

MoDOT FACT SHEET

Route D Safety and Resurfacing Project

What is the situation?

In 2026, MoDOT is planning to resurface Route D (Page Boulevard and Dr. Martin Luther King Drive) from Skinker/Kienlen Avenue to Tucker Boulevard. During a resurfacing project, it is the right time to determine what improvements may be made to the road to make it safer and to make it operate more efficiently and effectively. For the past several years, MoDOT has been evaluating the Route D corridor and talking to the community to determine what issues residents, business owners and commuters experience along the corridor, and what potential safety measures they would consider to help ensure the roadway meets the vision for the community and remains safe.

This is very similar to the process that was completed along Natural Bridge within the city limits a few years ago.

In March 2023, the department started a road safety audit to assess existing traffic trends and roadway conditions, to evaluate alternatives and to work with the community to develop community-supported designs that address the community's issues and needs. Recommendations from that study are incorporated into the resurfacing project.

What is the proposal?

The project area extends almost six miles along Route D between Skinker Boulevard on the west to Dr. Martin Luther King Drive, then Dr. Martin Luther King Drive to Tucker Boulevard to the east.

Planned work includes replacing the asphalt driving surface, updating striping and crosswalk markings, installing some new signal equipment and a combination of safety improvements. Based on the desires of the community, those safety improvements include reducing the number of lanes (road diet) or reducing the width of lanes (lane diet), installing concrete median strips in targeted areas to discourage passing in the center turn lanes, adding buffers around parking lanes to allow an area for open doors, installing pedestrian refuge islands to reduce crossing lengths for pedestrians and pairing those with flashing warning beacons at several non-signalized pedestrian crossings.

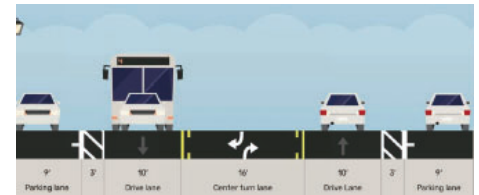
Too many lives have been lost or changed due to roadway crashes on Rte. D (Page & MLK). These safety improvements are intended to work together to reduce speeding and aggressive driving, as well as making the roadway safer for pedestrians by shortening how much space they need to cross and placing pedestrian crossing warning signs closer to the roadway.

What is MoDOT responsible for on Route D?

MoDOT has a maintenance agreement with the city of St. Louis for certain roads within the city limits. MoDOT is responsible for maintaining signals, signs, striping, sweeping and pavement maintenance on Route D. St. Louis City retains ownership and responsibility for everything else. During this process, MoDOT will work with the city of St. Louis to evaluate and consider other safety improvements outside of the above maintenance responsibilities.

For concerns beyond MoDOT's responsibility, please contact the city of St. Louis citizens service bureau at 314-622-4800.

What are:



Road or lane diets – A road diet reduces the number of lanes for a safer, smoother flow of traffic. Lane diets reduce the width of lanes along a corridor to slow traffic on a roadway.



Pedestrian refuge islands – a pedestrian refuge island can be placed at the curb or in the center of the road to provide a protected area for pedestrians using the crosswalk. These protected areas reduce the amount of space where pedestrians are in the street and give a place for slower pedestrians to stop when crossing the roadway.



Center median islands – these concrete islands help prevent traffic from using the center lane to pass or weave around slower traffic.



Curb bumpouts – These concrete islands are usually placed at the curb to prevent traffic from using parking lanes to pass slower traffic, and are placed at right turns onto side streets to encourage wider (and slower) turns.

OVER ➡

What were the results of the study?

During the road safety audit, the department saw a significant amount of speeding along the corridor, as well as extremely aggressive driving, where drivers used shoulders, parking lanes or other methods to weave around traffic. Over time, this has lead to a significant number of crashes on the corridor. This stretch has a crash rate that is six times the statewide crash rate for similar roadways. In the five years between 2020 to 2024, there were a total of 1,100 crashes including 14 fatal crashes and 85 serious injury crashes. Five of the fatal crashes and eight of the serious injury crashes involved pedestrians. Since this study began



in 2023, there have been six fatalities, of which three were pedestrians. There have also been 28 serious injuries, including five pedestrians, and 250 minor injuries, including five pedestrians in that time as well.

During the study, residents, business owners, commuters and other interested individuals shared many of the same concerns about high levels of speed and aggressive driving. During a safety demonstration in summer 2023, the department shared how various safety measures could slow down and improve the flow of traffic without impacting the ability of traffic to move through the area, even during periods of high volume.

During the demonstration, attendees could share their thoughts on the safety measures and provided a lot of input on those measures they thought were the most helpful and appropriate for the corridor. They included center medians, curb bumpouts, pedestrian refuge islands and road and lane diets. Videos of traffic moving through the corridor during the safety demonstration are available on by clicking on the QR code to the right.



Project timeline

Date	Timeline event
November 2022	Project start
March 2023	Initial Road Safety Audit site visit
March 2023	First community meeting and first focus group
March-August 2023	Development of improvement alternatives
Summer 2023	Second focus group
Summer 2023	Safety demonstration to test proposed improvement
August 2023	Third focus group to evaluate draft recommendations
December 2023	Final Road Safety Audit completed
Summer 2025	Final community meeting to discuss final recommendations
2026	Road resurfacing project starts
Summer 2027	Road resurfacing project complete