

### New Halls Ferry Rd and Shackelford Rd

- Retroreflective Backplates
- Hardened Centerlines

### New Halls Ferry Rd and Vaile Ave

- Retroreflective Backplates
- Modified Right Turn Angle
- Hardened Centerlines

### Route AC (New Halls Ferry Rd) and Parker Rd

- Retroreflective Backplates
- Offset Left Turn Lane
- Hardened Centerline
- High Visibility Crosswalk
- ADA Curb Ramps

### Route AC (New Halls Ferry Rd) and West Florissant Ave

- Retroreflective Backplates
- Modified Right Turn Angle
- Hardened Centerline

### Route AC (New Halls Ferry Rd) and Mehl Rd

LED Stop Sign

### Between U.S. 67 (Lindbergh Blvd) and Leisurewood Ct

- Sidewalk
- ADA Curb Ramps

### Between Parker Spur and Dunn Road

- Chevrons on curve
- Raised Median (Between Hearthstone Dr and Greengrass Dr)
- Bump Outs

606 Crashes along this section from 2016-2020



## SAFETY

IMPROVEMENTS PROJECT  
A LIFESAVING PARTNERSHIP

## Project Summary

The Missouri Department of Transportation (MoDOT) and St. Louis County have formed a lifesaving partnership to make \$52 million worth of vehicle and pedestrian safety improvements at more than 230 locations on MoDOT and St. Louis County roads throughout the City of St. Louis and St. Louis and Jefferson Counties. These improvements, installed from early 2024 to summer 2026, are estimated to result in a **savings of \$1.2 billion in estimated savings from crash reductions of 170 fatal and serious crashes over 10 years.**

DATA SHOWS THERE WERE AT LEAST **5,321** CRASHES THAT INVOLVED AT LEAST ONE FATAL AND SERIOUS INJURY IN THE CITY OF ST. LOUIS, ST. LOUIS COUNTY AND JEFFERSON COUNTY BETWEEN 2016 - 2020

**\$52 MILLION**

WORTH OF VEHICLE AND PEDESTRIAN  
SAFETY IMPROVEMENTS BY 2026

**230 LOCATIONS**

THROUGHOUT THE CITY OF ST. LOUIS PLUS  
ST. LOUIS AND JEFFERSON COUNTIES

**New Halls Ferry Rd**

There were **1800 crashes** on New Halls Ferry Rd from Shackelford Rd to Dunn Rd in 2016-2020 based on crash reports submitted by our partner agencies. That included **3 fatal crashes and 17 severe crashes**. The 1800 crashes include 25 crashes that involved pedestrians or bicyclists. Most of the crashes that occurred on this section of New Halls Ferry are rear end, turning, side swiping, and roadway departure, which can be due to speeding, inattentive drivers, or distracted drivers. This project includes safety improvements at various locations between Shackelford Rd to Dunn Rd.

For more information visit:  
[modot.org/SLSafetyProjectRouteAC](https://modot.org/SLSafetyProjectRouteAC)



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# Safety Improvements

MoDOT plans to reduce crashes, especially those that result in serious or fatal injuries, by installing the improvements shown on the “Improvements Map” on the back of the pamphlet. Some of the proposed **traffic calming** improvements may look different to most people traveling through this area, such as curb bump out islands along the shoulders of the roadway and hardened centerlines within an intersection.



**High-Visibility Crosswalk**

Crosswalks upgraded with high visibility striping to help pedestrians be more visible to approaching vehicles.



**Retroreflective Backplates**

Increase visibility of signals by adding retroreflective yellow border



**Stop Sign with Flashing LEDs**

Increase visibility of stop sign by incorporating LED lights



**Chevrons and Curve Warning Signs**

These signs increase visibility of roadway curves to help drivers navigate the curve safely

Based on a recent speed study south of Parker Rd nearly 100 people each day are driving more than 20 mph over the speed limit.

## Traffic Calming Improvements

Traffic calming aims to improve a driver’s perception of speed and encourages better driver decision-making. In St. Louis and similar cities such as Milwaukee and Nashville, previous installations of traffic calming measures show that drivers will drive more cautiously, which reduces the frequency and severity of crashes.

The traffic calming devices proposed for New Halls Ferry are median islands, curb bump out islands on the shoulder, and hardened centerlines at intersections.



**Curb Bump Out Island**

Islands along the shoulder to provide a visual prompt of a narrower roadway.



**Raised Median Island**

Median gives visual prompt of narrower roadway.



**Hardened Centerline**

This improvement discourages high-speed turns by extending a low median island with rumble strips into the intersection, helping to guide traffic.



**Offset Left-Turns**

Opposing left turn lanes will be shifted so that vehicles in the opposite left turn lane do not block a driver’s view of oncoming traffic.



**Modified Right Turns**

Right turn lanes at intersections will be adjusted by modifying the island’s corner and straightening the curve using white pavement marking on the shoulder to improve visibility and discourage high-speed turns.