2021 ST. LOUIS CITY & COUNTY CRASH REPORT

Introduction. 2-3

St. Louis City:
- 2021 Overview | Top Crash Corridors 4
- Walking. 5
- Biking. 6
- Driving. 7
- Maps. 8-9

St. Louis County:
- 2021 Overview | Top Crash Corridors. 10
- Walking. 11
- Biking. 12
- Driving. 13
- Maps. 14-15

Solutions. 16-18
Methodology. 19
Index 20

INTRODUCTION

Looking back at 2021, the year was filled with numerous highs and lows relating to walking, biking, and roadway safety in the St. Louis region.

We saw great highs, important safety projects like the Union Ave Protected Bike Lane and Hampton Road Diet finished construction in 2021, highlighting a commitment from the City to prioritize safety for people walking, biking, and driving on these roads.

We also saw tragic lows. Over 13 days in October, four people who were walking lost their lives to traffic violence, two of these were hit-and-run crashes.

St. Louis County and City ended the year with over $75 million in new funding for roadway projects that will directly improve safety for people walking and biking. Projects like the Brickline Greenway, West Florissant Great Streets, Compton Ave Bridge Project, the S. Broadway & Tucker Blvd Cycletracks, all received funding in 2021. Combined, these will be huge investments and a step in a positive direction for the safety of people walking and biking in our region.

However, for the 4th year in a row, we saw pedestrian fatalities rise in the City of St. Louis. And for the first time, the number of people who died due to traffic violence eclipsed 100 in St. Louis County.*

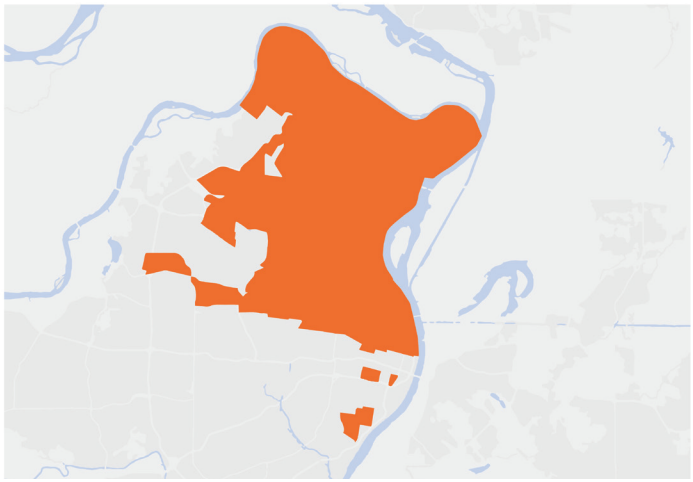
**Missouri Statewide Traffic Accident Records System crash data only dates back to 2002*

178

PEOPLE WERE KILLED BY TRAFFIC VIOLENCE WHILE WALKING, BIKING, AND DRIVING IN ST. LOUIS CITY & COUNTY IN 2021

Despite some successes, much of the year was marked by a continuation of the status quo. The region lacks a unified, focused, or appropriately-funded approach to making streets safer. The current approach - as well as the region's history - has resulted in a fragmented, inequitable system: leaving some communities with safer streets, sidewalks, and bike infrastructure while others struggling to address basic needs.

A DISPROPORTIONATE NUMBER OF CRASHES OCCUR IN PREDOMINANTLY BLACK & MINORITY AREAS IN ST. LOUIS CITY & COUNTY



CITY	COUNTY
80% OF **PEDESTRIAN** FATALITIES	**59%** OF **PEDESTRIAN** FATALITIES
55% OF **FATAL CAR** CRASHES	**50%** OF **FATAL CAR** CRASHES
62% OF **PEDESTRIAN** CRASHES	

Black and minority areas account for 38% of total square mileage and 35% of total population in St. Louis County

74% OF BIKE AND PEDESTRIAN CRASHES IN STL CITY & COUNTY OCCUR ON ROADS WITH A SPEED LIMIT OF 30 MPH OR HIGHER

95% OF PEDESTRIAN FATALITIES IN STL CITY & COUNTY OCCUR ON ROADS WITH A SPEED LIMIT OF 30 MPH OR HIGHER

"Thank you Trailnet for your work and the outstanding improvements you provide city residents on their local streets. This report takes it a step further and shares a detailed analysis that illuminates the issues and potential solutions to making streets safe and equitable."

- Aminah Ricks, Senior Program Manager, Capacity Building, NACTO

After the release and positive reception of the 2020 Crash Report, which primarily focused on pedestrian, bike, and fatal car crashes in St. Louis City, Trailnet wanted to continue and expand our analysis and scope for 2021. This year's report highlights new factors like circumstances of crashes, analysis on high-crash corridors in St. Louis City, and an in-depth look at characteristics for crashes in St. Louis County.

Before you read the report, Trailnet wants to reiterate some of the statements we made in last year's report. It is vital to remember that each data point reflects a crash that damaged or destroyed the life or lives of the people involved. Language matters when talking about traffic crashes. While we use terms such as "pedestrian fatalities" or "car crashes," it is equally important to remember that each crash represents an interaction of people: people driving, people walking, or people riding a bike. Trailnet's work is grounded in making streets safer for everyone, and centering this conversation around the humanity of the people affected by traffic violence is essential.

From everyone at Trailnet, we hope you find this year's report impactful. We encourage everyone to use these statistics to advocate for improved walking and biking in their own community and we also welcome feedback and conversations about the findings presented. For more information on how we compiled this report, please visit our methodology page.

Missouri Statewide Traffic Accident Records System (STARS) is a catalog of slightly modified crash reports that come directly from the police departments that respond to any type of traffic crash. Because we analyze all types of crashes, especially fatal crashes, we realize that not all victims of traffic violence are not able to communicate their perspective of the crash. This can lead to reports that only include perspectives from the person(s) driving in the crash, or the person(s) who have survived, which may be selectively reported or modified in their testimony to avoid the possibility of any criminal or civil consequences.

> ***"The significance of the crash report is critical to both residents and traffic advocates. The report provides a summary of digestible data that's easy to read regarding traffic crashes while offering possible solutions and viable sources. Utilizing the report in my fight against hit and run crashes provides robust visuals to real stories. The report provides the facts, hit and run families tell the story."***
>
> *- Tiffanie Stanfield, Fighting H.A.R.D*

96% OF PEDESTRIAN FATALITIES IN ST. LOUIS COUNTY OCCUR AT MID-BLOCK LOCATIONS

80% OF BIKE CRASHES IN ST. LOUIS COUNTY OCCUR ON STREETS WHERE THERE IS NO BIKE INFRASTRUCTURE

32% OF FATAL CAR CRASHES IN ST. LOUIS CITY & COUNTY OCCUR DUE TO SPEEDING RELATED CIRCUMSTANCES

60% OF PEDESTRIAN CRASHES IN ST. LOUIS CITY & COUNTY OCCUR ON ARTERIAL ROADWAYS

SUGGESTED SOLUTIONS

1. ADDRESS HIGH CRASH CORRIDORS FOR PEOPLE WALKING
2. REDUCE SPEEDING THROUGH STREET DESIGN AND SIGNAGE
3. IMPROVE SAFETY NEAR BUS STOPS
4. COMPREHENSIVE, NEED-BASED APPROACH TO STOP CRASHES

ST. LOUIS CITY

OVERVIEW

222 PEOPLE AFFECTED -36 FROM 2020

- **20** PEOPLE KILLED +1
- **189** PEOPLE INJURED -31
- **13** DAMAGED PROPERTY -6

58 PEOPLE AFFECTED -8 FROM 2020

- **0** PEOPLE KILLED N/A
- **48** PEOPLE INJURED -5
- **10** DAMAGED PROPERTY -3

5810 PEOPLE AFFECTED -41 FROM 2020

- **51** PEOPLE KILLED -11
- **5759** PEOPLE INJURED -30

2020 was an unprecedented year for traffic violence for the City of St. Louis with the highest fatality rate in ten years, so a decrease in almost all types of crashes in 2021 was somewhat anticipated. However, the data does not provide a reason to celebrate. The 71 people who died from traffic violence in 2021 is still the second-highest total in 10 years (2020 being the highest). For the 4th year in a row, pedestrian fatalities rose from the previous year. A rising number of pedestrian fatalities is becoming the status quo for the City of St. Louis and this trend needs to be addressed immediately.

2021 MOST DANGEROUS CORRIDORS

GRAND AVE

PRINCIPAL & MINOR ARTERIAL

LENGTH	8.8 mi
POSTED SPEED	25, 30, 35
BIKE FACILITIES	PARTIAL

TOTALS

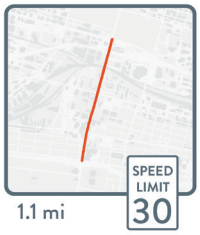
8% OF ALL PEDESTRIAN CRASHES IN 2021

5% OF ALL BICYCLE CRASHES IN 2021

HIGHEST CRASH DENSITIES



7/18 CRASHES ON GRAND OCCURRED BETWEEN DELMAR AND NATURAL BRIDGE



ALL BICYCLE CRASHES ALONG GRAND OCCURRED BETWEEN LAFAYETTE AND FOREST PARK PARKWAY

NATURAL BRIDGE AVE

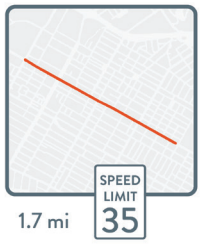
PRINCIPAL ARTERIAL

LENGTH	6.3 mi
POSTED SPEED	35
BIKE FACILITIES	NONE

TOTALS

5% OF ALL PEDESTRIAN CRASHES IN 2021

HIGHEST CRASH DENSITIES



10/11 CRASHES ON NATURAL BRIDGE OCCURRED BETWEEN UNION AND HARRIS

OTHER DANGEROUS CORRIDORS

- KINGSHIGHWAY BLVD
- MLK DRIVE
- PAGE AVE
- GRAND AVE

For the second year in a row, Grand Ave was the most dangerous road for people walking and biking. Natural Bridge to Delmar remained the most dangerous section along Grand for people walking and Grand south of Forest Park Parkway remained the most dangerous section for people biking.

ST. LOUIS CITY

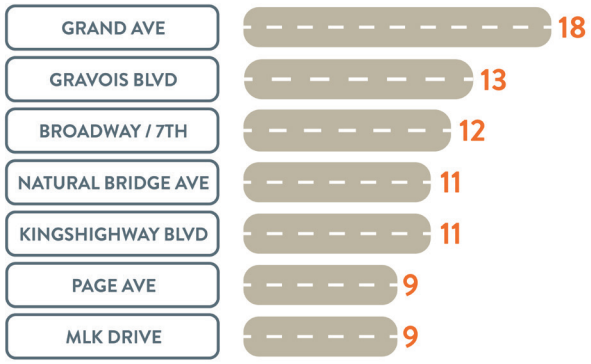
WALKING

222 PEOPLE AFFECTED

-36 FROM 2020

20	189	13
PEOPLE KILLED	PEOPLE INJURED	DAMAGED PROPERTY
+1	-31	-6

TOP CRASH CORRIDORS



45% OF PEDESTRIAN FATALITIES OCCURRED ON THESE ROADS

POSTED SPEED LIMIT

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEED LIMIT 35+	122	55%
SPEED LIMIT 30	56	25%
SPEED LIMIT 25-	44	20%

FUNCTIONAL CLASSIFICATION

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
ARTERIAL ROADS	142	64%
LOCAL ROADS	31	14%
COLLECTOR ROADS	29	13%

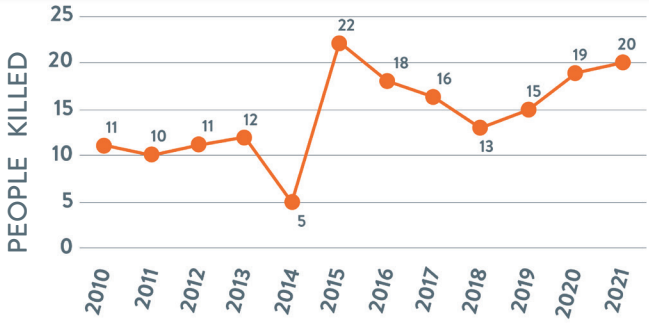
LOCATION ON ROADWAY

MID-BLOCK	129	58%
INTER-SECTION	93	42%

TOP CIRCUMSTANCE OF CRASH

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
UNKNOWN	90	35%
FAILURE TO YIELD	68	26%
DISTRACTED/ INATTENTIVE	27	11%
SPEEDING RELATED	17	7%

10 YEAR TOTALS



ST. LOUIS CITY

BIKING

58 PEOPLE AFFECTED
-8 FROM 2020

0	48	10
PEOPLE KILLED	PEOPLE INJURED	DAMAGED PROPERTY
N/A	-5	-3

TOP CRASH CORRIDORS



24% OF BIKE CRASHES OCCURRED ON THESE ROADS

POSTED SPEED LIMIT

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEED LIMIT 25-	22	38%
SPEED LIMIT 30	21	36%
SPEED LIMIT 35+	15	26%

FUNCTIONAL CLASSIFICATION

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
ARTERIAL ROADS	27	47%
LOCAL ROADS	18	31%
COLLECTOR ROADS	12	21%

TOP CIRCUMSTANCE OF CRASH

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
FAILURE TO YIELD	21	34%
UNKNOWN	16	26%
DISTRACTED/ INATTENTIVE	6	10%
IMPROPER LANE USE	6	10%

BIKE FACILITY PRESENT?

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
NO BIKE FACILITY	26	49%
SHARROW/ SHARED	14	24%
CONV. BIKE LANE	10	17%
TRAIL CROSSING	5	9%
BUFFERED BIKE LANE	3	5%

ST. LOUIS CITY

DRIVING

5810
PEOPLE AFFECTED

-41 FROM 2020

51
PEOPLE KILLED
-11

5759
PEOPLE INJURED
-30

TOP FATAL CRASH CORRIDORS

GRAVOIS BLVD	6
70	4
44	4

27% OF FATAL CAR CRASHES OCCURRED ON THESE ROADS

POSTED SPEED LIMIT

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEED LIMIT 35+	29	57%
SPEED LIMIT 30	16	31%
SPEED LIMIT 25-	6	12%

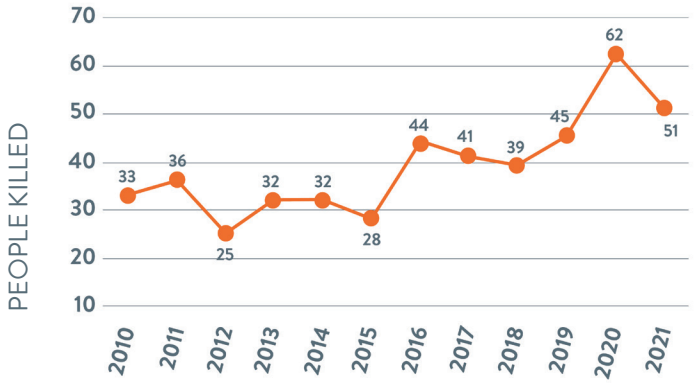
FUNCTIONAL CLASSIFICATION

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
ARTERIAL ROADS	32	63%
INTERSTATE HIGHWAY	12	24%
LOCAL ROADS	4	8%

TOP CIRCUMSTANCE OF CRASH

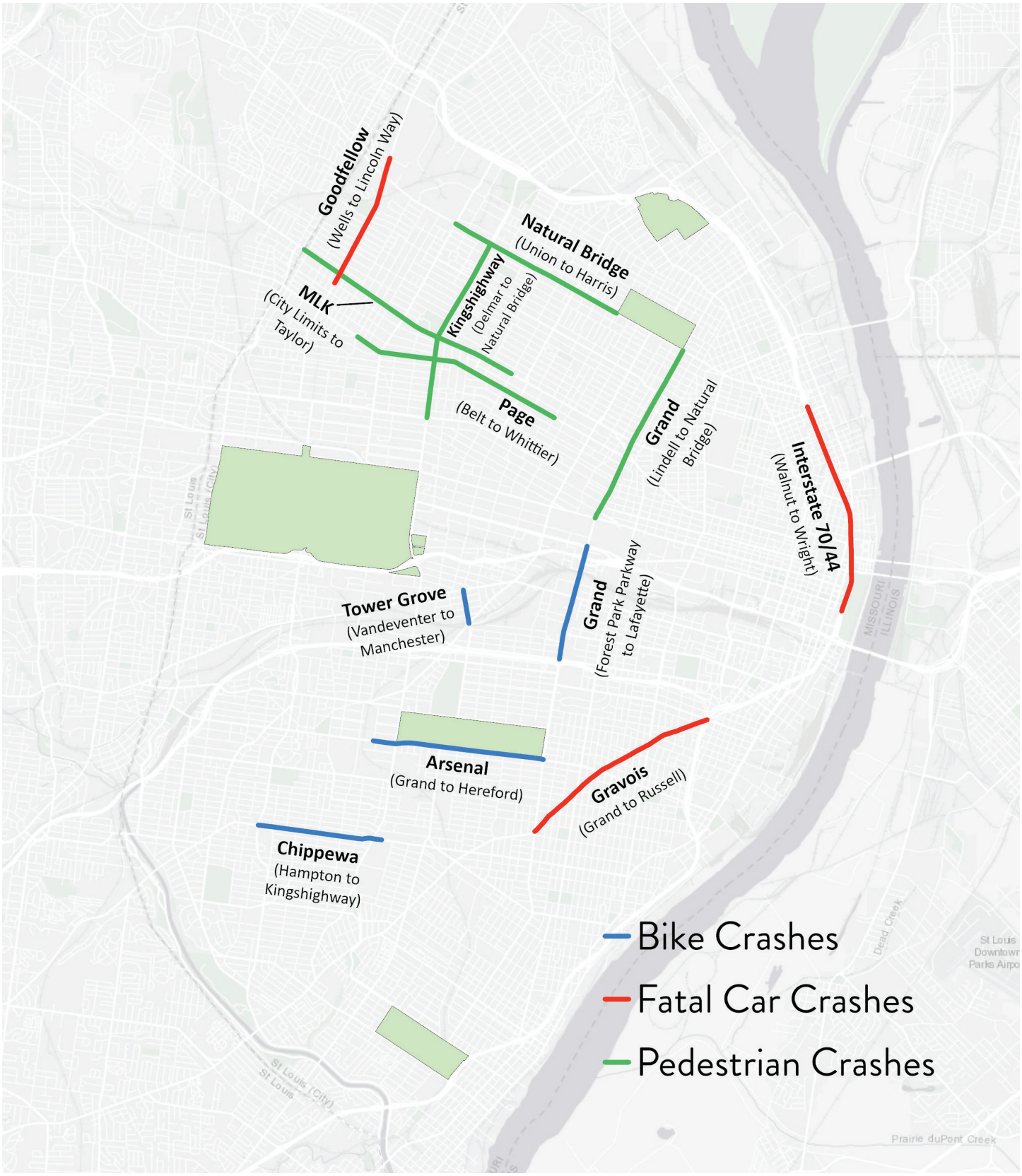
	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEEDING RELATED	21	36%
UNKNOWN	16	28%
SIGN/SIGNAL VIOLATION	10	17%

10 YEAR TOTALS



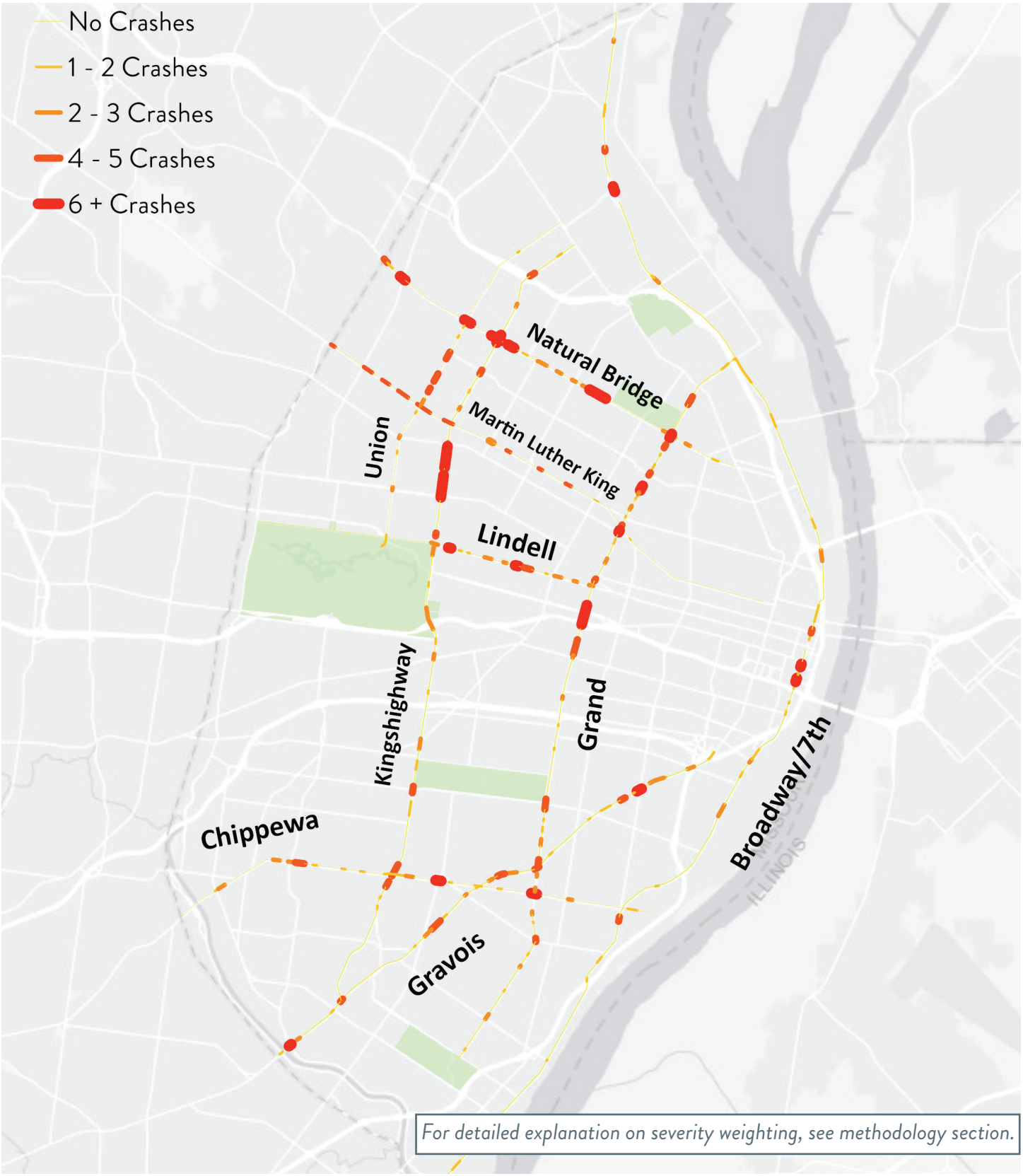
ST. LOUIS CITY

ST. LOUIS CITY HIGHEST DENSITY CRASH CORRIDORS FOR 2021



ST. LOUIS CITY

ST. LOUIS CITY PEDESTRIAN CRASH DENSITY WEIGHTED BY SEVERITY 5 YEAR ANALYSIS (2017 - 2021)



For detailed explanation on severity weighting, see methodology section.

ST. LOUIS COUNTY

OVERVIEW

234 PEOPLE AFFECTED
-0 FROM 2020

22	206	6
PEOPLE KILLED	PEOPLE INJURED	DAMAGED PROPERTY
-5	+9	-4

64 PEOPLE AFFECTED
-19 FROM 2020

1	52	11
PEOPLE KILLED	PEOPLE INJURED	DAMAGED PROPERTY
+1	-25	+5

8359 PEOPLE AFFECTED
+760 FROM 2020

84	8275
PEOPLE KILLED	PEOPLE INJURED
+17	+743

Like 2020, 2021 remained an extraordinarily dangerous year for people walking, biking, and driving. While there was a decrease in fatal pedestrian crashes and total bike crashes, 2021 became the first year where the number of people who died due to traffic violence eclipsed 100 in St. Louis County (since data became available in 2020). 2021 also saw the first person who was killed when riding a bike since 2019 and the total number of people killed in automobile crashes increased by over 15.

2021 MOST DANGEROUS CORRIDORS

CHAMBERS/AIRPORT RD

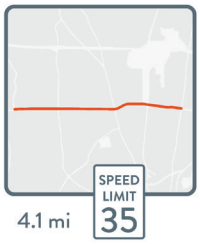
PRINCIPAL & MINOR ARTERIAL

LENGTH	7.5 mi
POSTED SPEED	35
BIKE FACILITIES	NONE

TOTALS

5% OF ALL PEDESTRIAN CRASHES IN 2021

HIGHEST CRASH DENSITIES



8/12 CRASHES ON CHAMBERS OCCURRED BETWEEN BELLEFONTAINE & ELIZABETH

OTHER DANGEROUS CORRIDORS

- WEST FLORISSANT
- PAGE
- NORTH LINDBERGH
- SOUTH LINDBERGH

50% OF PEDESTRIAN FATALITIES OCCURRED ON **4** ROADS

- WEST FLORISSANT
- LINDBERGH
- PAGE
- CHAMBERS

In 2021, Chambers/Hereford/Airport Rd (Chambers) continued to be one of the most dangerous roads for people walking and driving. Over the last 5 years, Chambers has been the most dangerous road for people walking. Safety improvements are desperately needed along the entire corridor from Riverview to Interstate 270. The intersections of Chambers & W. Florissant and Chambers & New Halls Ferry also need specific attention to improve safety for people walking.

ST. LOUIS COUNTY

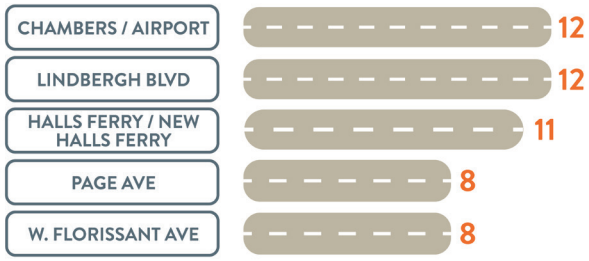
WALKING

234 PEOPLE AFFECTED

-0 FROM 2020

22	206	6
PEOPLE KILLED	PEOPLE INJURED	DAMAGED PROPERTY
-5	+9	-4

TOP CRASH CORRIDORS



21% OF PEDESTRIAN CRASHES OCCURRED ON THESE ROADS

55% OF PEDESTRIAN **FATALITIES** OCCURRED ON THESE ROADS

POSTED SPEED LIMIT

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEED LIMIT 35+	125	53%
SPEED LIMIT 25-	73	15%
SPEED LIMIT 30	36	15%

FUNCTIONAL CLASSIFICATION

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
ARTERIAL ROADS	133	64%
COLLECTOR ROADS	39	17%
LOCAL ROADS	32	14%

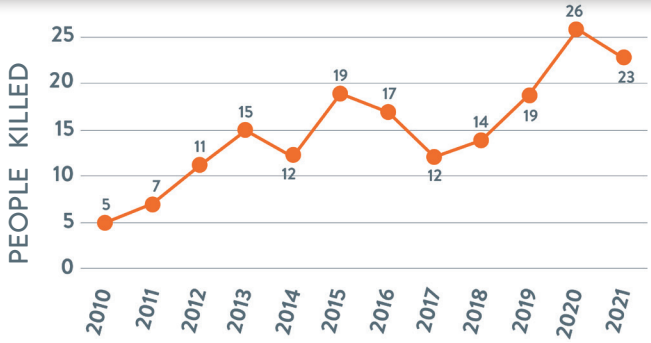
LOCATION ON ROADWAY

MID-BLOCK	181	77%
INTER-SECTION	53	23%

TOP CIRCUMSTANCE OF CRASH

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
FAILURE TO YIELD	78	28%
UNKNOWN	63	23%
DISTRACTED/ INATTENTIVE	48	17%
D.W.I.	24	9%

10 YEAR TOTALS



ST. LOUIS COUNTY

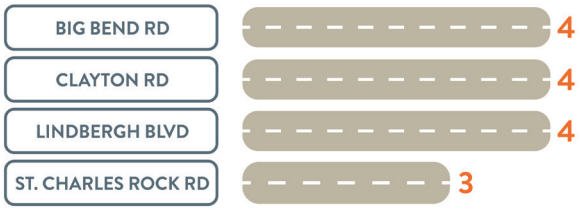
BIKING

64 PEOPLE AFFECTED

-19 FROM 2020

1	52	11
PEOPLE KILLED	PEOPLE INJURED	DAMAGED PROPERTY
+1	-25	+5

TOP CRASH CORRIDORS



23% OF BIKE CRASHES OCCURRED ON THESE ROADS

POSTED SPEED LIMIT

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEED LIMIT 35+	36	56%
SPEED LIMIT 25-	18	28%
SPEED LIMIT 30	10	16%

FUNCTIONAL CLASSIFICATION

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
ARTERIAL ROADS	40	63%
LOCAL ROADS	15	23%
COLLECTOR ROADS	8	13%

TOP CIRCUMSTANCE OF CRASH

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
FAILURE TO YIELD	31	36%
UNKNOWN	13	15%
DISTRACTED/ INATTENTIVE	9	10%

BIKE FACILITY PRESENT?

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
NO BIKE FACILITY	42	81%
SHARROW/ SHARED	5	10%
CONV. BIKE LANE	4	8%
TRAIL CROSSING	1	2%

ST. LOUIS COUNTY

DRIVING

8359
PEOPLE AFFECTED
+760 FROM 2020

84
PEOPLE KILLED
+17

8275
PEOPLE INJURED
+743

TOP FATAL CRASH CORRIDORS



45% OF FATAL CAR CRASHES OCCURRED ON THESE ROADS

POSTED SPEED LIMIT

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEED LIMIT 35+	71	85%
SPEED LIMIT 25-	7	8%
SPEED LIMIT 30	6	7%

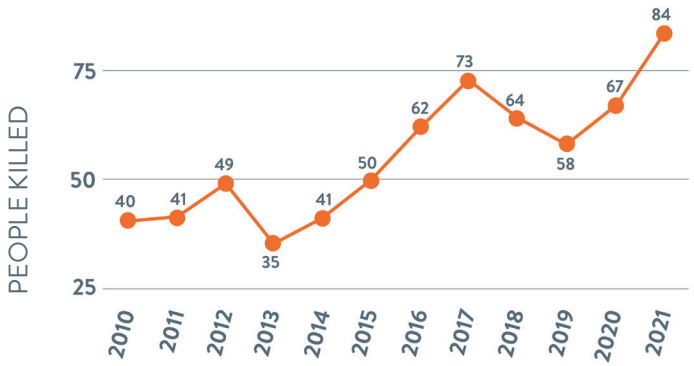
FUNCTIONAL CLASSIFICATION

	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
ARTERIAL ROADS	35	42%
INTERSTATE HIGHWAY	33	39%
COLLECTOR ROADS	9	11%

TOP CIRCUMSTANCE OF CRASH

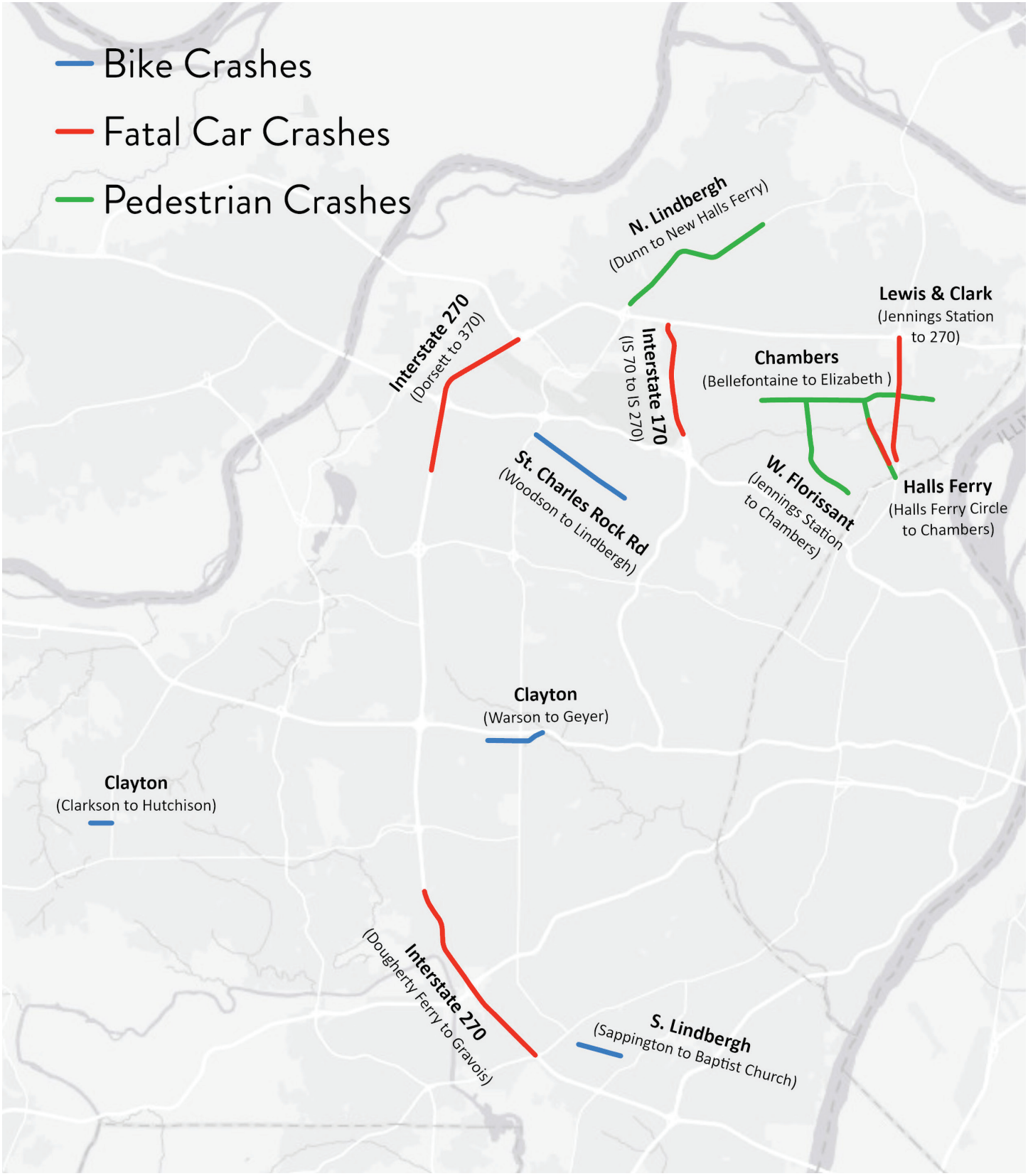
	PEOPLE AFFECTED	PERCENT OF PEOPLE AFFECTED
SPEEDING RELATED	45	30%
D.W.I.	23	16%
IMPROPER LANE USE	22	15%

10 YEAR TOTALS



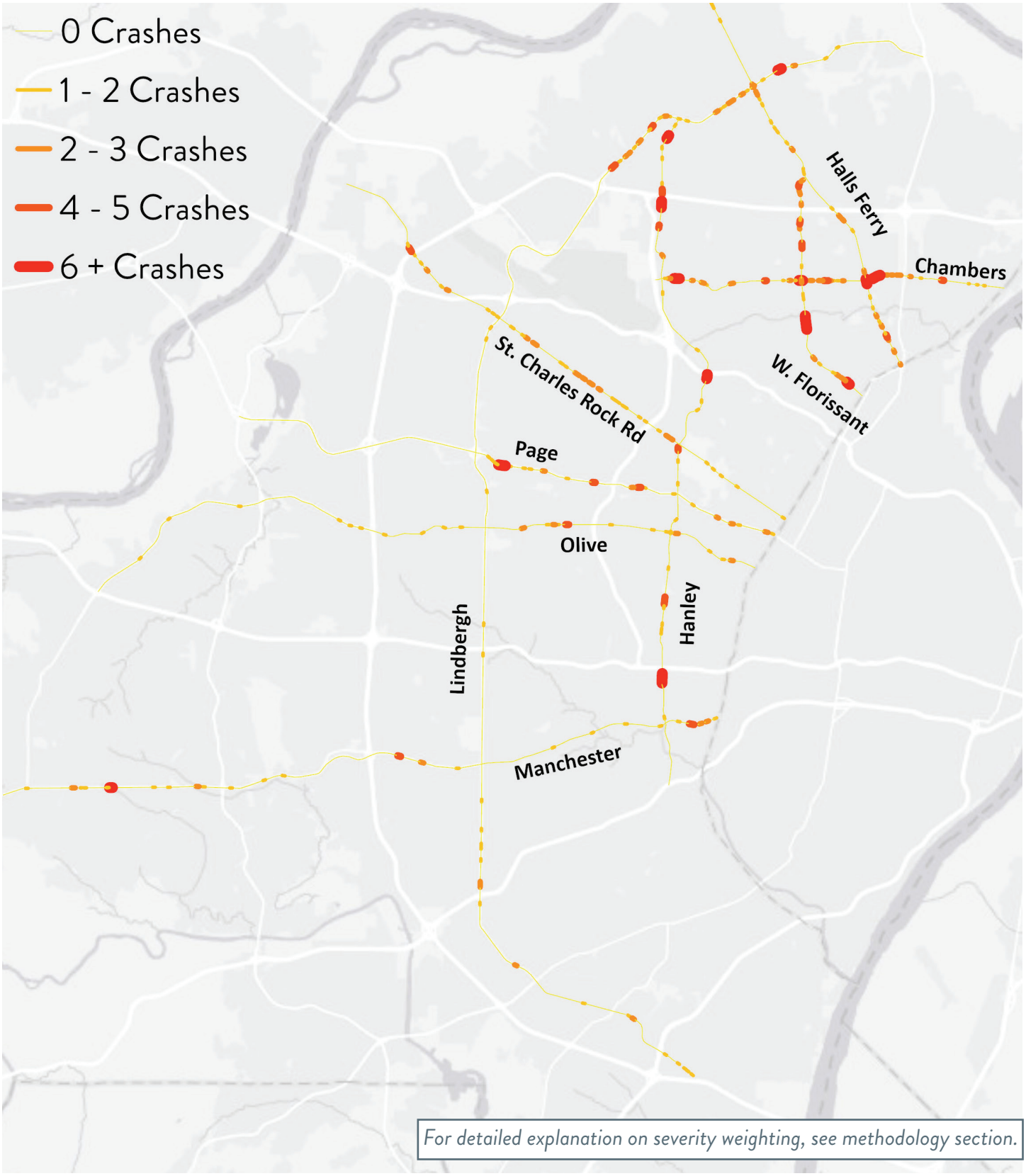
ST. LOUIS COUNTY

ST. LOUIS COUNTY HIGHEST DENSITY CRASH CORRIDORS FOR 2021



ST. LOUIS COUNTY

ST. LOUIS COUNTY PEDESTRIAN CRASH DENSITY WEIGHTED BY SEVERITY 5 YEAR ANALYSIS (2017 - 2021)



For detailed explanation on severity weighting, see methodology section.

SOLUTIONS

1. ADDRESSING PEDESTRIAN HIGH CRASH CORRIDORS

A top priority for elected officials and governmental staff is to address high crash corridors. In the last 5 years in the City of St. Louis, nine roads have accounted for a large number of pedestrian crashes and fatalities. Specifically, Broadway/7th St, Chippewa St, Martin Luther King Blvd, Gravois Rd, Grand Blvd, Kingshighway Blvd, Lindell Blvd, Natural Bridge Ave, and Union Blvd are responsible for almost 40% of all pedestrian crashes and 46% of all pedestrian fatalities, even though those roads combined account for 1.5% of the City's total lane mileage (63/4,230 lane miles).

SINCE 2017, NINE ROADS ARE RESPONSIBLE FOR:

40% OF ALL PEDESTRIAN CRASHES

46% OF ALL PEDESTRIAN FATALITIES

**Broadway / 7th, Chippewa, MLK Drive, Gravois, Grand, Kingshighway, Lindell, Natural Bridge, and Union*

For years the status quo on these roads has been prioritizing moving people who drive over the people who walk, bike, and take transit on these corridors. This does not need to be the case. Large roadway improvement projects like the Natural Bridge Resurfacing Project, completed in Fall 2020, and the Hampton Road Diet Project, completed in Summer 2021 are prime examples of elected officials and governmental staff taking a step in a positive direction to improve roadway safety for people walking, biking, driving, and using public transit. But this is just the beginning. The goal for our region should be ZERO traffic fatalities and to reach that goal, we need larger-scale and drastic infrastructure changes on our roads, starting on our high crash corridors.

There are numerous solutions that can improve roadway safety, reduce crashes of all types, and even encourage more walking, biking, and transit use. Reducing the number of lanes on a given road is a fantastic starting point for reducing crashes. Removing excessive numbers of lanes improves safety by deterring speeding and reducing the distances people need to cross the street. Commonly referred to as a "road diet", reducing a 4-lane road to a 3-lane (or even 2-lane) road can have positive safety implications.

The safety of these high-crash roads could be greatly improved by removing a lane or two, and or even by installing a center median or pedestrian refuge islands (similar to Natural Bridge or Kingshighway, from 64 to Lindell). When looking at crashes along Natural Bridge (specifically along the section where the resurfacing was completed - from Parnell to Marcus), crashes resulting in a personal injury or fatality dropped 64% from 2020 to 2021 (135 crashes in 2020 to 49 in 2021) and total crashes dropped 45% (238 crashes in 2020 to 132 in 2021).[1] This section of Natural Bridge went through significant roadway reconfiguration, going from 5 total lanes (2 travel lanes in each direction and a shared center turn lane) to 2 total lanes with a large landscaped median. These types of improvements would be optimal for several high crash corridors like Grand, Broadway, Chambers, and Union.

CRASHES RESULTING IN AN INJURY OR FATALITY ON NATURAL BRIDGE HAVE DROPPED

60%

FROM 2020 TO 2021 ALONG NATURAL BRIDGE, WHERE ROADWAY IMPROVEMENTS WERE MADE

There are also other smaller-scale improvements that can be implemented in supplement to large lane reductions that reduce high travel speeds while improving safety for people walking and biking. While sometimes controversial, roundabouts (instead of a traditional 4-way stop) help to slow down traffic through intersections. Curb extensions and centerline hardening (an improvement that utilizes bollards or other equipment to extend the center of an intersection) reduce turning speeds for left and right-hand turns. Pedestrian refuge islands and mid-block crosswalks enhance visibility, and when implemented together, reduce the crossing distance for people walking and biking. Especially on wide roads, reducing crossing distances can make walking and biking across those roads significantly more comfortable. Before the Natural Bridge

Project, the total length to cross Natural Bridge at Warne Ave (bus stop located here) was 86 feet, crossing two lanes of travel and 2 parking lanes. Now with mid-block crosswalks, curb bump-outs, and a pedestrian refuge island, that same crossing is now 32 feet, only crossing two travel lanes.

Removing lanes to decrease travel speed and enhance safety also creates an opportunity to reallocate those lanes and roadway space for modes other than cars, like protected bike lanes and dedicated bus lanes. Protected bike lanes are proven to enhance safety and comfort for people who ride bikes and bus rapid transit lanes could lead to fast and predictable MetroBus service. By reducing a lane on Union (north of Delmar) the parking-protected bike lane could extend all the way up to Natural Bridge, providing safe biking connections to grocery stores and bus lines along with Union. For years, Grand has been consistently one of the most dangerous corridors to walk and bike along and has also been one of the most utilized MetroBus corridors. Converting a car-travel lane and prioritizing bus rapid transit from Carondelet Park to Interstate 70 would be a landmark improvement for the region, creating fast and predictable service for the region's most utilized MetroBus line.

CROSSING DISTANCE ALONG NATURAL BRIDGE

BEFORE **86ft**

AFTER **32ft**

2. REDUCE SPEEDING: STREET DESIGN + SIGNS

A strategy of reducing all local roads to 20 MPH, all collectors (and some arterials) to 25 MPH combined, and a plan to strategically implement traffic calming infrastructure to reinforce these new speed limits would have major positive safety impacts. Utilizing speed humps, neighborhood traffic circles, curb extension, center median island, and other traffic calming solutions will drastically increase the safety of people walking, biking, driving, and using transit across the region.

Similar to the trends we saw in 2020, speed continued to be the biggest contributing factor to bike, pedestrian, and car crashes. In St. Louis County and City, 74% of pedestrian crashes occurred on streets with a posted speed limit of 30 MPH or higher. Of the 42 total pedestrian fatalities in St. Louis City and County this year, 95% of them occurred on roads with a posted speed limit of 30 MPH or higher. And speed limits and speeding not only affect people walking but also people biking. The highest noted possible circumstance for fatal car crashes in St. Louis City and County was a speed-related violation (either noted as "Speed Exceeded Limit" or "Too Fast For Conditions". In fact, in 32% of all fatal car crashes in St. Louis County and City, speeding was noted as a circumstance related to the crash, the highest of any noted circumstance.

ROADS WITH POSTED SPEED LIMITS OF 30 MPH OR HIGHER ACCOUNT FOR

74% OF ALL BIKE AND PEDESTRIAN CRASHES IN ST. LOUIS CITY AND COUNTY

Our decision-makers and governmental staff should not only be reevaluating the posted speed limits on all of our roads but also be thinking about permanent or temporary infrastructure solutions to deter speeding on our roadways. New speed limit signage, while part of a solution, will not deter all speeding on its own. A recent study from Portland State University found that when the City of Portland reduced speeds from 25 to 20 MPH on residential streets "there was no significant change in the median speed of drivers after the speed limit change".[2] However, while the median travel speed didn't change, rates of high travel speed did decrease. While the number of high speeding cars on residential roads was low, to begin with, "incidents of cars traveling more than 35 MPH decreased by almost 50% and incidents of speeding more than 30 MPH decreased by 33.6 percent.[2]

3. SAFETY IMPROVEMENTS NEAR BUS STOPS

A disproportionate number of fatal pedestrian crashes occur near bus stops. In fact, when analyzed, we found that 36% of pedestrian crashes and 45% of pedestrian fatalities occur within 200 feet of a MetroBus stop in St. Louis City. In St. Louis County, 27% of pedestrian crashes and 32% of pedestrian fatalities occur within 200 feet of a MetroBus stop A majority of MetroBus routes operate on roads that are 1) exceptionally wide 2) have an

exceptional amount of daily traffic and, 3) an exceptional amount of cars traveling at high speeds. All of these factors make it incredibly difficult for a person walking to feel safe if they need to cross the road. In St. Louis City, 6% of people (above the age of 16 who are employed) rely on public transportation, in the County 2% take public transportation. While those percentages may seem small, that is still over 18,000 people who rely on public transportation to get to their desired destination daily.[3]

36%

OF PEDESTRIAN CRASHES IN ST. LOUIS CITY OCCUR WITHIN 200 FEET OF A METRO BUS STOP

Safety around our bus stops is intrinsic to the usage of public transportation in our region. If people do not feel safe crossing the street or waiting at their bus stop, the less likely they will be to use the MetroBus system. With that being said, there are numerous small and large-scale solutions to not only increase safety for people walking and biking near MetroBus stops, but also improve the reliability and frequency of the MetroBus.

Small-scale projects like pedestrian refuge islands at mid-block crossing points are a proactive approach to improving safety for people who walk and take transit. A lot of MetroBus stops are placed at mid-block locations, so providing a nearby mid-block crosswalk with a pedestrian refuge island would decrease crossing distance for people walking and generally enhance walkability. Other small-scale improvements like enhanced pedestrian-level lighting near the bus stop, high visibility crosswalks, and raised crosswalks are also effective strategies to improve safety near bus stops. Large-scale strategies like road diets and investment in bus rapid transit will greatly improve the safety, reliability, and status of the MetroBus system.

Lastly, providing resources like food options, bathroom facilities, etc within MetroBus and MetroLink transit centers will help avoid people crossing wide and high-speed roads unnecessarily. For context, directly across North Hanley Rd (a 35-mph, 6 lane road) from the North Hanley Transit is a gas station that is popular among MetroLink and MetroBus riders who use it for bathrooms and for food options while they wait for their transit connection. In the last four years, there have been six pedestrian crashes at this crossing. Adding abundant and accessible resources directly at the Transit Center could reduce the need to cross this dangerous section of the street entirely.

4. COMPREHENSIVE, NEED-BASED APPROACH TO STOP CRASHES

The previous three recommendations are focused on infrastructure improvements. Our final recommendation is about less-concrete but nonetheless vital changes.

Everyone shares the responsibility to reduce crashes, but people with more power have a greater duty to prevent these avoidable deaths and injuries. However, often it is people with the least amount of power who are most hurt by the failings of our transportation system. Across the region, all levels of government should re-evaluate how they approach the life-shattering problem of crashes and not accept them as routine accidents.

An alternative to the status quo is an approach that is both comprehensive in its scope and based on need. We see this approach as driven by data - like we have collected here - but also informed by the needs and expertise of community members.

With this approach decision-makers can and should:

- Increase funding for safety improvements in a sustainable and racially equitable way
- Address immediate needs while creating long-term plans for improvements
- Prioritize fixing high-crash corridors and intersections with the explicit goal of reducing deaths
- Prioritize safety for vulnerable road users
- Improve mobility for people with disabilities
- Fill sidewalk gaps and repair existing sidewalks
- Increase public and neighborhood-level engagement in transportation projects and policy decisions
- Ensure implementation, transparency, and accountability.

This is our view of the most important needs. We realize that it's the needs of the individual communities that should shape what government officials do.

Most importantly, look at the data and listen to the needs of the people.

METHODOLOGY

For this report, Trailnet analyzed bike, pedestrian, and vehicular crashes occurring on roads within the City of St. Louis and St. Louis County boundary in the year 2021. We pull data from the Missouri Statewide Traffic Accident Records System (STARS), which is managed by the Missouri State Highway Patrol. This data allows people to see when and where different types of crashes occurred. We compared several roadway characteristics that contribute to a roadway's functionality. Those characteristics include: roadway functional classification, posted speed limit , and location type, among other factors.

There are several important factors that Trailnet took into consideration when assembling this report. It must be noted that some of these crashes may be subject to change depending on numerous factors. For example, personal injury crashes may change to fatal crashes if the injuries suffered from the crash lead to the death of a person later in the year. All of the numbers and percentages you see in the report are the number of people affected by a crash, not the number of crashes that were reported. For clarification, there were 3,389 reports of fatal or personal injury car crashes in 2020, but the number of people affected in those crashes was 5,397.

Trailnet also wanted to note that crashes of all varieties are severely underreported, especially crashes where no one involved is injured. It is important to know that the crashes in the report are only ones that were reported and documented by a law enforcement body and available to the public.

Within our analysis and maps we also wanted to point out a few small details on how we compile and analyze the crash data. For sections titled "Top Circumstance of Crash" an Unknown circumstance is a combination of circumstances noted as Unknown , None, or Other. A "Speeding Related" circumstance is a combination of circumstances noted as Speed Exceeded Limit and Too Fast for Conditions. To create our weighted density maps, Trailnet utilizes methodology identified by the Federal Highway Administration to determine weight scoring. In this instance fatal crashes are weighted with a score of 158.2, personal injury crashes is scored as 44.9, and property damage is scored as 7.4

EXPLANATION: FUNCTIONAL CLASSIFICATION

Local - Local roads are typically lower in speed limit (usually 25 MPH or lower), number of vehicles, and number of lanes. Neighborhood roads are considered local roads. Parking lots are also included in this category.

Collector Road - These roadways typically have higher speed limits (25 mph or 30 mph), and have more vehicles and more lanes than local roads. Examples of collector roads include St. Louis Avenue, Magnolia Ave, Sarah Street, as well as many of the streets in downtown St. Louis. Note: Minor and major collectors have been combined for this report.

Arterials - These roads range in speed limit. Arterials typically have speed limits around 30 - 35 MPH, while some arterials range up to 45 MPH. Excluding interstates, these roads have the highest traffic volumes and the most travel lanes (some up to 5 or 6 lanes). Examples of Minor Arterials include Delmar Blvd & Chouteau Ave. Examples of Principal Arterials include Kingshighway Blvd & Natural Bridge Ave. Note: Principal and minor collectors have been combined for this report.

Interstates - Interstates are designed and constructed with long-distance travel in mind. They have the highest posted speed limits, the most travel lanes, and the highest number of vehicles on a daily average. Interstates include: I-70, I-64, I-44, and I-55.

ABOUT TRAILNET

Trailnet is a 501c3 nonprofit based in St. Louis, Missouri, and is the region's voice for better biking and walking. 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. Trailnet's work integrates public policy, urban planning, public health, and community organizing into strategic initiatives that enhance the quality of life for all, regardless of their race, zip code, age, or ability.

If you have any question or comments on this report, please reach out to Trailnet at planning@trailnet.org

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NOTES & SOURCES

State of Missouri STARS Reporting - https://www.mshp.dps.missouri.gov/TR15Map/index.jsp

1. Natural Bridge data for 2020 and 2021 was compiled for all modes of transportation from Jan 1st to October 31st of their respective year.

2. Streetsblog article: "20 is Plenty but Signs Alone Don't Always Get Drivers to Slow Down"

3. US Census Data