



2022 ST. LOUIS CITY & COUNTY CRASH REPORT

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YEAR-IN-REVIEW

Much like 2021, 2022 was filled with lows and highs for the safety of people who walk and bike in the St. Louis region.

In July, we witnessed an unprecedented string of fatal pedestrian crashes, with four people losing their lives to traffic violence* in 20 days in the City of St. Louis. Things only got worse region-wide, when over five days in October, another four people (3 in St. Louis County, 1 in St. Louis City) were killed after being struck by a person driving. This senseless streak of violent traffic incidents, a majority of which were hit-and-run crashes, galvanized a public outcry to immediately address traffic violence across the region.

173



LOST THEIR LIFE DUE TO TRAFFIC VIOLENCE IN ST. LOUIS CITY AND COUNTY IN 2022

GRAND BLVD



FOR THE THIRD YEAR IN A ROW GRAND WAS THE MOST DANGEROUS CORRIDOR FOR PEOPLE WALKING IN THE CITY OF ST. LOUIS

In the City of St. Louis, officials' failure to quickly and effectively respond to rising traffic violence sparked outrage. Residents voiced their frustrations on social media, in public meetings and with [satirical public demonstrations](#).

In response to residents' pleas, Mayor Tishaura Jones made a [public announcement](#) in October recommending the Board of Alderman invest \$40 million in American Rescue Plan Act (ARPA) funding to address traffic violence and make St. Louis streets safer for all users. Jones highlighted the need to "build out traffic calming improvements in high-crash, high-risk areas; fund implementation on multiple already-completed studies for dangerous corridors and intersections; and add traffic calming measures to major streets like Jefferson, Grand, Union, Goodfellow and Kingshighway."

This commitment of \$40 million, which eventually turned into [Board Bill 120](#), lays a foundation for improving conditions for people walking, biking, and using transit in the City of St. Louis. Even with BB120, there is still plenty of room for improvements and immediate changes in the design of our roads, as well as policies and programs that support decreasing traffic violence for vulnerable road users* in the region.



73%

OF PEDESTRIAN FATALITIES IN ST. LOUIS CITY AND COUNTY OCCURRED ON ARTERIAL ROADS



95%

OF PEDESTRIAN FATALITIES IN ST. LOUIS COUNTY OCCURRED ON ROADS MARKED 35 MPH OR HIGHER

Going into the third year of the Crash Report, our team sought feedback from its users—including local government and community partners—as we considered how to most effectively tell the story of traffic violence. Similar to previous reports, we will continue to highlight how roadway functional classification, speed limit, circumstances of crashes and other characteristics correlate with local crash statistics. Unlike years prior, we will not be including a "Solutions" section in our Report. Instead, we will include a section of "Fatal Crash Reviews." In response to partner feedback, this new section will offer an in-depth analysis of on-site characteristics, as well as our recommendations relating to infrastructure deficiencies that we believe will prevent similar crashes from occurring.



84%

OF PEDESTRIAN FATALITIES IN ST. LOUIS CITY AND COUNTY OCCURRED AT MID-BLOCK LOCATIONS



32%

OF FATAL CAR CRASHES IN ST. LOUIS CITY AND COUNTY OCUR DUE TO SPEEDING RELATED CIRCUMSTANCES



64%

OF BIKE CRASHES IN ST. LOUIS CITY AND COUNTY OCCURRED ON ARTERIAL ROADS

YEAR-IN-REVIEW

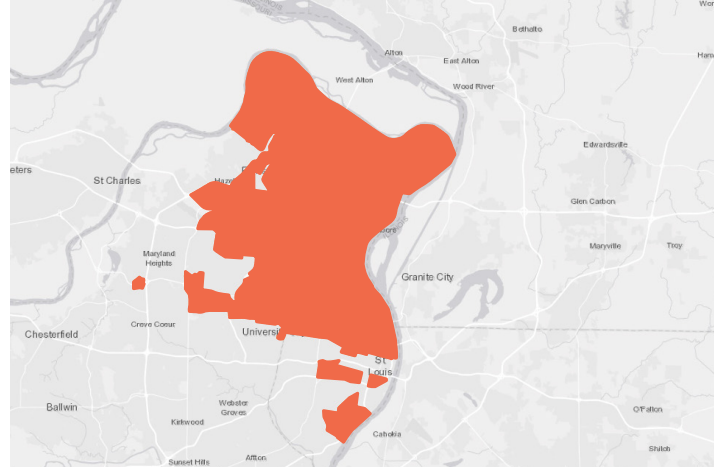
Please remember that each data point is more than a statistic - it reflects a life lost, damaged or destroyed by traffic violence. Language matters when talking about traffic crashes. While we use terms such as “pedestrian fatalities” or “car crashes,” it is equally important to remember that each crash 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 it is essential that we center this conversation around the humanity of the people affected by traffic violence. We encourage our media partners to adhere to a higher standard when talking about traffic violence, using the Community Mobility Committee’s [Traffic Violence Toolkit](#) as a guide.

From everyone at Trailnet, we hope you find this year’s report impactful. We encourage everyone to use these statistics to advocate for safer streets for all users in their own community, and we welcome feedback and conversations about the findings presented. For more information on how we compiled this report, see our methodology on page 23.

“I absolutely love the Trailnet Crash Report. It is the most digestible data report out there. Of all the data reports that I’ve reviewed over the years, I quote Trailnet’s Crash Report most frequently... Nothing is as digestible and specific as the Trailnet Crash Report, so I truly appreciate the work you put into it, and I utilize that data often in my pedestrian advocacy.”

- Tiffanie Stanfield, Fighting H.A.R.D.

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



CITY



50%

OF PEDESTRIAN FATALITIES IN ST. LOUIS CITY OCCURRED IN PREDOMINATELY BLACK & MINORITY AREAS



71%

OF FATAL CAR CRASHES IN ST. LOUIS CITY OCCURRED IN THESE AREAS

COUNTY



52%

OF PEDESTRIAN FATALITIES IN ST. LOUIS COUNTY OCCURRED IN PREDOMINATELY BLACK & MINORITY AREAS

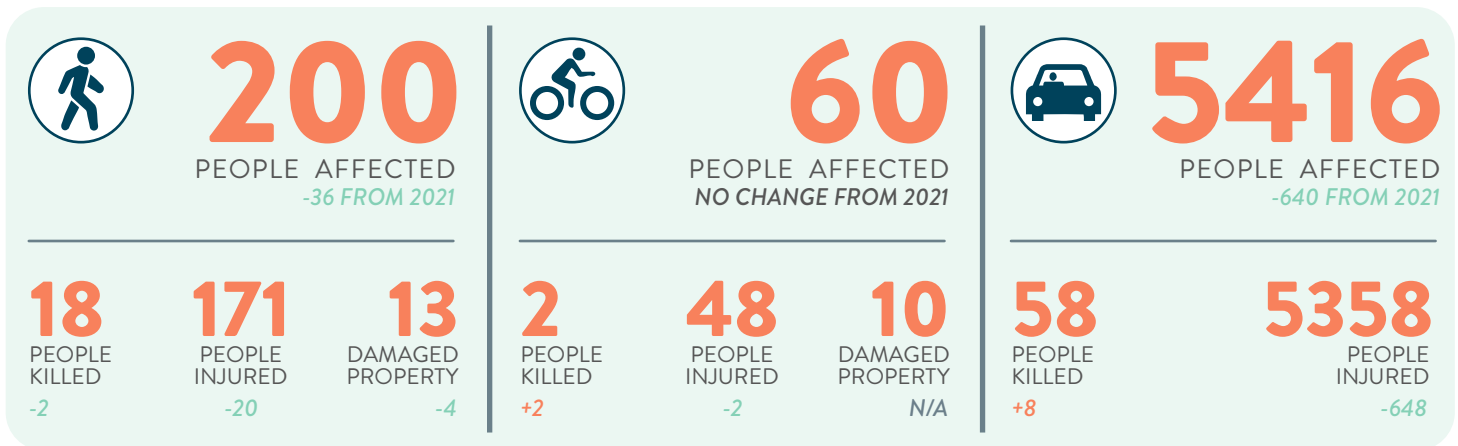


50%

OF FATAL CAR CRASHES IN ST. LOUIS COUNTY OCCURRED IN THESE AREAS

ST. LOUIS CITY

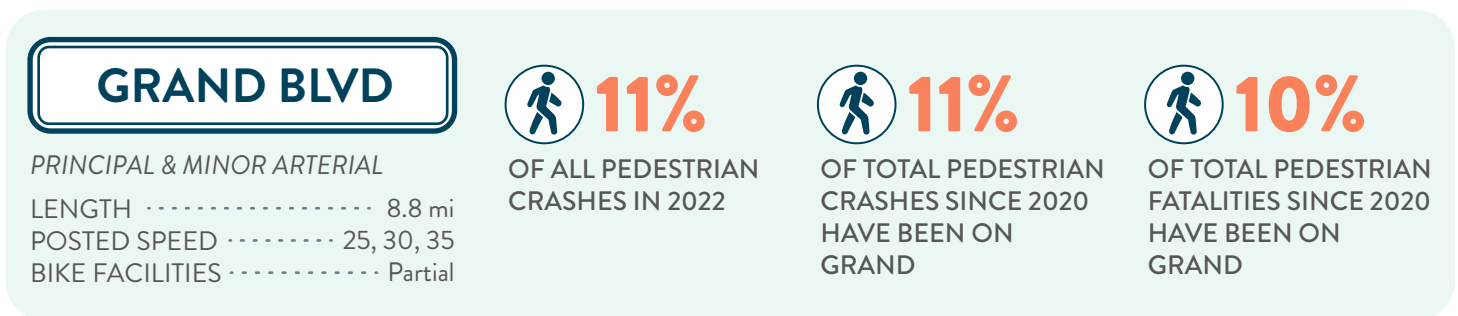
OVERVIEW



In the City of St. Louis in 2022, the total number of people killed while walking and biking remained unchanged from 2021, with 20 people losing their lives after being struck by a person driving. However, the total number of people killed on St. Louis City streets was the second highest on record (data records only go back to 2002), with a total of 78 people (walking, biking, and driving) losing their lives due to traffic violence.

For the third year in a row, Grand Blvd was the most dangerous corridor for people walking in the City of St. Louis. Total crashes involving a person walking on Grand increased from 2021, with a total of 21 people being hit by a person driving, including two fatal crashes. Grand was also one of the highest bike crash corridors, with three total bike crashes occurring on Grand, including one of the two fatal bike crashes in 2022.

MOST DANGEROUS CORRIDOR



Similar to 2021, high speed (35 MPH and higher) arterials continue to be the most dangerous types of streets for people walking in the City of St. Louis. However, the total number of crashes involving people walking on streets marked 25 MPH saw a notable increase from 20% in 2021 to 34% in 2022. **This stark increase is a warning sign for a negative emerging trend in traffic violence in the City of St. Louis.**

Streets marked as 25 MPH are typically signed as such due to their status as streets that have less vehicular traffic and more pedestrian activity. In 2021 & 2022 drivers were cited twice as often as pedestrians as the primary offender in crashes involving people walking on 25 MPH streets. Of these citations to drivers, “Failing to Yield”, “Violation of Sign/Signal” and “Speeding Related” accounted for 47% of the noted circumstances attributed to a pedestrian crash.

ST. LOUIS CITY

WALKING



200

PEOPLE AFFECTED
-36 FROM 2021

18
PEOPLE
KILLED
-2

171
PEOPLE
INJURED
-20

13
DAMAGED
PROPERTY
-4

TOP CRASH CORRIDORS

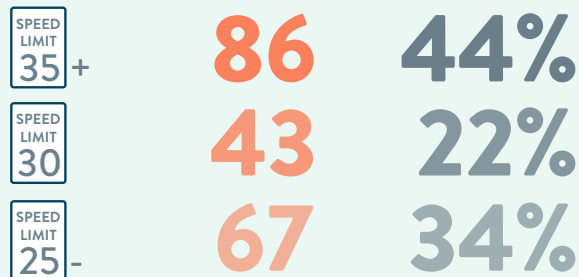


35% OF PEDESTRIAN
CRASHES AND **44%** OF FATALITIES
OCCURED ON THESE
7 ROADS

LOCATION ON ROADWAY

	PEOPLE AFFECTED	PERCENT AFFECTED
MID-BLOCK	102	52%
INTERSECTION	94	48%

POSTED SPEED LIMITS



FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	134	67%
LOCAL ROADS	34	17%
COLLECTOR ROADS	22	11%
INTERSTATE, PARKING, ALLEY	10	5%

TOP CIRCUMSTANCE OF CRASH



FATAL CRASH DATA

72% (13/18) of fatal pedestrian crashes
occurred on roads marked **30 MPH**
or more

78% (14/18) of fatal pedestrian crashes
occurred on **ARTERIAL ROADS**

ST. LOUIS CITY

BIKING



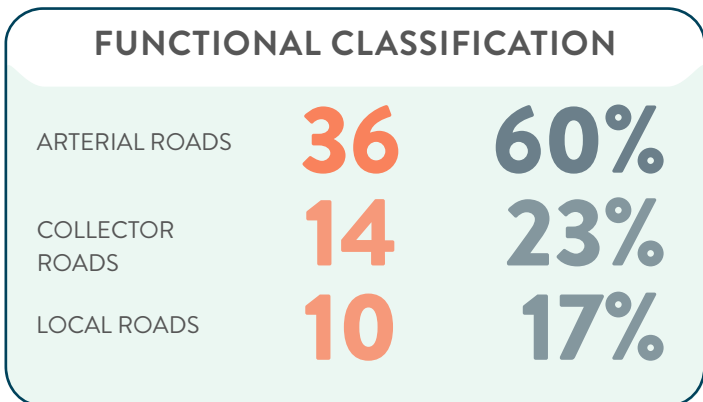
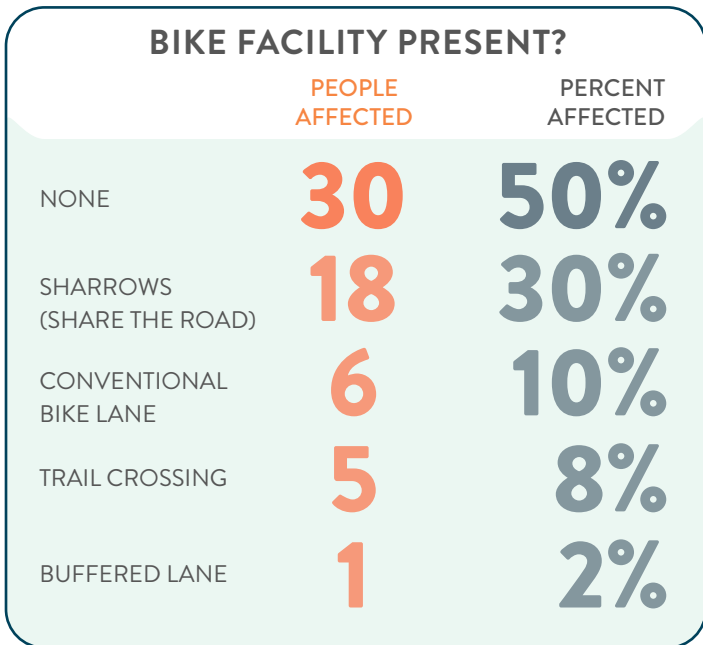
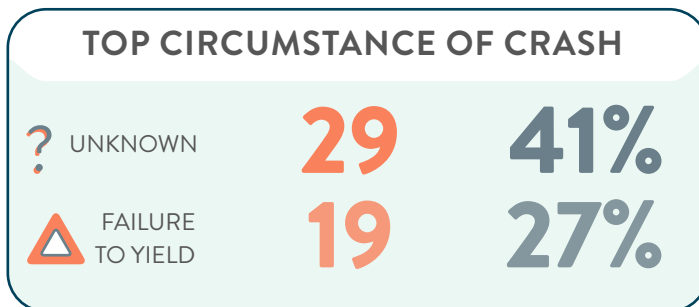
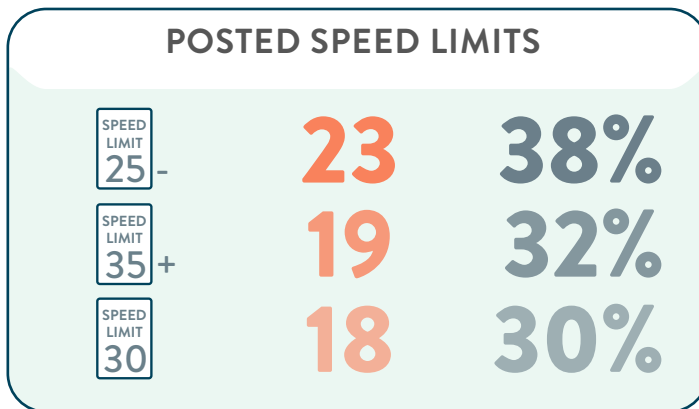
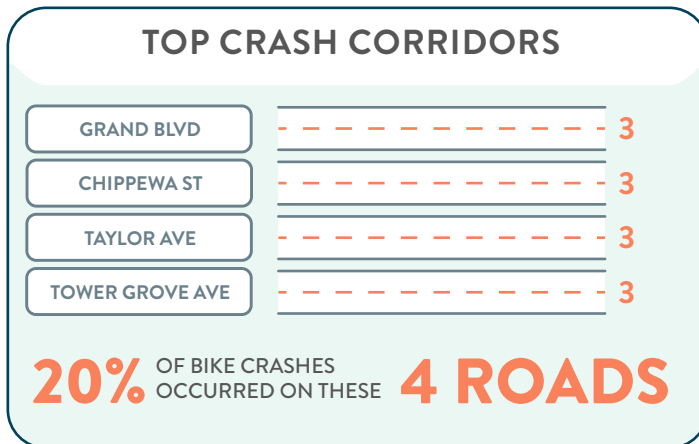
60

PEOPLE AFFECTED
NO CHANGE FROM 2021

2
PEOPLE
KILLED
+2

48
PEOPLE
INJURED
-2

10
DAMAGED
PROPERTY
N/A



MAJOR CHANGES IN THE DATA

2 Bike fatalities in 2022 - first cyclist fatalities in the City of STL since 2018

LARGE JUMP in crashes on arterial roads from 2021

2021	2022
48%	60%

ST. LOUIS CITY

DRIVING (FATALITIES)



5416

PEOPLE AFFECTED
-640 FROM 2021

58

PEOPLE
KILLED

+8

5358

PEOPLE
INJURED

-648

POSTED SPEED LIMITS

	PEOPLE KILLED	PERCENT OF DEATHS
SPEED LIMIT 35+	36	62%
SPEED LIMIT 30	16	28%
SPEED LIMIT 25-	6	10%

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	31	53%
INTERSTATE	16	28%
COLLECTOR ROADS	6	10%
PARKING LOTS	3	5%
LOCAL ROADS	2	3%

TOP CRASH CORRIDORS

55	5
KINGSHIGHWAY BLVD	5
DELMAR BLVD	5

26% OF DRIVING FATALITIES OCCURRED ON THESE **3 ROADS**

TOP CIRCUMSTANCE OF CRASH

SPEED RELATED	27	36%
? UNKNOWN	19	25%

LIGHTING CONDITION

DARK - LIGHTED	35	60%
DAYLIGHT	22	38%
DARK - UNLIGHTED	1	2%

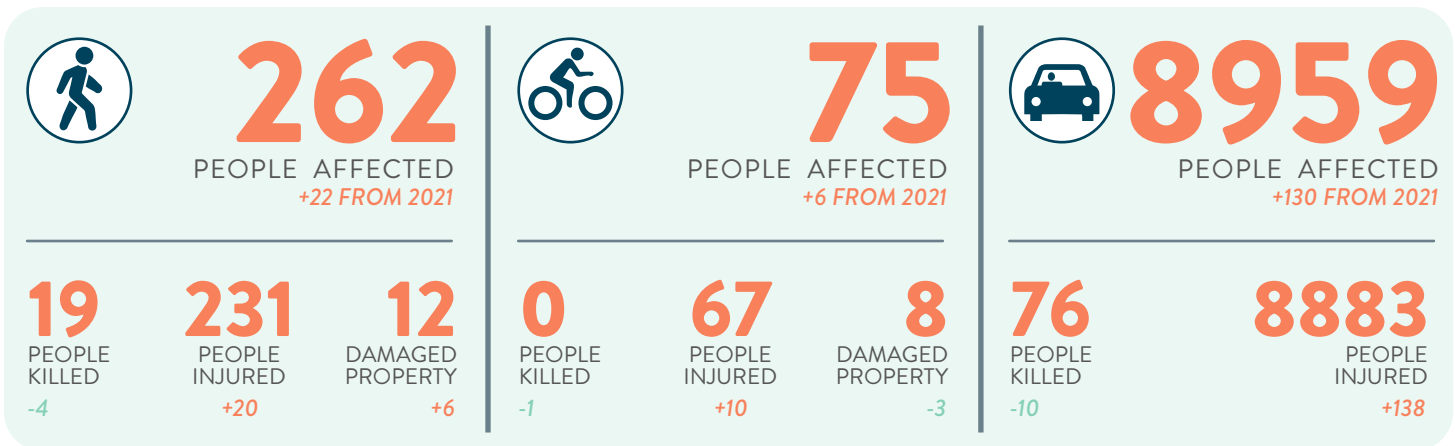
CHANGES IN THE DATA

Despite any significant changes in fatal car crash statistics, 2022 saw an increased share of SUVs involved in fatal crashes.

9.4% decrease in the percentage of crashes on principal arterial

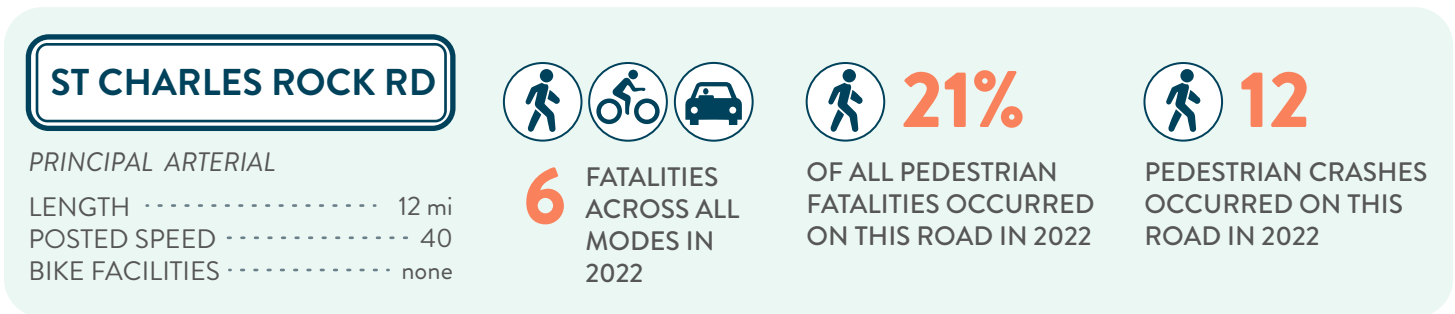
ST. LOUIS COUNTY

OVERVIEW



In the County, total crashes involving people walking and biking increased from 2021 to 2022, while pedestrian and vehicle fatalities decreased. However, pedestrian and vehicle fatalities remained high when compared to historic crash numbers, with 2022 being the 2nd highest year for vehicle fatalities and 3rd highest for pedestrian fatalities on record.

MOST DANGEROUS CORRIDORS



St. Charles Rock Road surpasses Chambers Road in 2022 as the most dangerous corridor for people walking. Twelve people walking were struck by drivers along St. Charles Rock Road, including 4 people who died after being hit by a driver. From 2021 to 2022, roads like Lindbergh, Halls Ferry, and West Florissant all remained high crash corridors for people walking in St. Louis County.



While crashes involving people walking decreased on Chambers in 2022, the street was still one of the most deadly roads in St. Louis County. Seven people (6 people who were driving, one who was walking) lost their lives due to traffic violence along Chambers in 2022. This tied with Interstate 270 for the most fatalities on any road in St. Louis County.

ST. LOUIS COUNTY

WALKING



262

PEOPLE AFFECTED
+22 FROM 2021

19
PEOPLE
KILLED

-4

231
PEOPLE
INJURED

+20

12
DAMAGED
PROPERTY

+6

TOP CRASH CORRIDORS



23% OF PEDESTRIAN
CRASHES AND **42%** OF FATALITIES
OCCURED ON THESE
7 ROADS

LOCATION ON ROADWAY

	PEOPLE AFFECTED	PERCENT AFFECTED
MID-BLOCK	200	76%
INTERSECTION	63	24%

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	142	54%
LOCAL ROADS	62	24%
PARKING LOTS	28	11%
COLLECTOR ROADS	21	8%
INTERSTATES	10	4%

POSTED SPEED LIMITS

SPEED LIMIT 35 +	130	50%
SPEED LIMIT 25 -	98	37%
SPEED LIMIT 30	34	13%

TOP CIRCUMSTANCE OF CRASH

FAILURE TO YIELD	104	32%
UNKNOWN	69	21%

FATAL CRASH DATA

95% (18/19) of fatal pedestrian crashes
occurred on roads marked **35 MPH**
or more

89% (17/19) of fatal pedestrian crashes
occurred on **ARTERIAL ROADS**
and **INTERSTATES**

ST. LOUIS COUNTY

BIKING



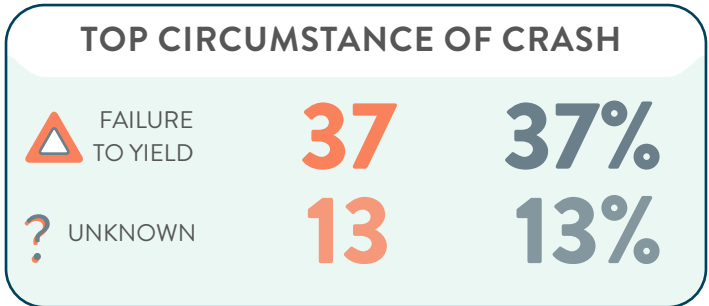
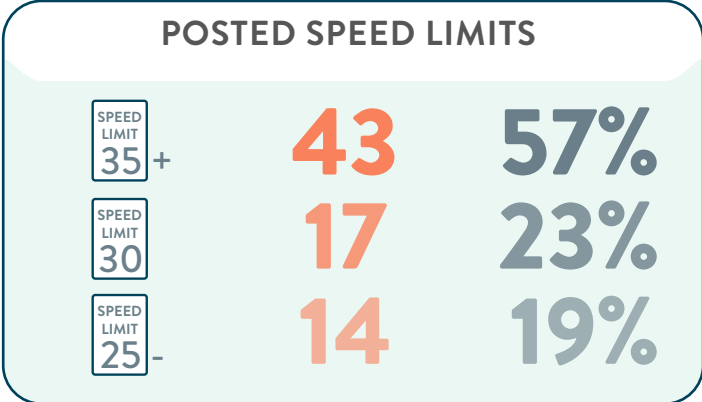
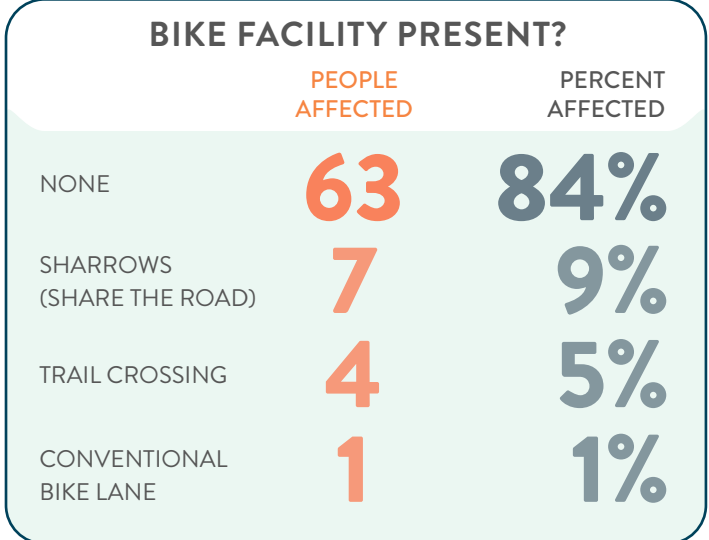
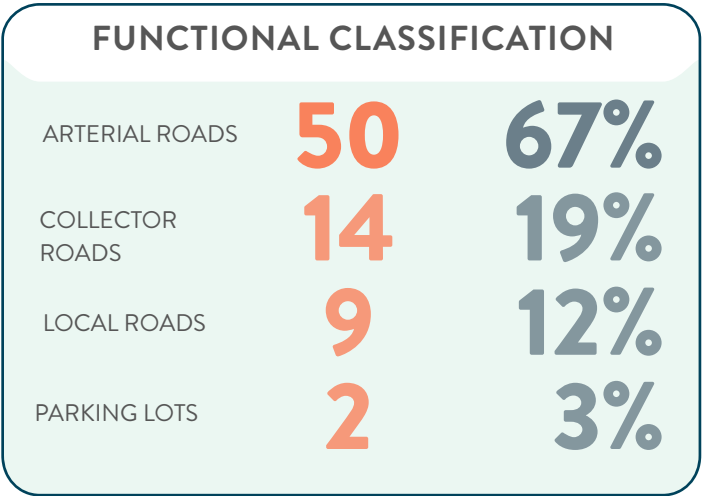
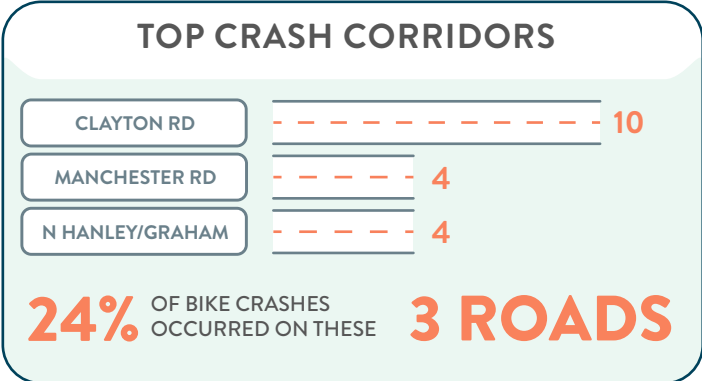
75

PEOPLE AFFECTED
+6 FROM 2021

0
PEOPLE
KILLED
-1

67
PEOPLE
INJURED
+10

8
DAMAGED
PROPERTY
-3



ST. LOUIS COUNTY

DRIVING
(FATALITIES)



8959

PEOPLE AFFECTED
+130 FROM 2021

76

PEOPLE
KILLED

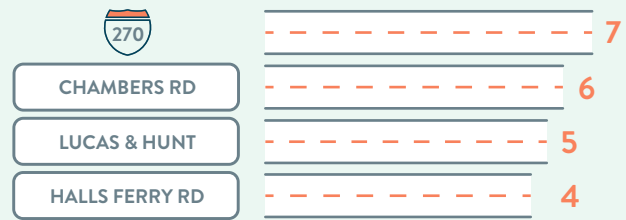
-10

8883

PEOPLE
INJURED

+138

TOP CRASH CORRIDORS



25% OF FATAL CAR CRASHES OCCURRED ON THESE **4 ROADS**

POSTED SPEED LIMITS

	PEOPLE AFFECTED	PERCENT AFFECTED
SPEED LIMIT 35+	69	91%
SPEED LIMIT 25-	4	5%
SPEED LIMIT 30	2	4

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	49	64%
INTERSTATES	19	25%
COLLECTOR ROADS	5	7%
LOCAL ROADS	2	3%

TOP CIRCUMSTANCE OF CRASH

SPEEDING RELATED	36	30%
DISTRACTED/ INATTENTIVE	12	12%
IMPROPER LANE USAGE/CHANGE	12	12%

LIGHTING CONDITION

DAYLIGHT	37	49%
DARK - UNLIGHTED	20	26%
DARK LIGHTED	19	25%

FATAL CRASH REVIEWS

The intent of this review is to provide insight into specific crashes along high crash corridors and suggest location- and corridor-specific solutions that improve safety for vulnerable road users. By providing context-specific crash reviews, Trailnet aims to call attention to current deficiencies of our roadway system and highlight possible changes to increase roadway safety. Our goal is zero traffic fatalities and severe injuries for the entire St. Louis region. Our team believes that these solutions can help our region reach that goal.

*The solutions and strategies Trailnet proposes in the Crash Report should not be implemented independent of one another. For our region to reach zero traffic fatalities we need to be adopting proactive transportation policies, programs and constructing infrastructure simultaneously. Infrastructure that promotes safe walking and biking is not the sole solution to reach zero fatalities. We need policies and systems that hold drivers accountable for their dangerous behaviors, education programs that teach safe driving practices, and funding systems that allow these programs to be implemented quickly.

Each crash our team selected for this review involved a real person who is no longer with us today. Crashes affect individuals, families, and entire communities and should be treated as a public health crisis. Advocates like Trailnet who do this type of reporting do our best to treat the people involved in these crashes as people and not numbers on a page. We acknowledge our inability to tell the full narrative for these particular crashes, and simply hope that by informing people about these tragedies our region can collectively work together to end traffic violence.

Our team also wants to acknowledge that this review, the accompanying figures and renderings are merely suggestions on how to apply best practices (from organizations like [NACTO*](#) and [FHWA*](#)) to improve safety for vulnerable road users. These suggestions in this report were not vetted by the City of St. Louis, St. Louis County, MODOT, East-West Gateway, or any other governmental body, and do not align with or imply any official plans or recommendations from those organizations. Trailnet presents options for consideration, however the best solutions will originate from meaningful community engagement and coordination between state and local partners.

5 FATAL CRASHES REVIEWED




GRAND & WINDSOR

JULY 18, 2022

On July 18th at approximately 11:30 PM a man was struck and killed by a driver while crossing North Grand Avenue near Windsor Place. According to [a police report](#), “after hitting the man, the driver turned around and came back to the scene. The driver stayed at the scene for a short while.” For years, North Grand has been one of the most dangerous places to walk in the City of St. Louis. In 5 years, six people have lost their lives after being struck by a driver along N. Grand (from Olive to Natural Bridge), one of the highest rates in the City since 2018. In the 2021 Crash Report, Trailnet identified Grand as one of the nine high crash corridors in the City of St. Louis.

STREET SPECIFICS

N GRAND BLVD		&	WINDSOR PL		
FUNCTIONAL CLASSIFICATION	STREET WIDTH	NUMBER OF LANES	AVG DAILY TRAFFIC	TRANSIT USAGE	
Principal Arterial	50 feet	4 total travel lanes [2 northbound 2 southbound]	Olive to Page Northbound: 8060	#70 Grand Northbound stop: 20 daily onboardings 12 daily offboardings 92nd percentile	
SPEED LIMIT	STREET PARKING?		Southbound: 8310	Southbound stop: 4 daily onboardings 9 daily offboardings	
35 mph	No designated on-street parking				



HIGH SPEEDS & LACK OF TRAFFIC CALMING

North Grand has been the most dangerous corridor for people walking in the City of St. Louis for the last three years in a row. Several factors contribute to the dangerous conditions for people walking along N. Grand. Primarily, the road lacks basic traffic calming amenities. Pedestrian refuge islands, bump outs, and fewer travel lanes are all needed along this stretch of Grand. Grand's wide lanes and lack of traffic calming also contribute to noted high speeds of cars driving along Grand. Community members and property owners along Grand have cited [reckless driving behavior and excessive speeding](#) along Grand as a major issue in their communities, and have been advocating for permanent infrastructure changes to slow vehicle speeds.

WIDE CROSSING

Grand's wide right of way, 50 feet from curb to curb, contributes to the road's high speed and dangerous nature. The two outer lanes specifically, both 15 feet wide, are far too wide and should be reduced to 10-11 feet, a best practice according to groups like [NACTO](#).

NEARBY AMENITIES

North Grand Avenue near the location of this crash has several basic amenities and entertainment options in a short walking distance. Within a 15-minute walk from the crash location, a person would have access to: a grocery store, a bank, restaurants, places of worship, a hospital, several schools (including St. Louis University), housing assistance, museums, and live music venues. The amount of access to amenities for this area is unparalleled compared to many other parts of the City. Unfortunately, the road and urban design of the area prioritizes people who use cars, with wide roads and large surface parking lots that go unused. The area does not reflect a space that is comfortable to walk, bike, or take transit.



OFF-STREET CONDITIONS

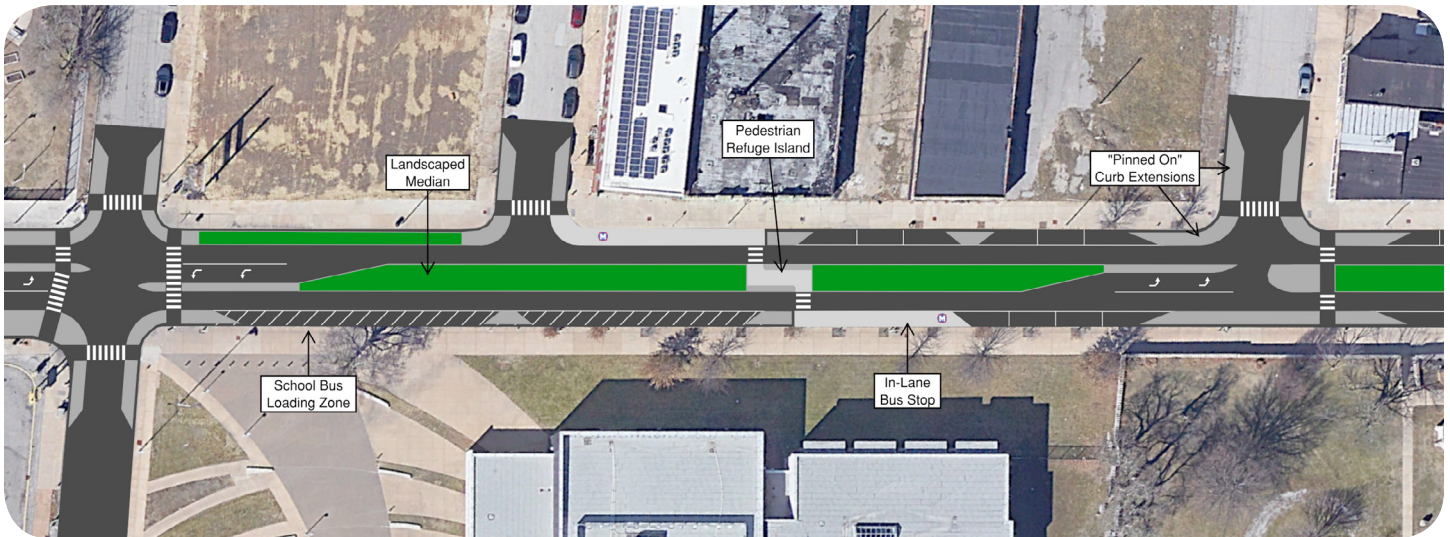
This section of Grand is fortunate to have a wide sidewalk that is in relatively good condition. The sidewalks on both sides of Grand are over 10 feet wide, well above the recommended 6 foot minimum sidewalk width required by ADA guidelines. Unfortunately, during the site visit an SUV was parked on the sidewalk, blocking a majority of the sidewalk.

According to STARS, this specific crash occurred in "Dark-Lighted" conditions. During the site visit, our team accounted for four large traffic lights near the crash location, all of which face toward the street. This location lacks pedestrian-level lighting that properly illuminates people walking or biking on the sidewalk along Grand.

This crash location also has a bus stop in close proximity. This particular bus stop, as well as many other bus stops along Grand, lacks a covered bus shelter, benches, trash cans, and other basic amenities that make riding MetroBus a pleasurable experience for users.

RECOMMENDATIONS

Grand is a dangerous street for vulnerable road users, and without proper speed reduction and traffic calming strategies, crashes and fatalities will continue to occur. There are several roadway design solutions that could be implemented along Grand to increase roadway safety. Here are two options:



1: LANE REDUCTION AND PEDESTRIAN ENHANCEMENTS

Lane reductions and enhanced pedestrian infrastructure would vastly improve roadway safety for all users along Grand. Similar to the improvements made on [Natural Bridge](#), a road that sees almost the same amount of daily traffic, Grand would benefit from a 4-to-2-lane road diet*. Enhancements like mid-block crossings with pedestrian refuge islands, which allow people walking to safely cross at more convenient locations, would also improve safety and comfortability for people walking along Grand.

2: BUS RAPID TRANSIT (BRT)

The 70-Grand is the most used bus route in the St. Louis region. This bus route provides direct access to some of St. Louis' most-traveled-to destinations, including the St. Louis VA Medical Center, Saint Louis University, SLU Medical Campus, as well as two major parks and several grocery stores. By repurposing one of the travel lanes on Grand as a "Bus Only" lane, people who use transit could access basic amenities with quicker, more reliable travel times. Supplemental enhancements like mid-block crossings with pedestrian refuge islands at bus stops along Grand would also improve the comfortability and safety for MetroBus riders.

ST CHARLES ROCK ROAD AUGUST 16, 2022

On August 16th at approximately 9:30 PM a person was struck and killed by a driver while crossing St. Charles Rock Road near Lackland Road in St. John. Unfortunately, there was no media coverage for this fatal crash. In 2022, St. Charles Rock Road surpassed Chambers Road as the most dangerous corridor in the County for people walking. Four people, including this person, died after being hit by a driver while walking on St. Charles Rock Road in 2022. Trailnet also identified St. Charles Rock Road as one of the nine high crash corridors in St. Louis County in the 2021 Crash Report.

STREET SPECIFICS

ST CHARLES ROCK RD



FUNCTIONAL CLASSIFICATION	STREET WIDTH	NUMBER OF LANES	AVG DAILY TRAFFIC	TRANSIT USAGE
Principal Arterial	>61 feet	4 total travel lanes [2 westbound 2 eastbound] +	I-170 to Lackland Westbound: 11195	#35 westbound stop: 13 daily onboardings 20 daily offboardings
SPEED LIMIT 40 mph	PARKING? No designated on-street parking	+ Center turn lane + Shoulders both sides	Eastbound: 11000	87th percentile



ST CHARLES ROCK ROAD AUGUST 16, 2022

HIGH SPEEDS & LACK OF TRAFFIC CALMING

Similar to other high crash corridors in the St. Louis region, St. Charles Rock Road has an auto-centric design and lacks any traffic calming or infrastructure that prioritizes people walking or biking. Like Grand, residents who live along St. Charles Rock Road [shared stories](#) with the media, saying “they go sometimes 50, 60, and even 70 (mph) like it’s a highway” along St. Charles Rock Rd.

WIDE CROSSING

St. Charles Rock Road boasts some of the widest traffic lanes of non-interstate roads in St. Louis County. Both travel lanes are 12 feet wide and the left and right hand turn lanes at this specific location are approximately 13 feet. In addition to the painted buffer zone on the northbound lane, St. Charles Rock Road at this location is just over 80 feet wide. At this crash location, St. Charles Rock Road is just over 8 feet wider than Interstate 170, a road that sees approximately 73,000 more cars on an average week compared to St. Charles Rock Rd.

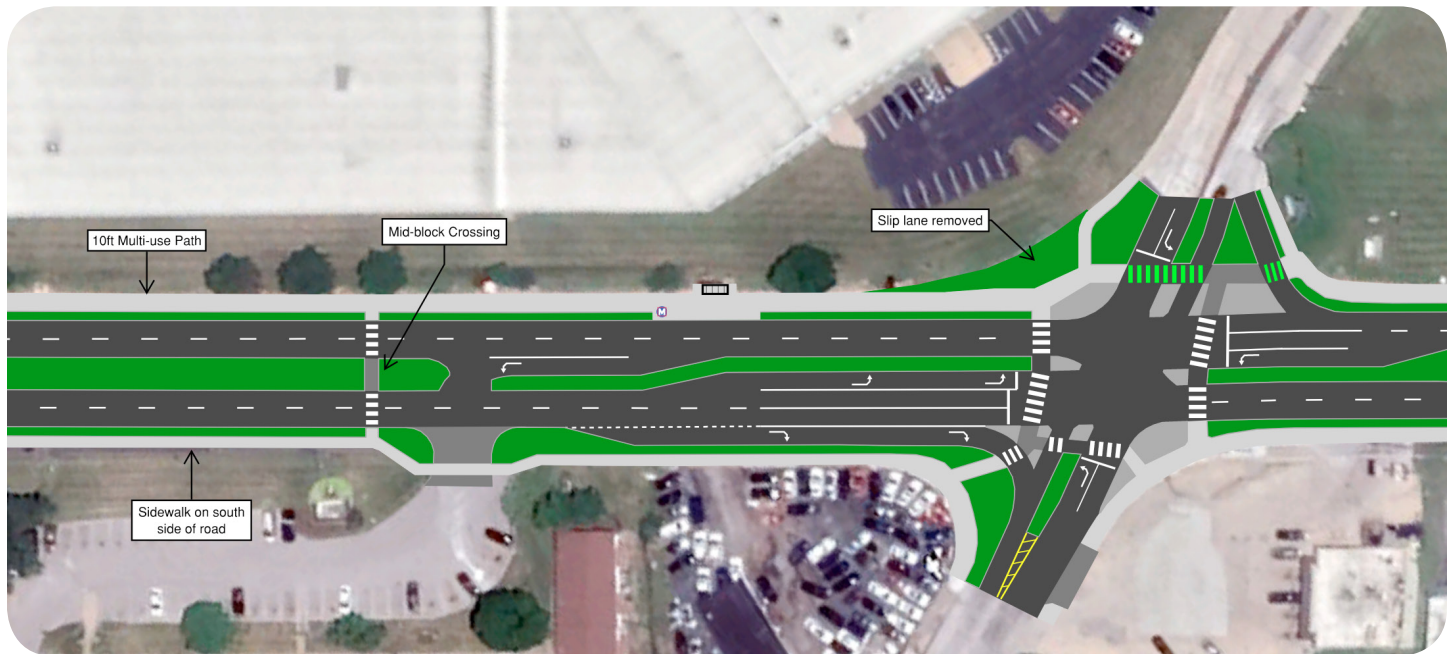
POOR CONDITIONS FOR WALKING

Many sections along St. Charles Rock Road lack safe and comfortable conditions for people walking. The southern section of St. Charles Rock Road is completely missing a sidewalk, and the few spots of off-street concrete at this location are blocked by parked cars from Q&A Motors. The northern sidewalks, like other sidewalks along St. Charles Rock Road, are directly next to the travel lanes and lack any form of separation between vehicles and people walking.

The amount of commercial driveways that turn onto St. Charles Rock Road contributes to the dangerous conditions for people walking along the corridor. An excessive amount of driveways along corridors like St. Charles Rock Road increases potential conflicts between drivers and people walking. A few blocks northwest of this crash location, there are 18 commercial driveways (18 conflict points) over 1/3 of a mile (Marshall Ave to Burton Ave). There is more total space given to commercial driveway (818 feet) than sidewalks (736 feet) on this section of St. Charles Rock Road - an indictment of the overwhelming car-centricity of this corridor.



RECOMMENDATION



LANE NARROWING, SIDEWALK EXPANSION, AND PEDESTRIAN ENHANCEMENTS

Major reconstruction for the entirety of St. Charles Rock Road is desperately needed. Lane widths along the entire corridor need to be reduced to 10 - 11 feet. A landscaped median, similar to Natural Bridge, would eliminate low-usage center turn lanes and help slow vehicle speeds. In conjunction with the median, mid-block crosswalks with rectangular rapid flashing beacons, specifically at high use mid-block crossing locations (especially near bus stops) are also needed.



Building wide and buffered sidewalks along St. Charles Rock Road should also be a top priority. A sidewalk needs to be added on the south side of the road. It is unacceptable that a road with a bus route and numerous amenities is missing a sidewalk on one side. Trailnet recommends building 8 - 10 foot sidewalks, which can accommodate both people walking and biking along St. Charles Rock Road if needed. It is necessary to also have a buffer between sidewalks and driving lanes. Currently there is no buffer along St. Charles Rock Road, which contributes to the poor conditions for people walking along the corridor. Adding a 4 - 6 foot buffer, with trees, flowers, pedestrian-level lighting, and other amenities, would drastically improve conditions and safety for people walking along St. Charles Rock Road.

CHIPPEWA & PRATHER

MAY 14
JULY 29, 2022

On May 14th and July 29th, two men lost their lives after being struck by a driver in front of Ted Drewes Frozen Custard on Chippewa Street near Prather Ave. The crash in July was a hit-and-run, while the driver involved in the crash in May stayed on the scene and cooperated with law enforcement. From 2021 to 2022, crashes on Chippewa drastically increased. In 2021, there were 6 total pedestrian crashes, with 4 personal injuries, 2 property damage, and no fatal crashes along Chippewa. In 2022, there were 12 total pedestrian crashes, with 9 personal injuries and 3 fatal crashes. **This increase in crashes made Chippewa the second most dangerous corridor for people walking in the City of St. Louis.**

STREET SPECIFICS

CHIPPEWA ST		&	PRATHER AVE			
FUNCTIONAL CLASSIFICATION	STREET WIDTH		NUMBER OF LANES	AVG DAILY TRAFFIC	TRANSIT USAGE	
Principal Arterial	50 feet		4 total travel lanes [2 westbound 2 eastbound] +	Watson to city limit Northbound: 19063	#30 Northbound stop:	
SPEED LIMIT	STREET PARKING?		Center turn lane +	Southbound: 15617	2 daily onboardings 2 daily offboardings 48th percentile	
30 mph	No designated on-street parking		Shoulder one side			



HIGH SPEEDS & LACK OF TRAFFIC CALMING

Chippewa, specifically from Grand Avenue to the City Limits, lacks basic traffic calming amenities to keep people who are walking and biking safe. Chippewa's design reflects a street that prioritizes vehicles moving quickly and efficiently. While all five lanes on Chippewa are standard width (10 feet), five lanes is still too many.

During our site visit to the crash location, our team collected speed data for over 50 cars, the average speed of those cars was approximately 34 MPH, 4 MPH faster than the posted speed limit. Several cars were clocked going 40 MPH or higher.

POOR CONDITIONS FOR WALKING

Ted Drewes is a St. Louis landmark. The famous custard shop attracts tens of thousands of tourists, St. Louis residents, and people traveling from surrounding suburbs and neighborhoods each year. A destination like Ted Drewes, which generates large crowds of people, should be safer and more accessible for people walking and biking. Currently, the auto-centric design of Chippewa creates an uncomfortable space for patrons, and drivers are able to travel at high speed directly next to large crowds of people.



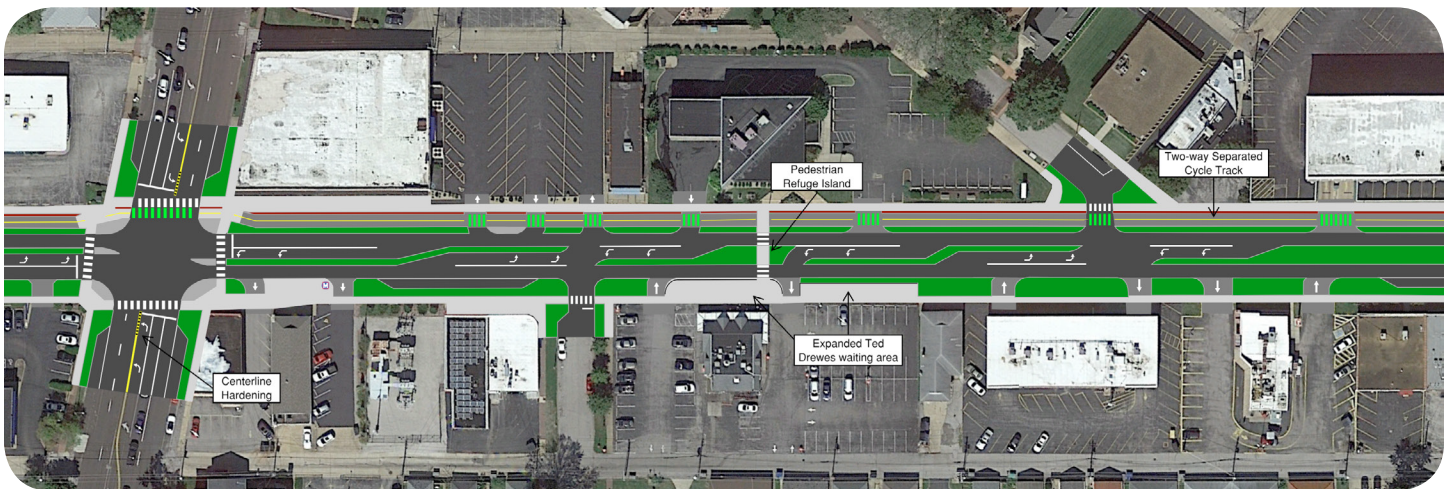
DANGEROUS CROSSING

While Ted Drewes has a parking lot, on busy days many patrons are forced to park across Chippewa in other parking lots. For the patrons who do park across the street, crossing Chippewa directly in front of Ted Drewes is faster and more convenient than walking to the closest signalized intersection. The principles of [“the path of least resistance”](#) and [“desire lines”](#) are fully apparent in this case. The signalized crossing at Jamieson and Chippewa is roughly a 2 minute walk (for an able-bodied person) from Ted Drewes. Because there is no mid-block crossing, if you want to cross the 56 feet of roadway to reach Ted Drewes from one of the parking lots across the street, you would need to walk for around 4 minutes each way (not accounting for the wait at the traffic light) to reach Ted Drewes. Ted Drewes is one of several examples in the St. Louis region of a high-use mid-block crossing that lacks proper pedestrian safety measures.

RECOMMENDATIONS

1: LANE REDUCTION

Reducing the amount of travel lanes on Chippewa from 4 lanes to 2 lanes would drastically improve safety for all road users. Road diets are [proven to improve safety](#) for people walking, biking, and driving. There are precedents for lane reduction projects in St. Louis—specifically in areas with high pedestrian activity. South Grand went through a major reconstruction, reducing lanes through the South Grand Business District, one of the more walkable areas in St. Louis.



2: PEDESTRIAN IMPROVEMENTS

With fewer travel lanes along Chippewa, there would be more space to implement pedestrian safety improvements. Infrastructure like landscaped medians, pedestrian refuge islands, mid-block crosswalks, and rectangular rapid flashing beacons can be implemented along Chippewa to improve safety and accessibility. At this location specifically, a pedestrian refuge island with a flashing beacon, high visibility crosswalk, and potentially a raised crosswalk would drastically improve safety for people crossing Chippewa to reach Ted Drewes.

3: BIKE LANES


Reducing the number of travel lanes would also provide opportunities for protected bike infrastructure on Chippewa. Off-street and buffered cycle tracks, similar to the [Brickline](#) and [Tower Grove Connector](#) projects, would provide a continuous east-west connection for residents and visitors. A cycle track of this length would provide a safe and necessary connection to everyday destinations along Chippewa like grocery stores, restaurants, St. Louis landmarks (Ted Drewes, Donut Drive-In, etc), and the River Des Peres Greenway.

WASHINGTON & 4TH ST

MARCH 8, 2022

On March 8th at approximately 3:30 PM, a man was struck by three different people driving at the intersection of Washington Avenue and 4th Street in Downtown St. Louis. Unfortunately, our team only found one short news story while researching this crash.

STREET SPECIFICS

WASHINGTON AVE	&	4TH STREET		
FUNCTIONAL CLASSIFICATION Minor Arterial	STREET WIDTH 50 feet	NUMBER OF LANES 4 total travel lanes [2 westbound 2 eastbound] + Center turn lane	AVG DAILY TRAFFIC Westbound: 10050 Eastbound: 8327	SPEED LIMIT 25 mph

POOR CONDITIONS FOR WALKING

Washington Ave is one of the more popular and attractive destinations in Downtown St. Louis. However, the street and urban design does not reflect the pedestrian activity. Washington does have nice, wide, and accessible sidewalks, but the streets are still dominated by cars. Instead of being associated with its great restaurants, nightlife, a one-of-a-kind Blues Museum, and other amenities, many Downtown residents know Washington for [drag racing](#) and other dangerous driver behaviors. **This needs to change immediately.** Washington Ave needs to transform into a space that is inviting, safe, and accessible for residents, people who work Downtown, and the people who visit our great city.

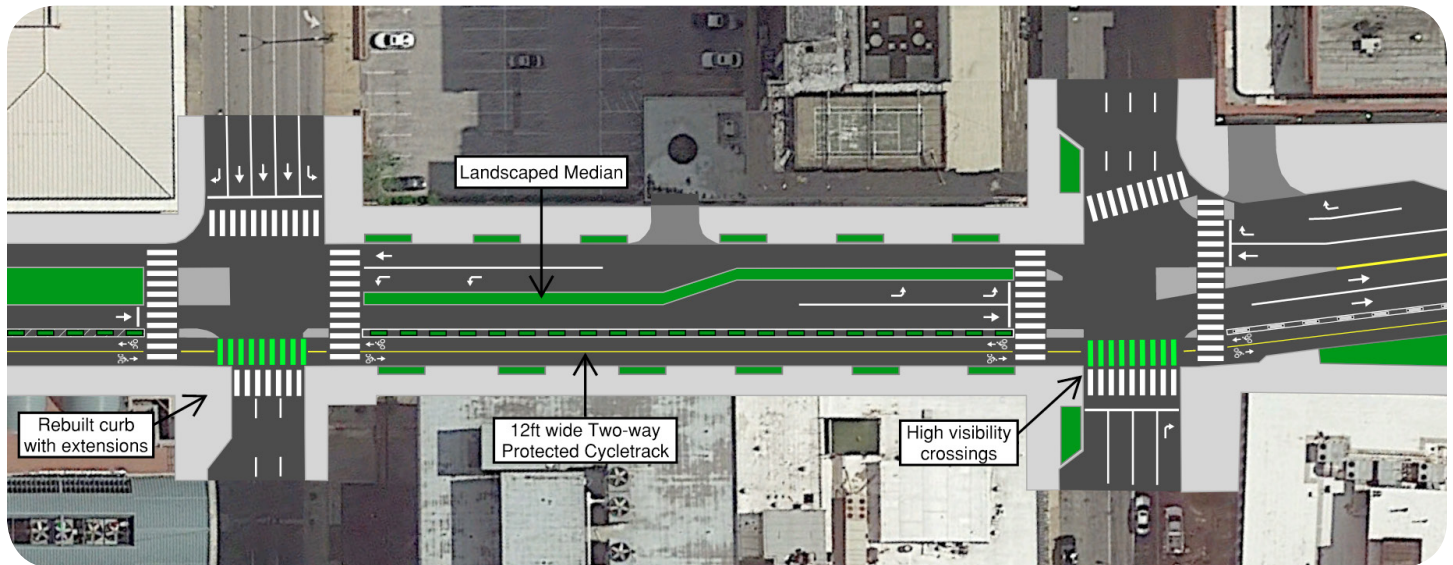
EXCESS OF DRIVING LANES

In a downtown environment, creating people-friendly spaces should be a top-priority. Currently, there are several streets in Downtown St. Louis that are vastly overbuilt and create an unsafe and unwelcoming space for people. Streets like Washington, Tucker, Broadway, and 4th are perfect examples of overbuilt and car-centric streets. A simple way to give back more space to people on streets like these is to remove travel lanes for cars. On Washington specifically from Tucker to 4th, removing the outer parking/driving lane in each direction would 1) slow down vehicle traffic and 2) provide opportunities for other creative uses of that space, like extended sidewalks, outdoor patio expansion, or bike lanes.

POOR INTERSECTION DESIGN

Specifically at the intersection of 4th and Washington, there are several elements of poor roadway design that prioritize moving cars instead of the safety of people walking and biking. A combination of factors like the excessive amount of lanes, relatively poor sight lines, and faded lane and crosswalk markings, among other factors, all contribute to this intersection's unsafe nature. During a site visit to this location, our team noticed a few drivers turning the wrong way down 4th, while other drivers turning onto Washington were turning at high speeds by driving into the parking lane and crossing into oncoming traffic lanes. Narrowing lanes, adding bump outs, centerline hardening*, and other intersection design improvements can help alleviate some of this poor driver behavior.

RECOMMENDATIONS



1: LANE REDUCTION AND PROTECTED CYCLE TRACK

One way to increase safety and comfortability for people walking and biking on Washington Avenue is to reduce the number of travel lanes and add a two way cycle-track. Reducing lanes helps decrease vehicle speeds, [reduce crossing distances for people walking](#), and reduce several types of car crashes. Adding a two-way protected [cycle-track](#) would also drastically improve safety and comfortability for people biking in Downtown St. Louis. A cycle track along Washington would provide useful connections to the Arch, Riverfront Trail, the planned Tucker, 7th and 20th Street Cycle Tracks, and other amenities along Washington.

2: PEDESTRIAN MALL AND OPEN STREETS EVENTS

Transforming Washington into a [pedestrian mall](#) by removing cars altogether is a drastic change that could potentially yield amazing results for Downtown St. Louis. Pedestrian malls are not as far-fetched of an idea as many people think. Many U.S. cities already have thriving pedestrian malls, most of which are located in downtown areas. In other cities, pedestrian malls are often the places people gravitate towards, with a high density of restaurants, bars, retail, and entertainment options nearby. Washington Avenue has all of these amenities and would be a perfect candidate for a temporary or permanent pedestrian mall.

Exploring open streets programs during major events (Battlehawks games, concerts, large conventions, other sporting events, etc) is also a realistic possibility on Washington. During Cardinals games, for example, open streets principles are being partially applied to make sure people can enter and exit the stadium safely. By closing roads and not allowing vehicle access during major events, potential conflicts between people walking, biking, and scooting would drastically decrease.

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 2022. 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 statistics 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 will also 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 will 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.

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.

DEFINITIONS

Vulnerable road users - Can include (but is not limited to): a pedestrian; a roadway worker; a person operating a wheelchair or other personal mobility device, whether motorized or not; a person operating an electric scooter or similar; and a person operating a bicycle or other non-motorized means of transportation. (National Safety Council)

Traffic Violence - Any incident that occurs on a roadway, which involves a vehicle and the injury or death of a person. This can refer to people walking, biking, driving, or passengers who receive injuries, whether fatal or not, relating to their involvement in a crash.

Bus Rapid Transit (BRT) - BRT is a high-quality bus-based transit system that delivers fast and efficient service, similar to that of a streetcar or light rail system. BRT may include some or all of the following features: dedicated lanes, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

Cycle Track - A type of bike lane that is separated from motor vehicles by a physical barrier and/or height differential. They can be one-way or two-way facilities.

Road Diet - The reduction in the number of lanes on a road.

Pedestrian Mall - A street that has been closed to motor vehicle use, or that has been redesigned for pedestrian only access. Generally, emergency and service vehicles are still allowed special access.

Centerline Hardening - Also referred to as ‘Left Turn Hardening’, this is the use of rubber curbs, plastic posts/ bollards, and striping at intersections to reduce left left turning speeds and prevent “corner cutting”.

NACTO - National Association of City Transportation Officials

FHWA - Federal Highway Administration, a division of the United States Department of Transportation

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 foster 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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Data and Sources

[State of Missouri STARS Reporting](#)
[U.S. Census Bureau](#)

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