



THE  
STATE



OF  
OUR

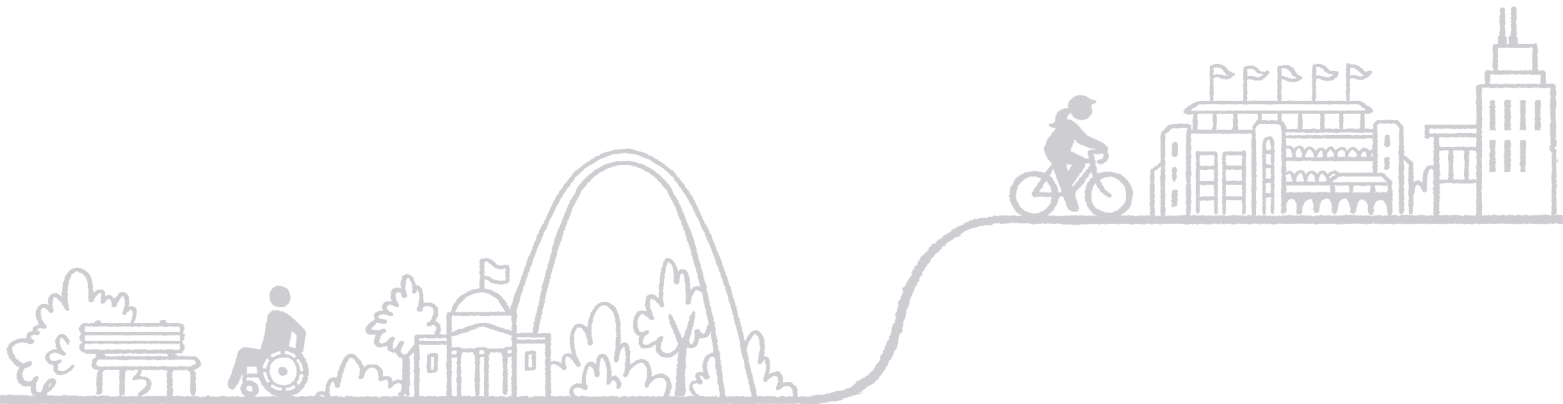
STREETS  
2025



# TABLE OF CONTENTS

<b>Statement of Purpose</b> .....	<b>1</b>
<b>Part I: The State of Our Streets</b> .....	<b>4</b>
The State of Our State .....	<b>5</b>
The State of Our Region .....	<b>7</b>
The State of St. Louis City .....	<b>10</b>
The State of St. Louis County .....	<b>13</b>
<b>Part II: Vulnerable Road User Crashes in 2025</b> .....	<b>14</b>
City Overview .....	<b>15</b>
County Overview .....	<b>24</b>
<b>Part III: The Conditions That Lead to Severe VRU Crashes</b> .....	<b>32</b>
Speed: The Greatest Risk Factor .....	<b>33</b>
High Risk Scenarios .....	<b>33</b>
Solutions to High Risk Scenarios .....	<b>37</b>
Local Examples .....	<b>39</b>
<b>Part IV: Inequitable Impact</b> .....	<b>43</b>
<b>Part V: Advocacy Recommendations</b> .....	<b>45</b>
<b>Appendix</b> .....	<b>49</b>
Methodology .....	<b>49</b>
Glossary .....	<b>50</b>
<b>About Trailnet</b>	

# STATEMENT OF PURPOSE



**TRAILNET'S ANNUAL CRASH REPORT** has served as a vital advocacy and public education tool for several years. It has highlighted the human toll of traffic violence and underscored the urgent need for safer streets for everyone in St. Louis City and County — especially our most vulnerable road users (VRUs).

But preventing traffic violence requires more than understanding just crash statistics. It requires looking at the broader system that shapes how people move through our region.

That system has begun to change in recent years. St. Louis is seeing new pedestrian and cyclist infrastructure take shape, and the City's adoption of a Transportation and Mobility Plan has helped chart a path toward safer, more connected streets. Advocates, public agencies, and community members are working, often together, to improve safety for everyone who uses our streets.

**To reflect this broader picture, Trailnet is evolving this publication into the State of Our Streets report.**

While crash data remains central to understanding traffic violence, this report also examines the projects, policies, and trends shaping the future of vulnerable road user (VRU) safety. By taking a systems view — highlighting where progress is being made and where work remains — **we aim to equip St. Louisans with the knowledge to advocate for safer streets for all.**

## **WHAT'S A VULNERABLE ROAD USER (VRU)?**

**VRUs** refer to anyone using active modes of transportation, such as walking or using mobility aids, bicycling, or scooting. This means that simply walking to your car parked on the side of the street, biking with your kids in your neighborhood, waiting for the bus at a stop, or even riding e-scooters with your friends downtown can make you a vulnerable road user.

*Missouri Vulnerable Road User Safety Assessment, November 2025*

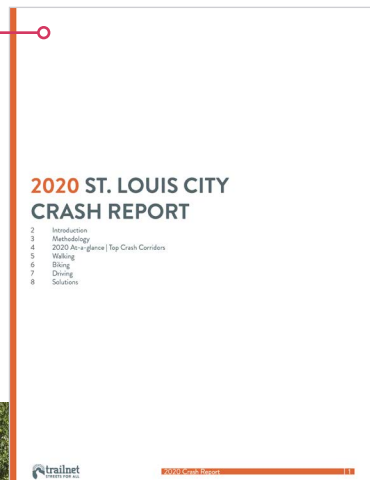


# A GROWING FOCUS ON SAFER STREETS ACROSS OUR REGION



2020

Trailnet publishes its **first crash report** focusing on St. Louis City



2021–2023

Trailnet expands crash reporting to **St. Louis County**



Above: A Trailnet traffic calming pop-up in Area 1 (August 2025), demonstrating how temporary street design interventions, such as paint and modular materials, can reduce speeds and improve safety for all road users.

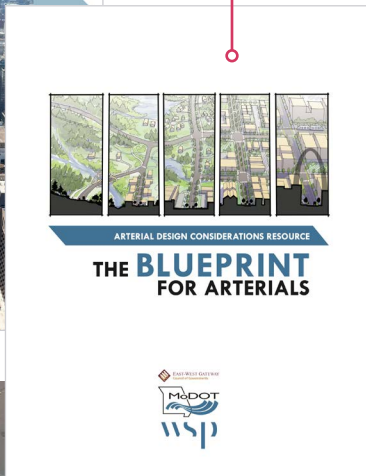
Left: Cyclists gather at a Bike to Work (or Wherever) Day station in May 2025, where community partners offer refreshments and encouragement to people biking for transportation.



2023

The City of St. Louis creates **Traffic Calming Guidelines** to improve street safety

The City of St. Louis commits an unprecedented **\$46 million in funding** to arterial safety improvements (ARPA funding)



2024

East-West Gateway creates **Gateway to Safer Roadways**, a regional safety action plan

The City of St. Louis passes a new **Complete Streets policy** that increases public involvement in street design

East-West Gateway and MoDOT publish **Blueprint for Arterials**, a comprehensive study of the region's arterial roadways to help better address safety



Above: As part of PlanSTL's Baden-North Pointe Neighborhood Planning, Trailnet organized the Riverview Traffic Calming Pop-Up to demonstrate potential street safety improvements, including a crosswalk near Nance Elementary School.

Left: Trailnet's Transportation Infrastructure Mayoral Forum gave St. Louis mayoral candidates an opportunity to share their vision for the future of the City's transportation and mobility infrastructure. The February 2025 event was held in partnership with Paraquod, Transform 314, the St. Louis Coalition for the Protection of Cyclists and Pedestrians, and the St. Louis Urbanists.



# PART I

# THE STATE OF OUR STREETS



Trailnet staff and state partners conduct a walk audit in Hayti Heights (June 2025), evaluating street conditions and identifying improvements to make walking safer and more accessible



# THE STATE OF OUR STATE



**OVERALL, TRAFFIC FATALITIES IN MISSOURI HAVE DECLINED** over the past three years, marking a positive shift in roadway safety. Driver fatalities have decreased each year from 2022 through 2025. However, people outside of cars — often referred to as **vulnerable road users (VRUs)** — are facing increasing traffic violence, as crashes involving them are becoming more deadly.

From 2015–2023, Missouri recorded 1,144 fatal and 3,445 serious injury VRU crashes. Severe VRU crashes increased 51%, nearly four times the 14% increase for all severe crashes statewide.

## The Missouri Vulnerable Road User Safety Assessment (VRUSA)

### WHAT IS A VRUSA?

A Vulnerable Road User Safety Assessment (VRUSA) is a **data-driven, federally required process** used by state departments of transportation (DOTs) to identify high-risk areas for pedestrians, bicyclists, and other non-motorized users. It analyzes crash data to develop targeted projects and strategies to reduce deaths and injuries.

A VRUSA provides a snapshot of where and why vulnerable road users are being harmed, and outlines what a state can (or will) do about it. It gives advocates and local leaders a concrete tool that establishes clear strategies, guides funding, and holds agencies accountable. As a federally-recognized tool, it helps make the case for federal funding and standardizes analysis across states.



## WHAT DID THE MISSOURI VRUSA FIND?

### We need to stop blaming people and start fixing streets.

Missouri's VRUSA concluded that most crashes are not the result of reckless or negligent behaviors. Many pedestrians are simply using roads that are not designed for their safety. A quick decision to cross a four-lane road at mid-block, or a dash to catch a bus on the other side of a busy road, can be fatal. But most people are not choosing to jeopardize their safety.

The takeaway? Safer outcomes depend less on changing individual behavior and more on redesigning streets to protect people by default.

### Crashes are concentrated. We know where to start.

Missouri has about 135,000 miles of roads, but most VRU deaths and serious injuries happened on just 788 miles of them, or **less than 1%**. On top of that, more than half of the 100 miles of state roads identified for safety improvements are within the St. Louis District. Our region has experienced more VRU crashes and severe VRU crashes than any other in the state.

Key risk factors include “mid-block” locations (crashes up by 56% since 2015), roads with three or four travel lanes (seven times greater crash potential), and undivided multilane roads without medians or barriers.

This suggests a lack of sidewalks, separated bike lanes, and protected crossings, as well as long distances between safe crossings, are all contributing factors.



## Key Takeaway

Targeted safety improvements on key corridors in St. Louis City and County represent one of the clearest, most effective opportunities to save lives in Missouri.



Read the **Missouri Vulnerable Road User Safety Assessment**.



# THE STATE OF OUR REGION



## Projects Applying The Blueprint for Arterials

In 2024, East West Gateway and the Missouri Department of Transportation (MoDOT) St. Louis District staff completed **The Blueprint for Arterials** after studying the region's arterial roadways. This regional framework includes standardized engineering guidance to enhance

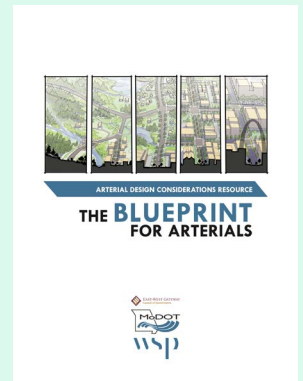
pedestrian safety with protected crossings and traffic calming measures. It shifts focus from purely vehicular speed to multi-modal, safe, and accessible design. A number of projects applied these guidelines last year, and more are in the pipeline.

Thanks to The Blueprint for Arterials, projects on Missouri Route 231, Route 100, and Route D are under construction.

## Our Region's Growing Bike Infrastructure Network

St. Louis' bike infrastructure network has grown exponentially thanks to sustained public investment, local Complete Streets policies, regional coordination, and strong community advocacy. Today, St. Louis City and County combined have more than 724 miles of bicycle facilities, including nearly 147 miles of on-street infrastructure, 193 miles of signed or marked routes, and 384 miles of off-street paths and trails. While much of this growth reflects meaningful progress — particularly the expansion of multi-use paths and new on-street bike lanes — it also underscores the work ahead: **many facilities remain unprotected**, disconnected, or in need of maintenance and upgrades. Continued investment is essential to transform this growing network into a truly safe, low-stress, and equitable system that allows more people to bike with confidence across the region.

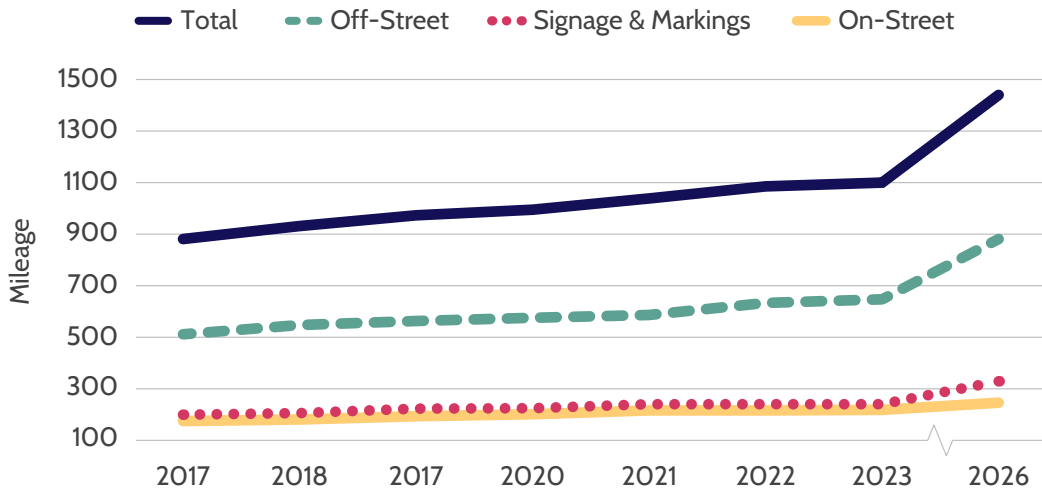
**Arterials** are major roads that carry high volumes of traffic across a city or region. They typically have 3–6 lanes and speed limits from 30–45 mph.



Learn more about the projects using **The Blueprint for Arterials** guidelines



### EAST-WEST GATEWAY REGION BIKE FACILITY MILEAGE (2017–2026)



Sources: EWG, Great Rivers Greenway, IDOT, Madison County, MEPRD, OpenStreetMap, St. Louis City, St. Louis County, USGS

Note: The EWG region includes the counties of Franklin, Jefferson, St. Charles, St. Louis City, and St. Louis in Missouri, and Madison, Monroe, and St. Clair in Illinois.

### Regional Bike Infrastructure by the Numbers

The following data includes a wide range of bike infrastructure, from highly protective cycle tracks to paved shoulders that may or may not be intended to serve as bike facilities. Together, it provides a useful snapshot of regional progress. However, many of these updates offer little to no physical protection for people biking.

In particular, shared lane pavement markings and signage alone are not typically considered true bicycle facilities and are not sufficient to create a low-stress bike facility on higher-speed or higher-volume roads. These markings do indicate a growing desire for safe biking facilities, supporting future progress for higher quality, protective infrastructure like cycletracks, bike boulevards, and off-street facilities.





# 724.49 mi

TOTAL REGIONAL BIKE INFRASTRUCTURE



ST. LOUIS CITY TOTAL  
**277.92 mi**



ST. LOUIS COUNTY TOTAL  
**446.77 mi**

## 383.99 mi

TOTAL OFF-STREET FACILITIES



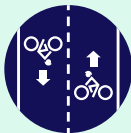
Multi-use path  
**267.56 mi**



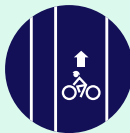
Trail facility  
**116.94 mi**

## 155.22 mi

TOTAL ON-STREET FACILITIES



Cycle track  
**6.08 mi**



Buffered bike lanes  
**26.05 mi**



Bike lanes  
**98.66 mi**



Paved shoulders  
**17.98 mi**

## 185.29 mi

TOTAL SIGNED/MARKED FACILITIES



Bike Boulevard  
**1.09 mi**



Share the Road sign  
**42.81 mi**



Bike Route  
**31.65 mi**



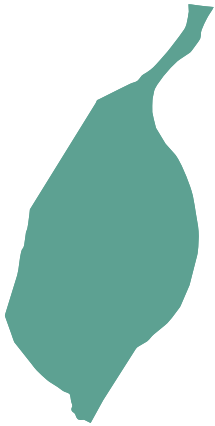
Shared traffic lane  
**4.30 mi**



Shared lane markings  
**111.11 mi**



# THE STATE OF ST. LOUIS CITY



## The Transportation and Mobility Plan

In 2025, the City of St. Louis completed its first comprehensive transportation plan since the 1948 Major Streets Plan, marking a pivotal and long-overdue shift in how the city approaches mobility. **The City of St. Louis Transportation and Mobility Plan (TMP)** reframes streets as public spaces designed for people — not just vehicles. For decades, many of St. Louis’ major corridors were designed and built to move high volumes of cars. Today, the result is overbuilt streets that no longer reflect actual traffic levels,

neighborhood contexts, or community priorities. The TMP acknowledges this legacy and establishes clear strategies for rebalancing the public right-of-way to better serve people walking, biking, rolling, and taking transit, as well as people driving.

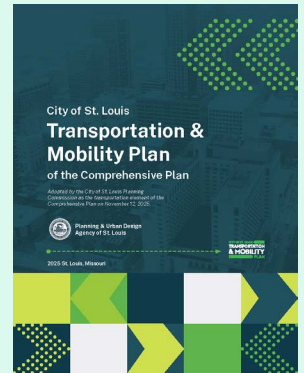
At its core, the TMP is guided by three overarching themes: **Safety**, **Connectivity**, and **Maintenance and Quality**.

**Safety** is the foundation of the plan, with a goal of reducing traffic deaths and serious injuries by 50% by 2050 through a data-driven Safety Action Plan.

**Connectivity** focuses on building a complete, multimodal network — expanding and maintaining sidewalks, implementing the ADA Transition Plan, growing the cycling and greenway network, strengthening transit, and restoring the city’s historic street grid where possible.

**Maintenance and quality** emphasize shifting from reactive, ad hoc repairs to proactive asset management.

Importantly, the TMP aligns transportation investment with the City’s recently adopted Strategic Land Use Plan (SLUP), as well as ongoing Zoning Upgrade (ZOUP) efforts, recognizing that mobility and land use are deeply interconnected. This helps coordinate transportation design with neighborhood revitalization, economic development, housing access, and environmental sustainability goals.



Learn more about the **Transportation and Mobility Plan**.



## How will the TMP achieve these goals?

The TMP is designed to function as a clear decision-making framework. It provides concrete recommendations on implementation, including what different stakeholders (City staff, elected officials, residents, organizations) can do to advance these goals.

It does so by:

**SETTING CLEAR PRIORITIES.** Clear priorities serve as filters for evaluating projects, budgets, and policies. If a proposal does not advance safety, improve multimodal connectivity, or support long-term system quality, it should be reconsidered.

**ALIGNING PROJECTS WITH MEASURABLE GOALS.** The plan includes multiple targets, including a 50% reduction in death and serious injuries by 2050, calls for systematic implementation of the ADA Transition Plan, the establishment of specific asset management systems and schedules, and a clear multi-modal network priorities as established by comprehensive maps.

**ESTABLISHING A COMPLETELY NEW STREET DESIGN FRAMEWORK.** The Street Design Framework guides how streets should be designed based on how the surrounding land is being used, how the street was intended to be used, and how people actually use it (e.g. walking, biking, driving). This prevents one-size-fits-all roadway design.

**CALLING FOR INSTITUTIONAL CHANGES TO MATCH ITS AMBITIONS.** Ordinance updates, staffing adjustments, and new funding allocation methods are all outlined in the plan, using best practices from peer cities as models.

## Major Infrastructure Improvements

The City of St. Louis is currently making considerable investments in safety improvements on high crash corridors. More than \$46 million of American Rescue Plan Act (ARPA) funding has been dedicated to roughly 30 miles of high-crash arterial streets. Construction began in 2025 and will continue through 2026.



### COMMUNITY-WIDE SURVEY RESPONSES

**50%**

**do not feel comfortable** navigating the City using their preferred method of transportation.

**76%**

listed **consistent maintenance** as a top concern facing the City's transportation network.

**51%**

have been involved in a traffic crash in the City. **21%** reported they, or a loved one, have personally experienced a **life-altering injury or death** from a traffic crash.

**91%**

say they support **slower travel speeds** when driving if it means more people could travel comfortably who do not have access to own or operate a car.



Learn more about how you can take action in **Part V: Advocacy Recommendations**.



ARPA-funded projects will include repaving, lane reductions, segments of protected bike facilities, enhanced crosswalks, bump-outs, and other pedestrian safety measures. They reflect a coordinated commitment to using federal relief dollars to reduce speeds, shorten crossings, and expand safe mobility options across some of the city’s most dangerous corridors.

The City, MoDOT, and Great Rivers Greenway also continued to expand the region’s bike network in 2025, completing more than five miles of new and upgraded bike lanes, protected cycle tracks, and greenway connections. Beyond expanding mileage, investments focused on upgrading corridors with safer intersection treatments, improved crossings, medians, road diets, repaving, and pedestrian signal enhancements.

Combined, these infrastructure improvements help **reduce vehicle speeds, shorten crossing distances, clarify right-of-way, and create more protected space for people walking and biking.** They represent essential steps towards strengthening the overall safety and connectivity of St. Louis’ transportation network.



To learn more about some of these key projects, see the **2025 State of Our Streets supplemental data.**



## CITY OF ST. LOUIS PRINCIPAL ARTERIAL TRAFFIC SAFETY ENHANCEMENT PROJECT

### PROJECT ROUTES

- ① Goodfellow Blvd – Delmar Blvd to Halls Ferry Circle
- ② Union Blvd – Enright Ave to Florissant Ave
- ③ Kingshighway Blvd – Gravois Ave to Florissant Ave
- ④ Grand Blvd – Holly Hills Blvd to Hall St.
- ⑤ Jefferson Ave – Chippewa St to Chouteau Ave
- ⑥ Washington Ave – 3rd St to 14th St
- ⑦ Convention Plaza – 4th St to Broadway
- ⑧ Broadway – Cole St to Chouteau Ave
- ⑨ 4th St – Chouteau Ave to Convention Plaza

### INTERSECTIONS

- ▲ Broadway and Washington Ave
- ▲ Broadway and Walnut St
- ▲ Grand Blvd and Forest Park Parkway
- ▲ North Grand Blvd and Dr. Martin Luther King Dr and Evans Ave
- ▲ Grand Blvd and Gravois Blvd
- ▲ Kingshighway Blvd and Lindell Blvd
- ▲ Kingshighway Blvd and Delmar Blvd
- ▲ Gravois Ave and Tucker Blvd
- ▲ Florissant Ave and Palm St
- ▲ Lindell Blvd and Whittier St



Source: City of St. Louis Board of Public Service



# THE STATE OF ST. LOUIS COUNTY



In 2025, St. Louis County continued making streets safer and more accessible through federally funded bike and pedestrian investments.

These projects include:

- Adding shared-use paths
- Reconstructing sidewalks and curb ramps to comply with the Americans with Disabilities Act (ADA)
- Upgrading traffic signals
- Installing new crosswalks, and, in some cases, reconfiguring travel lanes to reduce speeds and improve safety

**95 County projects** that included bicycle or pedestrian infrastructure improvements received federal funding in 2025 for construction, planning, and design, showing the County and MoDOT are investing more broadly and consistently in multi-modal safety improvements.

## OTHER FEDERALLY FUNDED COUNTY PROJECTS, 2025

CATEGORY	NUMBER OF COUNTY PROJECTS	PERCENT OF COUNTY PROJECTS
Sidewalk Improvements	42	44.2%
ADA Improvements	18	18.9%
Signal Improvements	13	13.7%
Bike Infrastructure	25	26.3%
Intersection Improvements	4	4.2%



To learn more about some of these key projects, see the **2025 State of Our Streets supplemental data**.



## PART II

# VULNERABLE ROAD USER CRASHES IN 2025

**WHILE OUR REGION HAS MADE ENCOURAGING PROGRESS** on policies and projects that improve safe walking and biking, the data shows that traffic violence remains a significant threat in and around St. Louis. This section examines 2025 pedestrian and bicycle crash data for St. Louis City and County, highlighting key crash characteristics that can be addressed through proven safety countermeasures.



To learn more about our data and methodologies, please go to the **Methodology** section near the end of the report. For definitions of the key crash characteristics, refer to the **Glossary**.



# CITY OVERVIEW

After 2024 marked the deadliest year on record for pedestrians in the City, there were some encouraging changes in 2025. Fewer pedestrians were involved in crashes overall, and there were fewer pedestrian deaths and injuries. However, 2025 saw a notable increase in cyclist-involved crashes, with three cyclists losing their lives last year. There had not been a cyclist crash fatality in the City since 2022. The data shows that, despite some positive changes, significant work still remains to improve safety for people walking and biking.

## St. Louis City by the Numbers

### PEDESTRIANS

**221**

PEOPLE INVOLVED  
IN CRASHES  
-28 from 2024



**13**

people killed  
-10

**197**

people injured  
-16

**11**

only property  
damage

### CYCLISTS

**66**

PEOPLE INVOLVED  
IN CRASHES  
+8 from 2024



**3**

people killed  
+3

**53**

people injured  
+1

**10**

only property  
damage

## City Top Five VRU High Crash Corridors (Excluding Interstates)

1.

GRAVOIS AVE / MO 30

23 crashes  
19 injuries  
4 fatalities



2.

GRAND BLVD

22 crashes  
20 injuries  
1 fatality



Did you know MoDOT and the City are currently working on plans to redesign Gravois in 2029? Your input matters! [Learn how you can get involved.](#)



3.

**KINGSHIGHWAY BLVD**

11 crashes  
9 injuries  
1 fatality



4.

**ROUTE 100 / MANCHESTER AVE / CHOUTEAU BLVD**

10 crashes  
10 injuries  
1 fatality



5.

**BROADWAY**

8 crashes  
6 injuries  
0 fatalities





## Key Takeaways

**HIGHER SPEEDS DRAMATICALLY INCREASE PEDESTRIAN FATALITY RISK.** Reducing speeds on urban arterials and collectors is one of the most effective ways to prevent pedestrian deaths.

**GRAVOIS AVE (MO 30) STANDS OUT AS THE MOST DANGEROUS ARTERIAL CORRIDOR IN THE DATASET.** One in four VRU fatalities in the City happened on Gravois/MO 30 last year, accounting for more deaths than the next four corridors combined.

**MOST PEDESTRIAN CRASHES OCCUR NEAR INTERSECTIONS, BUT THE MOST SEVERE CRASHES OCCUR JUST BEYOND THEM.** Improving safety requires frequent, protected crossings along corridors, not just safer intersections.

**CYCLIST CRASHES ARE CONCENTRATED WHERE DRIVERS AND CYCLISTS CROSS PATHS.** Expanding dedicated and protected bike infrastructure, along with safer intersection design, can help reduce conflicts between people biking and driving.

**56%**

of all VRU fatalities in the city occurred on **35 mph streets**

SPEED LIMIT  
**25**

**1.7%**

of VRU crashes involved a fatality

SPEED LIMIT  
**35**

**13.3%**

involved a fatality **8x higher**

SPEED LIMIT  
**40**

+

**40.0%**

involved a fatality **24x higher**

Taken together, the data show that the most serious crashes involving pedestrians and cyclists in St. Louis City are closely tied to street design and vehicle speeds, particularly on busy arterial corridors. Addressing these risks requires a combination of solutions. Speed management (reduced speed limits, enhanced traffic calming) and more frequent, protected crossings for pedestrians, and expanded bike infrastructure can all reduce the potential for crashes, and the severity of crashes that occur.





# CITY PEDESTRIANS

## Speed Limits

Over 90% of pedestrian fatalities occurred on roads with speed limits over 25 mph. More than half of pedestrian fatalities (56%) occurred on 35 mph streets.

As drivers travel at higher speeds, they have less time to react, their field of vision narrows, and the likelihood that a pedestrian crash results in death rises sharply.

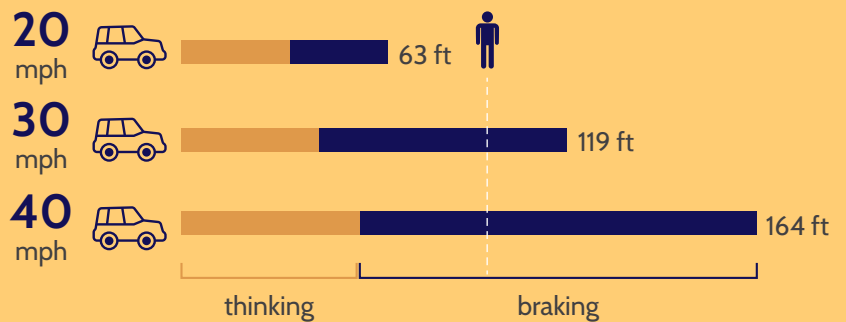
SPEED LIMIT	CRASHES	INJURIES	FATALITIES
≤20 mph	4.73%	4.20%	6.25%
25 mph	29.73%	35.66%	0%
30 mph	18.92%	18.18%	12.50%
35 mph	40.54%	37.76%	56.25%
40 mph	0.68%	0.70%	0%
45 mph	0.68%	0.70%	0%
50+ mph	4.73%	2.80%	25.00%

More than **15%** of pedestrian crashes on **35 mph roads** result in death. That's more than **one in seven pedestrians killed** when involved in a crash.



### Key Takeaway

**PEDESTRIAN FATAL INJURY RISK INCREASES RAPIDLY WITH SPEED.** As vehicle speeds increase, drivers have slower reaction times, and the likelihood that a pedestrian crash results in death rises sharply.






Source: NACTO City Limits: Setting Safe Speed Limits on Urban Streets (2020).





## Road Classification

More than half of all pedestrian crashes in the City occurred on **arterial roads**, which accounted for 56% of crashes and 54% of injuries. The concentration of severe outcomes on arterials was even more pronounced for fatalities: more than 8 out of every 10 pedestrian deaths (85%) occurred on arterial streets. In contrast, collector and local streets together accounted for nearly 40% of crashes but only 15% of pedestrian deaths. These findings reinforce the critical role that higher-speed, high-volume arterial corridors play in shaping pedestrian safety outcomes in St. Louis.

CLASSIFICATION	CRASHES	INJURIES	FATALITIES
 Local road	19.42%	21.32%	7.69%
 Collector	18.93%	18.78%	7.69%
 Arterial	56.31%	54.31%	84.62%
Other	5.34%	5.58%	0%



## Key Takeaways

- 56% of pedestrian crashes in the City took place on Arterials.
- More than 8 out of 10 pedestrian deaths in the City took place on Arterials.

## Where Crashes Occur: Intersections vs. Between Intersections

Most crashes occur either at intersections or very close to them, but **fatal crashes peak just beyond the intersection area (51–200 ft)**. This zone is typically where drivers accelerate into or out of intersections (especially when trying to “catch the light”), where bus stops are frequently located (creating more pedestrian demand), and crossings are less protected. Pedestrian-involved crashes within 100–200 feet of a crosswalk are especially deadly with 20% of them being fatal.





LOCATION	CRASHES	INJURIES	FATALITIES
At intersection 0 ft.	17.11%	16.33%	6.25%
Near intersection 1–50 ft.	38.16%	40.14%	37.50%
Intersection influence area 51–200 ft.	30.92%	29.93%	43.75%
Mid-block 201–660 ft.	12.49%	12.24%	12.50%
Far mid-block >660 ft.	1.32%	1.36%	0%

## Probable Contributing Circumstances

**Failure to yield** was the most common contributing circumstance in fatal pedestrian crashes, involved in 35 crashes and four deaths. However, **the highest fatality rates were linked to visibility and exposure factors**: crashes involving someone “not visible” were deadly in 29% of cases, followed by vision obstruction (22%) and being in the roadway improperly\* (20%). These patterns suggest pedestrian deaths are strongly tied not only to driver behavior, but also to street design, lighting, and safe space for people outside vehicles.

PROBABLE CONTRIBUTING CIRCUMSTANCE	CRASHES	INJURIES	FATALITIES	FATALITY RATE
1. Driver failed to yield	35	32	4	11.4%
2. Pedestrian in roadway improperly (standing, lying, working, playing, stopped)	25	23	5	20.0%
3. Driver distracted / inattentive	9	9	1	11.1%
4. Driver vision obstructed	9	7	2	22.2%
5. Pedestrian not visible (dark clothing, no lighting, etc.)	7	6	2	28.6%

\* “Improperly” just means a person (not on or in a vehicle) was on the street “when not directed to do so by a traffic control device or law enforcement officer.” Anytime someone walks or stands in a road outside of a crosswalk, they are “improperly” in the road.





# CITY CYCLISTS


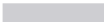


## Speed Limits

Cyclist-involved crashes, injuries, and fatalities are spread out across a wide range of speed limits.

SPEED LIMIT	CRASHES	INJURIES	FATALITIES
≤20 mph	2.78%	0%	0%
25 mph	41.67%	44.83%	50.00%
30 mph	11.11%	10.34%	0%
35 mph	41.67%	44.83%	50.00%
40 mph	2.78%	0%	0%

## Road Classification

**Arterials** accounted for the majority of cyclist-involved crashes (56%), cyclist injuries (56%), and cyclist deaths (66%) in the City last year. These are roads that should provide safe, direct connections between neighborhoods, and to jobs, transit, and everyday destinations.

CLASSIFICATION	CRASHES	INJURIES	FATALITIES
 Local road	21.9%	22.6%	33.3%
 Collector	17.2%	17.0%	0%
 Arterial	56.3%	56.6%	66.7%
 Other	4.7%	3.8%	0%





## Key Takeaways

- The majority (55%) of crashes took place on Arterials.
- Two out of three deaths took place on Arterials.
- There were more than 3x the number of injuries on higher speed roads (Arterials and Collectors) than lower speed Local roads.

## Where Crashes Occur: Intersections vs. Between Intersections

Unlike pedestrian crashes, most bike crashes and injuries occurred **at intersections**, where people biking and driving most often cross paths.

LOCATION	CRASHES	INJURIES	FATALITIES
At intersection 0 ft.	47.22%	48.28%	50.00%
Near intersection 1–50 ft.	16.67%	17.24%	0%
Intersection influence area 51–200 ft.	19.44%	17.24%	50.00%
Mid-block 201–660 ft.	16.67%	17.24%	0%

## Probable Contributing Circumstances

Failure to yield was the most common contributing circumstance in cyclist-involved crashes, followed by vision obstructed. While less frequent, driver failure to obey rules of the road was the deadliest factor, resulting in one fatality in only three crashes. These patterns point to the importance of improving visibility, and designing roads where people bike to promote stronger compliance with traffic controls.





PROBABLE CONTRIBUTING CIRCUMSTANCE	CRASHES	INJURIES	FATALITIES	FATALITY RATE
1. Driver failed to yield	11	9	1	9.1%
2. Driver vision obstructed	5	3	0	0%
3. Driver improper lane usage / change	4	3	0	0%
4. Driver failure to obey signs, signals, or officer	3	2	1	33.3%

## Bike Infrastructure

Bike infrastructure works (but not all bike infrastructure works the same). Most crashes occurred on streets without ANY bicycle infrastructure (or “facilities”), but when we look at cyclist-involved crashes that happened where facilities exist, very few happened on routes with higher levels of separation or protection. Only one crash was reported where bike infrastructure offers “good” to “high” separation (e.g. protected or off-street facilities).

INFRASTRUCTURE TYPE	MAPPED CRASHES*	INJURIES	FATALITIES
None	24	19	1
<b>MINIMUM TO MODERATE SEPARATION</b>			
Sharrows	2	2	0
Conventional Bike Lane	9	6	1
<b>GOOD TO HIGH SEPARATION</b>			
Buffered Lanes	0	0	0
Off-Street Trail	1	1	0
Other Facilities	0	0	0

\* Not all reported crashes could be mapped because not all reports included coordinates. Only crashes that were mapped were counted.



Learn more about levels of separation and bike infrastructure design options in the 2018 **East-West Gateway Bicycle Planning Guide**.



# COUNTY OVERVIEW

In St. Louis County, nearly 400 pedestrians and cyclists were struck by drivers in 2025. While the number of VRU deaths (26) is down from 2024, clearly more work remains to be done to protect people walking and biking.

## St. Louis County by the Numbers

### PEDESTRIANS

**288** PEOPLE INVOLVED IN CRASHES  
+54 from 2024



### CYCLISTS

**90** PEOPLE INVOLVED IN CRASHES  
+7 from 2024



**24** people killed  
-12

**248** people injured  
+59

**16** only property damage

**2** people killed  
+2

**76** people injured  
+4

**12** only property damage

## County Top Five VRU High Crash Corridors (Excluding Interstates)

### 1. LINDBERGH BLVD / US 61/67

22 crashes  
19 injuries  
1 fatality

### 2. CHAMBERS RD

11 crashes  
9 injuries  
1 fatality

### 3. MANCHESTER RD / MO 100

10 crashes  
6 injuries  
1 fatality



4.

NEW HALLS FERRY RD



5.

WEST FLORISSANT RD



### Key Takeaways

**HIGH-SPEED ARTERIAL ROADS ARE WHERE MOST PEDESTRIAN DEATHS OCCUR.** Reducing speeds and improving crossing safety on arterial corridors are crucial strategies for preventing pedestrian deaths in the County.

**THE MOST DANGEROUS PEDESTRIAN CRASHES OCCUR JUST BEYOND INTERSECTIONS.** Safer corridors require frequent, well-protected crossing opportunities between intersections, not just improved intersections.

**MANY PEDESTRIAN CRASHES REFLECT GAPS IN BASIC WALKING INFRASTRUCTURE.** Expanding sidewalk networks, lighting, and safe crossings is critical to improving pedestrian safety on suburban corridors.

Taken together, the data show that serious crashes involving pedestrians and cyclists in St. Louis County are closely tied to **high vehicle speeds**, **long corridor segments without safe crossings**, and **gaps in basic walking and biking infrastructure**. Addressing these risks requires a combination of speed management, safer arterial corridor design, expanded sidewalks, and connected bicycle infrastructure.





# COUNTY PEDESTRIANS


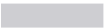

## Speed Limits

Most crashes and nearly all fatalities occur on roads posted 35–45 mph. These are speeds commonly found on **multi-lane arterials** that prioritize the number of vehicles that can quickly navigate an corridor over safe crossings.

SPEED LIMIT	CRASHES	INJURIES	FATALITIES
≤20 mph	6.77%	7.34%	0%
25 mph	12.50%	12.99%	0%
30 mph	10.94%	11.30%	4.76%
35 mph	29.69%	29.38%	23.81%
40 mph	16.15%	14.69%	23.81%
45 mph	4.69%	5.65%	19.05%
50+ mph	5.21%	5.65%	14.29%
Other	14.06%	12.99%	14.29%

## Road Classification

In St. Louis County, the majority of pedestrian crashes occurred on **arterial roads**, which accounted for 52% of crashes and just over half of all pedestrian injuries. The concentration of fatal outcomes on arterials was even more striking: nearly 8 out of 10 pedestrian deaths (78%) occurred on arterial corridors. By comparison, collector and local streets together accounted for nearly one-third of crashes but no pedestrian fatalities. Like in the City, this highlights the outsized role that arterials play in producing the most severe pedestrian safety outcomes in the County.

CLASSIFICATION	CRASHES	INJURIES	FATALITIES
 Local road	19.3%	19.5%	0%
 Collector	12.9%	14.1%	0%
 Arterial	52.3%	50.6%	78.3%
Other	15.5%	15.8%	21.7%





## Key Takeaways

- The majority of crashes (52%) took place on Arterials in the County
- Arterials accounted for half of all pedestrian injuries, and 78% of all pedestrian deaths

## Where Crashes Occur: Intersections vs. Between Intersections

Most pedestrian crashes occur at or near intersections, but many serious crashes happen just beyond them.

LOCATION	CRASHES	INJURIES	FATALITIES
At intersection 0 ft.	10.94%	10.73%	4.76%
Near intersection 1–50 ft.	22.92%	25.99%	9.52%
Intersection influence area 51–200 ft.	36.98%	35.03%	66.67%
Mid-block 201–660 ft.	24.99%	23.73%	19.05%
Far mid-block >660 ft.	4.17%	4.52%	0%

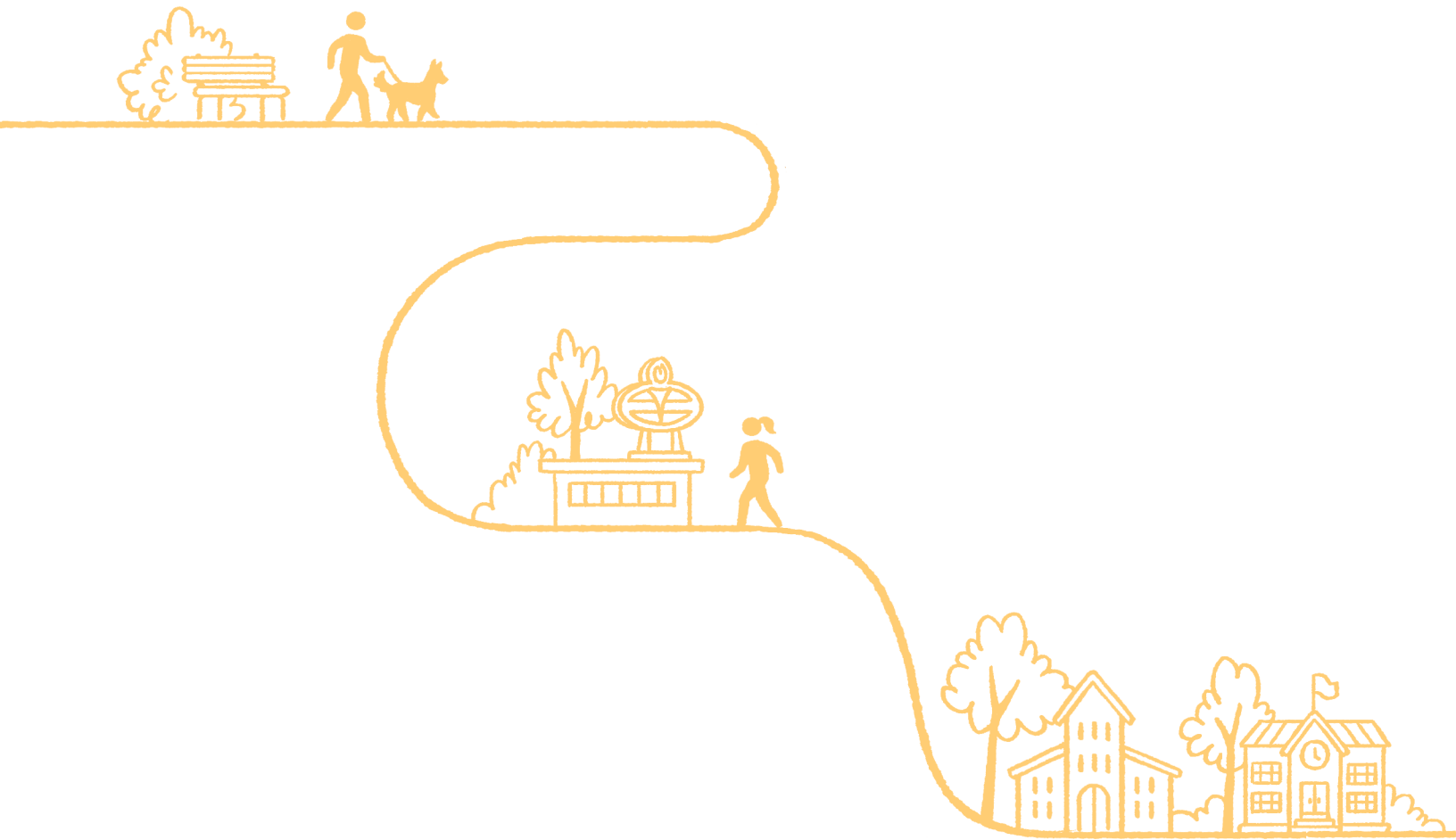
## Probable Contributing Circumstances

Probable contributing circumstances for County pedestrian crashes are similar to those in the City, although pedestrians deemed to be in the roadway “improperly”<sup>\*</sup> stand out more. These results once again highlight how pedestrian fatalities are driven by a mix of unsafe street conditions, poor lighting/visibility, and conflicts on roads not designed to safely accommodate people walking.

<sup>\*</sup> “Improperly” just means a person (not on or in a vehicle) was on the street “when not directed to do so by a traffic control device or law enforcement officer.” Anytime someone walks or stands in a road outside of a crosswalk, they are “improperly” in the road.



PROBABLE CONTRIBUTING CIRCUMSTANCE	CRASHES	INJURIES	FATALITIES	FATALITY RATE
1. Pedestrian in roadway improperly (standing, lying, working, playing, stopped)	62	52	13	21.0%
2. Driver failed to yield	50	46	5	10.0%
3. Pedestrian not visible (dark clothing, no lighting, etc.)	47	33	13	27.7%
4. Driver distracted / inattentive	26	23	4	15.4%





# COUNTY CYCLISTS


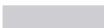

## Speed Limits

Bike crashes in the County happen across a wide range of speed limits, suggesting that most bike crashes occur on **ordinary urban streets** where people biking and driving share the roadway.

SPEED LIMIT	CRASHES	INJURIES	FATALITIES
≤20 mph	14.00%	12.50%	0%
25 mph	32.00%	40.00%	0%
30 mph	14.00%	12.50%	0%
35 mph	20.00%	20.00%	50.00%
40 mph	10.00%	5.00%	50.00%
45 mph	4.00%	5.00%	0%
Other	6.00%	5.00%	0%

## Road Classification

Cyclist-involved crashes in the County occur on all road types, suggesting people ride bikes throughout the transportation network and that safety improvements cannot be limited to any one street type. However, **crash severity is clearly greatest on arterials**, which accounted for all cyclist fatalities in 2025.

CLASSIFICATION	CRASHES	INJURIES	FATALITIES
 Local road	25.6%	26.7%	0%
 Collector	20.9%	21.3%	0%
 Arterial	40.7%	40.0%	100.0%
Other	12.8%	12.0%	0%





## Key Takeaways

- All cyclist deaths in the County happened on Arterials
- Cyclist injuries in the County took place on a variety of road types, but most (62%) happened on high speed roads (Arterials and Collectors)

## Where Crashes Occur: Intersections vs. Between Intersections

Bike crashes occur both at intersections and along roadway segments, suggesting that improving safety requires attention to **both intersection design and corridor conditions**.

LOCATION	CRASHES	INJURIES	FATALITIES
At intersection 0 ft.	20.00%	22.50%	0%
Near intersection 1–50 ft.	36.00%	32.50%	50.00%
Intersection influence area 51–200 ft.	18.00%	15.00%	0%
Mid-block 201–660 ft.	16.00%	17.50%	50%
Far mid-block >660 ft.	10.00%	12.50%	0%

## Probable Contributing Circumstances

Probable contributions to cyclist-involved crashes in the County are similar to those in the City. These findings underscore the need for safer intersections, clearer sightlines, and street designs that reduce conflict points for people biking. However, a significant number of crashes where the “non-motorist” (cyclist) failed to obey signs or signals reminds us that all road users need to obey the rules of the road. A **Safe Systems Approach** emphasizes that safety is a shared responsibility — not just the responsibility of any one person or group.



Want to know more about the Safe Systems Approach? Check out the following resources:

**Federal Highway Safety Administration – Safe System Approach**

**TMP – Safety Action Plan**

**Gateway to Safer Roadways**

**Missouri’s Vulnerable Road User Safety Assessment**





PROBABLE CONTRIBUTING CIRCUMSTANCE	CRASHES	INJURIES	FATALITIES	FATALITY RATE
1. Driver failure to yield	23	17	1	4.3%
2. Driver distracted / inattentive	6	7	0	0%
3. Non-motorist failure to obey signs, signals, or officer	6	4	1	16.7%
4. Driver vision obstructed	5	4	1	20.0%

## Bike Infrastructure

The majority of reported bike crashes and injuries that we have map data for occurred on streets **without bike facilities**, highlighting the challenges people face when biking on roads designed primarily for motor vehicles.

INFRASTRUCTURE TYPE	MAPPED CRASHES*	INJURIES	FATALITIES
None	38	35	1
MINIMUM TO MODERATE SEPARATION			
Signed Route (No Sharrows)	2	2	0
Sharrows	1	1	0
Conventional Bike Lane	1	1	0
GOOD TO HIGH SEPARATION			
Off-Street Trail	2	1	1
Other Facilities	0	0	0





## PART III

# THE CONDITIONS THAT LEAD TO SEVERE VRU CRASHES

**SERIOUS CRASHES INVOLVING PEOPLE WALKING AND BIKING TEND TO OCCUR UNDER SIMILAR CONDITIONS.** Identifying patterns in how certain factors combine helps explain why some streets consistently produce more severe crashes than others. In this chapter, we examine those patterns and show how proven safety improvements can address the underlying roadway conditions that create risk.



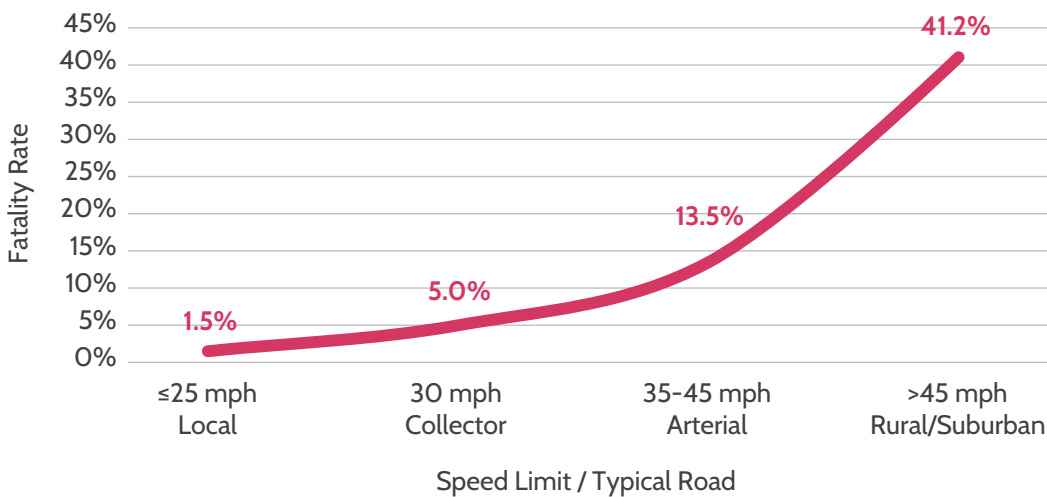
# SPEED: THE GREATEST RISK FACTOR

Speed is the strongest predictor of whether a crash becomes fatal. As a driver's speed increases, so does the likelihood that a crash will result in death. While crashes and injuries occur on both lower- and higher-speed roads, fatalities happen far more often on roads with speed limits of 35–45 mph, with the highest fatality rates occurring on roads posted above 45 mph.



Crashes involving VRUs on **35–45 mph** arterial roads are **8.6x** more likely to result in death than crashes on streets posted **25 mph or lower**.

## VRU CRASH FATALITY RATE BY SPEED



Note: The average fatality rate for all VRU crashes in the region is 10%. The data in this section includes City and County numbers combined.

## HIGH RISK SCENARIOS

Crashes are rarely the result of a single factor. However, certain conditions appear to put vulnerable road users (VRUs) at higher risk, especially when they are combined. Locations and situations where these high-risk combinations overlap are consistently the most dangerous for VRUs.

Examining these factors together helps identify the most dangerous conditions for VRUs and ways to change street design to reduce risk. Speed acts as a multiplier of these risks, and speed reduction should be part of the solution.



## High Risk Scenario 1: Intersection Influence Areas

The section of road immediately beyond intersections — the **Intersection Influence Area** — is the most dangerous location for people walking and biking around St. Louis. Although intersections are often viewed as the primary source of conflict, VRU crashes and fatalities were disproportionately concentrated within **51–200 feet of intersections**.

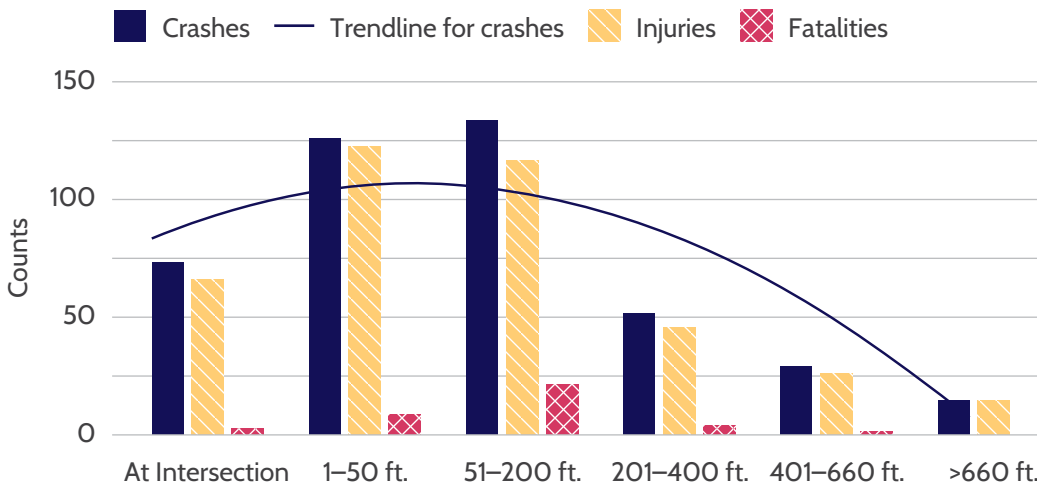
This area represents a transition zone where drivers make potentially dangerous maneuvers and people regularly cross the street. Here, drivers accelerate as they approach or pass an intersection and merge across lanes while starting or completing a turn. Risk is increased by what frequently exists in this area: driveways, parking lot access points, and bus stops in particular. People walking often cross in these locations to access commercial destinations or transit stops, even when marked crossings are not nearby.

The intersection influence area is often overlooked in roadway design and safety planning. Traditional approaches may focus on the intersection itself, while nearby roadway segments can contain many of the same conflicts but fewer protections for people walking and biking.

### CATEGORIES

- ◀ At Intersection  
**0 ft.**
- ◀ Near Intersection  
**1–50 ft.**
- ◀ Intersection Influence Area  
**51–200 ft.**
- ◀ Mid-Block  
**201–660 ft.**
- ◀ Far Mid-Block  
**>660 ft.**

### VRU CRASHES AND RISK BY DISTANCE FROM INTERSECTION (ALL SPEED LIMITS)





## Key Takeaways

- **61% of all vulnerable road user fatalities** occurred within 51–200 feet of an intersection, despite accounting for only 31% of crashes.
- The fatality rate in the intersection influence area (16.4%) was **four times higher** than the fatality rate at intersections (4.1%).
- On roads posted 35–45 mph, crashes occurring within the intersection influence area had a fatality rate of 17.4%, reinforcing that **speed magnifies the consequences of conflict**.

## POTENTIAL SOLUTIONS

- Shorten crossing distances with curb extensions
- Add median refuge islands at common crossing locations
- Consolidate or better manage driveways and access points
- Improve visibility and turning conditions near intersections
- Reduce target speeds through roadway redesign
- Install enhanced crossings where pedestrian activity already exists

## High Risk Scenario 2: Exposure, Visibility, and Speed

Crash reports often include a field called “probable contributing circumstance,” which records factors police officers believe may have influenced a crash. This can provide useful insights into common conflict situations between drivers and VRUs and help identify opportunities for safer street design.

“Failure to yield,” for example, is often a street design problem. Crossings may not be conspicuous, protected, or frequent enough, and drivers may not be forced to slow down or given enough warning to expect pedestrians. Similarly, people are often “in the roadway improperly\*” because we give them no safe, dignified alternative when there are missing sidewalks, long blocks without crosswalks, or transit stops on arterials without crossings. Finally, poor visibility is an infrastructure responsibility. Poor lighting, poor crosswalk placement, obstructions (like cars parked too close to corners), and vehicle blind zones are deadly for pedestrians.



For more information, see our **Proven Safety Countermeasures** table on page 38.

\* “Improperly” just means a person (not on or in a vehicle) was on the street “when not directed to do so by a traffic control device or law enforcement officer.” Anytime someone walks or stands in a road outside of a crosswalk, they are “improperly” in the road.



The most common contributing circumstances identified in crash reports were not unusual behaviors. Drivers failing to yield, people crossing outside expected locations, and limited visibility occurred across a range of speed environments. What changed dramatically was the severity of the outcome. Crashes involving these same conflict situations were far more likely to be fatal on higher-speed roads.

**FATALITY RATES FOR MOST COMMON VRU CRASH CIRCUMSTANCES BY POSTED SPEED LIMIT**

CONTRIBUTING CIRCUMSTANCE	≤25 MPH	30 MPH	35–45 MPH	50+ MPH
<b>Failed to yield</b>	38 crashes 1 death (2.6%)	18 crashes 1 death (5.6%)	53 crashes 9 deaths (17.0%)	1 crash 0 deaths (0%)
<b>In roadway improperly</b>	16 crashes 0 deaths (0%)	12 crashes 2 deaths (16.7%)	52 crashes 10 deaths (19.2%)	9 crashes 5 deaths (55.6%)
<b>Not visible</b>	3 crashes 0 deaths (0%)	1 crash 0 deaths (0%)	47 crashes 12 deaths (25.5%)	5 crashes 2 deaths (40.0%)



**Key Takeaways**

**Safer street design and lower posted speed limits can reduce these conflicts.**

Many of the circumstances recorded in crash reports, such as pedestrians crossing mid-block, drivers failing to yield, or limited visibility, are strongly influenced by street design factors, including:

- Long distances between crossings
- Wide multi-lane roads
- Limited lighting
- Lack of protected pedestrian infrastructure

In the next section, we look at how street design solutions can help combat the risks associated with the crash characteristics identified in the data.



# SOLUTIONS TO HIGH RISK SCENARIOS

The crash patterns and high-risk scenarios identified in this chapter point to **specific roadway conditions that consistently endanger people walking and biking**. Fortunately, we have proven safety countermeasures to address these conditions.

National guidance from the Federal Highway Administration (FHWA) and the National Association of City Transportation Officials (NACTO) emphasizes that the most effective VRU safety solutions focus on:

**Reducing speeds**

**Shortening crossing distances**

**Providing protected space for vulnerable road users**

On the following page are several nationally recognized safety strategies shown to reduce crash frequency and severity, especially in high-risk circumstances like those discussed. Many have been incorporated into state and local plans and policies. These are proven solutions we need to make our streets safer for everyone.





# PROVEN SAFETY COUNTERMEASURES

SAFETY FEATURE	WHAT THESE DO FOR SAFETY
<b>Road diet / lane diet</b>	Reduces the driving space, which could include the addition of bike lanes, widening of sidewalks, or turning multi-lane undivided roads into three lanes (one lane each direction plus a center turn lane). This lowers vehicle speeds, simplifies traffic conflicts, and creates space for bike lanes or pedestrian improvements.
<b>Mid-block crossings</b>	Adds safer crossings where people need to cross between intersections. Installing additional crossings and safety enhancements can significantly reduce risk, and make it easier and safer for pedestrians to cross where they naturally need to.
<b>RRFB pedestrian beacons</b>	Alerts drivers to pedestrians crossing at non-signalized locations.
<b>Curb extensions (bump-outs)</b>	Shortens crossing distances and increases visibility between pedestrians and drivers. By narrowing the roadway at crossings, they also encourage lower vehicle speeds.
<b>Pedestrian/median refuge islands</b>	Allows pedestrians to cross one direction of traffic at a time, providing a protected waiting space in the middle of the roadway. They are particularly effective on wide, multi-lane streets.
<b>Leading pedestrian intervals (LPIs)</b>	Gives pedestrians a head start at signalized intersections before vehicles receive a green light. This improves visibility and reduces turning conflicts.
<b>Center concrete medians</b>	Discourages passing and weaving in the center lane.
<b>Sidewalk and ADA upgrades</b>	Improves basic walkability and accessibility.
<b>Protected bike lanes</b>	Separates people biking from motor vehicle traffic using curbs, posts, or parking lanes. Protected bike lanes reduce crash risk dramatically.
<b>Pedestrian push button signals</b>	Allows people walking to request a crossing signal at traffic lights.
<b>Durable striping / crosswalk marking updates</b>	Makes travel lanes and crossings clearer and more visible.



# LOCAL EXAMPLES

Proven safety countermeasures show that **we know what works to protect vulnerable road users**. The challenge now is scaling these solutions across our region. The following examples highlight how these strategies are already being implemented in the City and County.

## Kingshighway Boulevard

### PROJECT DESCRIPTION

One of the City's ARPA-funded principal arterial safety improvement projects, this covers more than nine miles from Florissant Avenue to Gravois Avenue. It includes repavement, new lane striping, bump-outs, and more.

### WHY

**Kingshighway combines nearly every risk factor highlighted in the crash data.** It is a long, busy arterial with:

- High speed limits
- High crash volumes
- Dangerous intersections
- Numerous places where pedestrians and cyclists must cross an overly-wide road that invites speeding

### CRASHES

Kingshighway has ranked second overall for number of VRU crashes since 2020 and fifth overall for VRU fatalities.

**95**

total VRU crashes since 2020

**3**

total VRU fatalities since 2020



Concrete median near Tower Grove Park





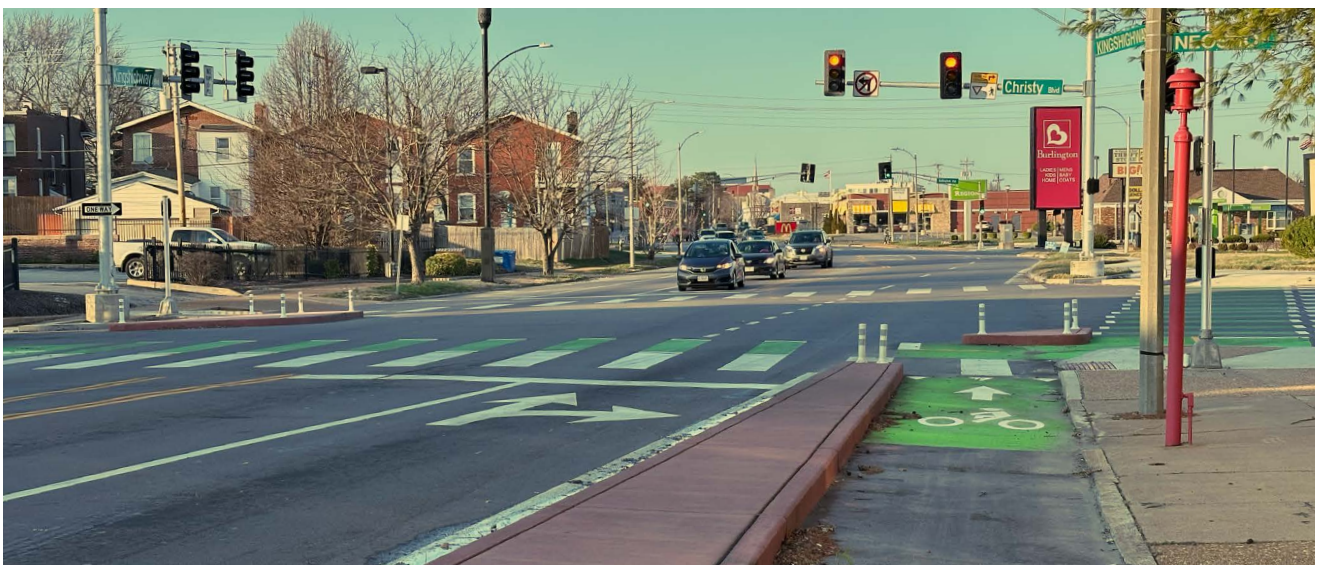
Left: Mid-block crossing and concrete median near Tower Grove Park  
 Below: Intersection improvements that will link to future Christy Greenway extension

### HOW THE PROJECT ADDRESSES CRASH RISKS NOTED IN THIS REPORT

CRASH PROBLEM HIGHLIGHTED IN THE DATA

KINGSHIGHWAY PROJECT RESPONSE

High-speed arterial risk	Road diets, bump-outs, lane realignments
Straight-movement corridor crashes	Road diets, medians, lane reallocation
Dangerous intersection influence areas	Medians, bump-outs, new signals, realigned lanes
Long crossing distances	Refuge medians, crosswalk upgrades, RRFBs
Mid-block crossing need	Mid-block crossing with RRFB + pedestrian refuge island
Bike exposure on arterials	On-street bike lanes, protected treatment at Christy/Neosho
Top-crash intersections	Delmar, Lindell, Lindell/Whittier and other intersection redesigns



## Page Avenue / Route D

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### PROJECT DESCRIPTION

This MoDOT project addresses Page Avenue (Route D) in both St. Louis City and St. Louis County. It combines proven safety tools designed to slow traffic, reduce risky driving behaviors, and make crossing a wide arterial safer.

### WHY

Page/Route D is a wide arterial with posted speed limits of 30–35 mph, heavy through traffic, and many places where people need to cross between major intersections. The corridor experiences significant speeding, aggressive driving, and high crash rates. **The City segment alone has a crash rate six times the statewide rate for similar roads.**

### CURRENT CONDITIONS ON PAGE AVE. AT HODIAMONT AVE.



Summary: An unprotected crossing (low visibility enhancement, no physical protection provided to pedestrians by medians or refuge islands) at an adult daycare center and early childhood learning facility.

Source: Google Maps



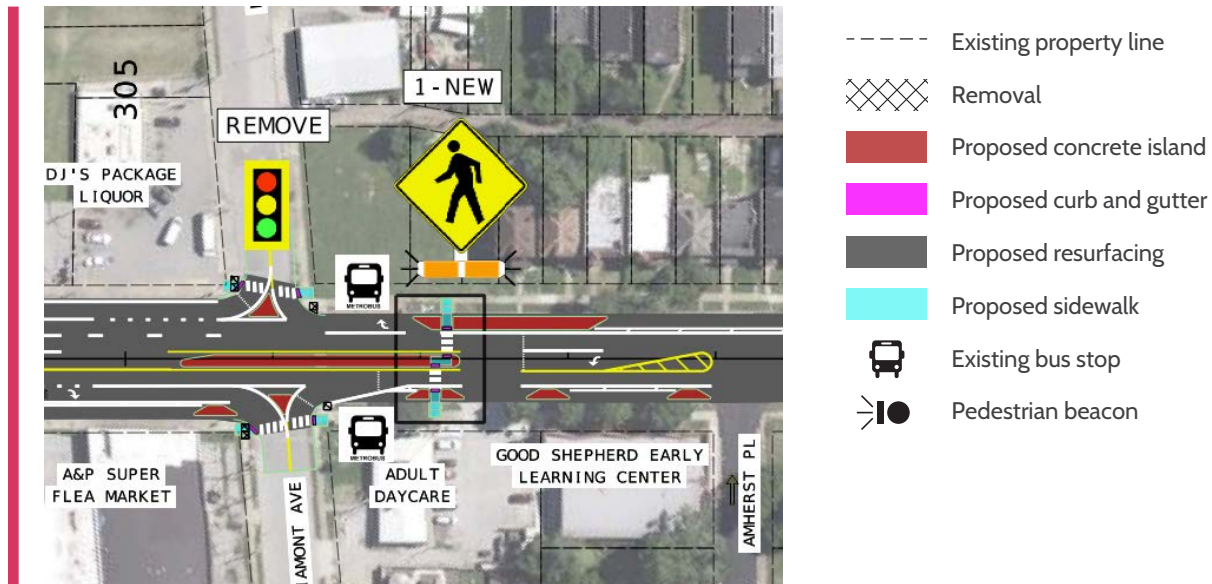
## HOW THE PROJECT ADDRESSES CRASH RISKS NOTED IN THIS REPORT

### CRASH PROBLEM HIGHLIGHTED IN THE DATA

### ROUTE D PROJECT RESPONSE

Higher speeds on arterial roads make crashes deadlier	Road/lane diets, medians, narrower consistent lane widths, curb and striping changes to calm traffic speeds.
Risk peaks just beyond intersections / in corridor crossing zones	New and relocated mid-block crossings, RRFBs, refuge islands, and signal adjustments.
Straight-movement crashes dominate severe outcomes	Corridor-wide speed management applied with concrete medians, bump-outs, road/lane diets.
Pedestrians need shorter, safer crossings	Refuge islands, bump-outs, ADA improvements, improved markings, new crossing points.

### PROPOSED SAFETY IMPROVEMENTS ON PAGE AVE. AT HODIAMONT AVE.



Summary: The crosswalk is moved away from the intersection, with a pedestrian refuge island and RRFB added along with curb extensions — improving pedestrian visibility and reducing pedestrian exposure in the roadway.

Source: MoDOT

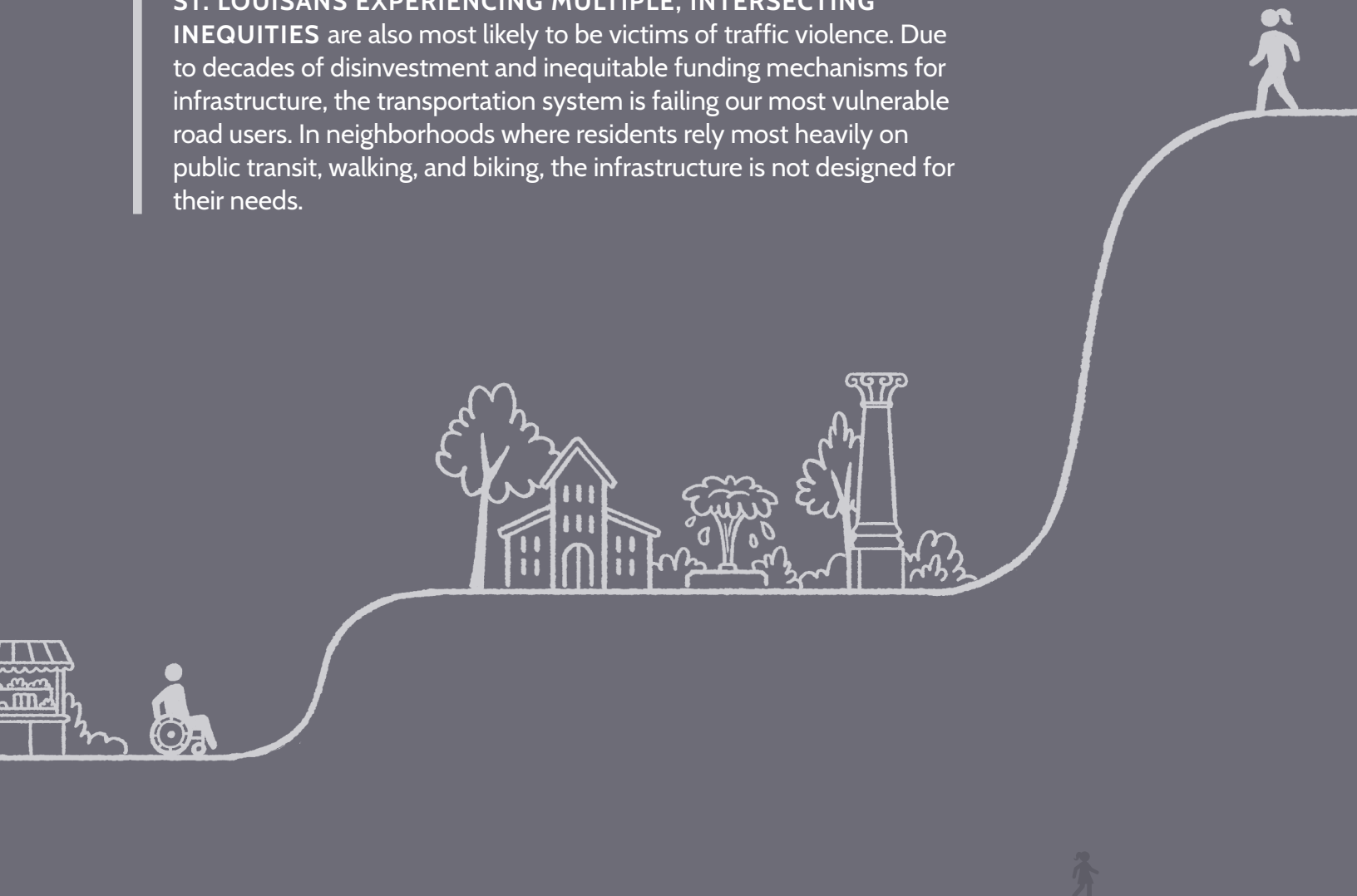
These new projects incorporate proven countermeasures into the street designs. We have seen that **these methods applied elsewhere have consistently reduced fatalities** on streets like Natural Bridge Boulevard. Now, we have more opportunities to collect data on the ongoing impact these countermeasures have on reducing traffic fatalities and balancing the needs of all users.



## PART IV

# INEQUITABLE IMPACT

**ST. LOUISANS EXPERIENCING MULTIPLE, INTERSECTING INEQUITIES** are also most likely to be victims of traffic violence. Due to decades of disinvestment and inequitable funding mechanisms for infrastructure, the transportation system is failing our most vulnerable road users. In neighborhoods where residents rely most heavily on public transit, walking, and biking, the infrastructure is not designed for their needs.



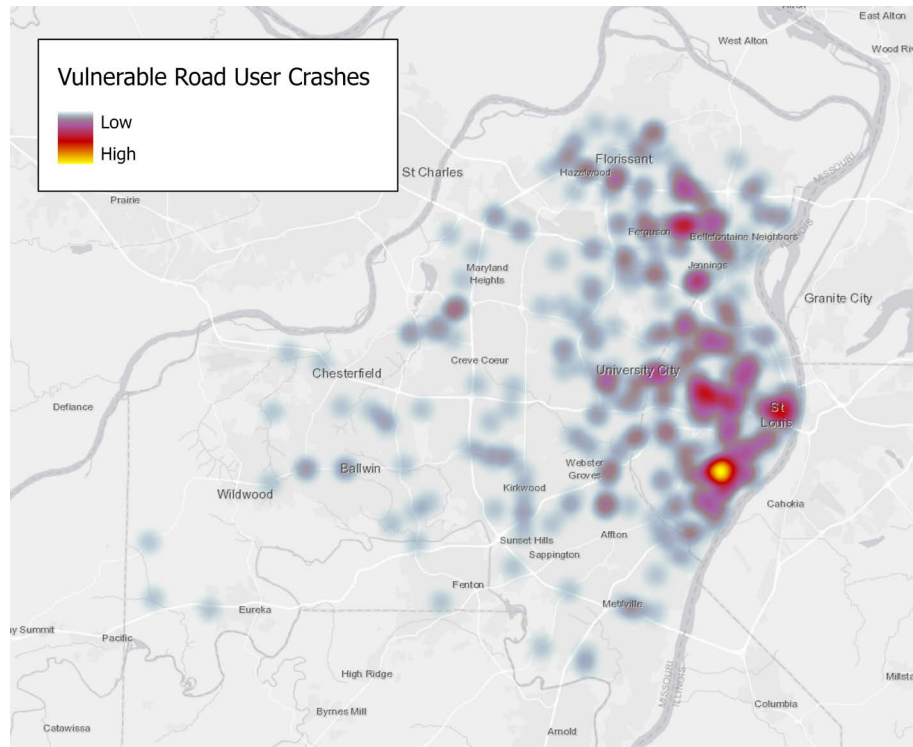
# TRAFFIC VIOLENCE DISPROPORTIONATELY IMPACTS VULNERABLE COMMUNITIES

Crashes involving vulnerable road users (VRU) are concentrated in communities that already face **disproportionate social burdens**.

When we overlay VRU crashes with equity indicators, we find that census tracts near the areas with the highest rates of VRU crashes have, compared with predominantly white census tracts:

- Higher percentage of residents who **commute to work on public transit**
- Higher percentage of **Black and Brown residents**
- Lower median household income**
- Higher percentage of **unemployed residents**
- Higher percentage of residents with **no vehicle available**

HEATMAP OF VRU CRASH DATA, 2025



## Key Takeaway

**TRANSPORTATION INFRASTRUCTURE IS TO BLAME.** We must protect the lives of vulnerable road users by improving our street infrastructure, particularly for pedestrians.



For more information, see the **2025 State of Our Streets supplemental data.**



## PART V

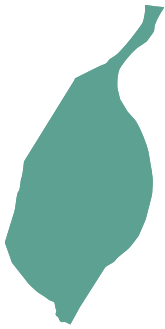
# ADVOCACY RECOMMENDATIONS



Trailnet, Paraquad, and Starkloff Disability Institute joined forces to present “Accessibility by Design: Crafting Complete Streets for All” in August 2025. The workshop explored how better street design creates more accessible, welcoming spaces for people with disabilities, and how everyone can advocate for safer, more inclusive streets.



# ADVOCATE IN ST. LOUIS CITY



The City of St. Louis adopted its **Transportation and Mobility Plan (TMP)** in 2025. The TMP reflects community input, sets forward a safety action plan, establishes a street design framework, and recommends safety improvements for all road users.

The TMP's recommendations offer opportunities to advocate for safer streets. Here are some of the improvements you can champion.



Learn more about the TMP



## Infrastructure

**ADVOCATE FOR CALM STREETS.** Calm Streets are low-traffic streets designed to prioritize safety through traffic-calming measures and encourage walking and biking. Calm Streets may look different in each neighborhood, depending on local needs and street conditions. Participate in conversations about Calm Streets and advocate for their implementation where appropriate.

**SUPPORT BICYCLE NETWORK EXPANSION.** For safety and connectivity, design streets with an emphasis on strengthening the bike network. Support new bike network projects that close network gaps and develop safe crossings.

## Policy

**ADVOCATE FOR SAFER SPEED LIMITS.** Speed kills. The TMP recommends that the default speed limit be reduced to 20 mph on most local streets. Trailnet supports the reduction of speed limits in the City of St. Louis to 25 mph on arterial streets and 20 mph on local streets. Advocate for lower speed limits.

**ADVOCATE FOR A COMPREHENSIVE SIDEWALK MAINTENANCE POLICY.** Currently, sidewalk repairs and replacements are generally funded through the 50/50 Sidewalk Program, which requires residents to pay half the cost of the work. The program is ineffective, inequitable, and difficult to administer. The result is poor ADA accessibility and gaps in sidewalk connectivity, particularly in communities where residents cannot afford the high cost of sidewalk replacement. The TMP recommends a proactive, City-led approach to sidewalk maintenance. Advocate for implementation of that recommendation to create a continuous and accessible sidewalk network across St. Louis.



**ENGAGE WITH IMPLEMENTATION OF THE CITY DEPARTMENT OF TRANSPORTATION.** The St. Louis Street Department will transition into the Department of Transportation in 2029. This shift clarifies that the City's Department of Transportation will oversee planning, traffic engineering, and the management of sidewalks, streets, alleys, bridges, and all modes of transportation. As the department takes shape, participate in opportunities to help set priorities that address the needs of vulnerable road users.

## ADVOCATE IN ST. LOUIS COUNTY



The **St. Louis County Action Plan for Walking & Biking** was adopted in 2019, with Trailnet serving as a key partner in its development. The Action Plan calls for bicycle and pedestrian infrastructure improvements to St. Louis County-owned roads. It also calls for policies and programs to encourage walking and biking in the County.

You can use the Action Plan's recommendations to support improvements in your area.



Learn more about the **St. Louis County Action Plan for Walking & Biking**.



## ADVOCATE FOR FEDERAL FUNDING

Federal funding is critical to advancing bicycle and pedestrian safety projects. Out of 156 Transportation Improvement Program (TIP) projects across St. Louis City and County last year, 65% included bicycle and pedestrian elements, receiving a total of \$94.5 million dollars. These investments support local jobs and economic activity. They also strengthen safety, connectivity, and quality of life by building streets that better protect and serve everyone who uses them.

**Federal funds for crucial bicycle and pedestrian safety are disappearing.** Millions of dollars already programmed for projects in St. Louis are at risk of being lost.



Surface transportation reauthorization will take place in September 2026 and will help determine federal transportation funding priorities and investments for the next five to seven years. For more information on federal funding, follow **Transportation for America**.



# HOW CAN I GET INVOLVED?

**You** are the solution to improved street safety.

It all begins with getting involved and making your voice heard. Here are a few recommendations for getting started.



**CONTACT YOUR LOCAL REPRESENTATIVES:** Reach out to your local representatives and city officials to discuss street and sidewalk concerns, upcoming transportation projects, or transportation-related policies.



**ATTEND PUBLIC MEETINGS:** Whether in-person or virtually, public meetings can provide you with valuable knowledge to keep up on current projects, board bills, and resolutions related to transportation.



**CONNECT WITH COMMUNITY GROUPS:** Neighborhood associations, community development corporations, and local advocacy organizations are great places to meet other residents. Discuss transportation challenges and solutions that matter most in your community.



**PROVIDE PUBLIC TESTIMONY:** Occasionally, opportunities arise to have your voice heard on proposed legislation at meetings with elected officials, such as county council or aldermanic hearings. This can be an impactful face-to-face advocacy opportunity.

It is not uncommon for transportation infrastructure projects to take years before implementation begins. The process is time-consuming and expensive, from community engagement, design, engineering, to funding.

**Don't let this prevent you from advocating.**

Connect with your community and advocate for changes that improve safety locally, contribute feedback to projects of all sizes, and voice your opinions when projects don't meet your community's needs. Use this report as a tool for addressing your concerns!

**Everyone deserves to move through St. Louis safely, no matter how they travel. By working together, we can create streets that truly protect and serve everyone.**



# APPENDIX

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## METHODOLOGY

In 2025, Trailnet updated our crash analysis procedures to incorporate more detailed crash records. Using richer data allowed us to expand our analysis beyond crash counts to examine factors such as precise crash locations, sequence of events, probable contributing circumstances, road conditions, and roadway characteristics. Understanding the conditions under which crashes occur helps us provide more accurate guidance on the needs of our region and its residents.

Crash data presented in this report comes from two sources: the Missouri State Highway Patrol's Missouri Statewide Traffic Accident Records System (STARS) and records obtained directly from the Missouri State Highway Patrol's Patrol Records Division. We analyzed crashes involving vulnerable road users (defined here as pedestrians and cyclists) occurring in the City of St. Louis and St. Louis County between Jan. 1 and Dec. 31, 2025. Data used for equity mapping and demographic analysis was derived from the U.S. Census Bureau's 2024 American Community Survey.

Previous editions of this report relied exclusively on the publicly available STARS database. For 2025, detailed records obtained through the Patrol Records Division provided geospatial coordinates and additional crash characteristics that enabled the more in-depth analyses presented throughout this report. These records were obtained in two deliveries covering the full 2025 calendar year.

Because crash reports continue to be submitted and processed after the end of the calendar year, statewide totals may change as records are finalized. To incorporate the most complete counts available at the time of publication and maintain consistency with previous editions of this report, STARS data accessed in April 2026 was used to report overall crash totals, injuries, fatalities, and high-crash corridor rankings. Patrol Records Division data was used for all detailed analyses of crash characteristics and circumstances. As with all crash reporting systems, reporting lag exists, and some crashes — particularly those involving vulnerable road users — are likely underreported.



# GLOSSARY

## Common Terms

**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.

**Exposure:** The amount of time and frequency that a VRU is sharing space with vehicles.

**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.

**Vulnerable Road User (VRU):** Anyone outside of a vehicle that is utilizing active modes of transportation, including those walking, biking, rolling, or using mobility aids.

## Types of Roads

**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:** Major roads designed to move large volumes of traffic across a city or region. Speed limits range from 30 to 45 mph, and they typically have 3-6 lanes. Excluding interstates, these roads have the highest traffic volumes and the most travel 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.



## Key Crash Characteristics

**Road Classification:** Crashes are organized by their “functional classification” — a formal tiered categorization of roads based on their role within the network (for moving motor vehicles).

**Posted Speed Limits:** Crashes are organized by speed limits to measure the effect of speed on crash rates plus injury and fatality risk.

**Where Crashes Occur:** Crashes are organized by whether they occurred at an intersection, near an intersection, or in between intersections (mid-block) to better understand how street design, crossing conditions, and behavior patterns influence risk.

**Probable Contributing Circumstances:** Crashes are organized by “probable contributing circumstances” (failure to yield, speeding, distraction, etc.) as recorded in official crash reports, to help distinguish between behavioral patterns and systemic roadway conditions, or whether interventions should focus on design changes, speed management, education, or a combination of strategies.

**High Crash Corridors:** Mapping crash density along specific roadways helps prioritize high-injury networks and target infrastructure investments where they will have the greatest life-saving impact.

**Bike Infrastructure:** Cyclist-involved crashes are organized by the type of bicycle infrastructure present (or absent) at the crash location to show how different facility types relate to crash frequency and severity.





# 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 lead in fostering healthy, active, and vibrant communities where walking, bicycling, and the use of public transit are a way of life.

Learn more at [trailnet.org](https://trailnet.org).



## The State of Our Streets Team

### LEAD AUTHOR

Erich Hellmer, PhD, Community  
Planning Manager

### CO-AUTHORS

Allie Reed, Program Manager  
Sam Pounders, Community Mobility Planner

### GRAPHIC DESIGN

Audrey Westcott

### DATA COLLECTION

Paul Wagner

### EDITORIAL REVIEW

Cindy Mense, CEO  
Corinne Austin, COO  
Chantal Incandela, Director of Marketing  
and Communications

### DATA AND SOURCES

State of Missouri STARS Reporting  
Missouri State Highway Patrol Records Division  
U.S. Census Bureau  
St. Louis Metropolitan Police Department Daily  
Accident Reporting

### ACKNOWLEDGMENTS

E. Reuben and Gladys Flora Grant  
Charitable Trust  
Missouri Foundation for Health  
Trailnet members and donors

*If you have any questions or comments  
about this report, please reach out to  
[planning@trailnet.org](mailto:planning@trailnet.org).*