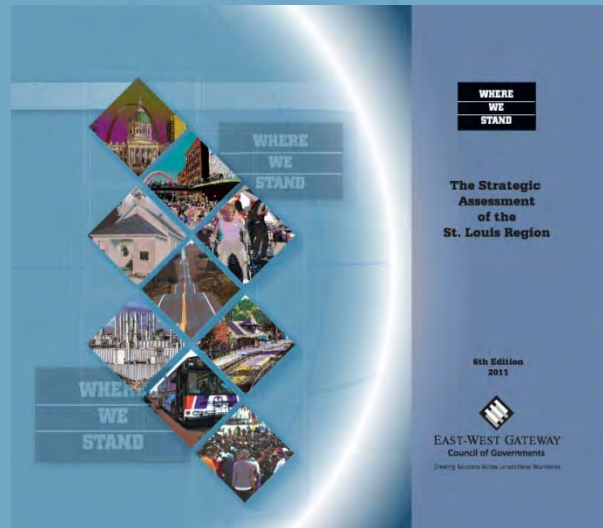


# Where We Stand Update 8: Transportation



East-West Gateway Council of Governments  
Board of Directors  
June 25, 2014

GATEWAY REGION

The Strategic Assessment of the St. Louis Region

WHERE  
WE  
STAND

# Long-Range Transportation Plan

## Guiding Principles

1. Preserve & maintain the **existing system**
2. Support **public transportation**
3. Support **neighborhoods and communities** throughout the region
4. Foster a **vibrant downtown**
5. Provide more **transportation choices**
6. Promote **safety and security**
7. Support a **diverse economy** throughout the region
8. Support **quality job** development
9. Strengthen **intermodal connections**
10. Support air quality and **environmental assets**

# Key Takeaways

## Compared to the peer regions....

- St. Louis provides an **extensive transportation network** with roads and bridges that are in **relatively good condition**.
- This network facilitates economic development by providing businesses with **low congestion, freight assets** and a **reliable system**.
- The region does not provide as many transportation options as many of the peer regions, contributing to **less accessibility** and **higher transportation costs** for residents.

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9<sup>th</sup> largest number of total freeway lane-miles with 2,612 freeway lane-miles

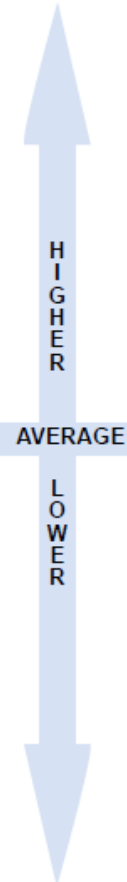
8<sup>th</sup> most number of bridges with over 4,000 bridges

9<sup>th</sup> in total square meters of bridge deck area with 3.7 million square meters

**ROAD NETWORK**

Freeway lane-miles per urbanized area square mile, 2011

1	San Francisco	3.0
2	Los Angeles	3.0
3	Kansas City	2.9
4	St. Louis	2.7
5	San Diego	2.7
6	Salt Lake City	2.2
7	Denver	2.2
8	Columbus	2.2
9	Seattle	2.1
10	San Antonio	2.1
11	Oklahoma City	2.0
12	New York	2.0
13	Minneapolis	2.0
14	Cleveland	2.0
<b>Average</b>		<b>1.9</b>
15	Miami	1.8
16	Portland	1.8
17	Dallas	1.8
18	Louisville	1.8
19	Baltimore	1.8
20	Austin	1.7
21	Houston	1.7
22	Nashville	1.7
23	Cincinnati	1.6
24	Washington DC	1.5
25	Milwaukee	1.5
26	Boston	1.5
27	Detroit	1.4
28	Memphis	1.4
29	Indianapolis	1.4
30	Phoenix	1.4
31	Pittsburgh	1.4
32	Chicago	1.3
33	Philadelphia	1.3
34	Atlanta	1.1
35	Charlotte	0.9

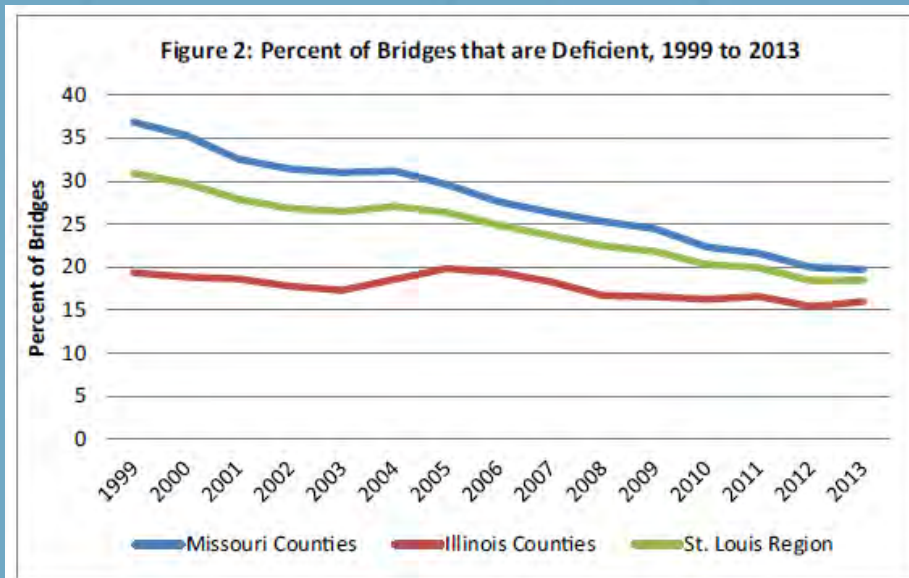


Source: Urban Mobility Report, 2012, Texas Transportation Institute; U.S. Census 2010

**WHERE WE STAND**

10,553 lane-miles maintained by MoDOT and IDOT in St. Louis Region

57% in good condition



Source: FHWA, National Bridge Inventory, 2013

### St. Louis region bridges

	<u>1999</u>	<u>2013</u>
Deficient	417	210
Obsolete	513	393

### DEFICIENT BRIDGES

Percent of bridge deck area that is structurally deficient or functionally obsolete, 2013

1	New York	63.0
2	Boston	56.7
3	Pittsburgh	55.2
4	San Francisco	50.4
5	Seattle	49.3
6	Detroit	49.2
7	Chicago	47.1
8	Cleveland	44.7
9	Philadelphia	42.5
10	Los Angeles	41.7
11	Cincinnati	37.4
12	Washington DC	37.1
13	Portland	36.6
14	Dallas	34.2
<b>Average</b>		<b>33.9</b>
15	Charlotte	32.0
16	Houston	30.9
17	Louisville	30.8
18	Milwaukee	30.6
19	Baltimore	30.5
20	Indianapolis	30.1
21	Kansas City	30.0
22	Memphis	29.8
23	Columbus	29.8
<b>24</b>	<b>St. Louis</b>	<b>29.1</b>
25	Oklahoma City	28.6
26	Denver	27.6
27	Phoenix	26.2
28	San Antonio	24.0
29	Austin	22.7
30	Miami	22.7
31	Nashville	20.9
32	Atlanta	20.3
33	San Diego	19.4
34	Minneapolis	14.6
<b>35</b>	<b>Salt Lake City</b>	<b>9.3</b>

Source: FHWA, National Bridge Inventory, 2013

# Key Takeaways

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\$686 congestion cost per  
auto commuter

Peer average \$923

20 minute trip at peak travel  
time takes an extra

2.8 minutes in St. Louis

Peer Average: 4.4 minutes

### TRAVEL TIME INDEX

Ratio of peak period travel time to  
free-flow travel time, 2011

1	Los Angeles	1.37
2	New York	1.33
3	Austin	1.32
4	Washington DC	1.32
5	Boston	1.28
6	Portland	1.28
7	Denver	1.27
8	Dallas	1.26
9	Houston	1.26
10	Philadelphia	1.26
11	Seattle	1.26
12	Chicago	1.25
13	Miami	1.25
14	Atlanta	1.24
15	Pittsburgh	1.24
16	Baltimore	1.23
17	Nashville	1.23
<b>Average</b>		<b>1.22</b>
18	San Francisco	1.22
19	Minneapolis	1.21
20	Charlotte	1.20
21	Cincinnati	1.20
22	San Antonio	1.19
23	Columbus	1.18
24	Detroit	1.18
25	Louisville	1.18
26	Memphis	1.18
27	Phoenix	1.18
28	San Diego	1.18
29	Indianapolis	1.17
30	Cleveland	1.16
31	Milwaukee	1.15
32	Oklahoma City	1.15
33	Salt Lake City	1.14
34	<b>St. Louis</b>	<b>1.14</b>
35	Kansas City	1.13

Source: Urban Mobility Report,  
2012, Texas Transportation  
Institute; U.S. Census 2010

### ANNUAL CONGESTION COSTS

Dollars per auto commuter, 2011

1	Washington DC	1,398
2	Los Angeles	1,300
3	New York	1,281
4	San Francisco	1,266
5	Chicago	1,153
6	Boston	1,147
7	Atlanta	1,120
8	Houston	1,090
9	Seattle	1,050
10	Nashville	1,034
11	Philadelphia	1,018
12	Miami	993
13	Dallas	957
14	Denver	937
15	Portland	937
16	Austin	930
17	Indianapolis	930
<b>Average</b>		<b>923</b>
18	Baltimore	908
19	Charlotte	898
20	Detroit	859
21	Columbus	847
22	Phoenix	837
23	Memphis	833
24	Pittsburgh	826
25	Cincinnati	814
26	Oklahoma City	803
27	San Antonio	787
28	Louisville	776
29	San Diego	774
30	Minneapolis	695
31	<b>St. Louis</b>	<b>686</b>
32	Cleveland	642
33	Salt Lake City	620
34	Milwaukee	585
35	Kansas City	584

Source: Urban Mobility Report,  
2012, Texas Transportation  
Institute; U.S. Census 2010



**FREIGHT TONNAGE**

Tons in thousands, 2011

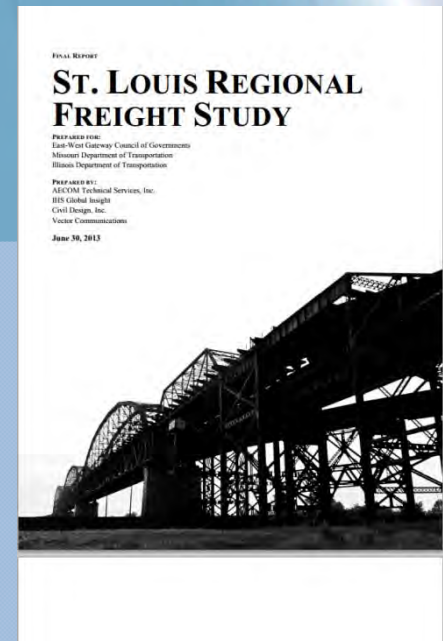
1	Houston	1,092,514
2	Los Angeles	811,308
3	New York	762,768
4	Chicago	731,275
5	San Francisco	435,636
6	Dallas	409,069
7	Philadelphia	379,977
8	Detroit	346,700
9	<b>St. Louis</b>	<b>315,934</b>
10	Atlanta	314,645
11	Minneapolis	304,299
12	Seattle	297,763
<b>Average</b>		<b>277,566</b>
13	Miami	231,904
14	Phoenix	221,959
15	Boston	213,552
16	Denver	196,778
17	Indianapolis	184,508
18	Washington	178,330
19	Portland	177,960
20	Pittsburgh	174,409
21	Cleveland	167,097
22	Baltimore	164,394
23	Kansas City	159,199
24	San Antonio	156,883
25	Columbus	149,837
26	Nashville	149,447
27	Salt Lake City	147,020
28	Cincinnati	144,673
29	Austin	113,451
30	Charlotte	112,802
31	Milwaukee	101,345
32	Oklahoma	97,832
33	Memphis	91,042
34	San Diego	90,828
35	Louisville	87,677

Source: Federal Highway  
Administration, Freight Analysis  
Framework

9<sup>th</sup> with 316 million tons of  
freight inbound, outbound and  
within the region

### 23 Freight Emphasis Areas

- 230,000 jobs
- \$55.5 billion in economic activity
- 160 million square feet of industrial and distribution space



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## St. Louis Commuters

8.1% Carpool  
2.3% Transit  
0.3% Bike  
1.7% Walk

56.6% of working age  
residents are within  $\frac{3}{4}$  mile  
of one transit stop  
Peer Average: 65.3%

### TRANSPORTATION CHOICE

Total percent of workers commuting  
via walking, bicycling, transit, or  
carpooling, 2012

1	New York	44.5
2	San Francisco	31.9
3	Washington D.C.	28.4
4	Boston	26.0
5	Chicago	23.8
6	Seattle	23.8
7	Philadelphia	21.8
8	Portland	21.8
9	Los Angeles	19.6
10	Salt Lake City	19.0
11	Baltimore	18.4
12	Pittsburgh	18.2
<b>Average</b>		<b>17.7</b>
13	Denver	17.0
14	Austin	16.2
15	Miami	16.1
16	Minneapolis	16.1
17	San Diego	16.1
18	Milwaukee	15.9
19	Houston	15.4
20	Phoenix	15.3
21	San Antonio	15.1
22	Atlanta	15.0
23	Charlotte	14.2
24	Cleveland	13.2
25	Memphis	13.1
26	Louisville	13.1
27	Dallas	13.0
28	Oklahoma City	12.5
29	Columbus	12.5
30	Indianapolis	12.5
<b>31</b>	<b>St. Louis</b>	<b>12.4</b>
32	Cincinnati	12.3
33	Detroit	12.1
34	Nashville	12.0
35	Kansas City	11.5

Source: American Community  
Survey, U.S. Census Bureau

### TRANSIT COVERAGE

Share of working-age residents  
living in block groups served by  
transit, 2010

1	Los Angeles	96.0
2	San Francisco	91.7
3	New York	89.6
4	Salt Lake City	89.0
5	Miami	88.8
6	Seattle	85.3
7	Denver	83.7
8	Portland	83.5
9	San Diego	83.0
10	Washington D.C.	82.5
11	Chicago	78.8
12	Philadelphia	76.9
13	Phoenix	70.5
14	Boston	69.4
15	Baltimore	68.3
16	San Antonio	68.2
17	Milwaukee	67.4
18	Minneapolis	67.0
19	Pittsburgh	66.8
20	Cleveland	66.2
<b>Average</b>		<b>65.3</b>
21	Detroit	59.7
22	Louisville	59.5
<b>23</b>	<b>St. Louis</b>	<b>56.6</b>
24	Columbus	55.7
25	Memphis	51.4
26	Cincinnati	48.0
27	Austin	47.3
28	Kansas City	47.2
29	Dallas	46.3
30	Houston	44.2
31	Charlotte	42.3
32	Indianapolis	41.6
33	Oklahoma City	41.6
34	Atlanta	37.8
35	Nashville	32.2

Source: Metropolitan Policy  
Program at Brookings, 2011

In St. Louis, in areas served by transit ...

24.1% of jobs are accessible in 90 minutes

8.3% in 60 minutes

3.7% in 45 minutes

### AVERAGE COMMUTE TIME

In minutes, 2012

1	New York	35.2
2	Washington D.C.	34.0
3	Chicago	30.6
4	San Francisco	30.4
5	Baltimore	30.0
6	Atlanta	30.0
7	Boston	29.5
8	Los Angeles	28.9
9	Houston	28.6
10	Philadelphia	28.6
11	Seattle	28.5
12	Miami	28.0
13	Dallas	27.1
14	Denver	26.9
<b>Average</b>		<b>26.6</b>
15	Pittsburgh	26.5
16	Nashville	26.3
17	Detroit	26.2
18	Phoenix	25.8
19	Charlotte	25.6
20	Austin	25.5
21	<b>St. Louis</b>	<b>25.4</b>
22	Indianapolis	25.1
23	Portland	25.1
24	San Antonio	24.9
25	Minneapolis	24.9
26	San Diego	24.6
27	Cleveland	24.6
28	Cincinnati	24.2
29	Louisville	23.7
30	Memphis	23.5
31	Salt Lake City	23.2
32	Milwaukee	23.1
33	Columbus	22.8
34	Kansas City	22.7
35	Oklahoma City	22.0

Source: American Community Survey, U.S. Census Bureau

### JOB ACCESS BY TRANSIT

Share of metropolitan jobs the typical working-age resident can reach via transit within 90 minutes, 2010

1	Salt Lake City	58.9
2	Milwaukee	48.6
3	Denver	47.5
4	Portland	39.9
5	Austin	39.0
6	San Antonio	37.0
7	Washington D.C.	36.6
8	New York	36.6
9	San Francisco	34.8
10	Columbus	34.1
11	Seattle	33.4
12	Indianapolis	33.1
13	Louisville	32.7
<b>Average</b>		<b>30.6</b>
14	Boston	30.2
15	Baltimore	30.2
16	Minneapolis	29.7
17	Charlotte	29.7
18	Houston	29.6
19	Cleveland	29.5
20	San Diego	29.1
21	Cincinnati	27.8
22	Phoenix	27.4
23	Nashville	27.4
24	Memphis	26.2
25	Los Angeles	25.6
26	<b>St. Louis</b>	<b>24.1</b>
27	Philadelphia	24.0
28	Chicago	23.9
29	Pittsburgh	23.0
30	Oklahoma City	22.7
31	Detroit	21.9
32	Atlanta	21.7
33	Dallas	19.0
34	Kansas City	18.3
35	Miami	16.2

Source: Metropolitan Policy Program at Brookings, 2011

### TRANSPORTATION EXPENSES

As a percent of median household income, 2005-2009

1	Oklahoma City	30.4
2	Memphis	30.4
3	Nashville	29.0
4	San Antonio	28.6
5	Louisville	28.3
6	Pittsburgh	28.1
7	Charlotte	27.2
8	Cleveland	26.9
9	Cincinnati	26.8
10	Indianapolis	26.8
11	Columbus	26.6
12	Miami	26.2
13	<b>St. Louis</b>	<b>26.2</b>
14	Kansas City	26.2
15	Atlanta	26.0
16	Houston	26.0
17	Phoenix	25.9
18	Detroit	25.6
19	Austin	25.4
20	Salt Lake City	25.4
<b>Average</b>		<b>24.6</b>
21	Milwaukee	24.9
22	Portland	24.4
23	Dallas	23.7
24	San Diego	23.1
25	Los Angeles	22.7
26	Denver	22.1
27	Minneapolis	22.0
28	Chicago	21.8
29	Philadelphia	21.6
30	Seattle	21.4
31	Baltimore	21.3
32	Boston	19.3
33	San Francisco	17.8
34	New York	17.6
35	Washington D.C.	17.2

Source: Center for Neighborhood Technology

Transportation Speaker Series coming to the Missouri History Museum **FREE**



*A regional conversation about the future of transportation in St. Louis*



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*A regional conversation about the future of transportation in St. Louis*

**Part 1 | June 18, 2014 | 7pm**

**Back to the Future: How St. Louis' Transportation Past Informs Our Future**

**Part 2 | July 31, 2014 | 7pm**

**Transportation Shoptalk: Fueling the Future Economy**

**Part 3 | Sept. 18, 2014 | 7pm**

**Transportation, That Delicate Balance: Are we ready for the next GEN?**

**Part 4 | Jan. 22, 2015 | 7pm**

**Planning for Uncertainty: Paying for Our Future Transportation Needs**

This FREE series is presented by East-West Gateway Council of Governments and the Missouri History Museum



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314-746-4599 | mohistory.org



This is a FREE speaker series and open to the public. To request special accommodations, contact Ms. Julie Stone at least 48 hours prior to the event, at 314-421-4220.

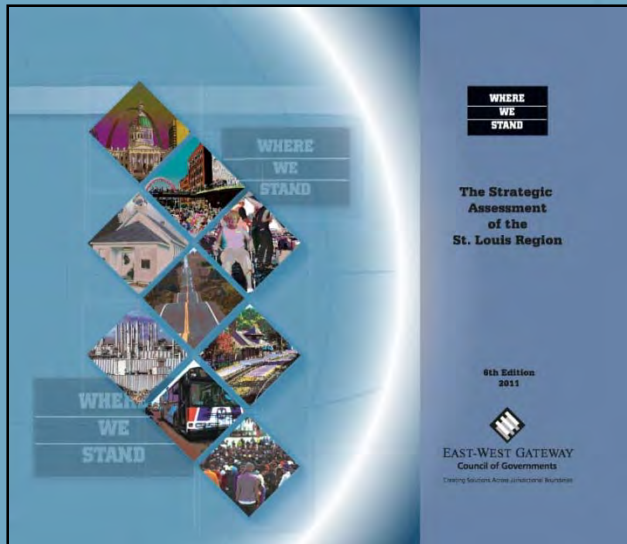


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GATEWAY REGION



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7<sup>th</sup> Edition  
Coming in June 2015**

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