



COMPLETE STREETS CASE STUDY: South Grand, St Louis

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South Grand Boulevard in St Louis is the story of the success of an effective and beneficial Complete Streets initiative.

The concept of Complete Streets — all forms of transportation are given equal access and priority — is one that has found popularity and success in recent years across the nation and around the world. South Grand Boulevard is a testament to the symbiotic relationship that the business and residential communities have formed, resulting in a Complete Streets initiative that transformed the corridor for the better.

Before the corridor's renovations in 2015, South Grand Boulevard:

- Averaged speeds of 42 miles an hour
- Averaged 80 injury collisions per year

Recognizing the threat this thoroughway posed to the neighborhood residents and property and business owners of the South Grand Community Improvement District lobbied for the adoption of their “South Grand Boulevard: Great Streets Initiative” in 2011.

The city decided to run a 30+ day trial of the program with the goal of enhancing the appearance of the street, providing greater opportunities for economic development, and increasing pedestrian safety without compromising traffic efficiency. After finding that 73 percent of the public supported the alterations after the trial period, city officials decided to make the plan permanent.

The rate of accidents has been greatly reduced while commercial activity has soared due to the road diet

The number of travel lanes and effective width of the road is reduced in order to achieve systemic improvements.

South Grand Boulevard is an example of the many benefits communities can realize when they level the playing field between all forms of transportation.

Information source: SouthGrand.org



COMPLETE STREETS BEFORE & AFTER: South Grand, St Louis

BEFORE (2007):



6 lanes plus turn lane, no bicycle lane, sidewalk immediately adjacent to fast-moving traffic

AFTER (2015):



Four lanes plus buffered bicycle lane, sidewalk buffered from motor vehicle traffic by bicycle lane



South Grand, St Louis - Before After Complete Streets

BEFORE (2007):



Four lanes plus parking, narrow sidewalk with narrow buffer

AFTER (2015):



Two lanes plus center turn lane and parking, wider sidewalk and wider sidewalk buffer. Traffic is calmed and much slower (25 mph speed limit) so that separate bicycle facilities are not necessary in this section now



South Grand, St Louis - Before After Complete Streets

BEFORE (2007):



Four lanes plus parking, narrow sidewalk with narrow buffer

AFTER (2019):



Two lanes plus center turn lane and parking, wider sidewalk and wider sidewalk buffer, landscaping. Traffic is calmed and much slower (25 mph speed limit) so that separate bicycle facilities are not necessary in this section now