



VIRTUAL PUBLIC MEETING REPORT

EXECUTIVE SUMMARY

A virtual meeting for the Vision Zero and Complete Streets Plan was held on Tuesday, September 28. Several opportunities for public input were built into the virtual meeting and its on-line counterpart including survey questions and comments, questions and answers (Q/A) with the project team, small group discussions, and post-meeting correspondence. A total of eighty-nine (89) people participated.

Important Feedback

- When asked where they felt most unsafe using Kirkwood streets, participants reported major roads like Big Bend and Manchester Roads most often (50%), followed by their own neighborhoods (23%). Downtown Kirkwood and Near Parks and Schools tied with the fewest most-unsafe responses (14%). *See Figure 3.*
- When asked what solutions respondents supported to make streets safe for everyone, filling in sidewalks ranked the highest (69% in the Zoom Poll and 79% in the On-Demand Meeting Survey). Conducting safety awareness campaigns rated the lowest (44% in the Zoom Poll and 28% in the On-Demand Meeting Survey). *See Figures 5 and Figure 6.*
- Vision Zero was familiar to many participants. 60% had heard of Vision Zero prior to the meeting. *See Figure 2.*
- The Longview demonstration project generated a considerable amount of feedback, both positive and negative. Residents clearly have strong feelings about what happens on Kirkwood streets. Strategies to inform and involve the public in future improvements will be included in the Vision Zero Plan.

This report includes details of all virtual meeting engagement including:

- A review of participation
- Public input reporting including:
 - Survey questions
 - Survey comments
 - Zoom Q&A
 - Zoom Small Groups
 - Post-meeting community input

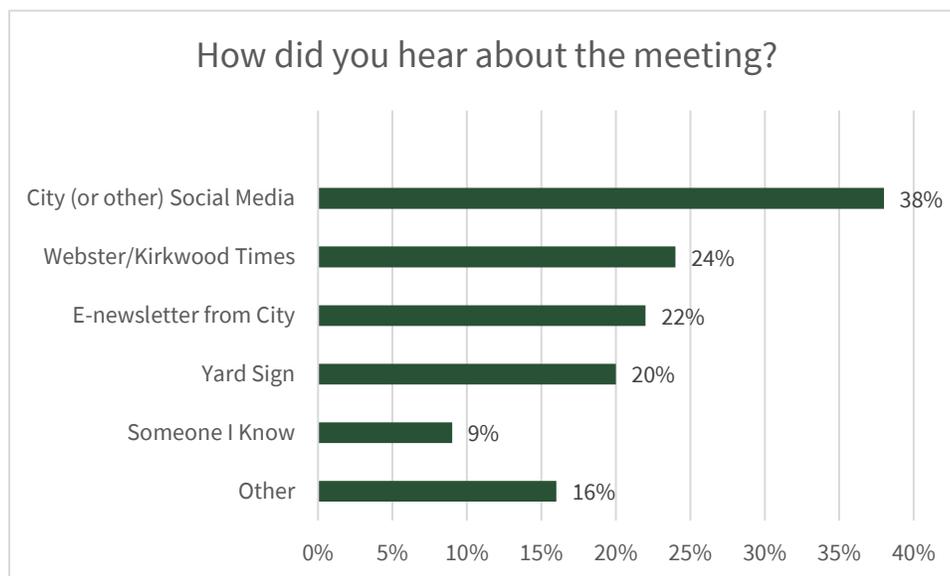
Participation Review

The meeting, hosted on a Zoom webinar, consisted of a presentation, live chat, and Q & A. After the presentation, optional small groups were hosted in a separate Zoom meeting.

During the live Zoom meeting on September 28, 60 participants logged into the webinar and 23 people participated in the small group discussions afterwards. An additional 29 people participated in an “on-demand” public meeting available on the project website for the week following the live meeting.

The meeting was promoted heavily in the community with yard signs around the City of Kirkwood, flyers in community buildings, over city social media channels, through community newsletters and the local newspaper, and through the project website: Kirkwoodvisionzero.com. According to Zoom polling conducted during the meeting, social media and the Webster/Kirkwood Times were the most common ways participants heard about the meeting.

Figure 1. How did you hear about the meeting? (N=45, Zoom Poll)



Observations

- Based on their participation during the meeting, which was significant, and their knowledge of Vision Zero, this group of participants was more informed than the general public regarding walking and biking issues.
- Demographic information is limited to about a third of meeting participants, leaving an incomplete assessment of participant demographics. Based on information available, participants were more likely to be female (underreporting male residents), somewhat more likely to be White (underreporting Black residents), and slightly older (underreporting younger residents) than the population as whole as reported by the U.S. Census.

Public Input Reporting

Several opportunities for public input were built into the virtual meeting and its on-demand meeting afterwards. Results for each are reported below.

Survey Questions

During the live virtual meeting, information was collected from participants using polls. Similar information was collected from on-demand meeting participants through Survey Monkey.

Figure 2. Have you heard of Vision Zero? (N=72, Zoom Poll + On-Demand Meeting)

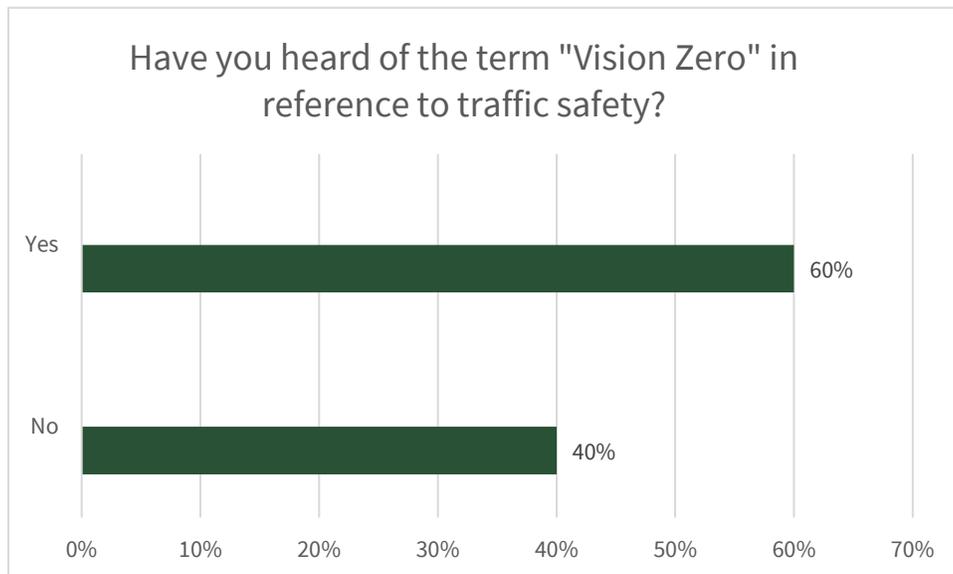


Figure 3: Where do you feel most unsafe using Kirkwood's streets? (N=74, Zoom Poll + On-Demand Meeting)

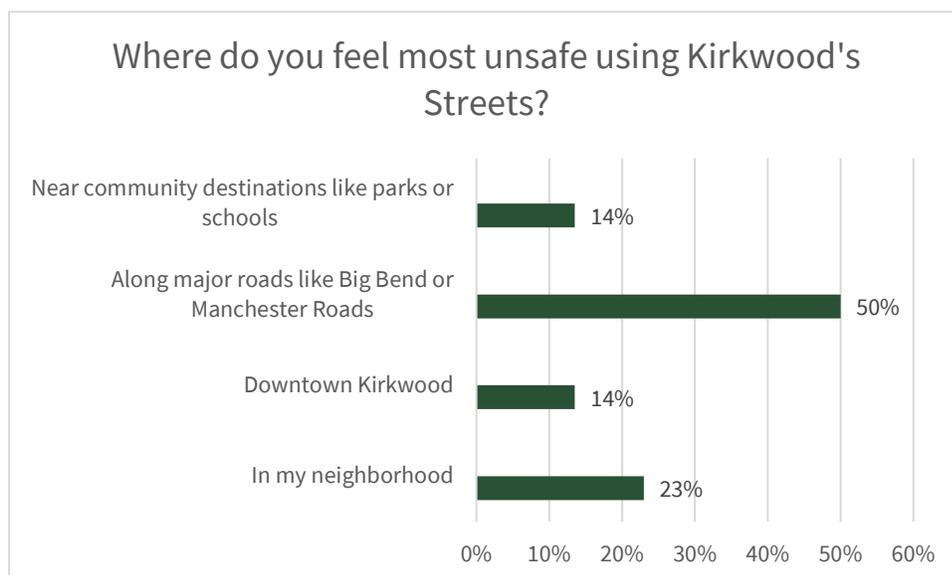


Figure 4: Are you surprised by the results of the crash data shared in the public meeting presentation?
(N= 29 On-Demand Meeting)

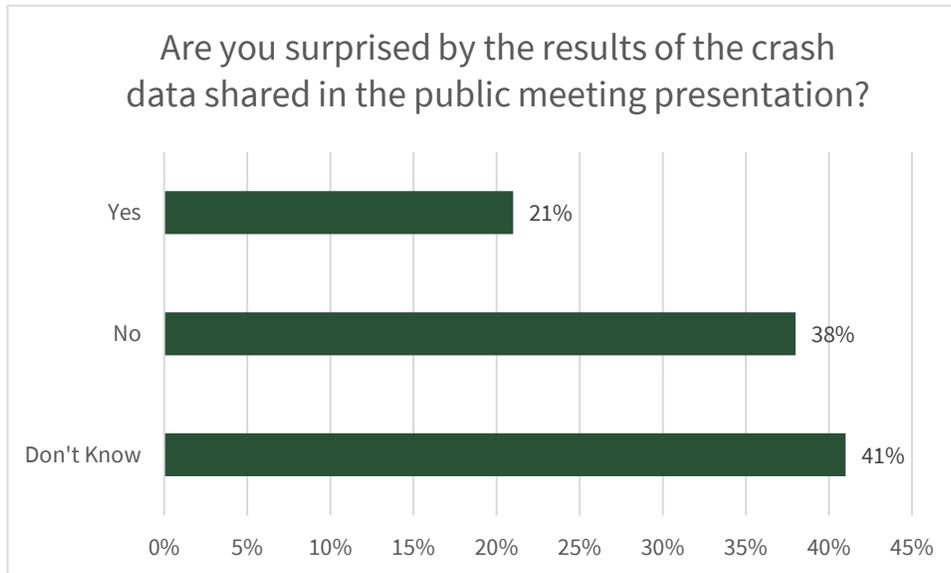


Figure 5: What solutions do you support to make Kirkwood's streets safer for everyone? (N= 29 On-Demand Meeting)

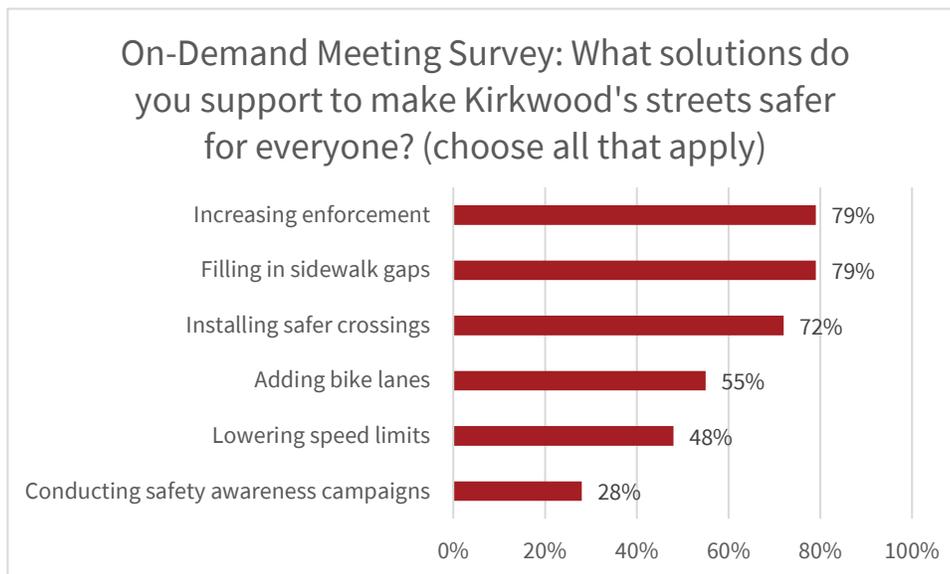
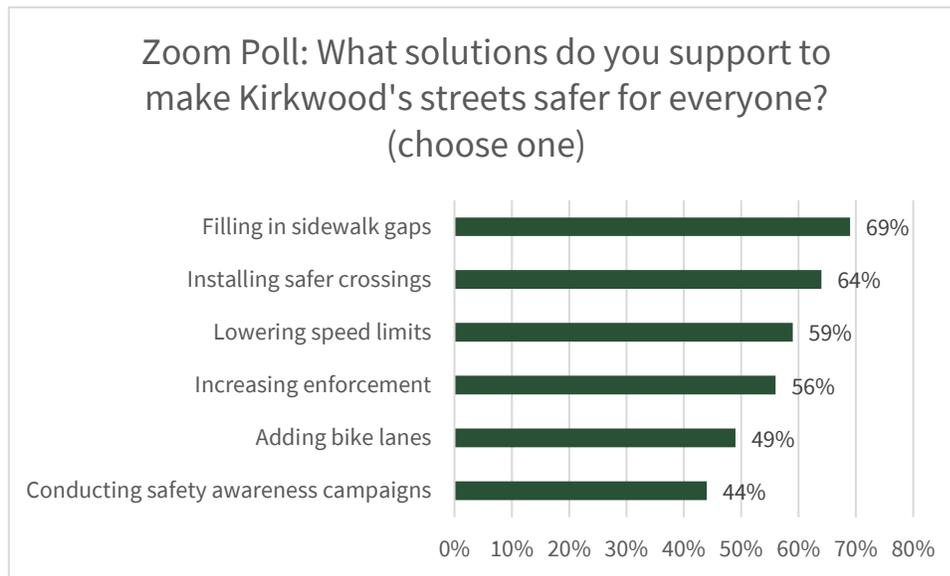


Figure 6: What solutions do you support to make Kirkwood’s streets safer for everyone? (N=39 Zoom Poll)



Survey Comments

Both the on-demand survey and the post-meeting survey included an opportunity for participants to share comments. A total of 29 comments were provided, 12 from the on-demand public meeting survey and 17 from the post-meeting survey.

Comments made in the post-meeting survey tended to reiterate comments offered during the Zoom meeting through the Q&A and chat. Topics with multiple mentions included concerns regarding the Longview demonstration project and the need for both drivers and pedestrians to obey the rules of the road.

Comments made through the on-demand meeting tended to focus on preferred solutions. The need for improvements to driver and pedestrian behavior were also mentioned several times.

All comments are provided in **Appendix A**.

Zoom Meeting Q&A

During the Zoom meeting, participants could submit questions through Zoom’s Q&A or Chat functions. A total of 25 questions were documented, most of which were answered during the meeting itself. All questions and answers are provided in **Appendix B**, including those questions the project team was unable to answer during the meeting due to time constraints.

Small Group Discussions

Following the Zoom webinar, participants were invited to join a follow up meeting where small group discussions took place. 23 participants joined the second meeting and were divided into three groups which were facilitated by members of the project team.

Discussion Question 1: What solutions do you support to make Kirkwood's streets safer for everyone?

Participant Comments:

- Engineering should be the top priority of the City's Vision Zero efforts.
 - While all other elements are important, engineering has been the only element shown to result in a consistent, significant reduction in crash injuries and fatalities.
 - No travel lanes should be wider than 10ft throughout the majority of Kirkwood, even on roads like Big Bend Rd.
 - Separate pedestrians and cars.
 - Squeezing and slowing down traffic is a good thing.
 - Combine on-street parking with protected bike lanes.
- Education is needed.
- There is a latent demand for walking and biking. People living around roads like Big Bend Rd would love to walk but are scared to due to safety concerns.
- Concerns were expressed regarding whether initiatives, like Complete Streets would be ordinances or policies. The concern was that without being ordinances, policies would just fall to the wayside.
- There was also discussion regarding how MODOT and the County could be coordinated with to improve their roads in Kirkwood.

Discussion Question 2: Are you surprised by the results of the crash analysis? Why or why not?

Few group members were surprised by the findings of the crash analysis.

Participant comments:

- Unsafe roads identified by the group included Geyer, West Adams, and Ballas.
- There was surprise that although bicycle and pedestrians are only involved in 2% of total crashes, they make up 27% of serious and fatal injury crashes.

Post-Meeting Community Input

In correspondence following the meeting, a local advocacy group, Safer Streets for Kirkwood, offered information they requested be shared along with meeting documentation. Safer Streets for Kirkwood feels strongly that Vision Zero needs to include design elements as well as education campaigns. The group would also like recommendations regarding the method of selection for projects to consider the Federal Highway Association (FHWA) Benefit Cost analysis.

APPENDIX A

SURVEY COMMENTS

Q1 Thank you for attending tonight's webinar. Please share any comments on the meeting or ideas about the project.

Answered: 12 Skipped: 2

#	RESPONSES	DATE
1	<p>These are my observations from walking everyday in my neighborhood of South Geyer at West Woodbine. 1. The infamous St. Louis rolling stop. Lately, I am seeing more and more drivers who do not even bother to slow down when going through an intersection with a with a stop sign. They continue straight as if no stop sign existed or slow down enough to make a right turn and then resume their normal speed. 2. Drivers not stopping for pedestrians in crosswalks. On a regular basis, I cross Craig Road where it separates from West Woodbine. The crosswalk is clearly marked as a pedestrian crossing. I can count one hand the number of times in a year when a driver actually stops for me to me cross the road. 3. Pedestrians crossing the road and ignoring the do not cross signs on Kirkwood Road, while oncoming traffic approaches. 4. Pedestrians, particularly joggers and bike riders, who do not look both directions when approaching an intersection and cross while ignoring on-coming traffic. I live on South Geyer where the speed limit is 25 mph. Today was the first time I saw a member of the Kirkwood Police force pursue a car that was exceeding the speed limit. One of the articles in the WKT on Vision Zero mentioned the possibility of lowering the speed limit to 20 mph on selected streets. If the speed limit of 25 mph is not enforced, it leads to the question of whether there is any benefit of lowering the speed limit to 20 mph.</p>	9/30/2021 7:41 PM
2	<p>The gist of the webinar seems to be construction of roads, sidewalks, etc. This is not the safety problem- they are inanimate objects and don't do anything. The safety problem lies with the users of roads, whether they be motorists, cyclists or pedestrians. Where is the education component and enforcement of traffic laws. I could give lots of examples here, but space prohibits. Lets get on the educational aspect even if it is not showy or popular.</p>	9/29/2021 1:13 PM
3	<p>First, I would like to say that I am in no way advocating doing NOTHING, but this ZOOM meeting was full of happy buzz words. Someone even uttered the buzzword, "equality". I almost barfed. This isn't the Miss USA Pageant. You don't have to cover all your PC bases. That said, I still wonder about a few things. First, WHY hasn't police Radar been consistently used for a period of months, and then randomly for the next year? The threat of repeated tickets would make ANY teenager -- or soccer mom -- slow down. Second, I requested raw data because I don't trust the people in charge to tell me the truth. As a matter of fact, the "people in charge" aren't even elected in Kirkwood, nor are the even FROM Kirkwood! Sorry, but I haven't seen a government agency that doesn't massage the topic for to justify their jobs or to mislead the public -- to justify their jobs! I don't need this agency to "interpret" the "data" for me. What are you afraid of? Third, I pointed out that the residents of Longview wanted more involvement. We actually live along the road in question. TELLING us the plan is completely different than collaborating with us regarding something that will be effected EVERY DAY OF OUR LIVES, multiple times a day. It's really quite insulting that you asked the general public to weigh in on the test area. WHY do THEY get a vote? Again, you DIDN'T EVEN ASK THE RESIDENTS what they thought before implementing the plan! When I heard that the islands would be enlarged I laughed out loud! They islands were NARROWED in the 80's to facilitate parking along the street. Then, when the street widened, the traffic sped up, so the city added stop signs. (Because THOSE work!) I remember whoever was in charge in the 80's telling me that the City added the signs to appease the residents who were complaining about speeding, but that stop signs encourage FASTER speeds as drivers "gun it" in between signs! The City of Kirkwood -- ignoring residents complaints about speeding since 1980! Again, I'm ALL IN FAVOR of doing SOMETHING, but shoving this down our throats in a "We Know Best" happy but vacuous public meeting didn't help your case. Oh And don't forget, the traffic volume will increase again when "The James", an apartment building shoved down our throats despite the objections of the majority of residents, is built. This "Vision Zero" seems to be no different to me, and your public acceptance will mirror that of "The James".</p>	9/29/2021 10:09 AM
4	<p>WE NEED A SIDEWALK ON LONGVIEW BLVD! You can put it in tue median around the trees or through them. THE MEDIAN IS USELESS OTHERWISE, nobody cares about the trees</p>	9/29/2021 9:20 AM

Virtual Public Meeting Post-Meeting Survey

5	Thanks for the meeting, it was informative. I frequently cycle on Longview. Normally I stay to the right side of the road and cars have room to pass. With the narrowed lanes there is no where for me to go except down the middle of the road. Cars driving in the same direction must slow down and follow me up the street directly behind me. I defiantly felt less safe. Driving through the area forced my attention on the winding narrow road and away from pedestrians, bikers and children playing. Didn't like it.	9/28/2021 9:27 PM
6	good information - appreciate the time - may need to have smaller focus groups as well	9/28/2021 6:58 PM
7	Thank you for listening to residents. People don't get hit on sidewalks... more sidewalks please, especially for Wilson and Clay to keep our children safe.	9/28/2021 6:58 PM
8	This was generalities with no data or specifics	9/28/2021 6:29 PM
9	The only way to actually slow people down as a whole is a physical barrier such as speed bumps. We can't expect people to just become better drivers. Longview is a street that definitely needs them. If nothing else i do appreciate the painted sections on the side lanes. Another very important method to keep people safe is installing sidewalks. This is a must have on a street like Longview blvd. The recent project on Monroe east of Fillmore is a perfect example.	9/28/2021 6:23 PM
10	We need sidewalks on Longview. This street is flooded with children and they do not have a safe pathway to go to school. The current safety demonstration does not address or protect against the vast amount of pedestrians that use this street. The current demonstration is great for bikers and to slow traffic, but is not a solution for pedestrians. The demonstration also is very visually unappealing and could impact the resell of a home. We will move if the city cannot provide a safe passage to school for our children.	9/28/2021 6:22 PM
11	Sounds great. I ride over to Grant's trail so I support the extension into downtown vs. current Holmes approach. Also, more bikes may be heading down Geyer South of Big Bend when the new bike/ped bridge at the Meramec River is finished in a few months.	9/28/2021 6:19 PM
12	Would like to see a road diet on Kirkwood Rd, and mini-roundabouts on local streets, particularly Geyer which has multiple awkward non-orthogonal intersections.	9/28/2021 6:17 PM

Q5 Please provide any comments you would like to share with the project team in reaction to the crash data or anything else related to Vision Zero.

Answered: 17 Skipped: 12

#	RESPONSES	DATE
1	Traveling west on Big Bend and making a left (south) on Geyer is dangerous. So hard to tell if oncoming traffic is at a standstill or moving due to the distance. Results include drivers cutting each other off. Also a challenge to cross that intersection by foot or bike, resulting in cutting off this part of the community from accessing downtown Kirkwood by foot or bike.	10/5/2021 7:56 PM
2	Crosswalks marked in the street would be helpful. Requiring drivers to stop to let pedestrians cross in downtown Kirkwood would be greatly beneficial.	10/5/2021 3:54 PM
3	The bikes being allowed in a full lane have ADDED to defensive driving not reduced it. Many bicyclists do not follow the rules of the road	10/5/2021 3:32 PM
4	Never heard of it.	10/5/2021 3:22 PM
5	I think a bridge over Manchester would make it safer for middle and elementary kids walking to school at Westchester and NKMS	10/5/2021 1:53 PM
6	For bike lanes on our streets, use a green color for the width of the lane such as done in Naples, Florida on some of their busier and faster roads. Identify all neighborhoods and then identify safe pedestrian pathways to access at least one "play" area nearest each neighborhood and work to make those pathways safer for children. In front of Robinson School, enforce the no parking area, creates a visual hazard of children for drivers. Follow the DPZ sidewalk study for downtown, so far it has been ignored as demonstrated by "The James" sidewalk on Kirkwood Rd.	10/5/2021 9:43 AM
7	Our streets tent wide enough to add bike lanes. They are VERY underutilized and just add to traffic congestion. We'd be better served to support bike trails like Katy or Grant's Trail and get the bikes OFF our already busy streets.	10/4/2021 11:07 PM
8	There needs to be speed & safety enforcement to ensure cyclists are protected.	10/4/2021 10:45 PM
9	We could do so much more to make Kirkwood more walkable and bike able! I have friends who just moved to Madison just for a more bikeable community. They were very disappointed by Kirkwood's lack of progress in this area. Please take a look at small cities that block off streets to traffic for walking areas—Fort Collins and others in Colorado are great!	10/4/2021 8:16 PM
10	I think the lack of enforcement for things like running through occupied crosswalks has created a general sense of not caring in our community. The lack of enforcement around parking zones especially near the high school also creates a constant hazard for people walking and biking.	10/4/2021 8:12 PM
11	Despite lowering the speed limit on Kirkham people still drive very fast	10/4/2021 8:06 PM
12	Drivers in and around Kirkwood are not in the mindset of watching for bicycle riders and pedestrians in the streets, due to minimal planning for anything other than motor vehicle traffic in historical roadway design and the resulting low prevalence of walk/bike commuting. There needs to be consistent and open-ended public communication on the need to watch for bicycles and pedestrians in the roads, utilizing a wide range of print, social media, and in-person communication methods. The Vision Zero action plan should target reduction of motor vehicle traffic volume as a means of reducing crashes and pedestrian/bicyclist injuries. Direct communication with residents to promote walking, biking, or battery-powered scooters as a means of commuting is key to reducing motor vehicle traffic volume. Beyond public communications directly from the City of Kirkwood, resident outreach should also include working with local public and private schools to increase the number of walkers and bike riders; working with the business districts to install bike racks and promote walking and biking to shops; and collaboration with other community groups such as churches and volunteer organizations to help spread this message. The roadway paint markings on Dougherty Ferry and Geyer to designate them as bike corridors to KHS and Keysor are a great idea. Please	10/4/2021 7:58 PM

On-Demand Meeting Survey

keep these in place and add these markings in other bike corridors around the city. Part of the process to identify and prioritize roadway and intersection safety treatments should include soliciting feedback from administrators at local public and private schools as well as preschools. Almost all schools in Kirkwood are either located on busy roads or in the middle of residential neighborhoods so there are bound to be one or more traffic safety issues near each school that administrators are familiar with.

13	It is now difficult to walk on Longview in the Vision Zero demonstration area with a dog. The cones leave a very narrow opening so I am now forced to other streets. Also as cars leave the demonstration area at the Club stop sign they simply "hit" the gas and speed down the rest of Longview. Kinda scary right now.	10/4/2021 10:09 AM
14	Please work with Glendale to put a sidewalk on E. Essex! It's narrow, busy and hilly.	10/3/2021 7:07 AM
15	People in our own community make comments online that indicate they view cyclists as less than human. It is heartbreaking. Yes, there are cyclists that break the rules. Yes, cars likely break them 1000x more. But they feel that if a cyclist dies, it is their fault. I disagree. Especially in Kirkwood. While the demographics are changing, we do still have citizens whose sole means of transportation is walking or biking. My hope is that the community can maintain a semblance of compassion for those not driving a 2 ton weapon.	10/1/2021 9:45 PM
16	Bike and pedestrian safety classes for students AND adults (eg. Pedestrians walk against oncoming traffic. Cyclists ride with traffic and follow same rules/laws). Ticket infractions (eg. Running stop signs). Flashers and bright reflective paint (like S. Geyer) on pedestrian crossings.	10/1/2021 8:58 PM
17	Cross walks not observed by drivers. Either do not even slow down or stop many times. Not enough warning of cross walks. Don't know if some people understand what a crosswalk sign means.	9/29/2021 4:43 PM

Appendix B: Zoom Q & A

1. Who brought Vision Zero to Kirkwood and what other alternatives were considered?	Vision Zero was identified by members of the City Council as an initiative to pursue better pedestrian and bicycle safety. I believe the example of Columbia MO was one that brought it to Kirkwood's attention.
2. Were other alternatives considered?	Hopefully after receiving more information tonight, you'll see that Vision Zero is a unique approach to this topic. It will include many different tools (e.g., complete streets, traffic calming) but there was not an equivalent to Vision Zero that was considered.
3. Where is the original data collected available for public review?	The data from the crash analysis is available on our website. There is a link from the homepage, www.kirkwoodvisionzero.com .
4. When new businesses get established, do we look at the walking routes for residents to get to those new businesses? (i.e., Fresh Thyme, CVS, etc.)	Yes, access to businesses (vehicular and pedestrian) are reviewed when a new business/building is constructed. If the new construction warrants improvements, these can be required as part of the new construction project.
5. Does Kirkwood have authority to implement road diets on Manchester, Kirkwood Rd, and Big Bend?	The city has jurisdiction over a large portion of Kirkwood Road and has control over the number of lanes within that stretch. The City does not have ultimate authority currently for Manchester Road or Big Bend.
6. Getting to the city parks is a pedestrian hazard... is access to the parks being reviewed?	This specific process focuses on areas where crashes occur, but yes, destinations like parks that generate pedestrian activity are being reviewed as part of the larger process.
7. Many residents have almost been hit by cars while walking on streets without sidewalks - how do you report near misses of pedestrians getting hit?	The crash data that was able to be gathered with this project was based upon reported crashes. The data is balanced in the larger process with other input provided through meetings like this and surveys to try to get a more complete picture.
8. What does Vision Zero have to do with the obstructions installed on Longview Blvd?	The project on Longview is a temporary traffic slowing demonstration.
9. With the Longview data, are we also analyzing the total number of pedestrians that use a street instead of just assessing traffic?	Pedestrian counts were not conducted with this project. The focus was on analyzing where crashes occur and specifically with pedestrians/cyclists with a goal to eliminate severe injury and/or death.
10. Why were sidewalks not installed on North Clay when CVS was approved to be built?	To answer this project-specific question, I would have to look back at the project file. Please feel free to follow-up w/ me via email at raichejd@kirkwoodmo.org .
11. Are the severe accidents primarily vehicle-pedestrian/bike-pedestrian, or vehicle-vehicle?	This is a nuanced question. Vehicle/vehicle crashes still account for the majority of severe accidents, but cyclists and pedestrians are represented at a much higher rate compared to their involvement in all accidents

<p>12. Have we considered one-way streets on North Clay south of Manchester to reduce people cutting from Manchester to Kirkwood Road on Sarah and Wilson?</p>	<p>This process has not evaluated specific changes to roadways like this at this point.</p>
<p>13. Can we change the requirements for new build homes to require new homes to install sidewalks even if sidewalks aren't on that road already?</p>	<p>The city will require new homes to build sidewalks when the home is located on a recommended pedestrian path in our Pedestrian/Bicycle Master Plan.</p>
<p>14. Did the residents in the Longview demonstration area have to forego all of their on-street parking?</p>	<p>No, the design of the project was made in an attempt to balance the need for on-street parking with traffic calming. Minimal on-street parking was lost.</p>
<p>15. Many of the dangerous situations I encounter walking when drivers completely disregard stop signs and cross walks involve business trucks— delivery, construction, etc.— likely not Kirkwood residents— how does education work here? I know that police cannot be everywhere all the time.</p>	<p>Vision Zero is a systematic approach of which education is just one part. So not every road user or their behavior can be addressed through education, but other measures like better roadway design and safer pedestrian amenities can still increase safety.</p>
<p>16. Is there any information / data or event that shows why there was a significant change in accidents in 2015?</p>	<p>We have not noticed any information or data at this point that shows a specific reason for the change.</p>
<p>17. Understand "walking audit"... is there a plan for a "biking audit"?</p>	<p>We don't have specific biking audits scheduled, but the walking audits will certainly look at safety for all users.</p>
<p>18. Is there an increase in carbon emissions from cars & trucks if they are required to drive at reduced speeds?</p>	<p>In most cases, there is not a significant change in emissions. If the speeds were dramatically decreased, there could be a slight increase in emissions but that increase in emissions would have to be offset by the potential for more people to walk and bike safely.</p>
<p>19. To be clear on West Adams (a major road in Kirkwood), is exempt from Vision Zero?</p>	<p>No road is exempt from the process. Roads that are not a "City" road may have different recommendations due to the need to work with STL County or other agency. All roads are being reviewed.</p>

<p>20. Children that live close to Tillman and North Kirkwood Middle School do not have free access to the bus. Can we prioritize walking routes for school children to those schools?</p>	<p>A great thing about Vision Zero is that it's a comprehensive approach that includes both education and engineering solutions. We know that there are a number of students walking or riding their bikes around Kirkwood schools. A strategy we could consider is a walking school bus which organizes children led by adults to walk a designated route to school at a designated time (like a school bus). And then in conjunction with that, safety treatments could be implemented such as intersection markings or wider sidewalks. Another strategy might be integrating school bike safety into the curriculum. The combination of all these strategies would magnify the impact each strategy would have not its own.</p>
<p>21. The 2015 Bike/Walk Plan was a public process that prioritized biking/walking routes considering most of the same safety issues. How is Vision Zero different?</p>	<p>The 2015 pedestrian bicycle plan gave a network of both bicycle and pedestrian facilities and identified priorities of routes and locations. This process gives a different lens or a different approach to looking at those and asking where they should go. We see this as an umbrella that covers a lot of our efforts that we've done so far.</p>
<p>22. We walked this section on Longview last night, my question is where do the walkers walk? On the red side or the yellow lined area?</p>	<p>The red area is indicated to be an extension of the curb, adding space for pedestrians. We've narrowed down the lane to create kind of a slower speed environment and claim some of the red painted area back to the pedestrians.</p>
<p>23. How are the Vision Zero street demonstrations picked?</p>	<p>One of the elements in choosing those demonstration projects and their location is to demonstrate different contexts within the city to try to showcase a variety of different experiences. These areas may also have a history of speeding. The high injury network map also helped us choose where they go.</p>
<p>24. You've talked about data driven information in setting up Vision Zero but no deaths or serious injuries were noted on Longview. Why was this site chosen?</p>	<p>Longview neighbors had been meeting with the city for approximately two years due to the speeding and dangerous scenario for walkers and bikers.</p>
<p>25. What are the criteria for a serious injury?</p>	<p>Serious injury is a classification used in the crash reports. It usually means includes severe cuts/lacerations that result in significant blood lost. They also usually include badly broken bones</p>

<p>26. Where can we view data that led to the installation of the demonstration project on Longview?</p>	<p>The demonstration on Longview was identified early in the Vision Zero process before the crash data was analyzed. The City wanted to provide an early example of measures that can slow traffic while the data collection was occurring. This specific location was based upon multiple years of conversation with the neighborhood association representatives and their concern for speeding in the area.</p>
<p>27. Are the issues below on the project's list of issues to address? #1 the crosswalk on Lindemann near Lockett is aligned with a utility pole. Walkers become invisible behind this pole, blocking drivers view of a potential crossing. #2 The cross walk at Couch and Lark is not lighted, causing a safety hazard.</p>	<p>The Vision Zero Action Plan process will not identify specific design solutions for location-specific issues. The process will create a broader plan with recommendations on how to improve traffic safety city-wide. Recommendations could include aspects like crosswalk lighting standards for the City. Specific concerns like these should be reported to the City's Engineering Department. We have provided this information to them to review.</p>
<p>28. Has anyone checked speeds on Kirkwood Road since the installation of the smart signals? With cars not having to stop as often (can go through many intersections at one shot) the speeding is worse?</p>	<p>We will be gathering some speed data before and after the demonstration project scheduled for Kirkwood Road; however, we do not have speed data prior to the new signals being installed to make a comparison before the signal project.</p>
<p>29. I was told a few years ago that if a road is replaced, sidewalks would also be repaired and/or added. Is this still the guidelines, given that N. Clay near Wilson was recently paved but no sidewalks added?</p>	<p>Currently, the City's practice is to repair trip hazards on existing sidewalks when a street is being resurfaced but not to install completely new sidewalk. Installing new sidewalks on an identified pedestrian route would be considered during a larger roadway project like reconstruction.</p>
<p>30. We really need a cross walk on Jefferson to get from the parking lot by PJ's to reach the merchants/ restaurants on the other side of the street. Very dangerous to cross as it is right now. There is one on Argonne, why not Jefferson?</p>	<p>A mid-block crossing like you describe is most often reviewed either when the roadway is being reconstructed or substantial private projects occur in the immediate area. This is when funding can typically be available for design and implementation of this type of improvement.</p>
<p>31. I love the education piece. I think everyone thinks they know the rules of the road but I would guess that we could all use a refresher. Is there a way to 1) have our local law enforcement help with that education and 2) could we incentivize a completion of a road rules class? Something in the vein of once a community member completes the course they would get a certificate offering 10% off Downtown Kirkwood shops and restaurants.</p>	<p>The Kirkwood Police Department is definitely a part of the Vision Zero process and will continue to be an important partner in implementing certain recommendations related to public education and outreach. The incentive piece always becomes a question of funding, but we will take this suggestion into consideration for the plan.</p>