

EXECUTIVE SUMMARY

This executive summary serves as a response to the findings of the Road Safety Audit (RSA) prepared for MO 100/Manchester Road. An RSA was conducted in the Fall of 2025 on MO 100/Manchester Road between New Ballwin Road and Holloway Road (approximately 0.61 miles) in Ballwin, Missouri.

MoDOT acknowledges the results of these findings and herein documents the action plan to address the RSA findings and suggestions. Some actions were immediately taken, some are determined to be short-term low-cost solutions and others are longer term and larger scale due to need for project STIP programming. A full RSA report is available, and this memo serves to summarize these actions.

The RSA Process

MoDOT's Engineering Policy Guide (EPG) section 907.2 dictates policy regarding road safety assessments (RSA). An RSA is a formal examination of the safety performance of a given roadway facility by an independent and qualified multidisciplinary team. During the RSA, the team examined the roadway facility to identify potential safety issues and opportunities for improvements to enhance the safety for all road users. The RSA aimed to answer the following questions:

- What elements of the road may present a safety concern: to what extent, to which road users, and under what circumstances?
- What opportunities exist to eliminate or mitigate identified safety concerns?

For existing facilities like MO 100, RSAs offer a quick, low-cost method for addressing safety improvements while waiting for larger-scale projects to be programmed into MoDOT's Statewide Transportation Improvement Program (STIP).

The MO 100 RSA team conducted a pre-meeting to review pertinent corridor information prior to the in-field review. Once the field review was complete, the RSA team finalized findings and developed suggestions for mitigating safety issues that were identified. This information was presented to the MoDOT design team, including representatives from Traffic, Area team and MoDOT St. Louis administration. The following serves as an Executive Summary of this RSA technical report for MO 100.

RSA Executive Summary & Action Plan

The MO 100 Road Safety Assessment (RSA) provides a comprehensive evaluation of safety conditions along a key segment of Manchester Road (MO 100), from New Ballwin Road to Holloway Road (approximately 0.61 miles) in Ballwin, Missouri. This corridor is a vital east-

west arterial that connects regional destinations and supports high volumes of vehicular, pedestrian, and transit activity. The corridor's current configuration presents challenges, particularly for vulnerable road users such as pedestrians and transit riders.



Key Findings

Crash Patterns: From 2015 to 2024, the corridor had 658 total crashes, which were mostly rear end and turning collisions. Pedestrian crashes were few but severe, including a fatal crash and two disabling injuries. One additional pedestrian fatality occurred in 2025 outside of the study window. The segment between Coral Terrace and Steamboat Lane has the highest pedestrian crash rate, including two severe crashes at the RRFB crossing at Old Ballwin Road.

Infrastructure Observations:

- **Pedestrian Infrastructure:** In several locations, sidewalks are narrower than MoDOT standards and not ADA compliant, with misaligned ramps, steep driveways, and utility pole obstructions.
- **Access Management:** Frequent, offset, and closely spaced driveways create conflicts worsened by the two-way left-turn lane (TWLTL).

- **Lighting:** Illumination is inconsistent, particularly at pedestrian crossings and transit stops.
- **RRFB Pedestrian Crossing:** The RRFB at Old Ballwin Road has visibility and compliance issues but is the only designated crossing of MO 100 between New Ballwin Road and Holloway Road and should remain in place until it can be upgraded to a pedestrian hybrid beacon (PHB).

Recommended Actions

The following actions represent short-, medium-, and long-term solutions that were identified in the assessment to improve safety for all users. These solutions are phased intentionally to allow for more practical, incremental implementation. The priorities are based on crash data, field observations, and feasibility considerations, with a focus on the segment between Coral Terrace Drive and Steamboat Lane, where pedestrian crash severity is highest. It should be noted that the public education action can be extended over the medium- and long-term as well and does not have to end as a short-term action.

	Action	Location	Purpose
Short-Term	1. Driver and pedestrian education and awareness	Corridor- and community-wide	Increase public awareness of pedestrians and rules of the road
	2. Trim vegetation in median refuge	Old Ballwin RRFB	Clear sightlines for all users
	3. Remove or relocate the pedestrian sign blocking RRFB and raise height of flashing beacon	Eastbound RRFB approach	Ensure beacon visibility
	4. Install advanced warning flashers (125-150')	Approaches to RRFB	Alert drivers earlier to pedestrian activity
	5. Increase flashing duration for RRFB	Old Ballwin RRFB	Allow vehicles time to yield while still providing sufficient crossing time for pedestrians. Lengthening the duration of the predetermined period of operation of the RRFB adds perception/reaction time for pedestrians to confirm that a vehicle will yield or stop.
	6. Refresh side street striping (Stop bars and crosswalks)	Corridor-wide	Increase visibility and compliance for vehicles and pedestrians
	7. Speed Study	Corridor-wide	Assess lowering the speed limit to 35 mph
Mid-Term	8. Crosswalk lighting	MO-100 at Old Ballwin	Improve nighttime visibility and reduce crash risk
	9. Upgrade RRFB to PHB	MO-100 at Old Ballwin	Improve driver compliance when yielding to pedestrians
	10. Transit stop coordination	Corridor-wide	Align stops with natural and safe pedestrian crossings
Long-Term	11. Median Planning and Design	Coral Terrace to Steamboat Ln, Target entrance	Reduce turning conflicts, add pedestrian refuge, enhance lighting
	12. Sidewalk/ADA Improvements	Corridor-wide	Improve multi-modal and ADA access
	13. Driveway Consolidation	Corridor-wide	Reduce turning conflicts

Proposed Actions

Within the recommended Short-Term actions listed above, item 5 was completed immediately by the MoDOT team on October 22, 2025. Items 2, 3, 4 and 6 are in progress of being constructed through supplement/change order to MoDOT existing contracts and/or by MoDOT internal forces.

For the Mid-Term recommendations, Items 8, 9 and 10 have been recommended to be included with the scope of work for the upcoming MoDOT project number SL0148 in the Southwest Area, scoping for pavement resurfacing along MO 100 from Westglen Farms Drive to Route 141. This project is currently in state fiscal year 2029 (tentatively a September 2028 letting).

Regarding Long-Term improvements listed in Item 12, MoDOT project J6P3510D will complete necessary ADA requirements, in current state fiscal year 2026 (March 2026 letting).

Items 7, 11 and 13 will require coordination with the City of Ballwin as well as significant public involvement and stakeholder efforts. MoDOT would like to further explore discussions with the City of Ballwin and other key stakeholders to support continued collaboration to implement these additional improvements that enhance safety along the corridor.

Concerning Item 1, in 2025, MoDOT advanced statewide pedestrian safety efforts through several initiatives, including the Heads Up campaign, the St Louis Pedestrian Safety Conference, and a coordinated social media campaign during Pedestrian Safety Month. Building on these efforts, continued coordination with the City of Ballwin is recommended to support ongoing pedestrian safety education, outreach, and community awareness.