2024 St. Louis City & County Crash Report

trailnet
STREETS FOR ALL

2024 St. Louis City & County Crash Report

STATEMENT OF PURPOSE

Trailnet's annual Crash Report is a vital advocacy and education tool to change the way people think about streets in the St. Louis region — and make streets safer, more vibrant places for all. Traffic violence and reckless driving are top concerns in the region, as evidenced by both public demand for improved safety and growing government responses to such demands.

We live in a world that is increasingly rich in data, but access to this (and the knowledge it imparts) remains challenging. Trailnet believes knowledge is the foundation of change, and, with this in mind, creates this document each year to provide data for all St. Louisans — our neighbors and leaders alike — to promote collective advocacy that makes safer streets for all.

As we release our fifth annual Crash Report, we're taking a broader view. In addition to sharing 2024 data, we want to take a look back at the past five years, focusing on longer-term data trends as well as positive changes related to curbing traffic violence. We also want to look forward and ask our readers to consider what can be done over the next five years to achieve our ultimate goal: **eliminating ALL traffic fatalities and severe injuries on St. Louis streets to promote a safer, healthier, and happier metropolitan area.**

WHO IS A PEDESTRIAN?

We are ALL pedestrians. A pedestrian is anyone using the public right of way — such as streets, sidewalks, or trails — without being in a vehicle or on a bicycle. This definition covers people walking, using wheelchairs or other mobility aids like scooters, as well as those entering or exiting vehicles, or simply standing in a parking lot while eating ice cream.

YEAR-IN-REVIEW

CRASH DATA 2024

-9.5%

DECREASE IN REPORTED BICYCLE AND PEDESTRIAN CRASHES FROM 2023-2024

+187% CITY

+24% COUNTY

INCREASE IN THE NUMBER OF PEDESTRIAN FATALITIES

+44%

INCREASE IN THE SHARE OF PEDESTRIANS KILLED (OUT OF ALL ROAD FATALITIES) FROM 2023-2024

In terms of road safety and traffic violence, 2024 was a year of highs and lows across the St. Louis region. While the City and County saw some welcomed drops in ***reported*** crashes involving pedestrians and people biking, last year's most significant change stands as a stark reminder that we desperately need to do more to improve road safety across the region for our most vulnerable road users: **2024 was the deadliest year on record for pedestrians in both the City and the County.**

As we parse the data behind the tragedies in this report, we remind our readers that each statistic represents a human being with impacts reverberating across the victim's family, friends, coworkers, and community members.

23 PEDESTRIANS **KILLED** IN ST. LOUIS CITY

36 PEDESTRIANS **KILLED** IN ST. LOUIS COUNTY

THIS IS **UNACCEPTABLE.**

YEAR-IN-REVIEW

We must once again emphasize that crashes in our region are heavily concentrated on specific roads with distinct features. First, **high speed limits** (35+ mph) on wide **arterial roads** without safe mid-block pedestrian crossings represent **a dangerous combination** for all road users. Second, we see that these crash-prone areas are disproportionately located in communities of color, where reliance on walking and public transit is higher than average. These patterns are no coincidence. High crash rates and fatalities are **the direct result of historic financial disinvestment**, which has led to stark inequities in the built environment: excessively wide streets with low traffic volumes and few or poorly maintained sidewalks, which create **an overall environment hostile to pedestrians and other vulnerable users**.

DEADLY CRASH DATA (CITY AND COUNTY COMBINED)

80%

OCCURED MID-BLOCK

89%

SPEED LIMIT 35

OCCURRED ON ROADS WITH SPEED LIMITS OF 30-50 MPH

36%

OF CRASHES OCCURRED IN COMMUNITIES OF COLOR HOME TO ONLY 10% OF THE REGION'S POPULATION

A Trailnet walk audit reveals how hostile infrastructure in The Ville/Greater Ville undermines community mobility and safety.

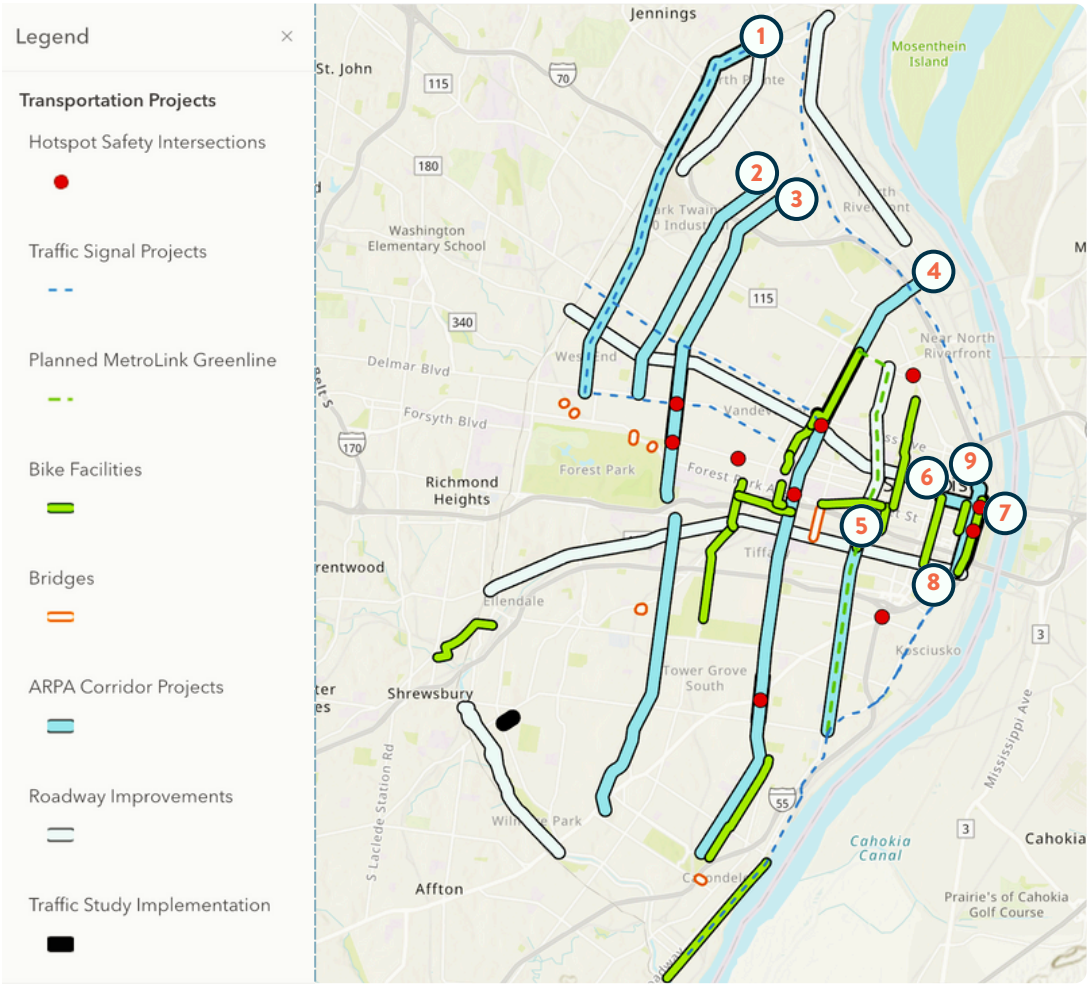
Yet this is not a single community problem. Traffic violence affects everyone. **We are ALL road users, regardless of how we use the roads, and to reverse negative trends we see in and around St. Louis, we need collective action to drive change.**

With this in mind, it is important to note that action is being taken across the region to address the problem of traffic violence. We should celebrate positive changes to plans, policies, and infrastructure that aim to address the rise in deadly traffic violence we saw last year.

YEAR-IN-REVIEW

CITY

The City of St. Louis in particular made significant strides towards increasing street safety in 2024. In February, the City repealed and replaced Ordinance Number 69955, revising its Complete Streets policies to set more stringent guidelines on safety for all road users. Additionally, an unprecedented $46 million in American Rescue Plan Act (ARPA) funds were committed **to make traffic calmer on ~30 miles of arterial City streets**, prioritizing pedestrian-friendly, disability-friendly, and bike-friendly improvements along nine high-crash corridors and at 10 high-crash intersections. These are record highs we hope to see more of.



YEAR-IN-REVIEW

The City also launched a **Transportation & Mobility Plan (TMP)** to set strategic goals for a network of streets, sidewalks, trails, and transit that **enhance quality of life, advance equitable mobility options, and support sustainable growth**. Public engagement showed overwhelming support for slower speeds.

Finally, the City's Americans with Disabilities Act (ADA) Transition Plan was released in January 2024, **documenting the worst barriers to accessibility and making dedicated investments to address these.**

City of St. Louis
ADA Transition Plan

An example of the Transportation Mobility Plan's community engagement

THE TRANSPORTATION AND MOBILITY PLAN SURVEY RESULT HIGHLIGHTS

1,241 PARTICIPANTS

TOP THREE VALUES

SAFETY | CONNECTIVITY | MAINTENANCE

90%

OF PARTICIPANTS WOULD SUPPORT SLOWER TRAVEL SPEEDS IF IT MEANS OVERALL RECKLESS DRIVING DECREASES

91%

OF PARTICIPANTS WOULD SUPPORT SLOWER TRAVEL SPEEDS IF IT MEANS MORE PEOPLE COULD TRAVEL COMFORTABLY WHO DO NOT HAVE ACCESS TO OWN OR OPERATE A CAR

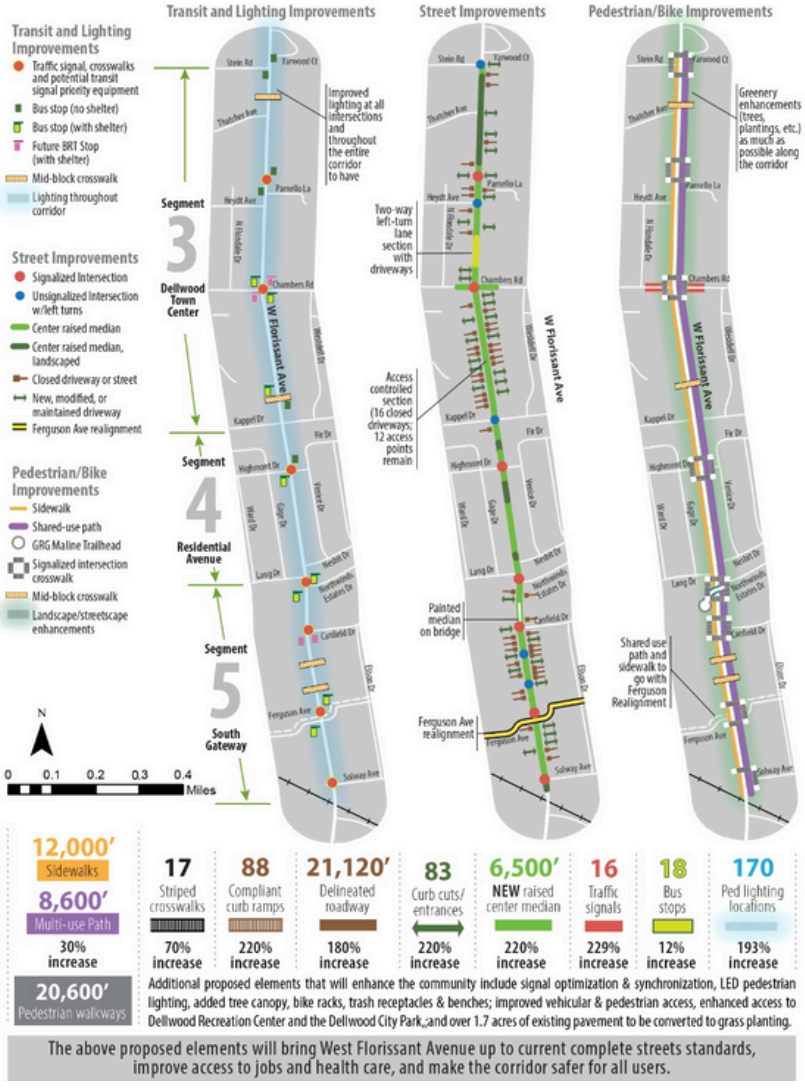
CITY OF ST. LOUIS
TRANSPORTATION & MOBILITY PLAN

YEAR-IN-REVIEW

COUNTY

The County partered with MoDOT to invest in safety improvements to dangerous roads and intersections. In January 2024, MoDOT and the County committed **$2 million each to address safety issues at 33 priority locations**.

The County also advanced a $32 million project to **transform the West Florissant corridor from Solway to Stein Road**. Improvements will create a safe and accessible area for pedestrians, people biking, transit riders, and vehicles. West Florissant was identified as a top 10% high injury network in the Gateway to Safer Roadways Action Plan (more on next page).



Source: *West Florissant Avenue Project*

Improvements on West Florissant:

- Median
- Modified property access
- New sidewalks
- New crosswalks
- A shared-use path
- Upgraded transit stops
- New street amenities like new lighting and trees
- Bike racks, benches, and trash receptacles

Other notable projects:

- $1.45 million for safety audits and enhanced data collection on the top 10% of high injury network locations
- Traffic calming in multiple subdivisions
- A road diet on Airport Road with buffered bike lanes (Hanley to Florissant Road)

YEAR-IN-REVIEW

REGION

In 2024, our regional and metropolitan planning organization (The East-West Gateway Council of Governments) concluded a comprehensive analysis of our metro area's roads, identifying top high injury networks (including for people walking and biking), and creating a strategic action plan with its Gateway to Safer Roadways

Components of the Gateway to Safer Roadways Action Plan
Credit: *Gateway to Safer Roadways St. Louis Regional Safety Action Plan*

MoDOT and East-West Gateway also partnered to set new guidance for street safety improvements on arterials — our region's deadliest roads. The new **Blueprint for Arterials**, published in June 2024, adapts Complete Streets principles to design standards for roads sorely lacking consideration for people walking, biking, and taking transit.

The new guidance not only promotes safer streets for vulnerable road users, it also gives planners a foundational framework for conducting road safety audits and doing deep public engagement — essential steps in getting well-designed projects funded and built.

An initial set of five routes using the new Blueprint approach will be constructed with bicycle and pedestrian safety and mobility improvements in 2025-2026, with five additional routes to be completed by 2030.

With momentum building across our region, **now — more than ever — is the time to double down on promoting safe streets for all at the local and state level.**

Route D Safety Demonstration: Trailnet helped MoDOT organize on-site demonstrations to test pedestrian infrastructure and engage with residents for direct dialogue and feedback.

ST. LOUIS CITY

OVERVIEW

249
PEOPLE AFFECTED
+6 FROM 2023

23
PEOPLE KILLED
+15

213
PEOPLE INJURED
-12

13
DAMAGED PROPERTY
+3

58
PEOPLE AFFECTED
-3 FROM 2023

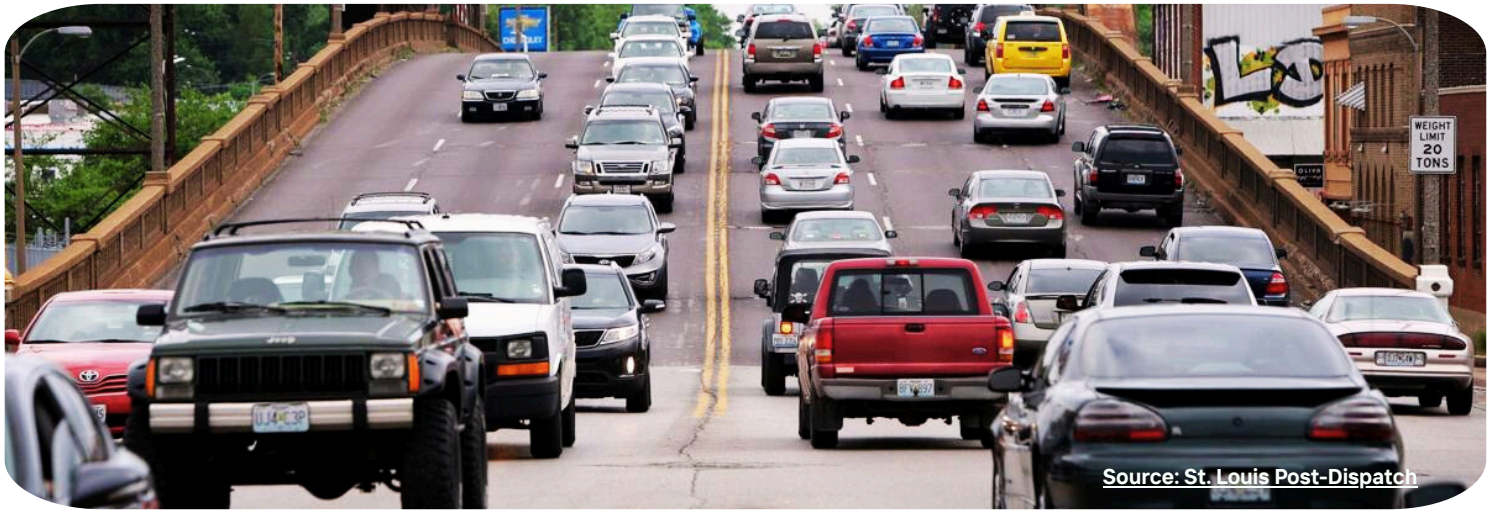
52
PEOPLE INJURED
+3

6
DAMAGED PROPERTY
-6

4633
PEOPLE AFFECTED
-749 FROM 2023

25
PEOPLE KILLED
-21

4608
PEOPLE INJURED
-728



Source: St. Louis Post-Dispatch

KEY TAKEAWAYS

- 2024 marked the **deadliest year on record for pedestrians**. **Pedestrian deaths surged 187% last year**.
- While *some* crash types *appear* to be decreasing, **more and more, when a crash involves a pedestrian, it ends in death** — and pedestrians account for a growing share of all traffic fatalities.
- While multiple factors contribute to crashes, it is clear that **high speeds on overly-wide arterial roads** with **inadequate pedestrian crossings**, and a **lack of bike facilities**, continue to be an extremely dangerous combination in St. Louis.

ST. LOUIS CITY

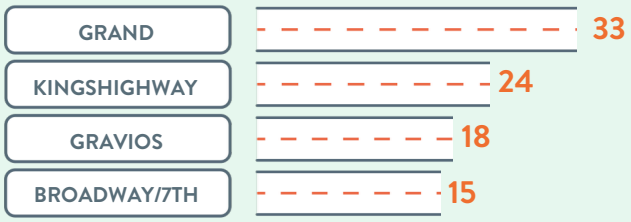
249
PEOPLE AFFECTED
+6 FROM 2023

23
PEOPLE KILLED
+15

213
PEOPLE INJURED
-12

13
DAMAGED PROPERTY
+3

TOP CRASH CORRIDORS



35% OF PEDESTRIAN CRASHES AND **17%** OF FATALITIES OCCURED ON THESE
4 ROADS

LOCATION ON ROADWAY

	PEOPLE AFFECTED	PERCENT AFFECTED
MID-BLOCK	136	62%
INTERSECTION	84	38%

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	171	71%
COLLECTOR ROADS	28	12%
LOCAL ROADS	26	11%
PARKING LOT	4	2%

POSTED SPEED LIMITS

	PEOPLE AFFECTED	PERCENT AFFECTED
≥ SPEED LIMIT 35	113	47%
≤ SPEED LIMIT 25	67	28%
SPEED LIMIT 30	59	25%

TOP CIRCUMSTANCE OF CRASH

? UNKNOWN	153	56%
FAILURE TO YIELD	44	16%

*For reference, according to the USDOT, risk of death for a pedestrian hit by a vehicle doubles when vehicle speeds increase from 32-42 mph.

FATAL CRASH DATA

65% (15/23) of fatal pedestrian crashes occurred on roads marked **35 MPH* or more**

78% (18/23) of fatal pedestrian crashes occurred on **ARTERIAL ROADS**

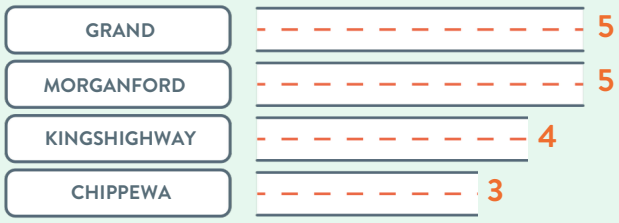
ST. LOUIS CITY

56
PEOPLE AFFECTED
-3 FROM 2023

52
PEOPLE INJURED
+3

6
DAMAGED PROPERTY
-6

TOP CRASH CORRIDORS



29% OF BIKE CRASHES OCCURRED ON THESE **4 ROADS**

POSTED SPEED LIMITS

	PEOPLE AFFECTED	TOTAL PERCENT
≥ SPEED LIMIT 25	26	45%
≤ SPEED LIMIT 35	18	31%
SPEED LIMIT 30	14	24%

BIKE FACILITY PRESENT?

	PEOPLE AFFECTED	TOTAL PERCENT
NONE	31	53%
SHARROWS (SHARE THE ROAD)	11	19%
CONVENTIONAL BIKE LANE	9	16%
TRAIL CROSSING	4	7%
BUFFERED LANE	3	5%

TOP CIRCUMSTANCE OF CRASH

?	UNKNOWN	24	38%
△	FAILURE TO YIELD	19	30%

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	32	55%
LOCAL ROADS	15	26%
COLLECTOR ROADS	11	19%

LIGHTING CONDITION

DAYLIGHT	43	74%
DARK - LIGHTED	13	22%
DARK - UNLIGHTED	2	3%

ST. LOUIS CITY

4633
PEOPLE AFFECTED
-749 FROM 2023

25
PEOPLE KILLED
-21

4608
PEOPLE INJURED
-728

POSTED SPEED LIMITS

		PEOPLE AFFECTED	PERCENT AFFECTED
≥	SPEED LIMIT 35	18	72%
≤	SPEED LIMIT 25	3	12%
	SPEED LIMIT 30	4	16%

LIGHTING CONDITION

DAYLIGHT	16	64%
DAWN / DUSK	7	28%
DARK LIGHTED	2	8%

TOP CRASH CORRIDORS

36% OF FATAL CAR CRASHES OCCURRED ON THESE **3 ROADS**

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	14	56%
INTERSTATES	6	24%
COLLECTOR ROADS	3	12%
LOCAL ROADS	2	8%

TOP CIRCUMSTANCE OF CRASH

SPEEDING RELATED	12	48%
UNKNOWN	7	28%
OTHER	7	28%
FAILURE TO OBEY SIGNS, SIGNAL, OR OFFICER	6	24%

FATAL CRASH DATA

72% (18/25) of fatal pedestrian crashes occurred on roads marked **35 MPH or more**

80% (20/25) of fatal pedestrian crashes occurred on **ARTERIAL ROADS** and **INTERSTATES**

ST. LOUIS COUNTY

OVERVIEW

234
PEOPLE AFFECTED
-56 FROM 2023

36
PEOPLE KILLED
+8

189
PEOPLE INJURED
-62

9
DAMAGED PROPERTY
-2

83
PEOPLE AFFECTED
+130 FROM 2021

72
PEOPLE INJURED
-12

11
DAMAGED PROPERTY
-8

7369
PEOPLE AFFECTED
-1646 FROM 2023

78
PEOPLE KILLED
+12

7291
PEOPLE INJURED
-1658


Source : Vicksburgnews

KEY TAKEAWAYS

- 2024 was the **deadliest year on record for pedestrians.**
- **The number of people struck by drivers while biking increased 38%** from 2023 and **81% of crashes happened where no bike lanes or trails exist.**
- **Deaths for people in vehicles also increased** by 18%.
- Like in the City**, high speeds** on roads with **inadequate mid-block pedestrian crossings** and a **lack of bike facilities** continue to be the most dangerous combination for pedestrians and people biking, while **arterials remain deadly for all road users**.

ST. LOUIS COUNTY

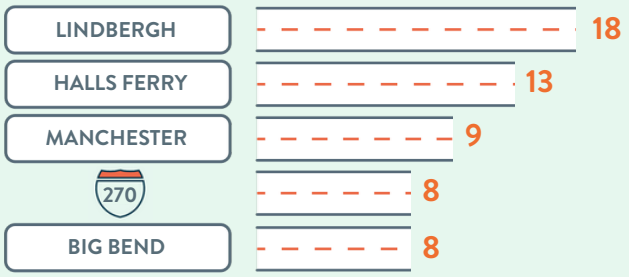
234
PEOPLE AFFECTED
-56 FROM 2023

36
PEOPLE KILLED
+8

189
PEOPLE INJURED
-62

9
DAMAGED PROPERTY
-2

TOP CRASH CORRIDORS



19% OF FATALITIES OCCURED ON THESE **5 ROADS**

LOCATION ON ROADWAY

	PEOPLE AFFECTED	PERCENT AFFECTED
MID-BLOCK	166	75%
INTERSECTION	56	25%

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	134	58%
LOCAL ROADS	35	15%
COLLECTOR ROADS	29	13%
INTERSTATE	18	8%

POSTED SPEED LIMITS

	PEOPLE AFFECTED	PERCENT AFFECTED
≥ SPEED LIMIT 35	144	62%
≤ SPEED LIMIT 25	61	26%
SPEED LIMIT 30	26	11%

TOP CIRCUMSTANCE OF CRASH

?	UNKNOWN	109	38%
⚠	FAILURE TO YIELD	52	18%
📱	DISTRACTED/ INATTENTIVE	38	13%

FATAL CRASH DATA

84% (30/36) of fatal pedestrian crashes occurred on roads marked **35 MPH or more**

84% (30/36) of fatal pedestrian crashes occurred on **ARTERIAL ROADS** and **INTERSTATES**

ST. LOUIS COUNTY

83
PEOPLE AFFECTED
+23 FROM 2023

72
PEOPLE INJURED
-12

11
DAMAGED PROPERTY
-8

BIKE FACILITY PRESENT?

	PEOPLE AFFECTED	TOTAL PERCENT
NONE	54	66%
SHARROWS (SHARE THE ROAD)	12	15%
TRAIL CROSSING	9	11%
CONVENTIONAL BIKE LANE	6	7%
BUFFERED LANE	1	1%

FUNCTIONAL CLASSIFICATION

ARTERIAL ROADS	50	61%
COLLECTOR ROADS	21	26%
LOCAL ROADS	8	10%

TOP CRASH CORRIDORS

FORSYTH	4
GRAVOIS	3
MANCHESTER	3
CLAYTON	3

16% OF BIKE CRASHES OCCURRED ON THESE **4 ROADS**

POSTED SPEED LIMITS

≥ SPEED LIMIT 35	42	51%
≤ SPEED LIMIT 25	18	22%
SPEED LIMIT 30	22	27%

TOP CIRCUMSTANCE OF CRASH

FAILURE TO YIELD	44	41%
UNKNOWN	27	25%
DISTRACTED/ INATTENTIVE	9	8%
VISION OBSTRUCTED	8	7%

LIGHTING CONDITION

DAYLIGHT	69	83%

ST. LOUIS COUNTY

7369
PEOPLE AFFECTED
-1646 FROM 2023

78
PEOPLE KILLED
+12

7291
PEOPLE INJURED
-1658

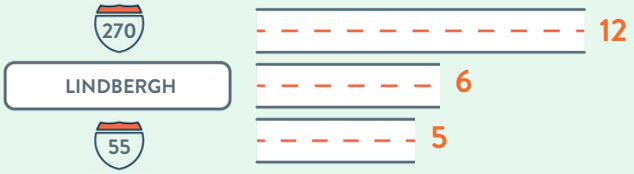
POSTED SPEED LIMITS

		PEOPLE AFFECTED	PERCENT AFFECTED
≥	SPEED LIMIT 35	74	95%
≤	SPEED LIMIT 25	3	4%
	SPEED LIMIT 30	1	1%

LIGHTING CONDITION

DAYLIGHT	41	53%
DARK - LIGHTED	19	24%
DARK - UNLIGHTED	16	21%

TOP CRASH CORRIDORS



30% OF FATAL CAR CRASHES OCCURRED ON THESE **3 ROADS**

FUNCTIONAL CLASSIFICATION

INTERSTATES	36	48%
ARTERIAL ROADS	33	44%
COLLECTOR ROADS	3	4%
LOCAL ROADS	3	4%

TOP CIRCUMSTANCE OF CRASH

	SPEEDING RELATED	27	21%
	IMPROPER LANE USAGE	19	15%
?	UNKNOWN	3	13%
	DISTRACTED/ INATTENTIVE	3	13%
	FAILURE TO YIELD		

FATAL CRASH DATA

95% (74/78) of fatal pedestrian crashes occurred on roads marked **35 MPH or more**

92% (69/75) of fatal crashes occurred on **ARTERIAL ROADS** and **INTERSTATES**

LOOKING BACK TO MOVE FORWARD

FIVE YEARS OF CRASH REPORTING

2020: A Year of Change

Traffic patterns changed significantly due to the COVID-19 pandemic. With more individuals engaging in walking and biking, there was a notable shift in street usage. Despite reduced vehicular traffic, 5,672 people were injured or killed by traffic violence in St. Louis City.

2021: An Expanded Scope

The 2021 Crash Report expanded to include both St. Louis City and County, revealing alarming statistics: 178 people died and over 14,000 were injured from traffic crashes. Data reporting evolved into policy and infrastructure advocacy, taking the report in a new direction.

2022: A Deeper Dive

The 2022 Crash Report added an in-depth infrastructure analysis of key fatal crashes, expanding on the advocacy goals introduced in 2021.

2023: Street Stories

Trailnet introduced "Street Stories" to underscore the real-life implications of traffic violence and the importance of inclusive, empathetic approaches to traffic safety.

Pop-up Safety Demonstration: Trailnet partnered with the City of Wellston to conduct on-site demonstrations of traffic calming infrastructure and engage with residents for direct dialogue and feedback.

2024: A Look Back

In the fifth year of the report, we look back at multiple years of data to explore longer-term trends to identify what actionable change can be pursued over the next half decade.

LEARNING FROM THE PAST

CRASH DATA INSIGHTS (2010-2024)

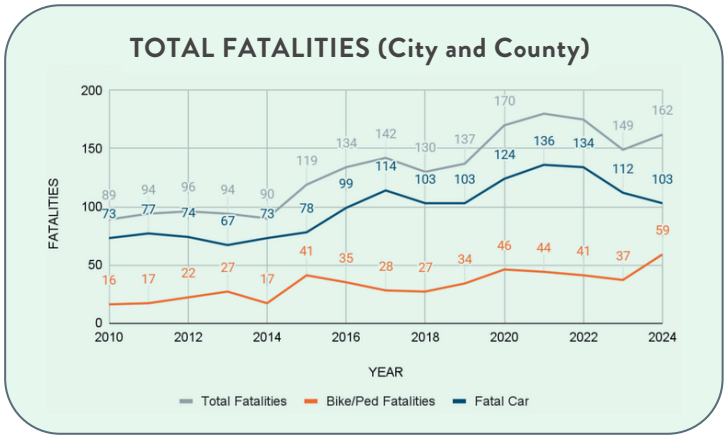
From 2010-2024, we've seen fewer traffic crashes and injuries reported overall, whether you're walking, biking, or driving. But beneath these numbers lies a deeply troubling reality: traffic deaths are rising across the region. Despite fewer crashes, more people are being killed. This isn't just a setback — it's a warning sign that our streets are becoming more dangerous, not less.

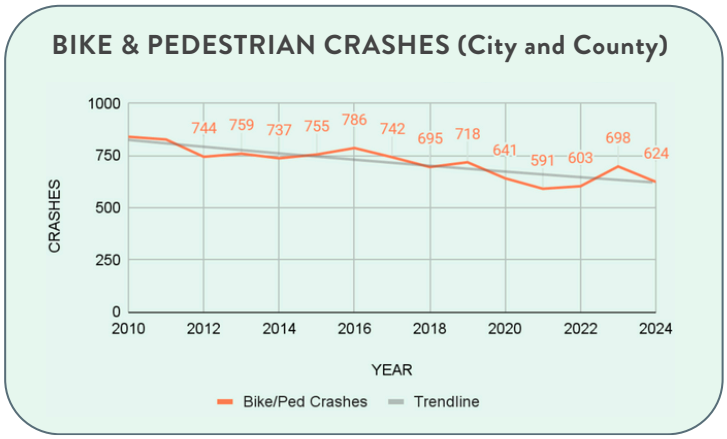
Since 2010, the number of pedestrians and people biking who reported being struck by a driver decreased 35%. At the same time, the number of pedestrians and people biking killed each year has increased 73%.

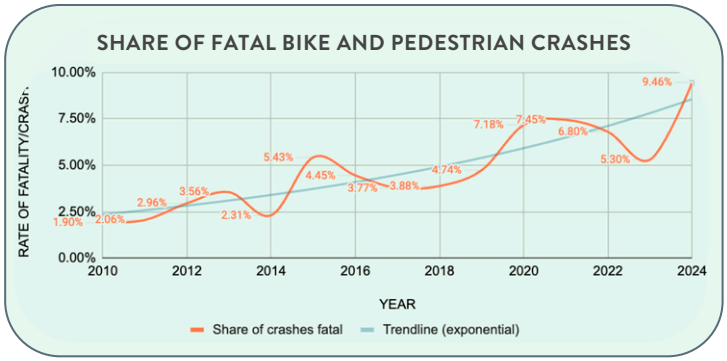
More people in cars are dying, too, but that growth rate (+41% since 2010) has been greatly outpaced by pedestrian deaths. The result is a much higher share of fatalities for people outside motor vehicles.

In 2010, pedestrians or people biking made up a quarter of all traffic deaths in the region. Today, that number has nearly doubled. Almost half of the people killed in traffic crashes (48%) are a pedestrian or person biking. This is at least partially due to crashes involving pedestrians becoming more deadly over time. In 2010, less than 2% of pedestrians and people on bikes who were struck by people driving died as a result of the crash. In 2024, that figure has risen to nearly 10%.

The good news is, there are ways to reverse this trend. Proven infrastructure tools exist that improve road safety for people walking, biking, or driving — but we need to use data to prioritize locations for these tools.

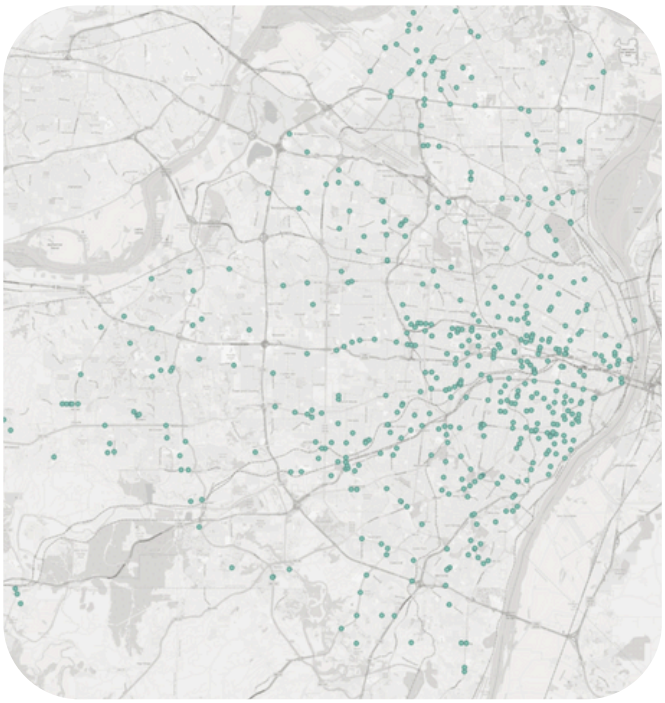




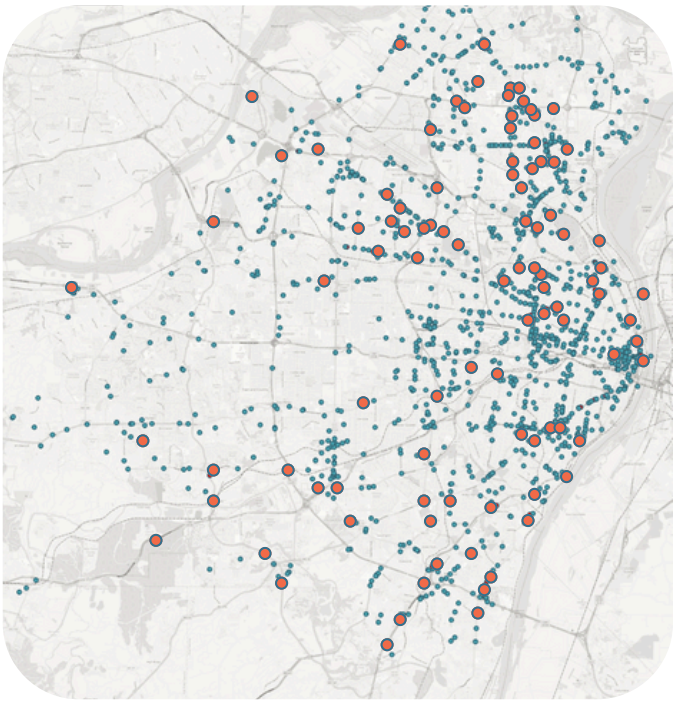


CRASH LOCATIONS AND INFRASTRUCTURE FIXES

PAST PATTERNS, FUTURE PROGRESS



2021-2024 bicycle crashes



2021-2024 pedestrian crashes (fatalities in red)

Certain roads and intersections have continuously proven to be more dangerous than others for pedestrians and people biking in the metro area. We continue to see crashes, injuries, and deaths at the same places over and over.

Identifying patterns helps us address safety for all in a data-driven way. By focusing on high-crash corridors, we can evaluate specific roadway features to pinpoint safety issues and guide improvements. When we do this, the data tells a clear story...

Regardless of whether you're in the City or County, high speeds on arterials are our region's number one safety concern.

Fortunately, the data doesn't just tell us what's wrong — it also provides us with solutions.

Fewer crashes are reported where bike lanes exist, suggesting **that bike lanes work.** More crashes are happening at mid-block locations suggests that **we need comprehensive traffic calming and pedestrian safety infrastructure all along our streets** — not just at intersections. We know that these mid-block crashes are particularly dangerous for pedestrians. Center medians and pedestrian refuge islands can help — they reduce pedestrian crashes by around 50%. Finally, we know that arterials are the most dangerous type of road for all users in our region. New research suggests that **narrowing lane width on arterials decreases speeds and risk of vulnerable road user injury significantly**. Each foot of lane narrowing can reduce injury crashes by as much as 38%.

CITY AND COUNTY COMBINED CRASH DATA 2020-2024

CITY	COUNTY	
67%	56%	of crashes were on arterial roads
67%	69%	of crashes took place on non-interstate roads with speed limits of 30+ mph
57%	77%	of crashes occurred mid-block

CITY	COUNTY	
62%	57%	of crashes were on arterial roads
70%	65%	of crashes occurred on streets with speed limits of 30+ mph
79%	52%	of crashes happened where no bike facilities were present
5%	13%	of crashes occurred where conventional bike lanes exist
<1%	3%	of crashes happened on buffered bike lanes

CITY	COUNTY	
241	304	fatalities
64%	49%	of crashes were on arterial roads
68%	57%	of crashes took place on roads with speed limits of 30+ mph
65%	83%	of crashes occurred mid-block

Speeding was the #1 cause of fatal car crashes (40%)

Most importantly, we know these solutions work — because we've seen them work right here in St. Louis.

2020-2024 PEDESTRIANS AND PEOPLE BIKING HIT BY DRIVERS (CITY)

	TOTAL BIKE/ PED CRASHES	NON FATAL PED	NON FATAL BIKE	FATAL PED/BIKE	CRASHES / MILE
GRAND	123	96	20	7	8.44
KINGSHIGHWAY	84	69	13	2	8.13
BROADWAY/7TH/4TH	69	52	11	6	4.04
GRAVOIS	61	43	10	8	10.34
NATURAL BRIDGE/PALM	40	33	0	7	8.89
CHIPPEWA	42	27	10	5	7.78
LINDELL/OLIVE	46	34	9	3	7.30
FLORRISANT/13TH	31	21	4	6	4.92
PAGE	34	25	4	5	8.72
DELMAR	27	19	6	2	4.50
UNION	33	22	5	6	7.86
MANCHESTER/CHOUTEAU	33	17	14	2	4.93
JEFFERSON	25	18	7	0	4.90
MLK	23	19	3	1	4.04
HAMPTON	27	19	7	1	5.51
GOODFELLOW	15	12	1	2	2.73
SKINKER	18	8	10	0	6.43
I-70	16	11	-	5	2.25
I-44	17	14	-	3	1.79
I-55	3	2	-	1	0.48
I-64	8	7	-	1	1.13

2021-2024 PEDESTRIANS AND PEOPLE BIKING HIT BY DRIVERS (COUNTY)

	TOTAL BIKE/ PED CRASHES	NON FATAL PED/BIKE	FATAL PED/BIKE	CRASHES / MILE
LINDBERGH/67	57	55	2	1.80
HALLS FERRY	42	34	8	4.16
CLAYTON	39	39	0	2.00
MANCHESTER	36	34	2	1.40
CHAMBERS/AIRPORT	31	28	3	3.83
BIG BEND	31	31	0	1.79
ST. CHARLES ROCK RD	28	25	3	1.90
JENNINGS STATION/KIENLEN	23	21	2	4.04
W. FLORRISANT	23	16	7	4.34
1-270/255	17	9	8	0.43
OLIVE/CLARKSON	17	16	1	0.85
FORSYTH	17	17	0	7.39
BROADWAY/TELEGRAPH	16	9	7	1.60
S. NEW/N. FLORRISANT	15	12	3	1.95
LUCAS & HUNT	14	11	3	2.69
LEWIS & CLARK/367	10	8	2	1.18
GRAVOIS/MO 30	10	9	1	1.00
I-70	8	7	1	0.63
I-170	8	3	5	0.74
I-55	7	2	5	0.79
MO 141	4	2	2	0.17
I-44	1	1	0	0.04

NATURAL BRIDGE

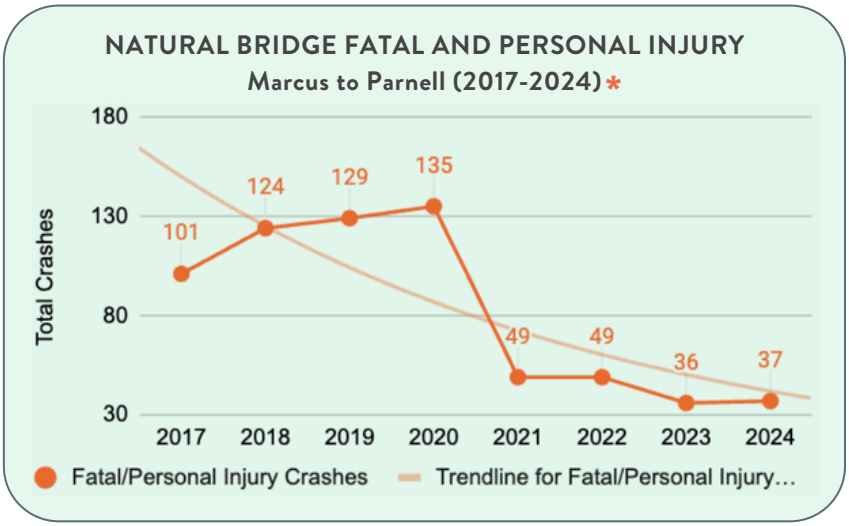
A CASE OF IMPROVEMENTS

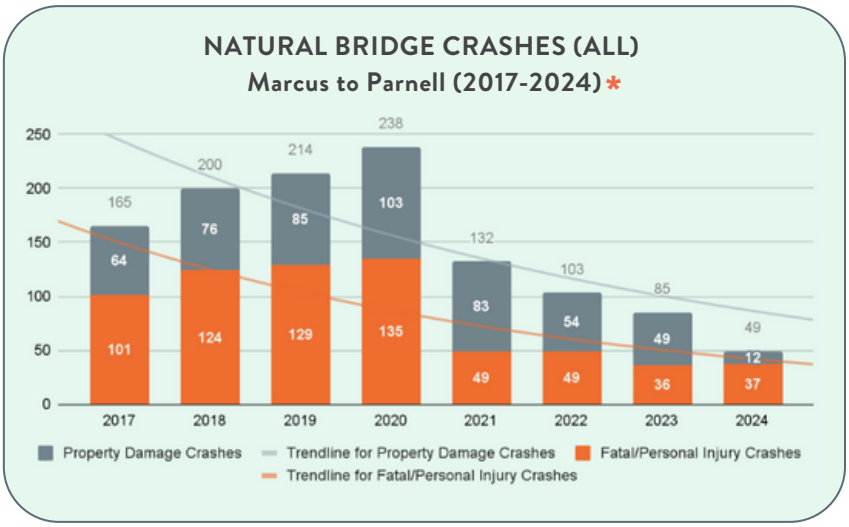
Following an extensive safety audit, MoDOT dedicated **$3.4 million to major traffic calming efforts that included 2.2 miles of comprehensive improvements on Natural Bridge Road.** (Marcus Avenue to Parnell Street). Rather than targeting isolated intersections, this stretch featured continuous, comprehensive designs for safety. Completed in November 2020*, these upgrades had drastic and immediate impacts on one of the City's most dangerous corridors. Looking at eight years of data*, we see an obvious and steady increase in crashes, injuries, and fatalities being immediately reversed in 2021. From the peak crash year (2020) to 2024, **reported crashes on this section of Natural Bridge dropped more than 79%** while the number of people injured or killed went down 72%. **There has been a 41% decrease in pedestrians struck by drivers, and no pedestrians have been killed by drivers since traffic calming was done**.

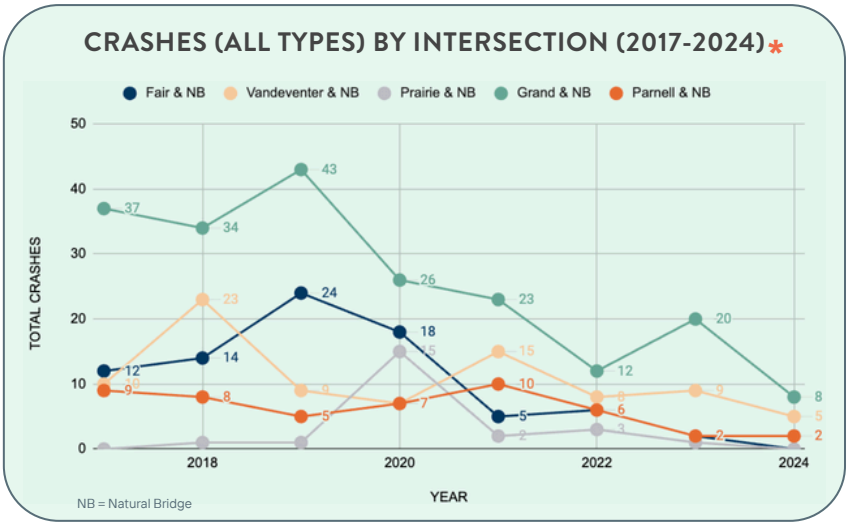
Comprehensive improvements include:

- Mid-block crosswalks with rapid flashing beacons and additional crosswalk lighting.
- Medians at various locations
- Higher visibility traffic signals
- Road diets
- Roundabouts
- Higher visibility crosswalk striping

As construction was completed in November 2021, our data shows crashes from Jan. 1 to Oct. 31 each year.







The change is obvious when you compare intersections and crossings that received improvements to those that did not.

Without the improvements (e.g., Union or Euclid), you need to cover ~80 feet from curb to curb without any protection from traffic as you cross.

With improvements (e.g., Taylor or Red Bud), the maximum distance you have to cover fully exposed to traffic can be as low as 16 feet. Pedestrians can cross one direction of traffic at a time. "Bump-outs" also make it easier for pedestrians to see and be seen before they start crossing the road. More signs — some with solar-powered flashing lights — and higher-visibility crosswalks make drivers more alert to pedestrians. These improvements are also extremely beneficial to drivers. Medians and refuge islands prevent head-on collisions, change turning behaviors, and reduce driving speeds.

Arterials like Natural Bridge are the most dangerous roads for everyone — but especially vulnerable road users like pedestrians and people biking. This massive reduction in crashes offers a glimpse into **a future where prioritizing safety is the norm in our region and streets are designed for all of us**.

BIRD'S EYE VIEW OF NATURAL BRIDGE INTERSECTIONS WITH AND WITHOUT IMPROVEMENTS

KEY:

WITHOUT IMPROVEMENTS (in orange)

WITH IMPROVEMENTS (in grey)

ASK YOURSELF:
WHERE WOULD YOU FEEL THE SAFEST CROSSING?

NB = Natural Bridge

THE NEXT 5 YEARS (AND BEYOND)

Five years of crash data analysis has clearly illustrated the problems. We have identified data-driven solutions. Now, it is up to **all of us** to continue the fight. Creating safe streets for all is a complex challenge that requires numerous institutional, infrastructural, and behavioral changes.

We need your help. Join us to continue advocating for these high-impact changes:

More Traffic Calming on High-Crash Corridors

The data from Natural Bridge is a clear indicator of how effective traffic calming can be on high crash arterials, and we applaud the efforts by the City, County, and MoDOT to expand on these improvements. The 30 miles of corridor improvements included in the City's Principal Arterial Traffic Safety Enhancements are a good start, but more is needed. Hundreds of miles of high crash arterial corridors desperately need improvement across our region.

More Local Calm Streets

The Louisiana Avenue Calm Street Project (Phase 1) serves as an example of a local street designed for all road users in the City of St. Louis (and other high-density urban areas around the region). Applying Complete Streets principles in a comprehensive way makes local residential and commercial roads not only safer for everyone, but more inviting to pedestrians and people biking. Safer, more inviting streets improve public health by encouraging physical activity, generating more foot traffic for retail businesses, and increasing property values. Phase 2 of the Louisiana Avenue Calm Street Project should be the start of the Complete Streets renaissance in St. Louis.

Lower Speed Limits

Speeding is deadly. Period. Slower driving speeds don't just save lives — they save us money. Tens of billions of dollars are lost each year in the US due to property damage, health care costs, and loss of productivity just from speeding-related crashes. Lowering speed limits on arterials in other cities has resulted in major reductions in crashes and speeding incidents. Lower speed limits alone won't make streets safer, but they are effective when coupled with infrastructure improvements, education, and better enforcement.

SPEED LIMITS SAVE LIVES

Pedestrians are 4X more likely to die when struck by a vehicle traveling at 30 mph than 20 mph and 20X more likely to die if that vehicle is traveling at 40 mph.

In Seattle, reducing 90% of arterials to 25 mph resulted in 39% fewer crashes.

In Boston, lowering the speed limit to 25 mph resulted in a 29% reduction in the likelihood that vehicles would exceed 35 mph.

More Education and Engagement

People need (and want) to know more about how traffic calming and Complete Streets work. Governments should dedicate more resources to listening to road users, and helping them understand not just how these infrastructure improvements and policy changes work, but when, where, and why projects are developing. Residents are the experts on their communities, and they stand to benefit or lose the most from project decisions. Decision makers should listen to, converse with, and elevate residents' voices.

More and Better Data

We need more and better ways to evaluate the efficacy of interventions and the behaviors of road users. More information about infrastructure improvements and policy changes allows us to collectively assess what changes should happen (and where) to make St. Louis a safer, more vibrant metropolitan region.

Less Distracted Driving

Distracted driving has already decreased 5% since Trailnet helped pass the Missouri Hands-Free Law (Cambridge Mobile Telematics). Additional education and awareness are needed to continue improvements. Go to trailnet.org/drive to take a simple but impactful safe-driving pledge.

Equitable, Data-Driven Automated Enforcement

Traffic law enforcement is part of the solution, but it must be done fairly. That's why Trailnet supported the City's Board Bill 105, which passed in 2024, authorizing automated enforcement. Trailnet looks forward to working with the new administration on the equitable and data-driven distribution of automated enforcement.

METHODOLOGY

For this report, Trailnet analyzed bike, pedestrian, and vehicular crashes occurring on roads within the City of St. Louis and St. Louis County during 2024 using data from the Missouri Statewide Traffic Accident Records System (STARS), which is managed by the Missouri State Highway Patrol. This data includes when and where different types of crashes occurred. We compared several roadway characteristics that contribute to a roadway's functionality.

Some of these statistics may be subject to change. For example, personal injury crashes may change to fatal crashes if the injuries 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 reported crashes.** Data referring to injuries includes crashes classified in STARS as Minor Injury and Severe Injury. Property Damage Only crashes are not included.

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 made available to the public.

FUNCTIONAL CLASSIFICATIONS

Local Road: Lower speed limit (usually 25 mph or lower) and traffic volume with fewer lanes. Neighborhood roads and parking lots are considered local roads.

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

Arterials: Speed limits range from 30 to 45 mph. Excluding interstates, these roads have the highest traffic volumes and the most travel lanes (sometimes up to five or six lanes). Examples of minor arterials include Delmar Boulevard and Chouteau Avenue. Examples of principal arterials include Kingshighway Boulevard and Natural Bridge Avenue. Principal and minor collectors have been combined for this report.

Interstates: 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.

HELPFUL DEFINITIONS

Traffic Violence: Any incident that occurs on a roadway that involves a vehicle and the injury or death of a person. This can refer to people walking, biking, driving, or passengers who are injured, whether fatal or not.

Complete Streets: An approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them — including people of all ages and abilities, whether walking, biking, driving, or taking transit

ABOUT TRAILNET

Trailnet is a 501(c)(3) nonprofit based in St. Louis, and is the region's advocate for better biking, walking, and public transit.

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 is changing the way we think about streets.

Learn more at trailnet.org.

If you have any questions or comments about this report, please reach out to planning@trailnet.org.

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To learn more and support our work, visit Trailnet.org.