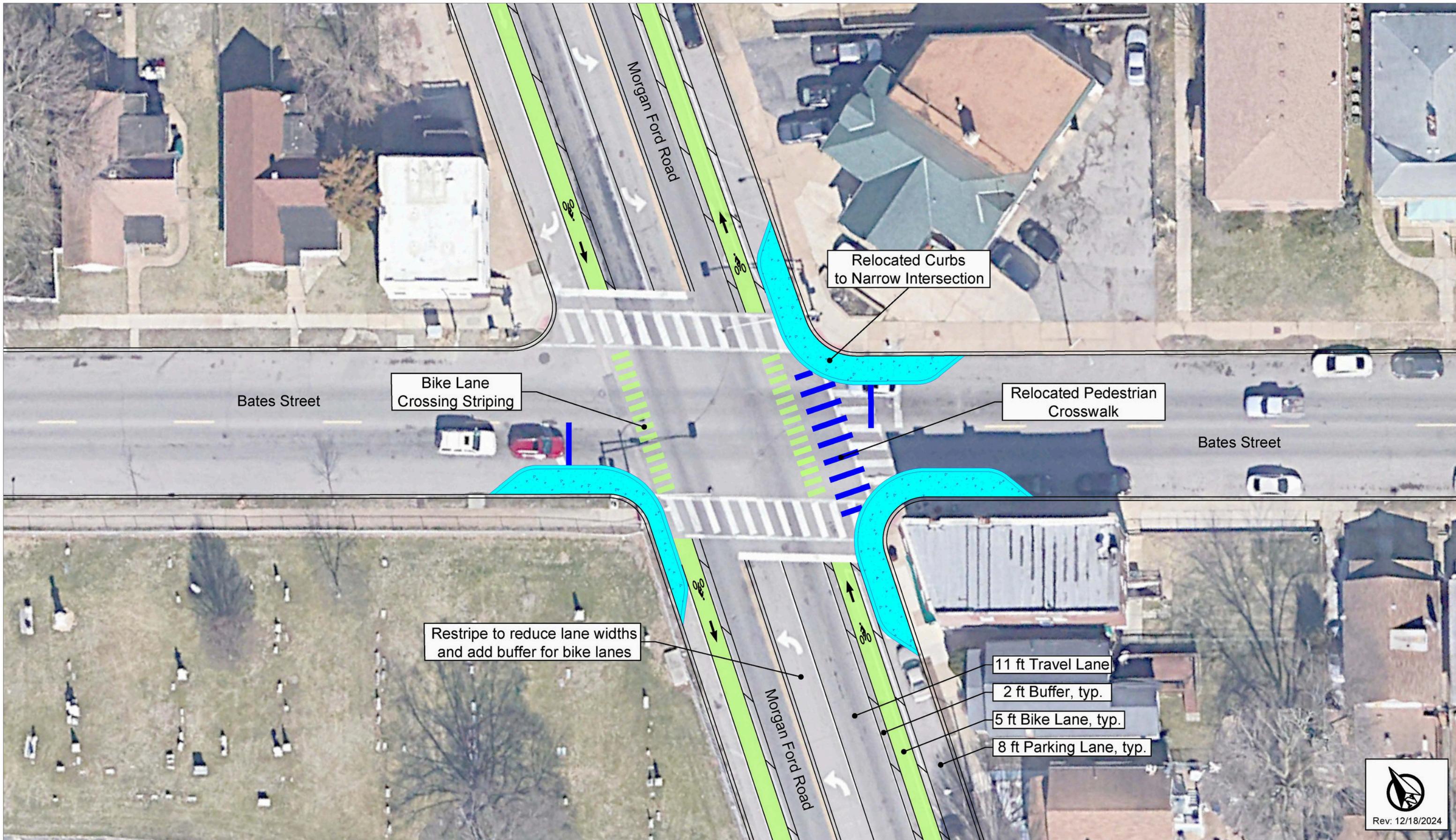


Rev: 02/04/2025

Job# 065-24
02/04/2025

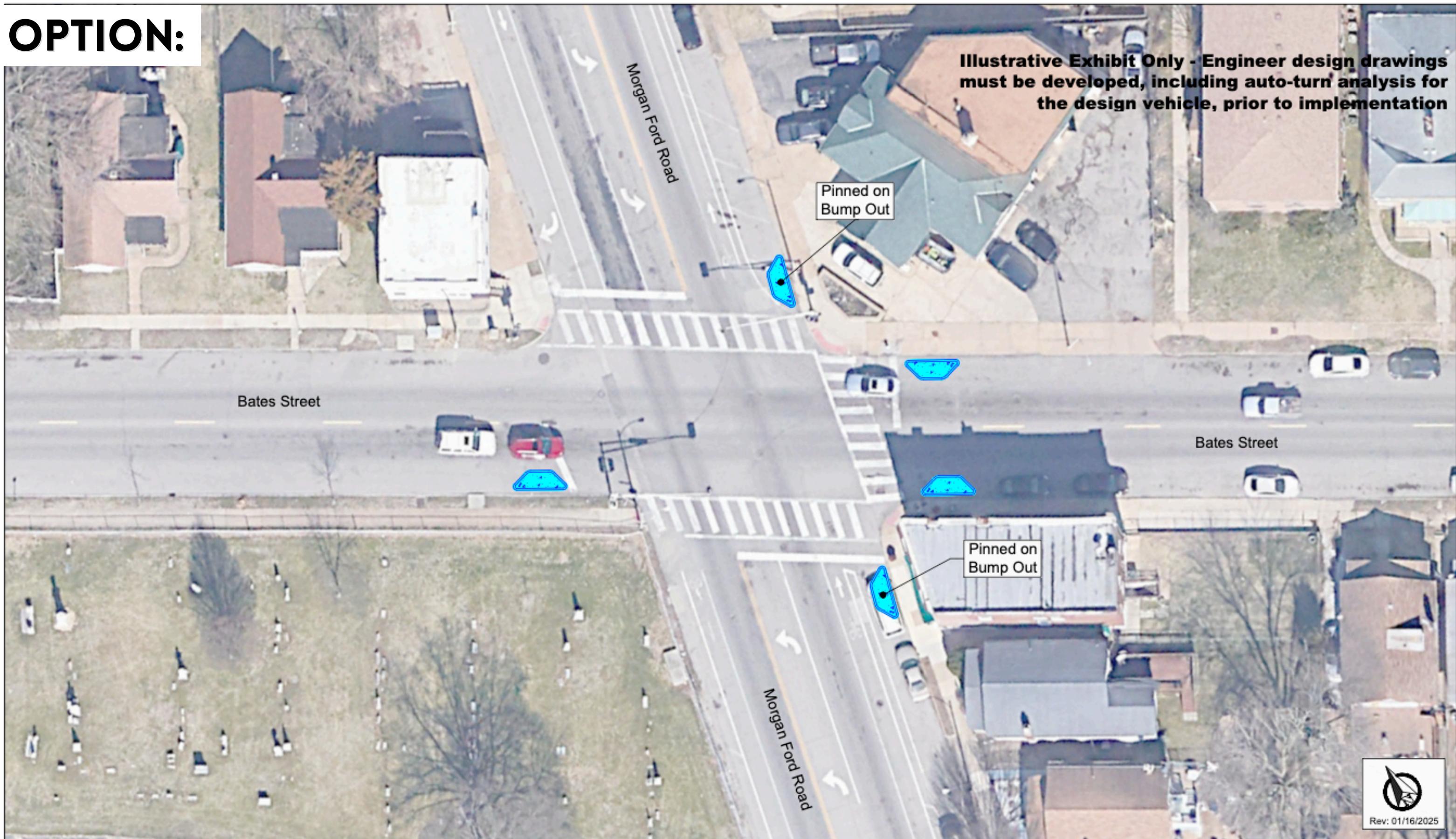
43

CB&I



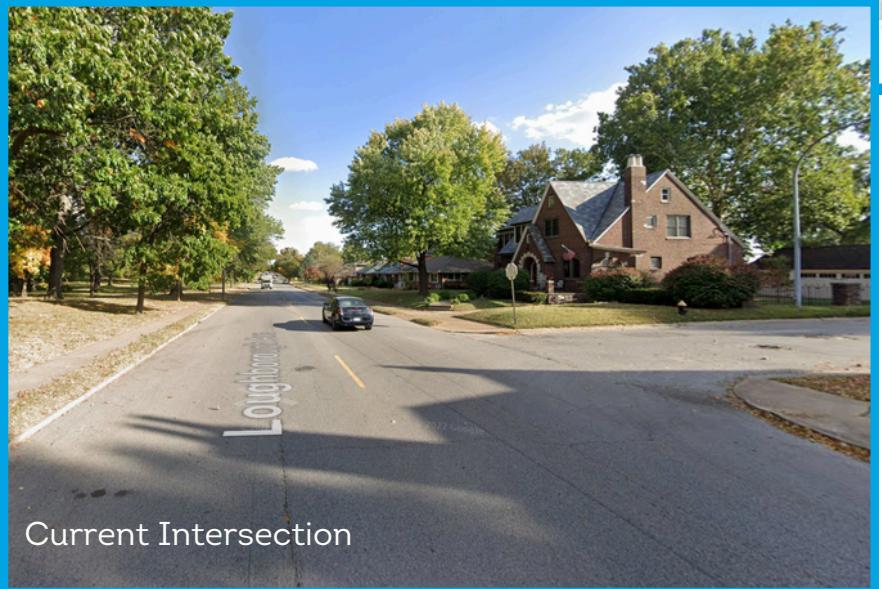
Morgan Ford Road and Bates Street - Relocated Curbs, Restriping to Narrow Lanes + Add Bike Lane Buffers **Cost Estimate: \$500,000+***
***This design option could be cost-prohibitive. Page 43 design is more feasible.**

OPTION:



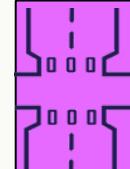
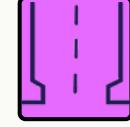
LOUGHBOROUGH AVE

Leona to Hurst



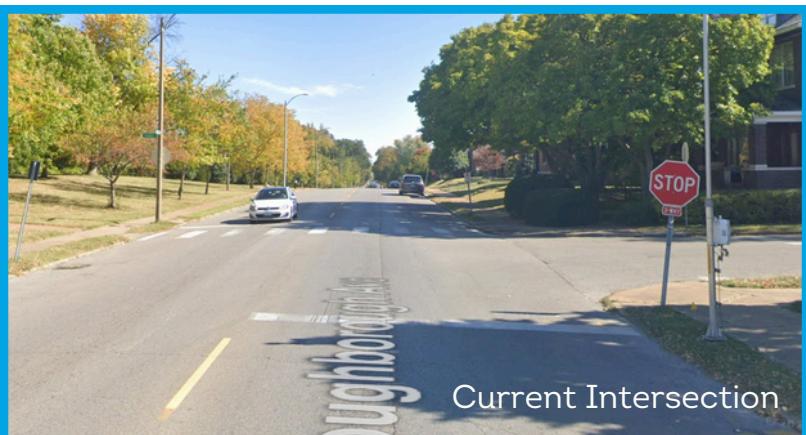
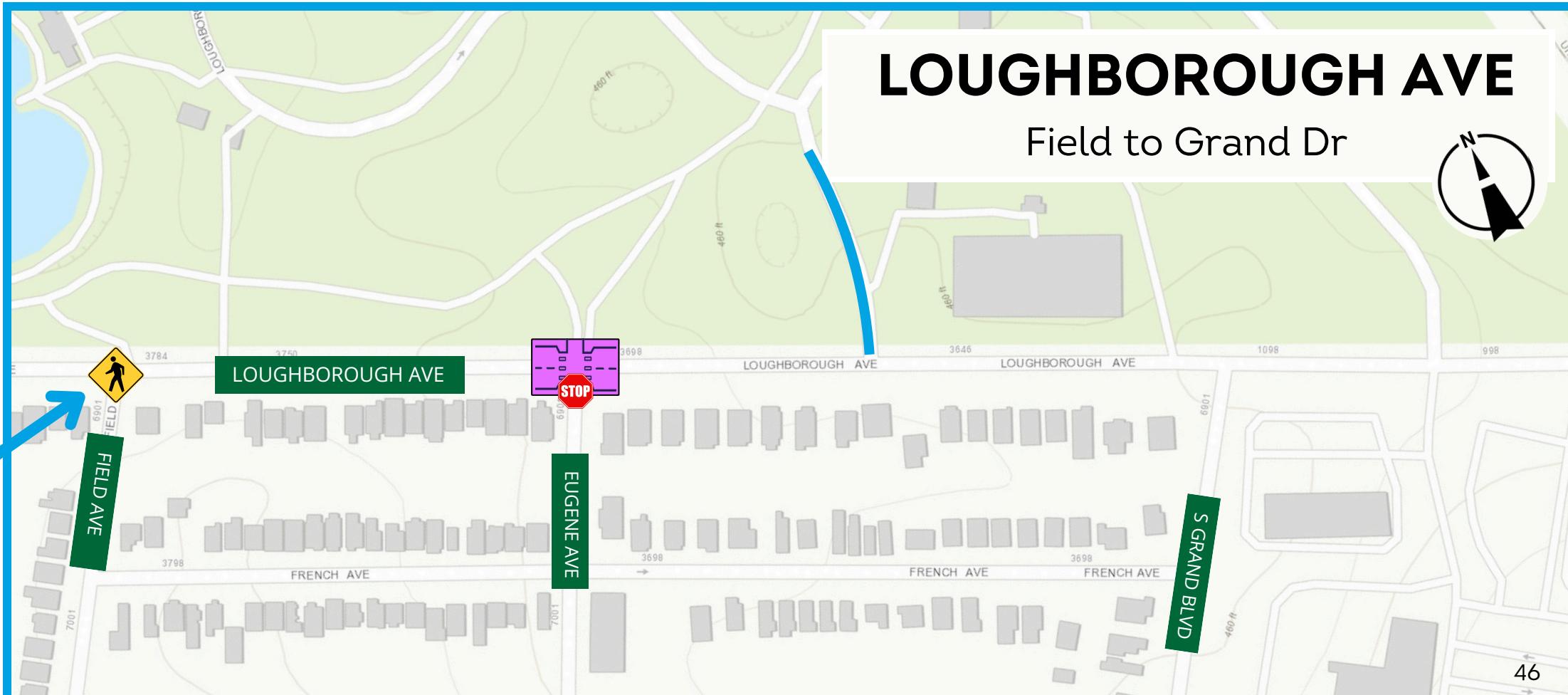
Current Intersection

LEGEND

-  Add or Upgrade Crosswalk
-  Enhanced Crosswalk Signage
-  All-way Bump Outs with Crosswalks
-  Bump Outs
-  Add Speed Hump
-  New Sidewalk
-  Evaluate All-Way Stop

LOUGHBOROUGH AVE

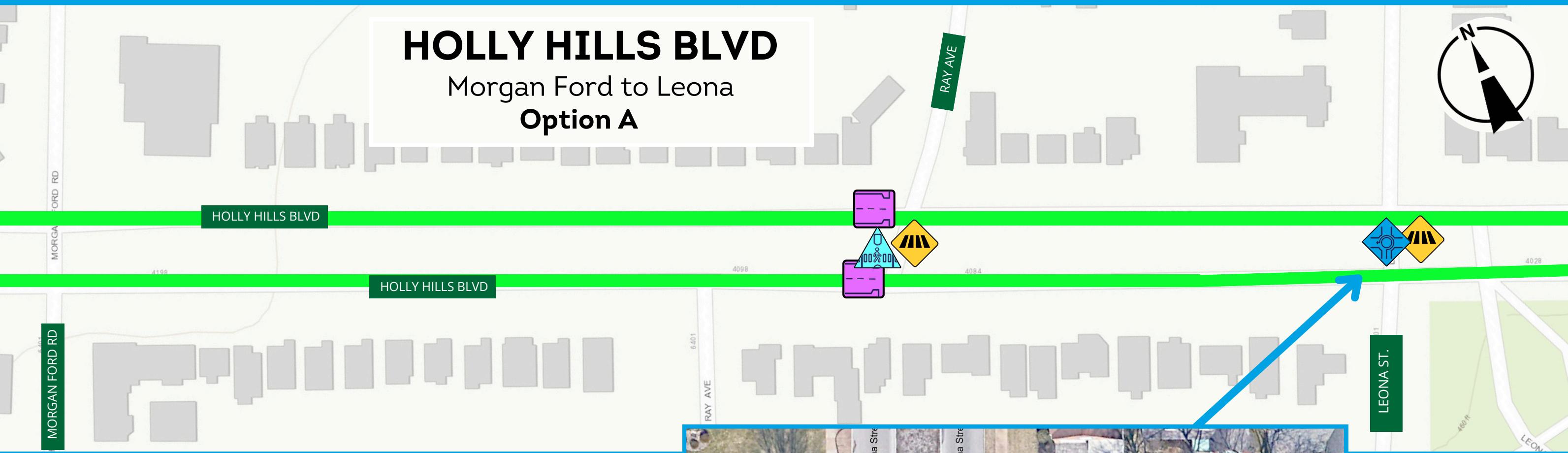
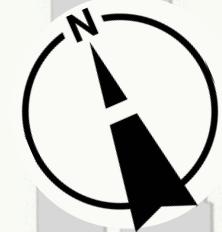
Field to Grand Dr



Current Intersection

HOLLY HILLS BLVD

Morgan Ford to Leona
Option A



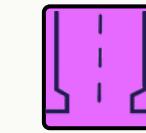
LEGEND

 Add or Upgrade Crosswalk

 Enhanced Crosswalk Signage

 Add Speed Hump

 Updated Bike Lane Design



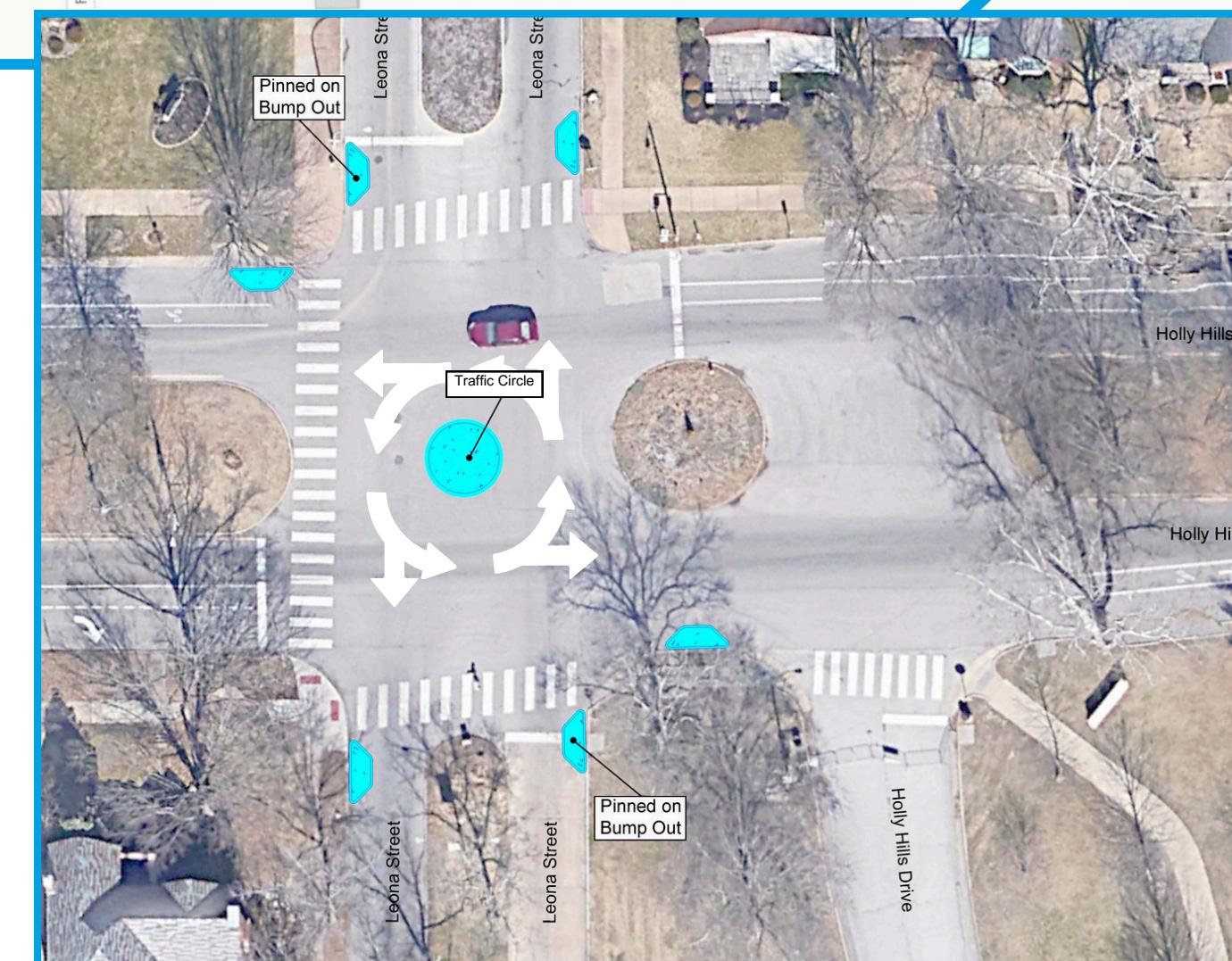
Bump Outs



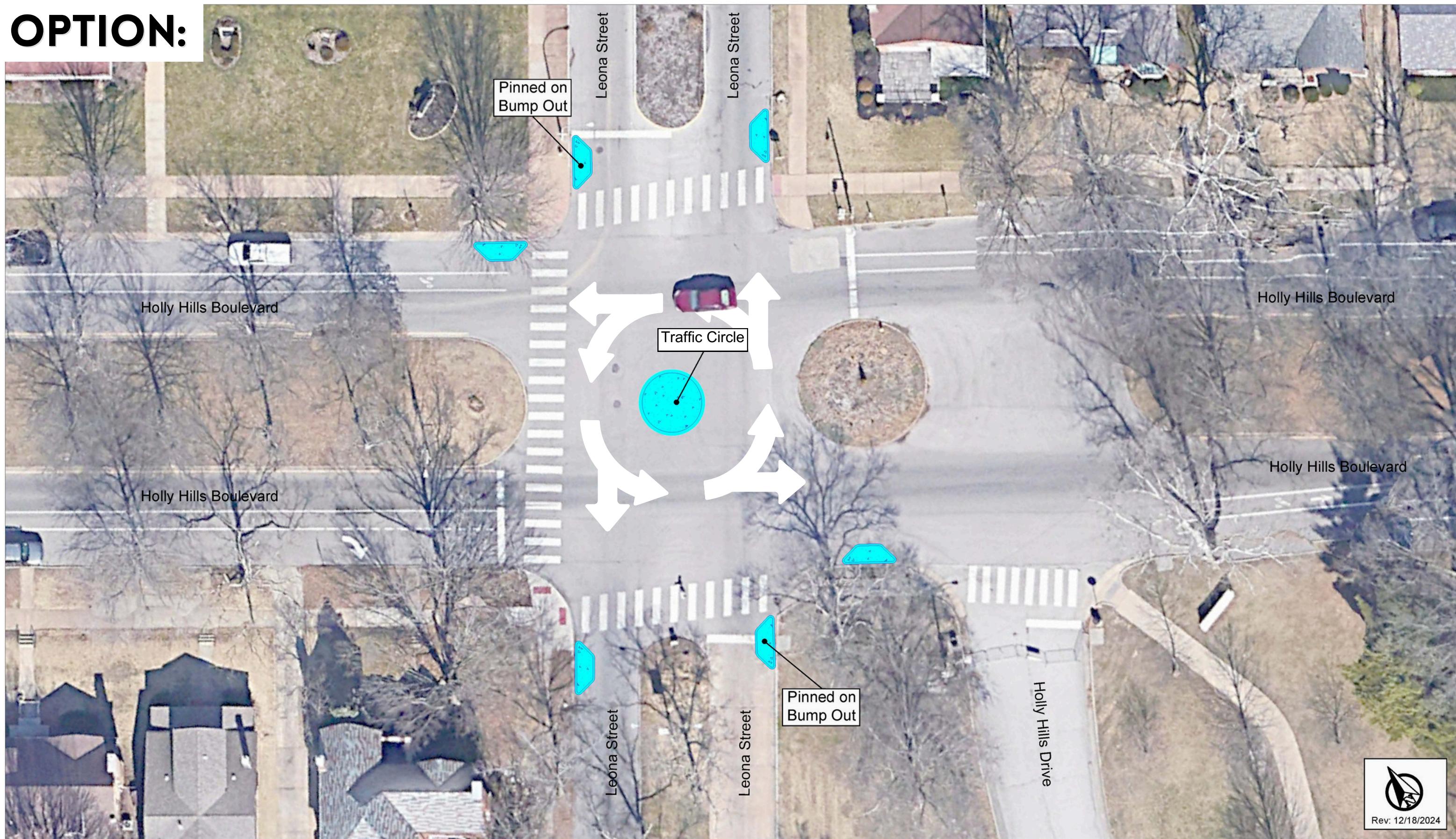
Option: Traffic Circle



Pedestrian Refuge Island



OPTION:

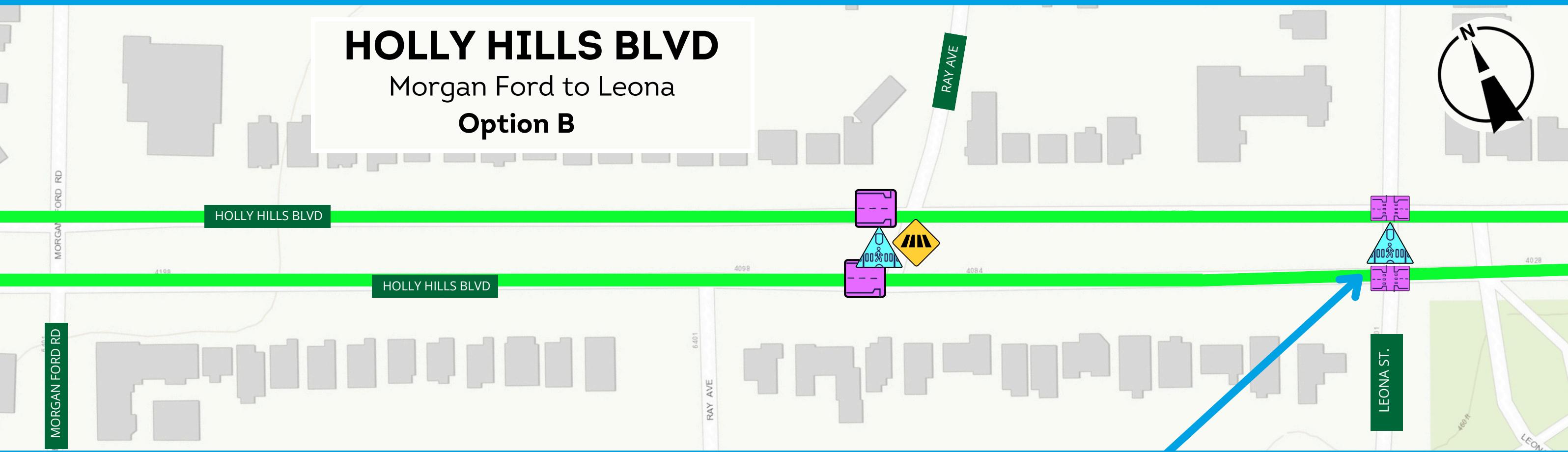
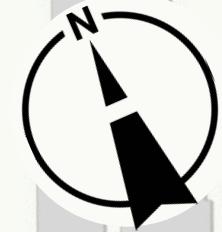


Rev: 12/18/2024

HOLLY HILLS BLVD

Morgan Ford to Leona

Option B



LEGEND



Add or Upgrade
Crosswalk



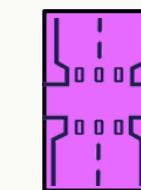
Enhanced Crosswalk
Signage



Add Speed Hump



Updated Bike Lane
Design



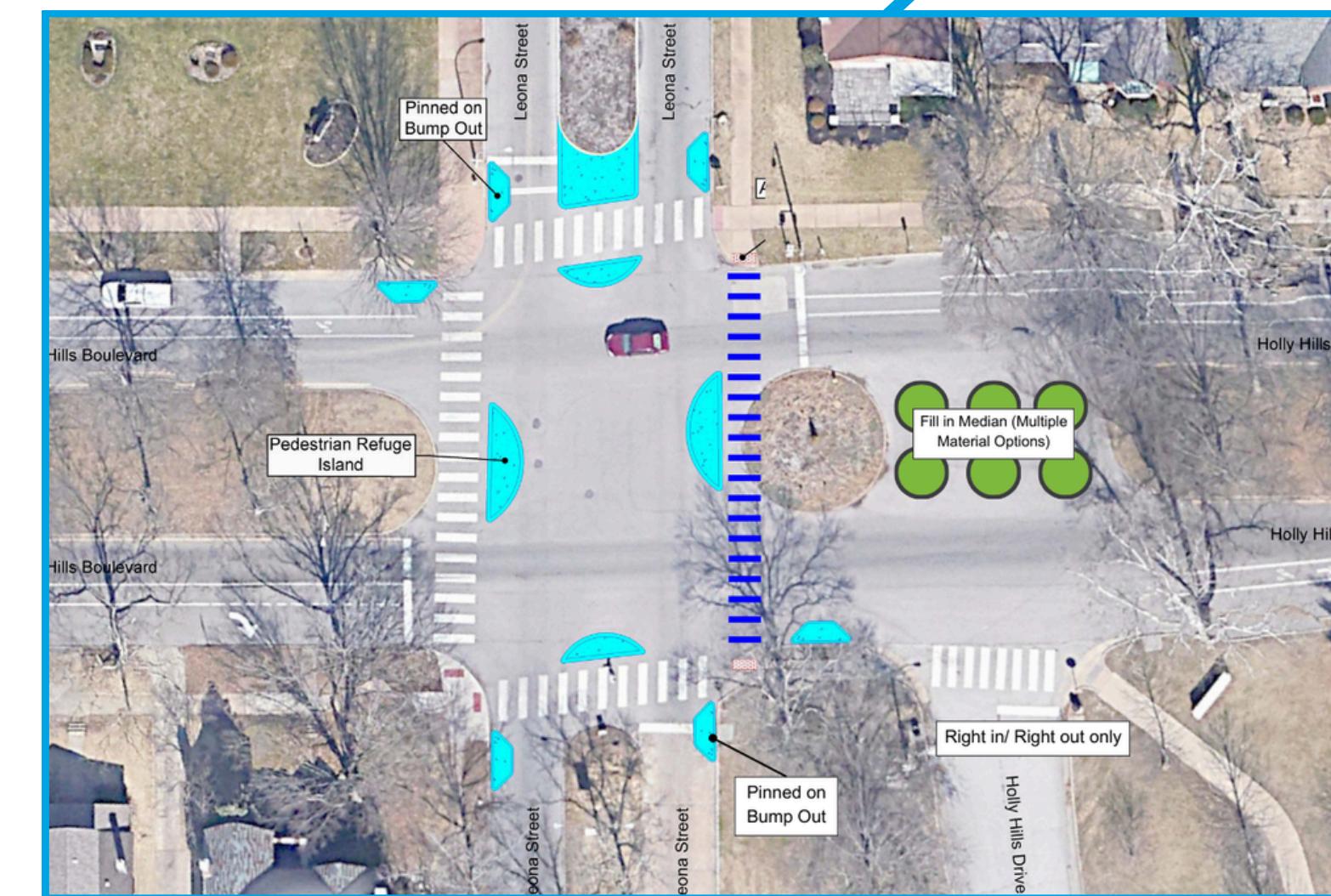
All-way Bump Outs
with Crosswalk



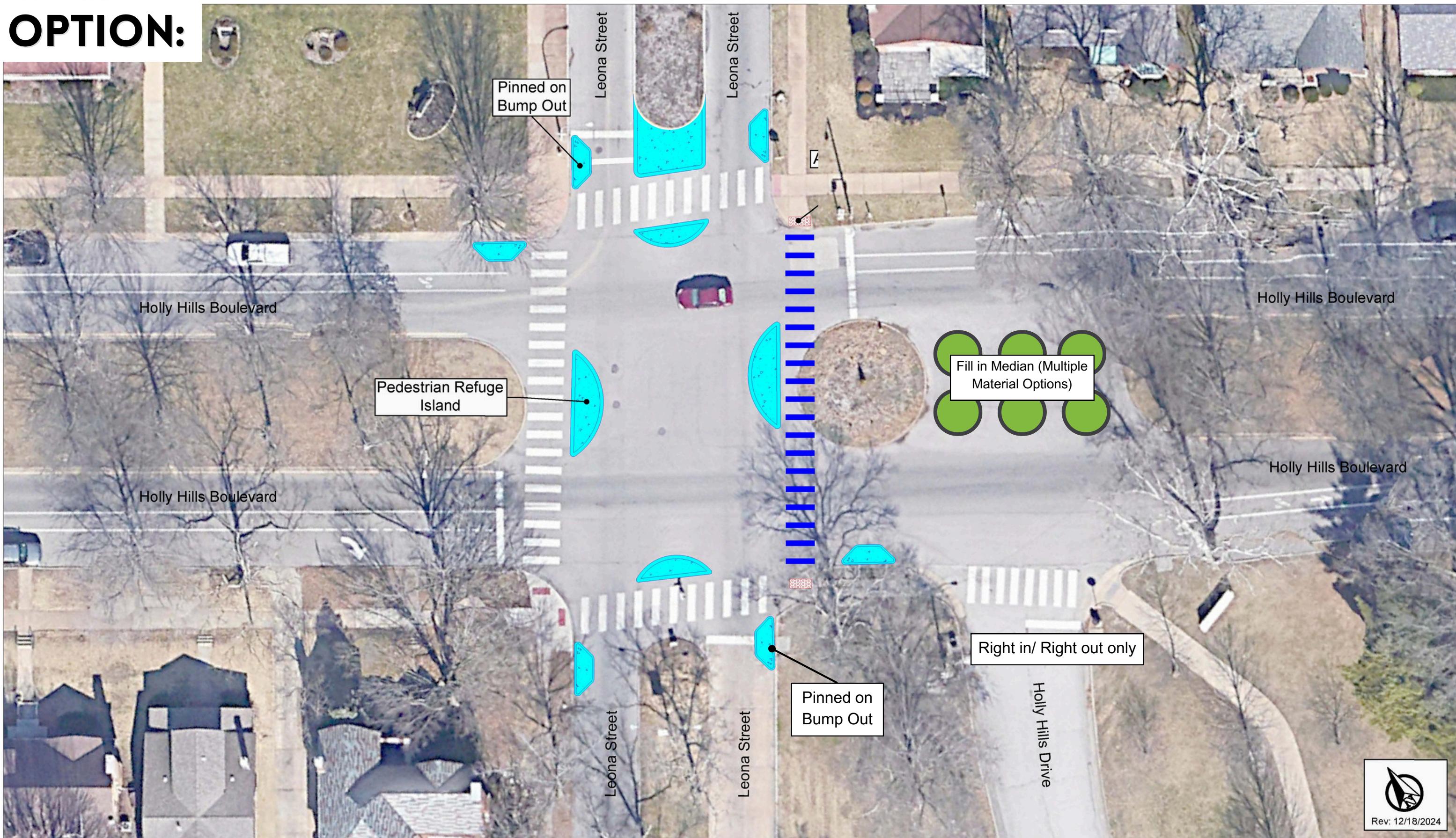
Bump Outs



Pedestrian
Refuge Island



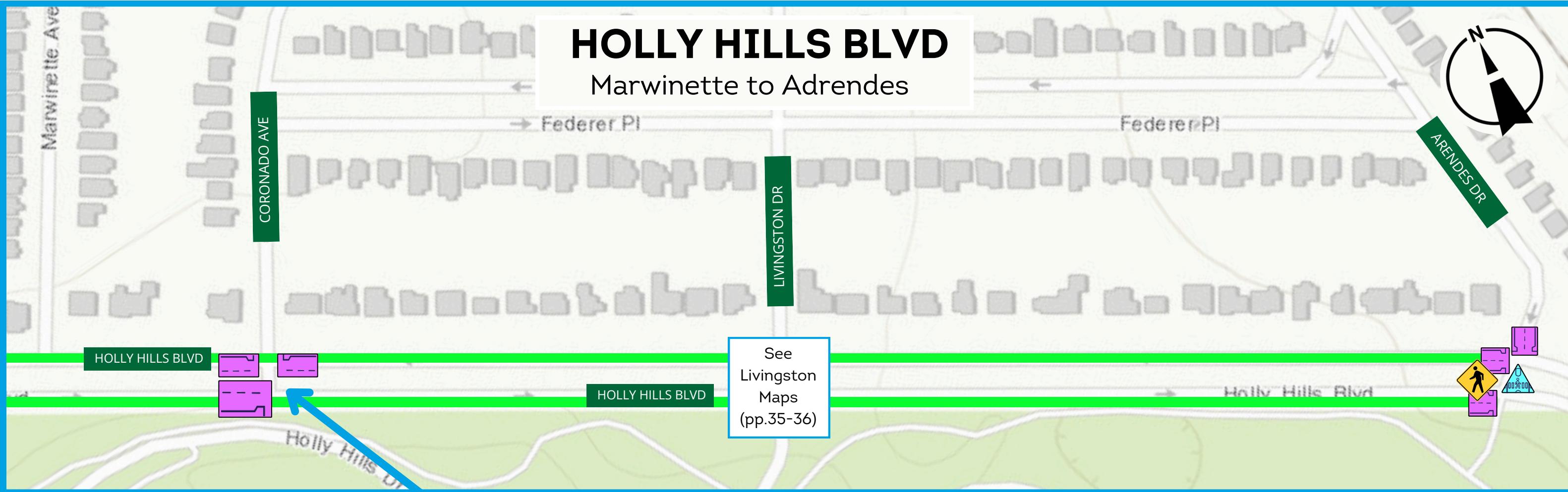
OPTION:



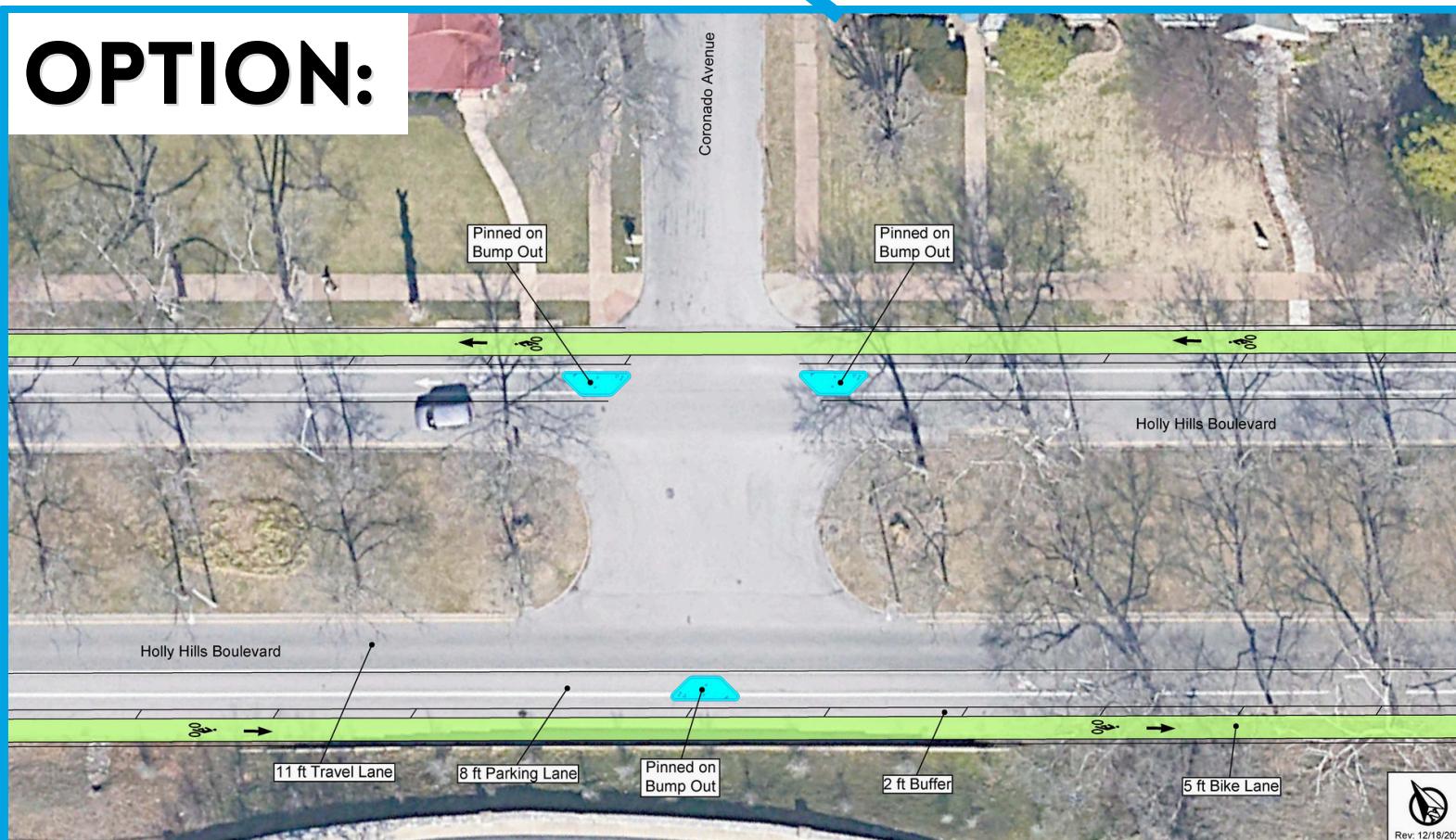
Holly Hills Boulevard and Leona Street Option A - Bumpouts, Pedestrian Refuge Islands, Median Extension, New Crosswalk **Cost Estimate: \$50K to \$100K**

HOLLY HILLS BLVD

Marwinette to Adrendes



OPTION:

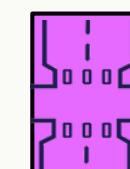


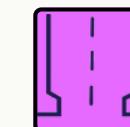
LEGEND

 Enhanced Crosswalk Signage

 Updated Bike Lane Design

 Pedestrian Refuge Island

 All-way Bump Outs with Crosswalk

 Bump Outs



PARKING-PROTECTED BIKE LANE

A one-way parking-protected cycle track (lane) uses a parking lane paired with another buffer (paint, concrete raised curb, moveable planters, Zicla "Zebras", etc.) to create additional space and protection between the cyclist and the motor vehicle travel lane. When road width allows, moving the parking away from the curb can prevent drivers from passing or turning in the bike lane.



ALTERNATIVE BIKE DESIGNS:

Painted bike lanes

Approximately \$40,000 per mile.

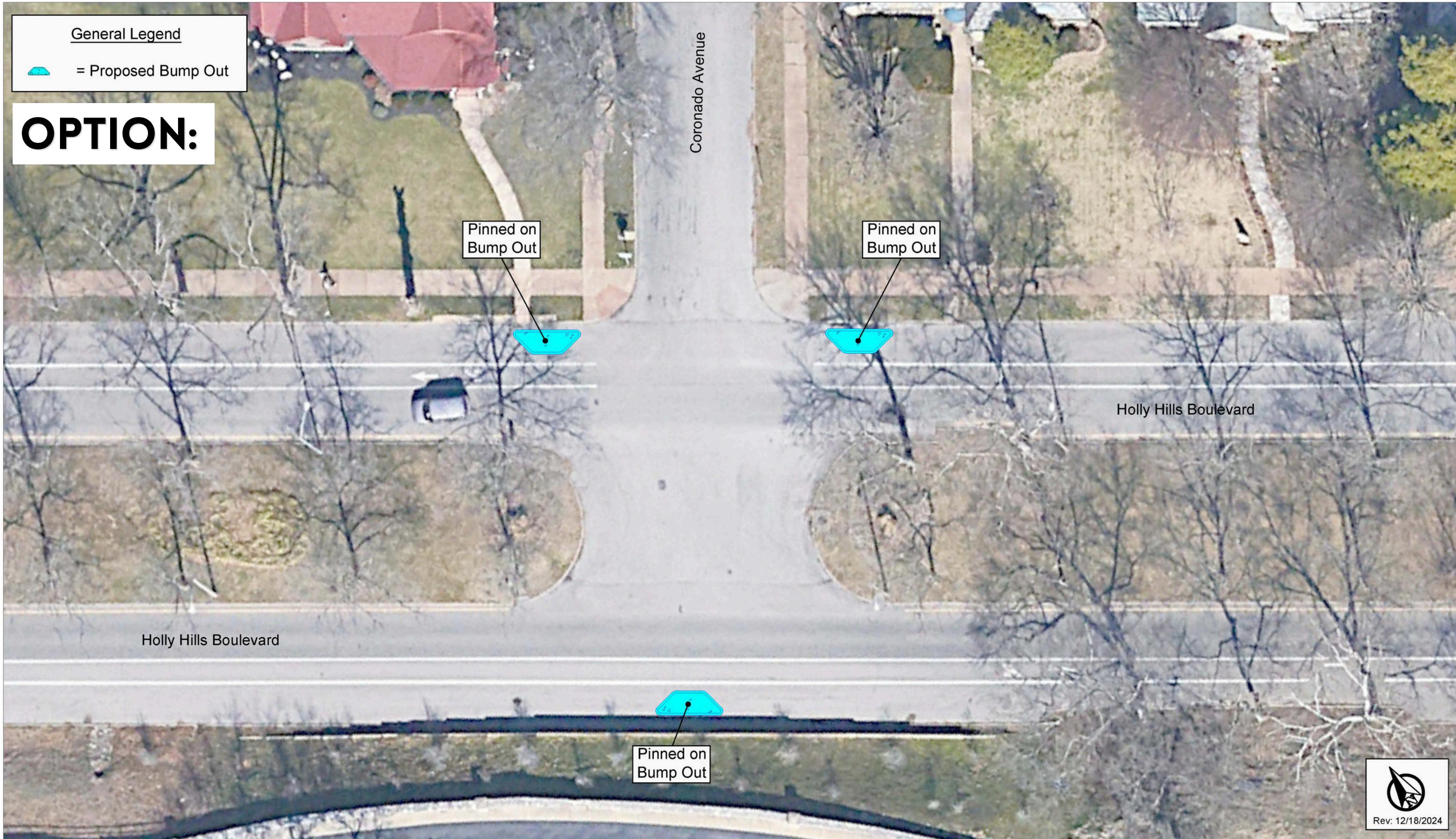


Two-way cycle track

(Option: East-bound HH Blvd. is parking is eliminated.)



For more information about bike lane traffic calming visit NACTO.org or FHWA.gov.



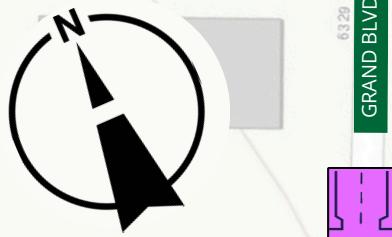


HOLLY HILLS BLVD

Arendes to Grand

HOLLY HILLS BLVD

3898



HOLLY HILLS BLVD

LEGEND

 Add or Upgrade Crosswalk



Bump Outs

 Enhanced Crosswalk Signage

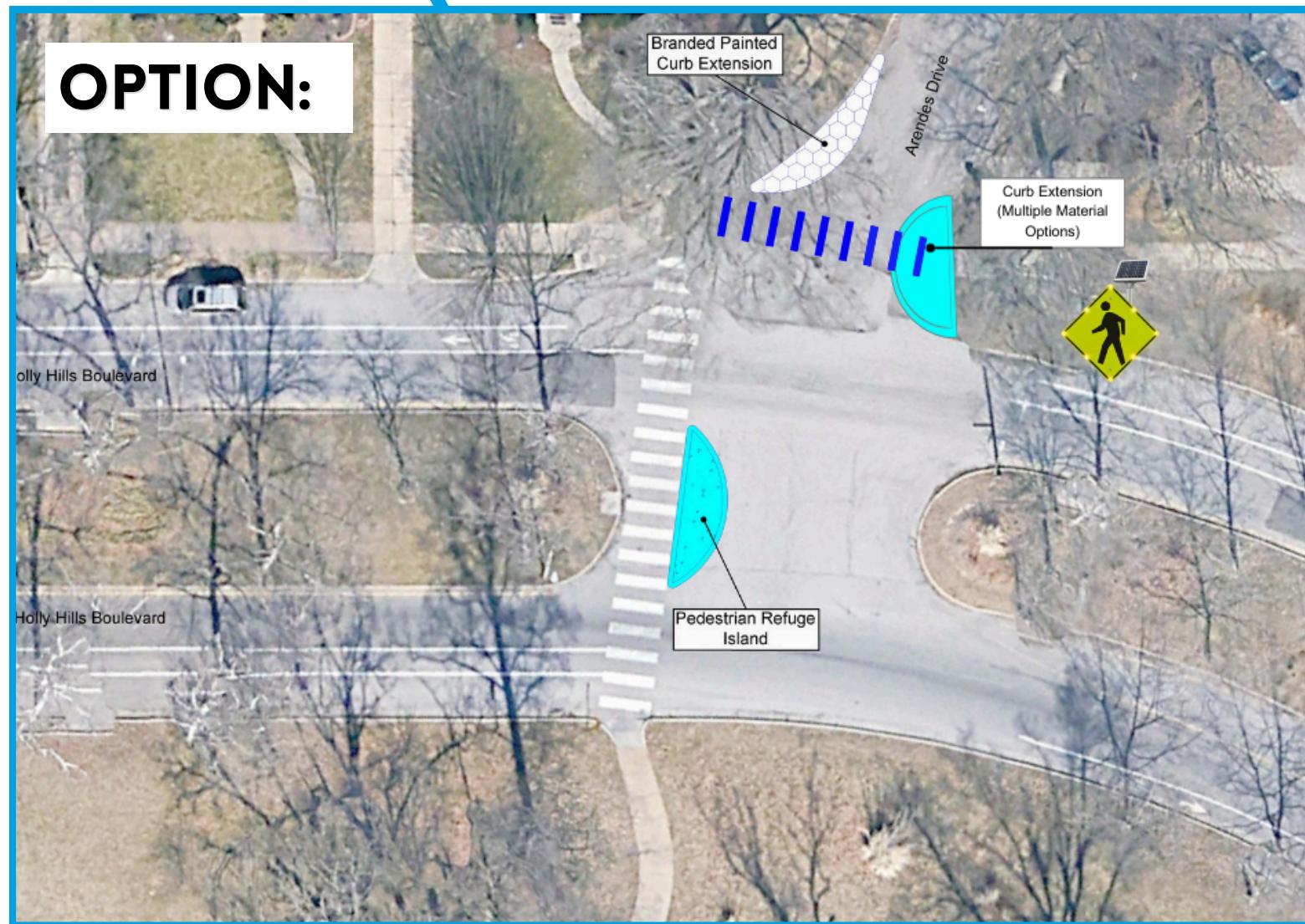


Pedestrian Refuge Island

 Add Speed Hump



Updated Bike Lane Design



OPTION:

OPTION:



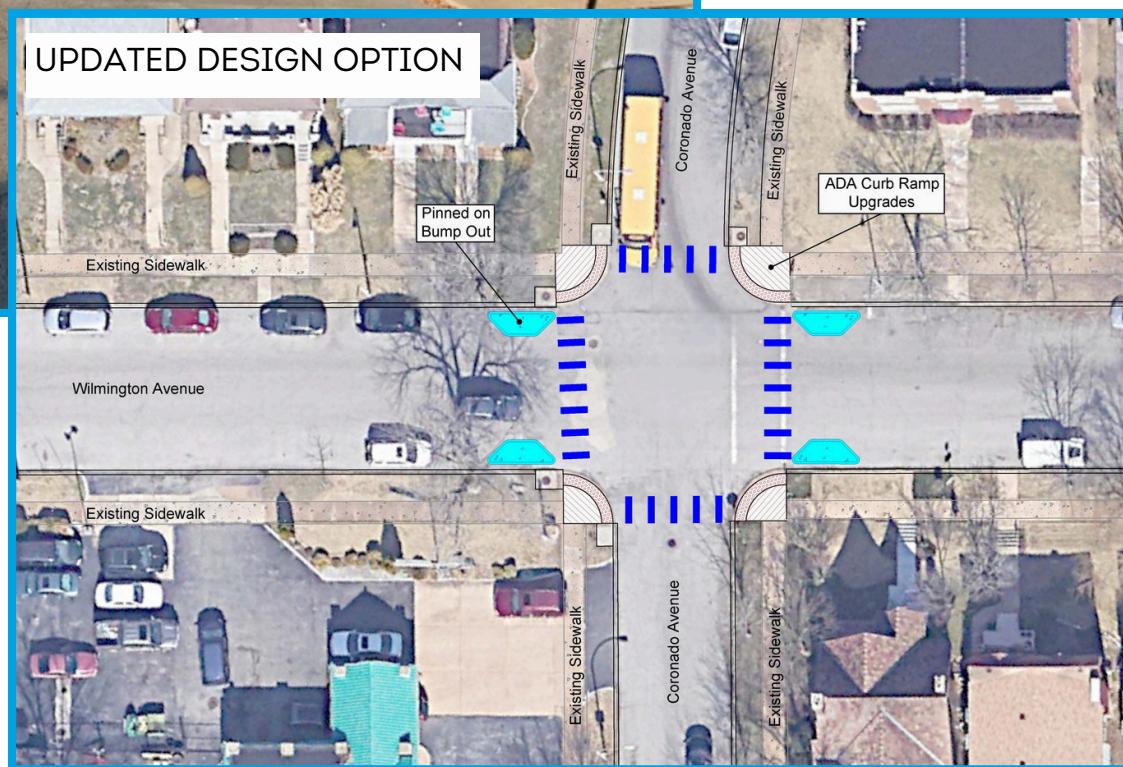
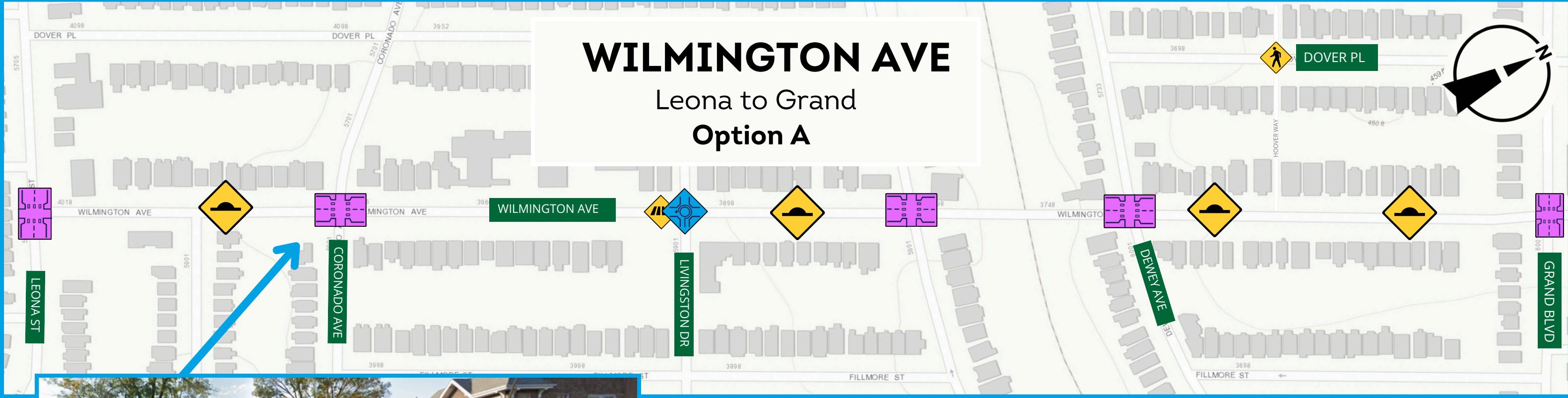
Holly Hills Boulevard and Arendes - Pedestrian Refuge Island, New Crosswalk, Painted Bumpout with Branding **Cost Estimate: \$10K-\$20K**

*Painted Curb Extension could extend into intersection around crosswalk for increased visibility.

Job# 065-24
01/09/2025

WILMINGTON AVE

Leona to Grand
Option A

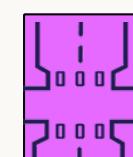


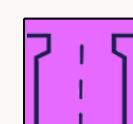
LEGEND

 Add or Upgrade Crosswalk

 Enhanced Crosswalk Signage

 Add Speed Hump or Speed Cushion

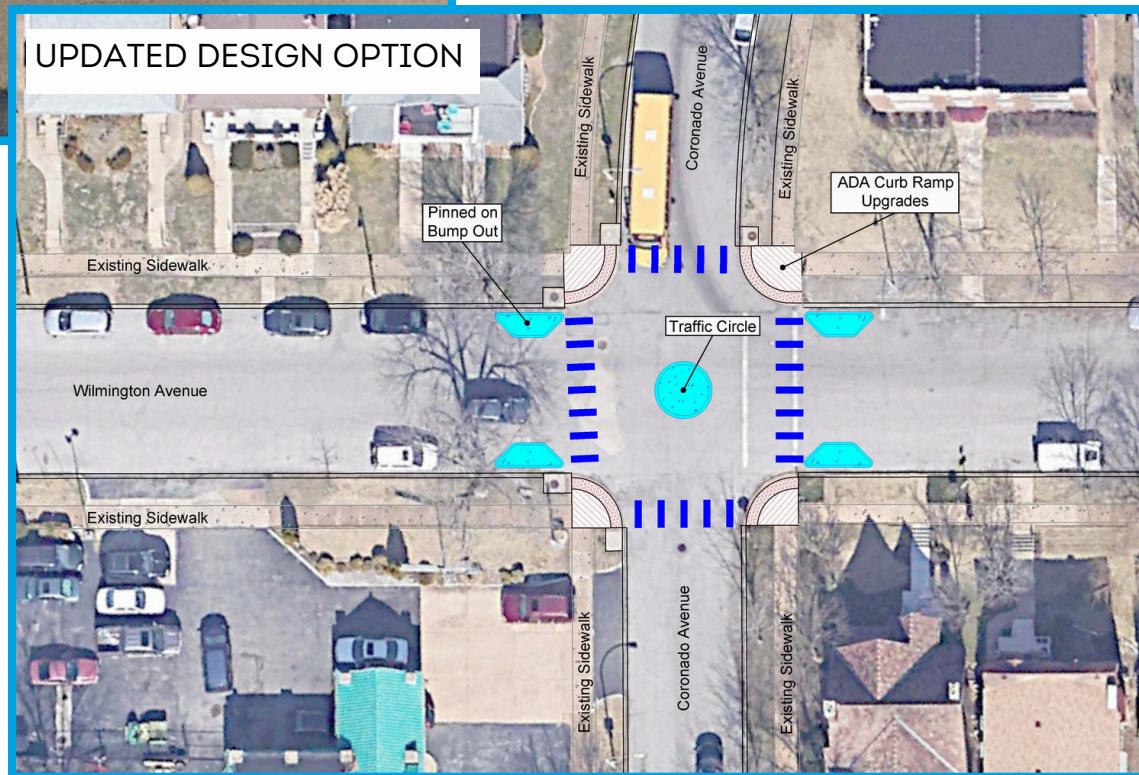
 All-way Bump Outs with Crosswalk

 Bump Outs

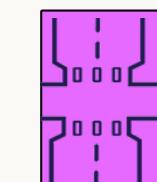
 Option: Traffic Circle

WILMINGTON AVE

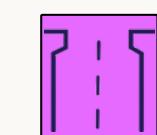
Leona to Grand
Option B



LEGEND



All-way Bump Outs with Crosswalk

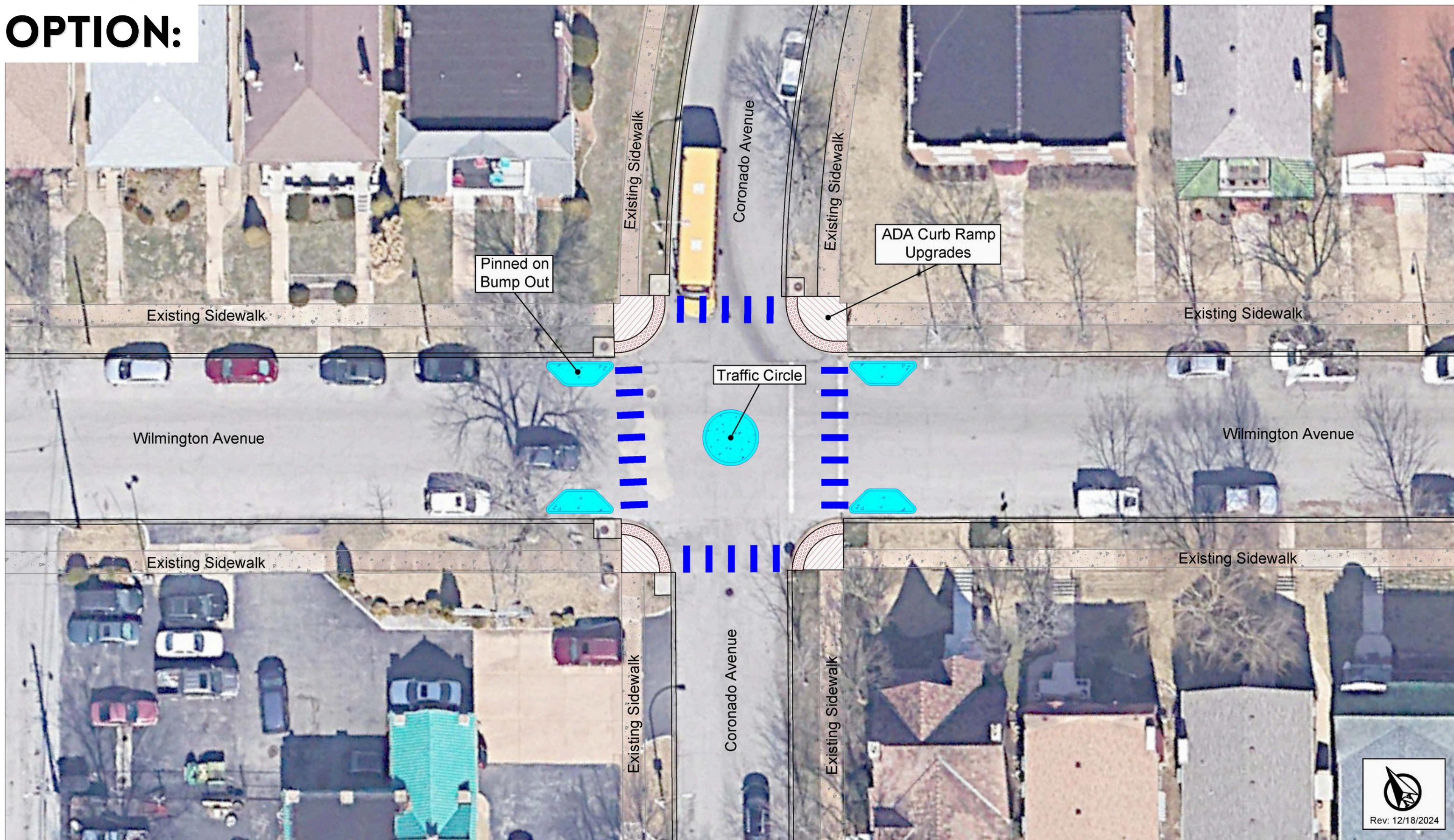


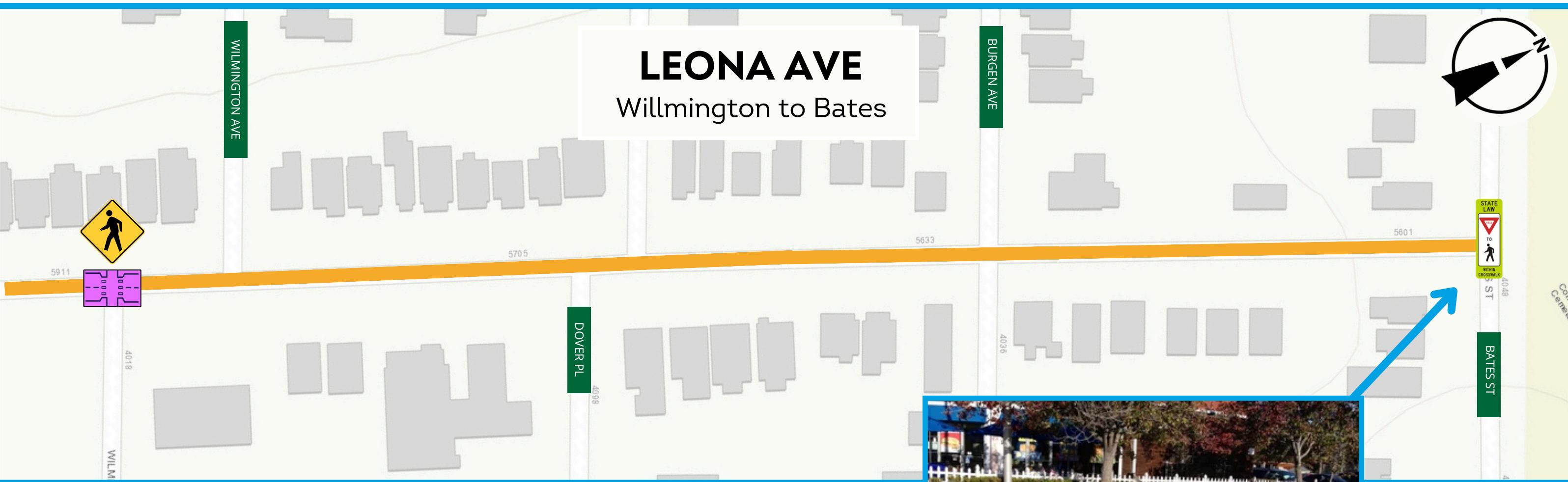
Bump Outs



Option: Traffic Circle

OPTION:





LEGEND



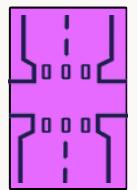
Enhanced Crosswalk Signage



In-road Pedestrian Signage



Speeding Concern



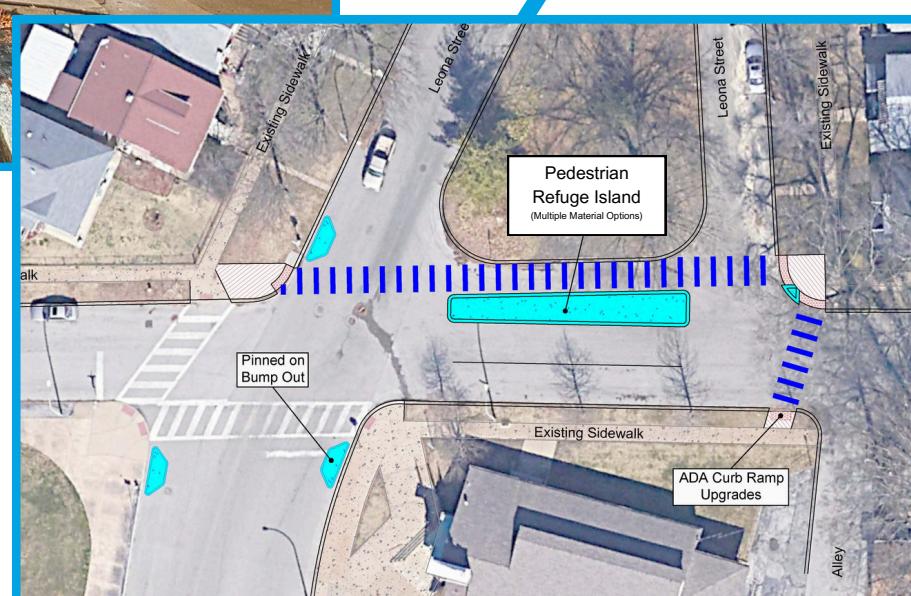
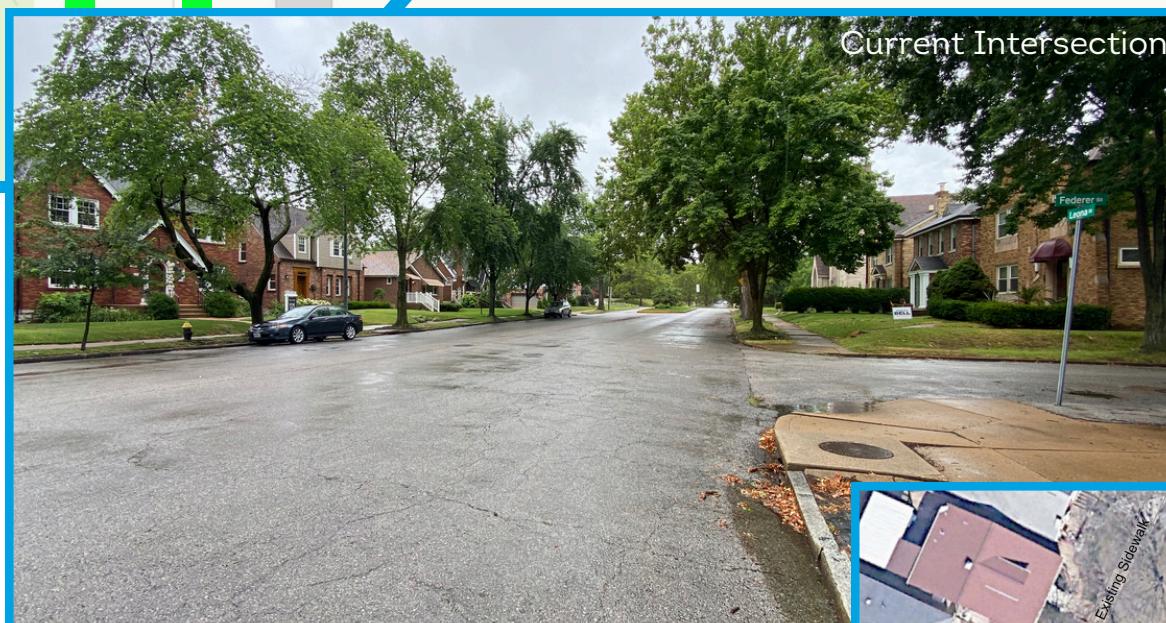
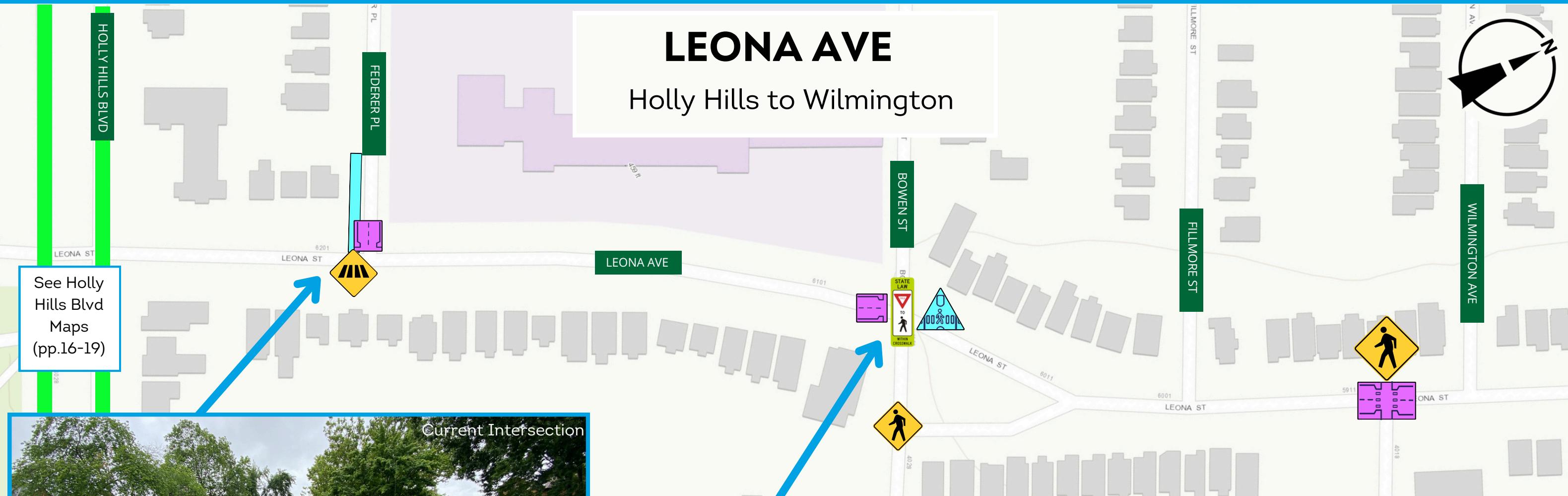
All-way Bump Outs with Crosswalk



In-road pedestrian crossing signs are an effective addition to crosswalk paint to increase visibility; however, these features are **not currently maintained by the St. Louis City**. If installed, the **Special Business District would be responsible for purchasing, installing, and maintaining these signs**.

LEONA AVE

Holly Hills to Wilmington



LEGEND

 Add or Upgrade Crosswalk

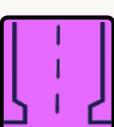
 Enhanced Crosswalk Signage

 Add Speed Hump

 In-road Pedestrian Signage

 Updated Bike Lane Design

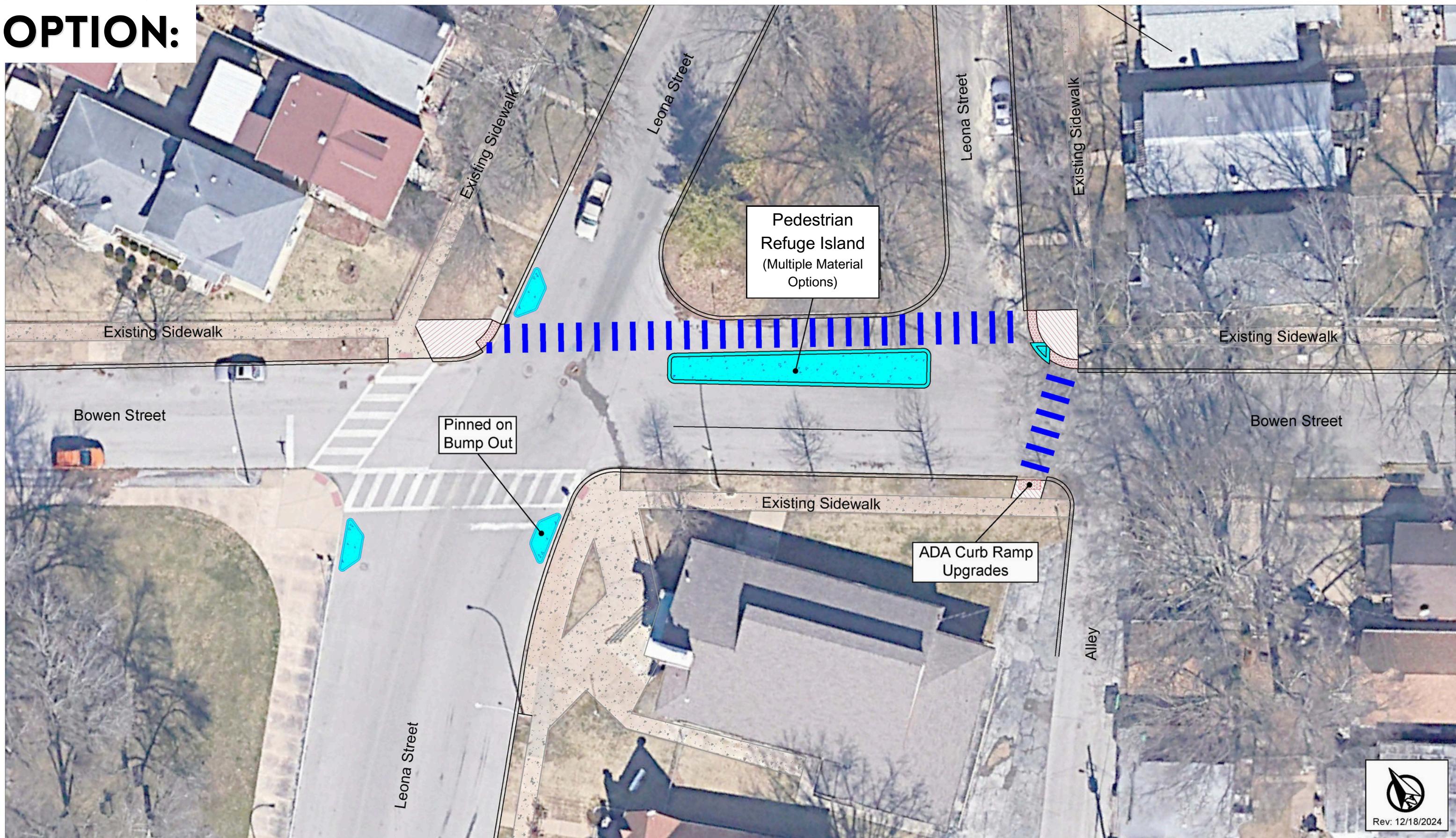
 All-way Bump Outs with Crosswalk

 Bump Outs

 Option: Traffic Circle

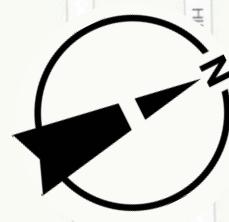
 Pedestrian Refuge Island

OPTION:



LEONA AVE

Loughborough to Holly Hills



See Holly
Hills Blvd
Maps

HOLLY HILLS BLVD

LOUGHBOROUGH AVE

6901

4045

LOUGHBOROUGH

HAVEN ST

6701

LEONA AVE

6601

ALMA AVE

6501

TOENGES AVE

6401

LEONA DR

LEONA DR

LEONA DR

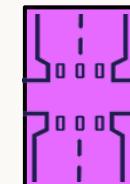
460 ft



LEGEND



Add or Upgrade
Crosswalk



All-way Bump Outs
with Crosswalk



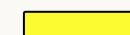
Enhanced Crosswalk
Signage



Bump Outs



Add Speed Hump*



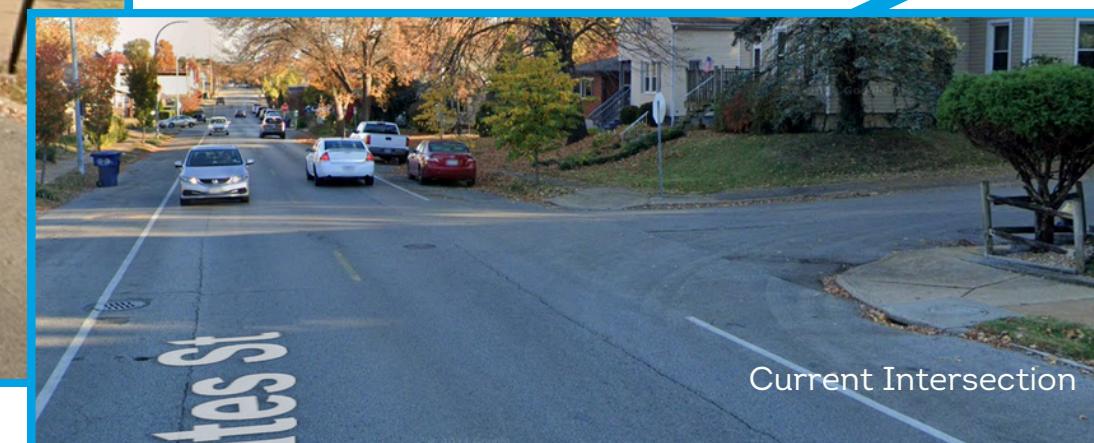
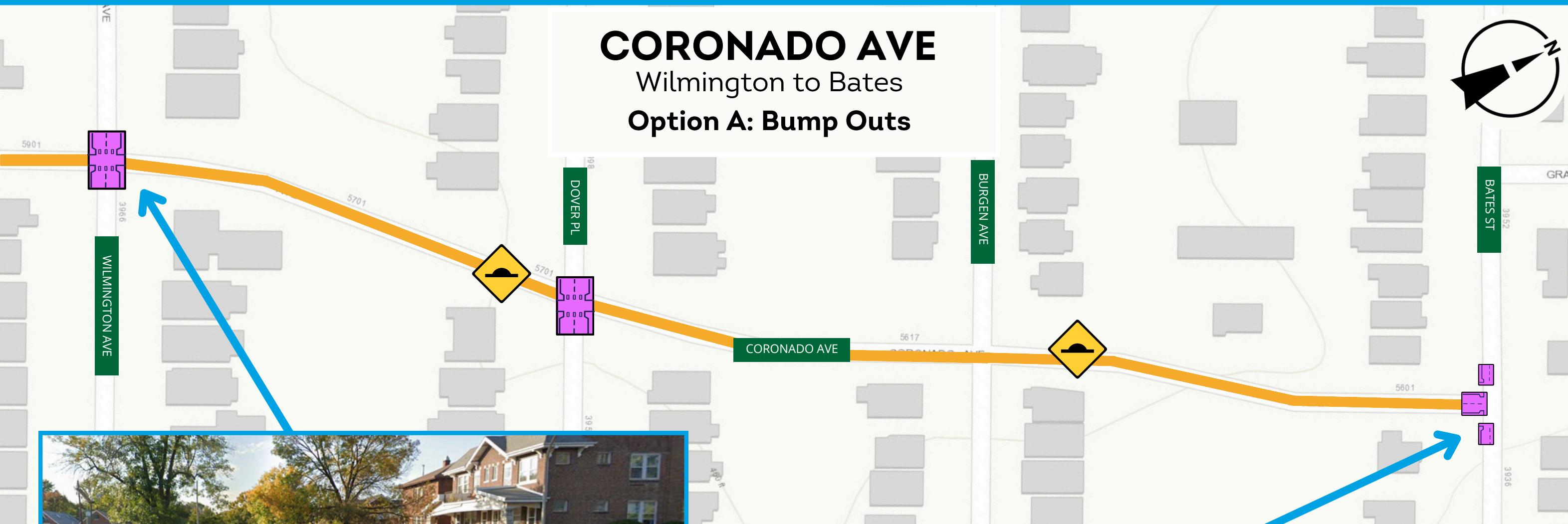
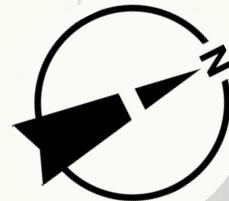
Parking Lane Striping

*Speed humps on the East side of Leona would need to be constructed on concrete. Concrete humps are more costly than asphalt: ~\$7,300 versus ~\$10,000 for concrete.

CORONADO AVE

Wilmington to Bates

Option A: Bump Outs



LEGEND



All-way Bump Outs
with Crosswalk



Bump Outs



Speeding Concern

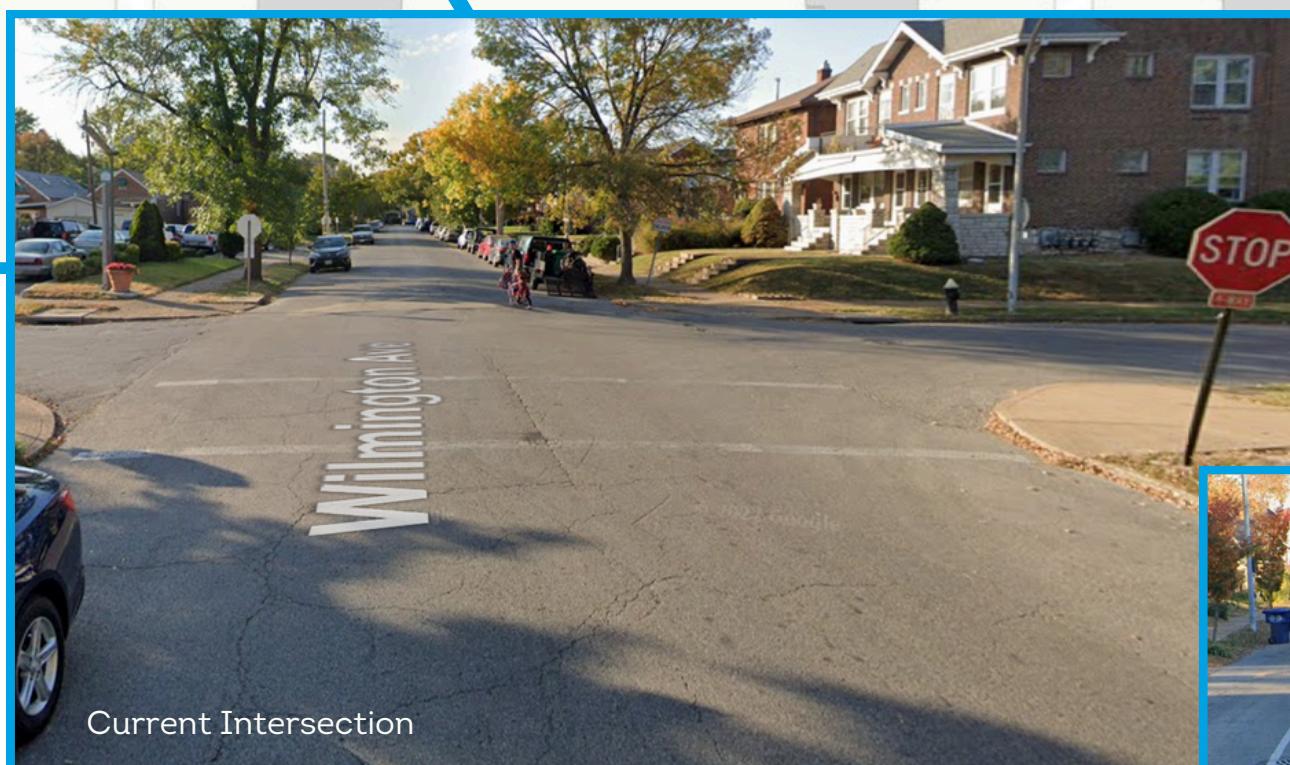
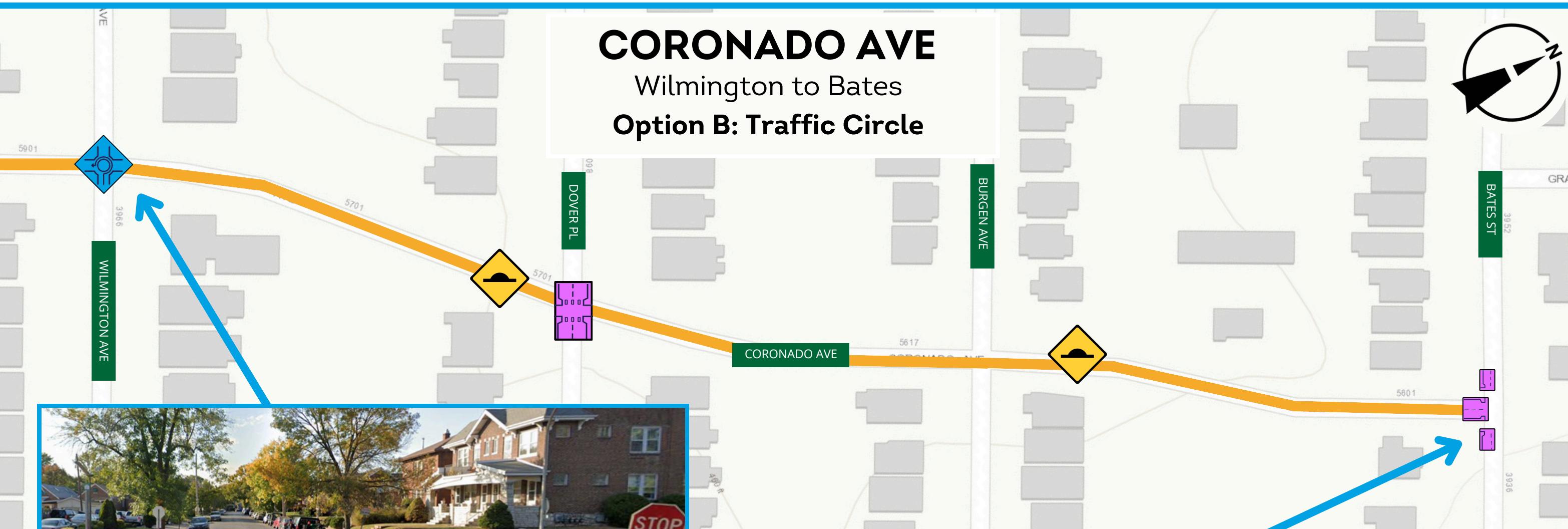
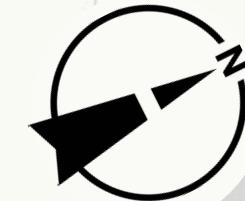


Add Speed Hump

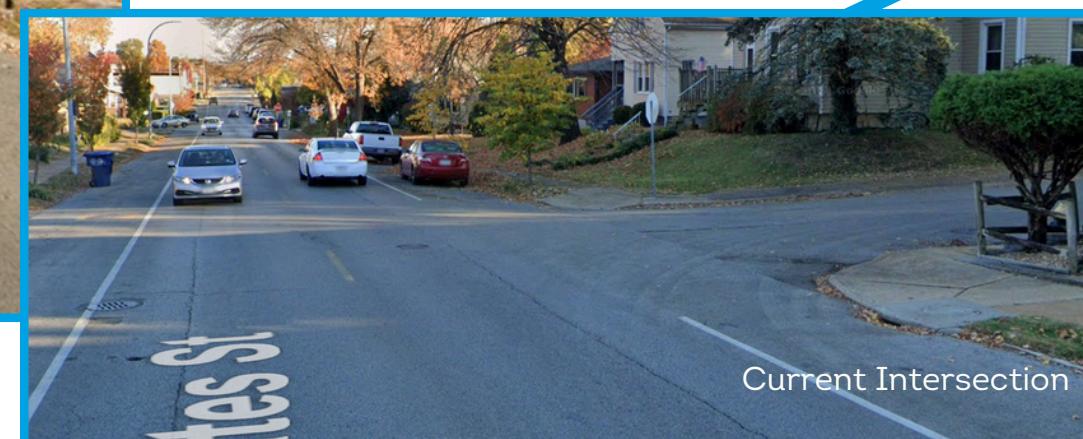
CORONADO AVE

Wilmington to Bates

Option B: Traffic Circle



Current Intersection



Current Intersection

LEGEND



All-way Bump Outs
with Crosswalk



Bump Outs



Option: Traffic Circle



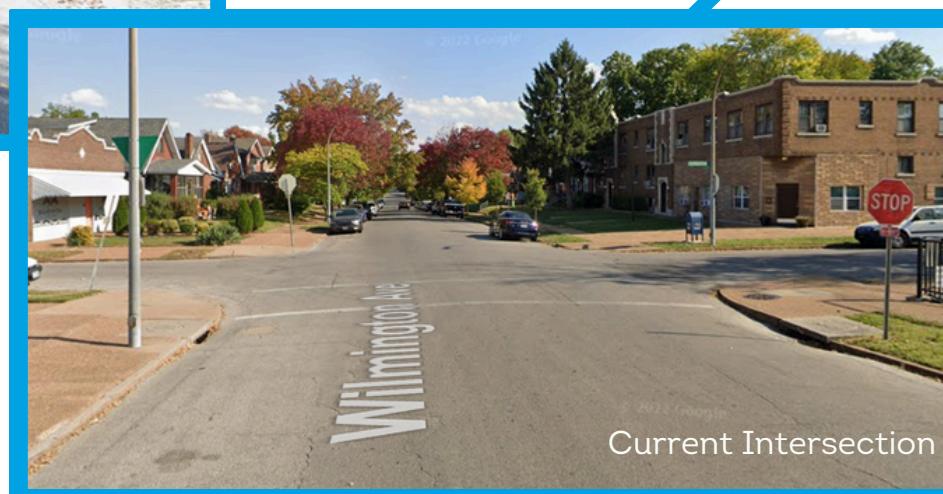
Speeding Concern



Add Speed Hump

LIVINGSTON DRIVE

Option A



Enhanced signing and striping at All-Way Stop to call attention to the stop-controlled intersection (ex. painted stop bars, stop ahead signs, reflective sheeting on the stop bar post, crosswalk striping, etc.).

LEGEND



Add or Upgrade Crosswalk



Enhanced Crosswalk Signage



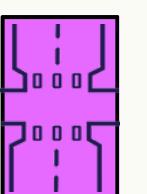
Add Speed Hump



Updated Bike Lane Design



Speeding Concern



All-way Bump Outs with Crosswalk



Bump Outs



Evaluate All-Way Stop



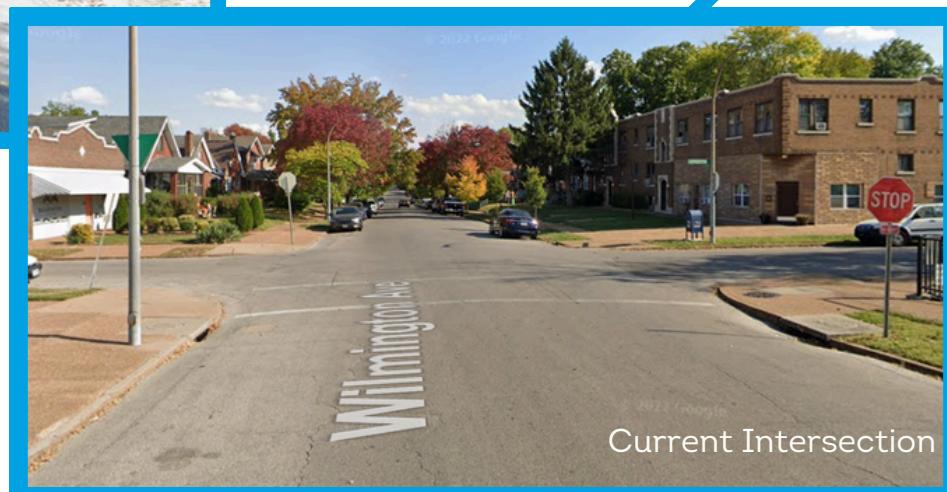
Pedestrian Refuge Island

LIVINGSTON DRIVE

Option B



DOVER PLACE



Enhanced signing and striping at All-Way Stop to call attention to the stop-controlled intersection (ex. painted stop bars, stop ahead signs, reflective sheeting on the stop bar post, crosswalk striping, etc.).

LEGEND



Add or Upgrade Crosswalk



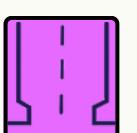
Enhanced Crosswalk Signage



Add Speed Hump



Updated Bike Lane Design
Speeding Concern



Bumps Outs



Option: Traffic Circle

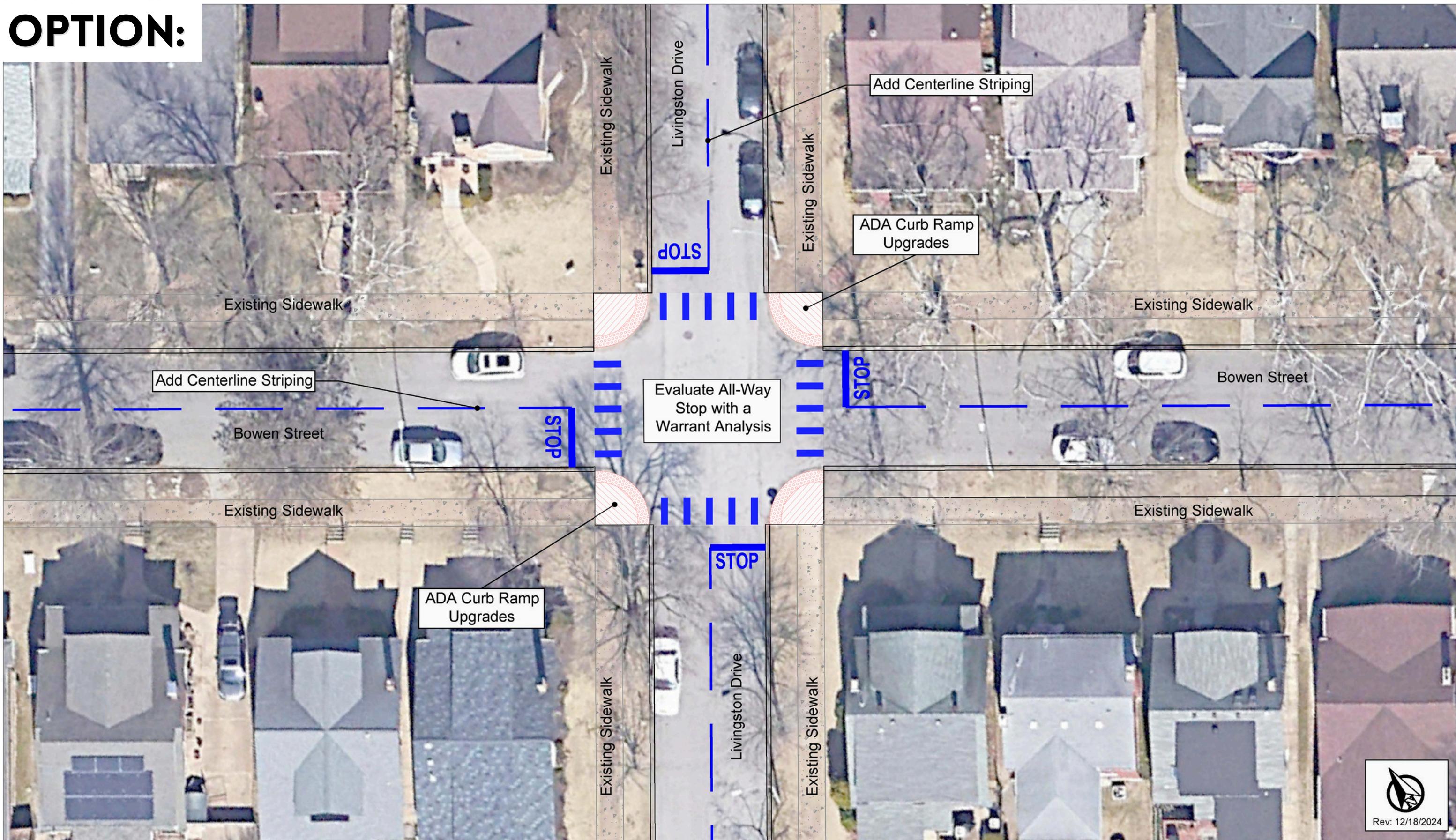


Evaluate All-Way Stop



Pedestrian Refuge Island

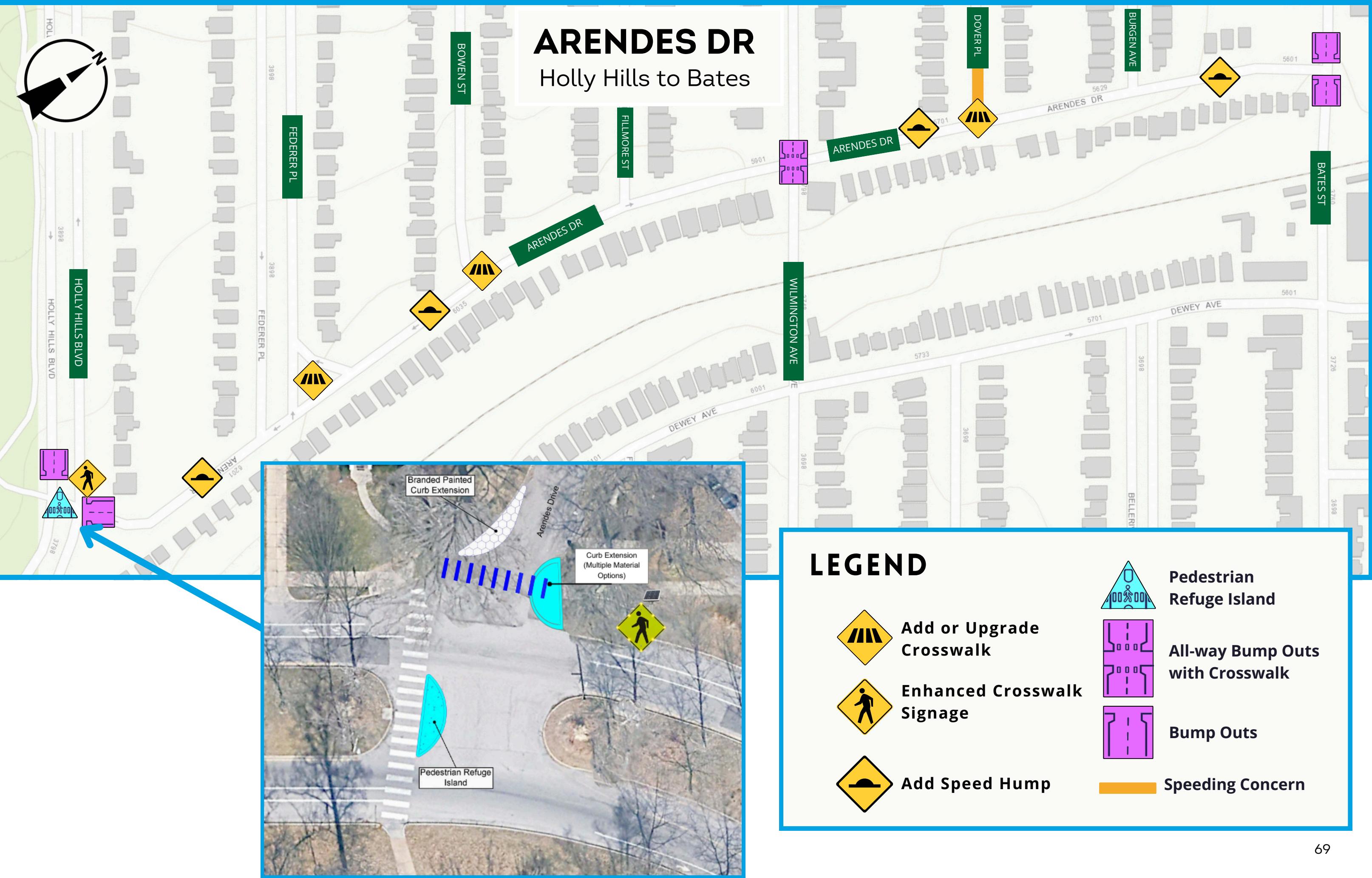
OPTION:



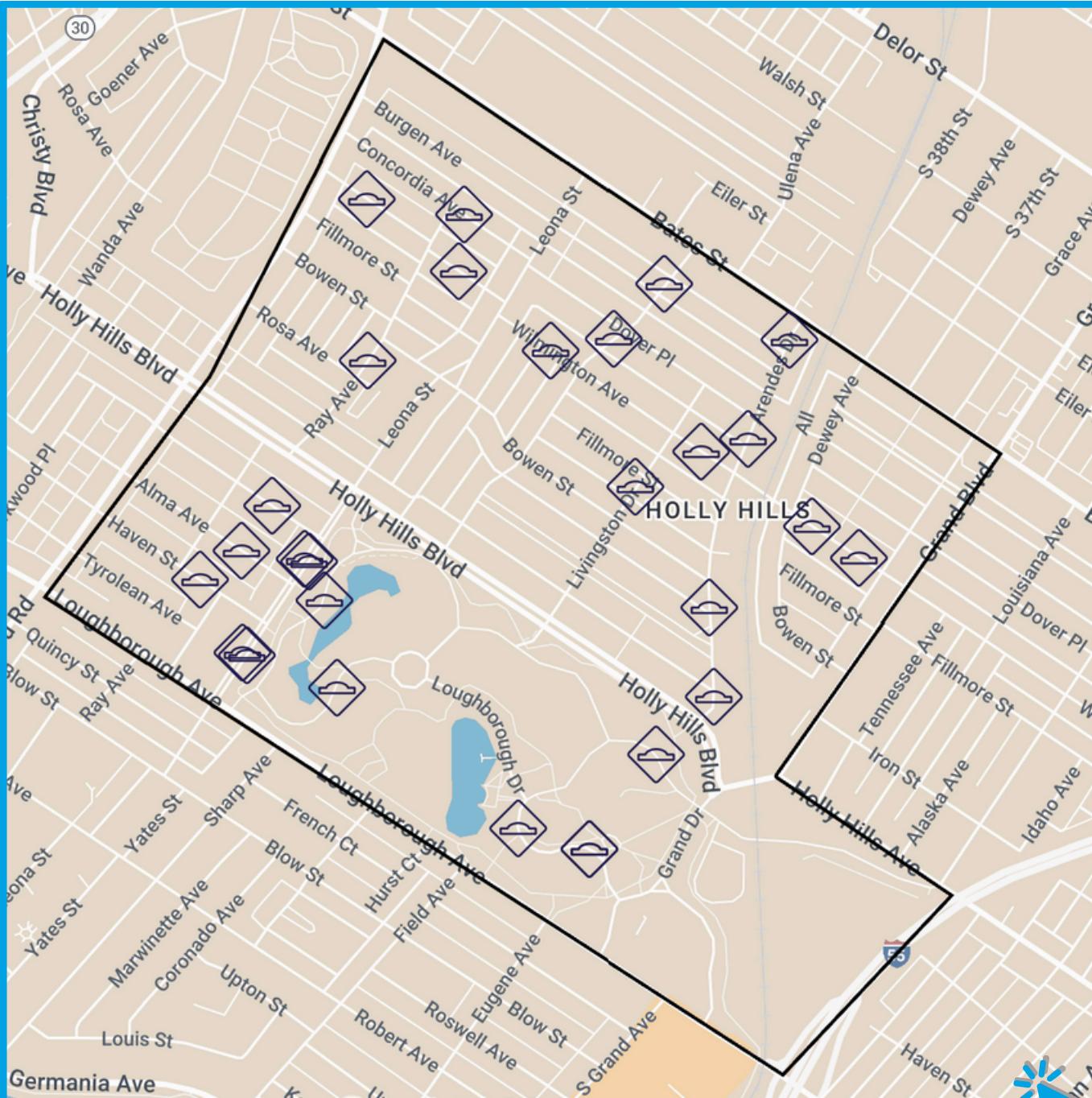
Rev: 12/18/2024

ARENDES DR

Holly Hills to Bates



RECOMMENDATIONS: SPEED HUMPS AND BUMPS



SPEED HUMPS

Speed humps are asphalt, concrete, or rubber humps placed in the middle of local and neighborhood streets to reduce vehicle speeds to about 20mph. To alert drivers of their presence, proper signage should be placed ahead of the humps and should be marked with high-visibility arrows.

QUICK-BUILD



PERMANENT



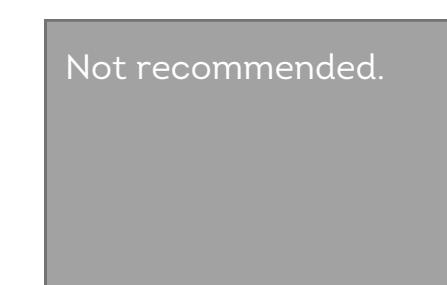
SPEED BUMPS

Speed bumps, like humps, are intended to slow vehicle speed but are typically shorter and more abrupt, often found in parking lots and alleyways. A speed bump is designed to slow cars down to a speed of 5-10 mph and can be used through district alleyways. See the the City's [Traffic Calming Design Guidelines](#) (p.34) for more information.

QUICK-BUILD



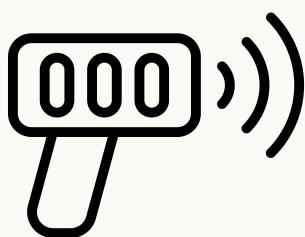
PERMANENT



Not recommended.

ADDITIONAL RESOURCES

TRAFFIC CALMING RESOURCES/GUIDES



Speed Radar
Spreadsheet Template



Traffic Calming
Engineering Guide



Pop-Up Traffic
Calming Guide

QUICK-BUILD TRAFFIC CALMING MATERIALS

MATERIALS SUPPLIERS



Uline



Traffic Cones for Less



Seton

CLICK IMAGE FOR LINK

SIGNS



Traffic Signs

MATERIALS SUPPLIERS

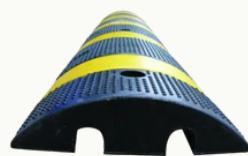


TreeTop Products



Pexco

SPEED BUMPS & HUMPS



TreeTop Products



Tactical
Urbanist's Guide

TRAFFIC CALMING RESOURCES



trailnet
STREETS FOR ALL
Community
Resource
Guide



GRAND BLVD
Principal Arterial Safety
Enhancements Project

CITY OF ST. LOUIS **TRANSPORTATION & MOBILITY** **PLAN**

City-Wide Plan for
Transportation and
Mobility

CLICK IMAGE FOR LINK



East-West
Gateway Safety
Initiative



Leading U.S. Mobility
Agency & Design
Standards



National Mobility
Advocates

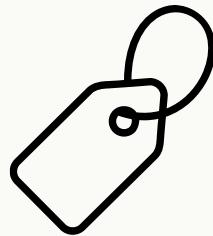


brightside
ST. LOUIS

Neighborhood
Cleaning and
Greening



St Louis Coalition to
Protect Cyclists &
Pedestrians



Typical Treatment
Costs
(Safe Routes NJ)



APPENDIX



Appendix **CONTENTS**

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SPEED STUDY DATA

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COMMUNITY FEEDBACK SUMMARY

(Online surveys and in-person engagement combined)

UNSAFE STREETS

SPECIFIC CONCERNS

DESIRED INFRASTRUCTURE IMPROVEMENTS

76

ONLINE SURVEY RESPONSES

83

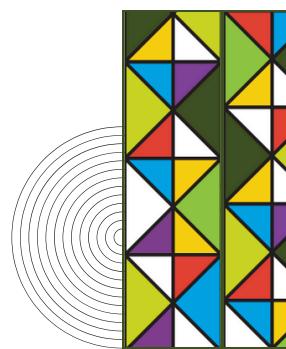
IN-PERSON FEEDBACK

CARONDELET PARK

WOERNER ELEMENTARY SCHOOL

TRAFFIC CALMING POP-UP

DEMONSTRATION



SPEED STUDY DATA

LOUGHBOROUGH @ GRAND

85th Percentile Speed: 38 MPH

% of Vehicles	Speed Limit (30)
21%	≤ Speed Limit
46%	+1-5 MPH
27%	+6-9 MPH
9%	10+ MPH

LOUGHBOROUGH @ SHARP

85th Percentile Speed: 37 MPH

% of Vehicles	Speed Limit (30)
22%	≤ Speed Limit
51%	+1-5 MPH
22%	+6-9 MPH
6%	10+ MPH

LEONA @ FEDERER

85th Percentile Speed: 37 MPH

% of Vehicles	Speed Limit (25)
85%	≤ Speed Limit
14.5%	+1-5 MPH
0.5%	+6-9 MPH
0	10+ MPH

LEONA @ ALMA

85th Percentile Speed: 32 MPH

% of Vehicles	Speed Limit (25)
31.5%	≤ Speed Limit
44%	+1-5 MPH
16%	+6-9 MPH
8.5%	10+ MPH

RAY @ FILMORE

85th Percentile Speed: 32 MPH

% of Vehicles	Speed Limit (25)
84%	≤ Speed Limit
12%	+1-5 MPH
0%	+6-9 MPH
4%	10+ MPH

HOLLY HILLS @ RAY

85th Percentile Speed: 39 MPH

% Vehicles	Speed Limit (30)
22%	≤ Speed Limit
52%	+1-5 MPH
20%	+6-9 MPH
6%	10+ MPH

HOLLY HILLS @ LIVINGSTON-ARENDES

85th Percentile Speed: 37 MPH

% of Vehicles	Speed Limit (30)
38%	≤ Speed Limit
41%	+1-5 MPH
14%	+6-9 MPH
7%	10+ MPH

BATES @ CONCORDIA CEMETERY

85th Percentile Speed: 32 MPH

% of Vehicles	Speed Limit (25)
34%	≤ Speed Limit
35%	+1-5 MPH
21%	+6-9 MPH
10%	10+ MPH

COMMUNITY FEEDBACK SUMMARY

Mentions of Streets as Unsafe					
Street	Pop-Up Feedback	Survey	Concert Feedback	Additional Data	Total
Holly Hills Blvd.	12	42	7		61
Leona St.	30	22	8		60
Loughborough Ave.	23	23	6		52
Bates St.	23	23	5		51
Morgan Ford Rd.	13	23	2		38
S. Grand Blvd.	6	26	3	3	38
Wilmington Ave.	8	3	2	1	14
Arendes Dr.	6	5			11
Rosa Ave.		11			11
Coronado Ave.	6	1			7
Livingston Dr.	3	2	2		7
Ray Ave.	1	3	1		5
Bowen St.	1		2		3
Dover Pl.	1		1		2
Dewey Ave.		1	1		2
Toenges Ave.	2				2
Burgen Ave.		1			1
Bellerive Blvd.		1			1
Germania Ave.		1			1
Broadway		1			1
Adkins			1		1
Delor			1		1
Alma			1		1
Hurst			1		1

Concerns					
Concern	Pop-Up Feedback	Survey	Concert Feedback	Additional Data	Total
Speeding	3	130	8		141
Running stop signs	1	19	3	1	24
Pedestrian/cyclist safety	3	6	7		16
Visibility	7	4	1		12
Enforcement	2	8	1		11
Accidents	1	7	1		9
Passing in parking/bike lane		6		1	7
Reckless driving		2	3	1	6
Failure to yield			3		3
Driving wrong way		2			2
Damage to parked cars			2		2

Desired Infrastructure Improvement					
Improvement	Pop-Up Feedback	Survey	Concert Feedback	Additional Data	Total
Crosswalk	9	79			88
Improved/more crosswalks	2	79	2		83
More destinations within walking distance		59			59
Lighting		53			53
Improved signage		39	3		42
Protected bike lanes		41			41
More trails		33			33
More destinations within biking distance		28			28
More bike amenities		25			25
Improved on-street bike lanes	1	22	2		25
Speed hump/bump	3	17	1		21
Paint improvements	6	4	2		12
Flashing stop signs/RFB	3	2	5		10
Bump outs	2	5	1	1	9
Roundabouts	2	4			6
Roundabout improvements (signage, education)				5	5
General maintenance	2	2			4
Potholes	1	3			4
No parking near stop signs/crosswalks	3				3
Pedestrian refuge islands		3			3
Pinch points		2			2
Raised crosswalks		2			2
Flex post improvements			2		2
Litter cleanups		2			2
Speed table		1			1
Inaccessible/blocked sidewalks and crosswalks		1			1
Chicanes		1			1
Fixing current crosswalk buttons	1				1
Armadillos	1				1
Road diet		1			1
Gate improvements			1		1
Repaving			1		1

RESPONDENT TRENDS

Where do you live?	Responses
Total responses	108
Zone 3	54
Zone 1	22
Zone 2	29
Carondelet Park	3

Where do you work?	Responses
Total responses	32
Zone 3	14
Zone 1	8
Zone 2	8
Carondelet Park	2

Where do you visit regularly?	Responses
Total responses	88
Zone 3	10
Zone 1	3
Zone 2	7
Carondelet Park	68

What is your relationship to Holly Hills?	Responses
Total responses	115
Resident	97
Visitor	7
Resident, Work in Holly Hills:	3
Resident, Business Owner	4
Work in Holly Hills, Other	1
Other	1
Business Owner, Visitor	1
Resident, Business Owner, Work in Holly Hills	1

RESPONDANT MOBILITY PREFERENCES

How often do you...

Walk/Roll (wheelchair, etc)	Responses
Total responses	115
I don't do this activity	14
Daily	46
A few times/week	31
A few times/month	24

Bike	Responses
Total responses	115
I don't do this activity	50
Daily	4
A few times/week	23
A few times/month	38

Drive	Responses
Total responses	115
I don't do this activity	1
Daily	94
A few times/week	18
A few times/month	2

Take public transit	Responses
Total responses	115
I don't do this activity	106
Daily	0
A few times/week	0
A few times/month	9

PERCEPTION OF SAFETY IN HOLLY HILLS

I feel safe walking/rolling to destinations in Holly Hills	Responses
Total responses	115
Strongly Agree	16
Agree	69
Disagree	21
Strongly Disagree	9

I feel safe walking/rolling to destinations in Holly Hills	Responses
Total responses	105
Strongly Agree	5
Agree	49
Disagree	39
Strongly Disagree	12

Which changes would you like to see in Holly Hills to make streets and sidewalks safer for all?	Responses
More on-street protected bike lanes	40
More trails or off-street bike lanes	33
More destination within walking distance	63
More destinations within walking distance	31
More bike amenities (racks, pumps)	25
More/better signage	34
Better lighting	50
Slower traffic	95
Improved conditions of sidewalk	61
More/better marked crosswalks	69
Crosswalks	69
More on-street bike lanes	21
More sidewalks	10
Other	13

ON WHICH STREETS IN HOLLY HILLS DO YOU FEEL SAFE AND COMFORTABLE WALKING, ROLLING, OR BIKING?

Interior, non-high traffic streets

I feel pretty safe on all of the streets but crossing Holly Hills Avenue to get to the park makes me nervous and crossing most of the streets in the neighborhood also sometimes makes me nervous because very few people actually stop at the stop signs.

Most of them

Almost all. However, I've witness so many cars use the bike lanes on Holly Hills as a passing lane, that I do hesitate to ride bikes with my family on that road. I am also guilty of often using the bike lanes on Holly Hills to avoid potholes when driving

Bellerive Wilmington

Most streets, with the exception of certain areas of Wilmington and all of Bates.

All

Zone 2 and 3

Everywhere but least safe on Holly Hills Blvd.

Residential

Federer, Coronado, livingston

Holly Hills Blvd

Mostly the streets nearest to the park.

Carondelet park

Livingston, Coronado, Wilmington

Most of the Holly Hills neighborhood streets

Na

Leona, Dover, Fillmore, Federer, Bowen, Marwinette

Biking under loughborough bridge and path along lowes/ schnucks

No specific street no specific ones no

Leona, Federer

Throughout residential zones

I feel comfortable walking on most streets in Holly Hills.

Marwinette, Federer, Coronado Bowen

Marwinette Federer Coronado Bowen Livingston

All

All

Federer, Holly Hills, Leona

Federer, Arendes, Bowen, Wilmington

side streets, the park

I feel safe

Federer, Arendes, Bowen, Fillmore, Marwinette, etc

Marwinette

Federer

Walking - most streets as long as there are sidewalks and crosswalks on bigger intersections. I feel safe biking on streets with dedicated bike lanes

Holly Hills

Almost all. Leona Haven Tyrolean Alma Loughborough Morganford Toenges Holly Hills Federer

I don't bike - and this was a required field

Wilmington, Livingston

I feel safe on most of the small neighborhood roads.

Smaller residential streets

Any street that is not a main thoroughfare

3800 and 3900 blocks of Federer, holly hills, Bowen

Most streets that are not major roads

Federer place

It's hit or miss. Sometimes I feel perfectly safe on most of the streets but then I see someone speeding down residential streets and not stopping at stop signs.

Livingston

All of them

Arendes

Federer

I feel safer walking on the sidewalks than I do riding my bike in the bike lanes due to separation from car traffic.

none to many drivers speeding, ignoring stop sign and driving the wrong way, passing in the parking lanes etc.

None

Federer, Holly Hills, Morganford

Federer, haven

Holly hills and neighborhood streets

I feel safe walking throughout the neighborhood

all but I usually only walk from my house to the Park and nearby my house

all of them

That's probably easier to say which ones I am not comfortable on. Which would be morganford Holly hills Leona and Bates

Mostly all

All

The smaller, less busy streets

None

Holly hills, leona

Most in zone 2 and the park

Holly Hills Blvd

Holly Hills Blvd

Fillmore between Arendes and Livingston

Grand Ave., Holly Hills, Loughborough, Wilmington, Leona

Wilmington, Leona, Marwinette, Coronado

Holly Hills

Holly Hills

Corando

Streets in the park especially when closed to car traffic.

Federer Place

Side streets but not streets around or in the park. Park mtb trail and path is great

Backroads

Fedderer

Federer

Most

NA

Holly Hills blvd

Holly Hills Blvd, all park streets, all residential side streets.

In the neighborhoods off the main roads

Holly Hills Blvd., Livingston Dr., Dover Pl. (most streets)

Inner streets between grand and Morganfors

All

All of them

Side streets

I feel more comfortable on the streets with designated bike lanes

Holly hills, Leona, but cautiously

Walking along Holly Hills Blvd, within the park, Toenges, Alma, Haven, Leona, Federer

Holly Hills blvd

Most streets

All but the below streets

most residential streets

Holly Hills, Leona

Holly hills, Federer, Arendes, Leona

holly hills, leona, dover, s grand,

Holly Hill, Leona, Tonges

None never I'm scared to 

None

Fillmore, Federer, Bowen

Federer is usually our preferred route

All

Christy Bike Path

I feel safe and comfortable on on Hilly Hills streets.

Any/All

Streets with good lighting.

Michigan, hollyhills, Virginia and Vermont

None

3836 Wilmington Avenue Apt 2W

Streets to the east of Morganford, south & north of HHB

Feder, Leona, Holly Hills

ON WHICH STREETS IN HOLLY HILLS DO YOU **NOT** FEEL SAFE AND COMFORTABLE WALKING, ROLLING, OR BIKING?

Morgan Ford, Loughborough, etc.	Grand
cross streets in the neighborhood feels unsafe many times but not always. I don't feel safe biking anywhere but in the park so I don't bike anymore.	I am cautious at alley/street and street intersections
Bates, Holly Hills, Loughborough, Morgan Ford	don't know of any
The roads within the park when the gates are open. Cars fly without regard to others (walkers, bikers, etc.) being on the roads.	all except directly in front of Ryan Hanlon's house
Grand Ave, arendes	That's probably easier to say which ones I am not comfortable on. Which would be morganford Holly hills Leona and Bates
A few areas on Wilmington, and Bates between Grand and Morganford.	Morgan Ford and crossing Ray at sign at Rosa
S. Grand and intersections of Holly Hills and Loughborough	None
Bates, Grand	Holly Hills Boulevard
Holly Hills Blvd.	All of them
Grand	Morganford
Hollyhills	Bates, Loughborough, Holly Hills(traffic not bike friendly in the area)
Leona, Loughborough, Bates, Grand	Loughborough
Farther away from the park.	Loughborough, Morganford
Any cross walk	most all
Grand, Morgan Ford, Bates.	Bates (from Grand to Eulena), Grand (going into the park)
The sides of Carondelet park and up near the shopping areas: minimal sidewalks and sidewalks disappearing: Bates Street	Holly Hills Blvd at Grand and at Leona
Na	Grand
Holly Hills	Loughborough, Morgan Ford, Bates
East of tracks, north of livingston	The roundabout by the Y
None	Holly Hills and Leona along the park. Crossing these streets is often sketchy because cars can be flying and seldom slow down at crossings.
Holly Hills, especially between Morganford and the park	South Grand, Bates, Loughborough, Morganford, Leona, Livingston, Wilmington, Arendes
Holly Hills	Streets around park and inside park
I'm not disabled, but our sidewalks and crosswalks in just about everywhere in the neighborhood are uneven, frequently blocked by vehicles and generally inaccessible.	Holly hills Ave., Loughborough, leona
Leona, holly hills	Loughborough
Leona Morganford Loughborough	Holly Hills
None	Holly Hills
None	Carondelet Park
Loughborough is a little nerve wracking to bike on	Loughborough.
Grand, Holly Hills, Morganford	#1. Grand-avoid. #2. Zone 1 Morgan Ford-avoid. #3. Loughborough-use but limit time on it; just crossing at Eugene is difficult. #4 - Zone 2 Morgan ford- Use frequently but prefer to avoid. #5- Bates: Use but limit time on it.
Grand	Holly Hills Ave
I feel safe	Bates St.
Holly Hills, Loughborough, Bates.	Grand
Leona	None
Holly hills, Leona.	None
I do not feel comfortable biking on Grand or Loughborough	Corner of Leona and Holly Hills
None	Ones without bike lanes.
N/a	Most side streets early evenings and at night.
Bates, Morganford, Grand	I would not bike on Holly Hills Blvd the cars drive too fast. Some cars do not stop to let pedestrians cross at Holly Hills Blvd and Leona St. It would be great to have signage with flashing lights around this area.
Grand, Leona	Holly hills Blvd and leona
Holly Hills, Loughborough, Grand, Morgan Ford,	Holly Hills Blvd feels unsafe with how people speed, drive recklessly and blow through the lights at Morganford and Holly hills
Holly Hills, Leona, Morgan ford, loughborough	Grand, Holly Hills Blvd, intersection of HH and Leona
Holly Hills, Grand, Loughborough, Morganford, Bates	Holly Hills Boulevard or Leona Avenue
Grand, Morganford, bates, burgen, Bellerive	Wilmington
Crossing Bates, Leona, Holly Hills	Bates and Grand
Leona Holly Hills grand bates morganfold	loughborough, arendes
If Bates is in Holly hills, I see cars going awfully fast and not always stopping at stop signs. Leona and Holly Hills make me nervous because of the speed at which some people drive those streets..	IDK
Bates	All
None	None
Holly hills boulevard!	Arendes, Coronado, Livingston, Wilmington
most	Holly Hills Blvd, Leona, Ray
There are a couple of streets within the neighborhood that do not have sidewalks- Ray by Leona for instance, which is across the street from the public elementary school. Not safe crossing into the park on Holly Hills/Arendes or Livingston.	None
holly hills blvd	Germania
Holly Hills	I feel safe and comfortable on on Holly Hills streets.
Grand, Loughborough	None
Holly hills boulevard	Anywhere beyond Dewey and Bates
	Broadway, laughboro
	All
	I feel pretty safe although often on manu streets there is speeding and failure to stop at stop signs
	Holly Hills Boulevard, Loughborough, traffic circle by the YMCA, Morganford
	Loughborough



WHICH CHANGES WOULD YOU LIKE TO SEE IN HOLLY HILLS TO MAKE STREETS AND SIDEWALKS SAFER FOR ALL?

Improved road conditions on Holly Hills

I'd like to see Arendes returned to two-way traffic from Bates through to Holly Hills. Many don't respect the one-way signs, putting others at risk. It also increases cut-throughs on Bowen and Federer Place that could easily

Enforce crosswalk laws and roundabouts in park. Cars rarely stop for me in the crosswalk and people don't know how to use a roundabout

Curb bump-outs at crosswalks

Street humps on Holly Hills

Reckless driving

Slower traffic on Ray behind Woerner school. Three way stop at Ray and Rosa is barely a suggestion. Lots of pedestrian traffic, bikers, baby strollers, dogs, golf carts use the intersection to access playground but vehicular traffic does not even pause.

There has to be a solution to slowing down vehicular traffic. This isn't the Indy 500. People already blow through stop signs. They don't care about crosswalks. More signage won't make a difference.

Leona and HH are both raceways. On HH, cars drift into the bike lanes, drive in the bike lanes, and use the bike lanes to pass. I live on Leona across from the park, and have had my parked cars hit at least 6 times, totaling 2 of our cars.

More police presence and enforcement of simple, everyday traffic laws.

"VEHICLE ACCESS IN CARONDELET PARK SHOULD BE RESTRICTED BETWEEN DUSK TO DAWN TO PROMOTE PEDESTRIAN SAFETY, DETER RECKLESS DRIVERS, AND ENSURE THE PARK IS FAMILY FRIENDLY."

Total responses	45
Agree	42
Neutral	1
Disagree	2

OTHER CHANGES/IMPROVEMENTS:

A more protected bike lane on Holly Hills would be nice.	Slow traffic, make intersections safer
Physical ways to stop cars from speeding, not just signage and visual cues BUT ACTUAL WAYS TO STOP CARS or keep them from using Holly Hills as a cut through neighborhood. Potentially closing some streets.	Possibly adding speed humps on Livingston...speeding is not unusual there between Holly Hills and Wilmington.
Living and working with in biking and walking distance of Holly Hills I would be more likely to visit local businesses if there were more ways to easily bike to and from this area.	More stop signs
Plus at least two visitors have had their cars hit in the past 2 months. We have witnessed at least three other accidents directly in front of our house. Leona would benefit greatly from bump outs at crossings, like on Loughborough.	Less motorcycle groups on grand
Mini traffic circles, speed humps or new stop signs or other measure on Holly Hills, Loughborough and Leona in particular owing to traffic on	Speed humps
Traffic is so fast on the streets surrounding the park. We live on Leona and watch drag racing, seen many accidents, and have had multiple cars hit and some totaled. I would like to see Leona with painted lines for traffic and bump outs like Loughborough.	Raised intersections
Speed humps	Roundabouts or ways to slow traffic on Bates; several of us have lost cars due to reckless drivers crashing into them. I personally know of 5 people, including myself.
Holly hills is already a great neighborhood for biking but with improvements to the worse streets it could be the absolute best.	Traffic calming at Leona and Holly Hills Blvd. I avoid that intersection as a pedestrian.
Pave the Park	People obeying the driving laws
Control speed on HH and all streets	Speed bumps throughout neighborhood, especially on Holly Hills from Morganford to Grand. That section is like a drag strip and totally out of control. Don't feel safe crossing, and that cuts the neighborhood in half.
Speed tables	Improve potholes so drivers do not swerve into bike lane
I live at the corner of Morganford and Holly Hills. People are constantly running red lights at the intersection. Cameras at this intersection may help.	Please put speed humps on the 3800 block of Wilmington to reduce traffic speed - people often exceed the speed limit here and it sometimes causes them to run the stop signs on either side.
traffic diversion strategies deployed within Carondelet Park, decrease the allocation of existing roadway space to motor vehicles within Carondelet Park	Something like a roundabout at holly hills and Leona
Speed bumps on residential streets	Although there are crosswalks at Holly Hills and Livingston/Arendes going into the park, almost no cars stop for pedestrians. There is no crosswalk at Leona/Holly Hills intersection (closest to park entrance across from the church) and would like one there
Make Holly Hills not straight make it curvy	Stroller friendly side walks please!
Pinch points, islands, more speed bumps	More street humps on Holly Hills from at least Arendes west to Morganford
Stop sign on MorganFord Rd at Alma St. To stop the speeding between Holly Hills and Loughborough Ave.	Bump outs for all / most stop signs
Have Campbells enforce stop signs and temp tags	It would be nice if people living inside the neighborhood received benefits, rather than just the wealthy people on Holly Hills, Federer, and Leona
Like to see small roundabouts, especially at the intersection of Leona and Wilmington.	Stop signs along Holly hills or speed bumps
Methods to stop people from passing cars on the inside; roundabouts in the park to discourage the little, obnoxiously loud cars that do doughnuts in those spots; more litter pickup in Loughborough Commons	North/South interior streets have become cut through streets. Dover Pl especially now that Bates has been calmed.
	I want to note that "better lighting" doesn't mean brighter lighting per se. Consider the Dark Skies initiative for downward focused, non-blue spectrum light.
	Speed Humps on Holly Hills or other items to discourage the regular drag racing. More Police
	Raised Crosswalls with Mid Block islands would improve the safety of All Users.
	Drivers speed between the stop sign and traffic signal on holly hills and morganford
	sidewalk around Woerner School except in front is a mess
	Creating one way on Bowen between Leona & Ray, adding speed humps on Leona & Federer St around Woerner school created more traffic on Ray. Speed hump on Ray would be helpful, or an alternative to slow traffic near intersection.
	Less destructive traffic
	Speed humps everywhere especially on Holly Hills Boulevard.
	The private security isn't visible on Morganford. Speeding is a huge problem there
	YMCA is a strong destination. Should be more billable- especially since parking can be problematic and bicycling is an excellent option for transport to pool.

CARONDELET PARK CONCERT & WOERNER OPEN HOUSE

July 28, 2024
August 6, 2024

Board Comments

Clarity of yield for pedestrians at roundabout by YMCA. Almost been hit with flashing red light. Uses 5 lights.

Gravel in center medians aren't packed- planters on top aren't well supported, will break sooner. HH + Grand, Loughborough + MF, Leona + Loughborough

Round-about needs better signage!!

No jersey barriers

School bus route

Dewey + Bates crossing (from N) no visibility, parked cars. Bump outs have helped

Awkward stop sign spacing on Bates -People run them -People speed between them

Ped x-ing RFB

Bumpouts not effective - encourages swerving. RFBs!

People are speeding on Federer past the stop sign at Ray going towards MF (Ray + Adkins). -Speed bump- 1/2 way down

Better ped crossings into park across Leona.

Traffic circles going to YMCA: Drivers don't yield, hard to predict driver behavior. Need education on how to use

Speed humps not visible enough. Paint them whiter

Drivers on Holly Hills not respecting pedestrian right of way. Lots of people walking dogs on/across Holly Hills.

Run stop signs Leona + Wilmington, Bates + Leona

People behave better at 2nd circle on Grand (lower visibility coming up hill going west?)

Prettier gates (support gates closed at night). Less trash during no car weeks, want access for disabled.

Loughborough won't be a cut through after bridge is out in 2025. Bates and Delor will become cut throughs

People speeding between speed humps around school

Rapid flashing beacons at school

Wilmington + Grand "I'm sure I'm going to get hit by a car every time I'm there." (People run stop signs)

RFBs on Loughborough "the best thing I've seen")

Speeding on Holly Hills (4 agreement checks)

Want kids to bike to park + friends houses. Leona + Alma, faded crosswalk

Repaving Holly Hills- people are driving in bike lanes, it's so bad

Holly Heights!

Turning onto Holly Hills from roundabout is too tight

Turning right onto Loughborough from Hurst- lots of fast turning "A lot of lost side mirrors"

Bowen + Livingston intersection: Bad

No E-W stop signs, but N-S stop signs - creates confusion. Bowen + Livingston

Lots of parked cars hit on Leona between HH + Loughborough

Cut-through traffic on Dover (wider than alternatives)

Enforcement

Flex-post phone # in case of damage

Gates have helped with late night donuts in the park.

Flex posts down at Leona + Bates

Holly Hills + Leona. Donuts in the middle of the night

"Love bike lanes" No roundabouts



POP-UP DEMONSTRATION



November 7, 2024



Design Board Comments

Toenges b/w Leona & Morganford used to avoid light @ Holly Hills & Morganford

Pedestrian flashing light

Esp @ HH/Grand

Bates people driving down the side of the street. Next to Bates Automotive.

X-walk #4 on Leona across Holly Hills. No stopping @ x-walk across HH into Park :(

Speeding on Ray

Pro round-about @ Leona & Holly Hills

Safety improvements needed at the roundabout on Holly Hills. Especially for bikers/cyclists.

Bike lanes aren't very visible

Bring back bus stop @ Coronado & Bates

Wilmington/Leona needs 30ft "No Parking" indicated near stop signs

Wilmington is an area of concern. Many children and it is the primary E-W crossing through the neighborhoods from Leona to Grand.

Keep up with painting bike lanes, many have faded

Bike lane on Loughborough

X-walk @ Toenges & Leona

Add bump out at existing crosswalk at Holly Hills and Arendes

Please put speed humps or cushions on Holly Hills!

Storyboard Comments

Speed humps are too hard to see - make them visible

Flashing stop signs! (Agreed!)

Pleasant but could use more sidewalks and safety measures

No new construction at all- focus on maintenance

Color crosswalks (maybe stain glass colors)

Even sidewalks

More speed humps in general

People fly around curve on Arendes, merging onto Holly Hills. No pedestrian visibility (curve + trees)

Crosswalk through median (Leona)

Don't like raised crosswalks (by Christy Park, sinking)

Safer crossing Holly Hills into the park w/ kids

Yes to bump-outs, but NOT the "Ingracia Balls"

This! Especially in rain or dark!

Loughborough- stop signs are effective.

Raised cross walks

Cross walk education + cross walk protection

Education on traffic circles (they aren't stop signs!)

Speed hump visibility is a problem on shady streets. Make them yellow!

Visibility on center islands (no). Bump outs and right turns. Get rid of road diets. Cops. No speed humps.

Arendes @ Holly Hills: People drive the wrong way. People speeding onto Livingston.

Hard to see protectors on Grand at night

Story map of improvements + networks ("how do I get there?")

POP-UP DEMONSTRATION

November 7, 2024

Do you support parking protected bike lanes on Holly Hills Blvd?

Yes- 34

No- 16

Not sure. What about protecting w/ armadillos instead?

People can drive over them to park

In general, yes! On this particular street, it may not be helpful

Snow removal problems

4x- Support current bike lanes, not cars being moved closer to traffic. No parking protected.

Do you like the proposed design at Holly Hills and Ray?

Yes- 36

No- 5

Trim hedge

Accident with left turning vehicles

More police enforcement. Fixing potholes so people don't lean out of the lane (into bike lane).

Improve paint, more fluorescent paint, better maintenance

Do you like the proposed design at Holly Hills and Leona?

Yes- 41

George <3s Roundabouts

To ped protection

Right turn only out of the park! (this comment received a sticker)

No- 12

To blocked intersection

To blocked intersection

No to blocked intersection

I would prioritize a x-walk on the east side of Holly Hills (this comment received a sticker)

I walk this 3+ times per week and it doesn't feel unsafe. Loughborough is worse (this comment received a sticker)

On which Street do you feel least safe?

Wilmington- 5

Arendes- 3

Leona- 22

Add another speed hump on Leona

Near Stellar Hog

Coronado- 4

From Bowen to Wilmington no sight

At Dover

Parking too close to intersection cross walk especially coronado

Livington-2

Other- 4

Morgan ford- 10

Bates- 20

Loughborough- 17

I live on the 3800 blk. of Loughborough. Speeding cars and running stop signs is a "big problem"

Crosswalk buttons at Loughborough and Morganford don't work

Used to feel safe on Loughborough, now don't since changes

Other- 4

Grand- 3





ADDITIONAL FEEDBACK

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ABOUT TRAILNET

Trailnet is a 501c3 nonprofit in St. Louis, Missouri. Trailnet's mission is to lead in fostering healthy, active, and vibrant communities where walking, bicycling, and the use of public transit are a way of life.
<http://trailnet.org/>

CBB

TRANSPORTATION ENGINEERS AND PLANNERS

Joanne Stackpole, PE, PTOE
Srinu Yanamanamanda, PE, PTOE, PTP

HOLLY HILLS SPECIAL BUSINESS DISTRICT INFRASTRUCTURE COMMITTEE AND TRAFFIC CALMING SUBCOMMITTEE

Ryan Hanlon// Chairman	Linda Callanan// Committee Member
Gary Nipper// Vice Chairman	Meghan Cotner// Secretary
Loren Lang// Committee Member	Mechelle Minden// SBD Board Member
Joe Lorenz// Committee Member	Alison Bryar// Committee Member
Daniel Wyrock// Committee Member	Katie Thorman
Abby Richter// Committee Member	Brett Reinert// SBD Board Member
Colleen Nigro// Committee Member	Kayla Dunn

ANNE SCHWEITZER // Alderwoman of Ward 1, City of St. Louis

JOHN KOHLER // Planning and Program Manager, Board of Public Service

SCOTT OGILVIE // Complete Streets Program Manager, Planning and Urban Design Agency

LEN EFTHIM // Commissioner of Traffic, Streets Department

ANDREW RIGANTI // Capital Improvement Project Liaison, Board of Public Service

MATT BARNES // Construction Division, Board of Public Service

DAVID NEWBURGER // Commissioner on the Disabled and ADA Coordinator, Office on the Disabled