AGENDA
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
WEDNESDAY, SEPTEMBER 26, 2018 – 10:00 AM

1. CALL TO ORDER

2. APPROVAL OF MINUTES OF AUGUST 29, 2018

3. DISCUSSION ITEMS

A. Where We Stand 7th Edition, Update 9: Traffic Safety - - Ross Friedman

B. 2018 Bicycle and Pedestrian Crash Analyses - - Anna Musial and Melissa Thiess

4. ACTION ITEMS

A. Consultant Selection for Bevo Great Streets Planning - - Paul Hubbman

B. Modification of the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by the Missouri Department of Transportation - - Josh Schwenk

C. Regional Security Expenditures - - Nick Gragnani

5. OTHER BUSINESS

6. ADJOURNMENT

NEXT MEETING DATE: WEDNESDAY, OCTOBER 31, 2018

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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St. Louis County
Vice Chair
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Tom Smith
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Michael Walters
Madison County
John White
St. Charles County
Regional Citizens
Barbara Geisman
C. William Grogan
Richard Kellett
John A. Laker
Non-voting Members
Erin Aleman
Illinois Department of
Transportation
Erika Kennett
Illinois Department of Commerce
and Economic Opportunity
Patrick McKenna
Missouri Department of
Transportation
John Nations
Bi-State Development
Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Project Notifications

Date: September 12, 2018

Attached is the Project Notification list for August 12, 2018 – September 7, 2018. The compiled list is a result of the weekly list of projects from the Missouri State Clearinghouse for comments. The listing contains a summary table which includes grant applications, announcements, and public notices. If you have any questions regarding this attachment, please contact Carol Lawrence in the Community Planning department.

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Project Reviews for East-West Gateway Council of Governments
August 12, 2018 – September 7, 2018

JURISDICTION	APPLICANT	PROJECT DESCRIPTION	FEDERAL AGENCY	FEDERAL GRANT/LOAN	FUNDING: STATE, LOCAL/OTHER	TOTAL
St. Louis, MO	St. Louis Economic Development Partnership #1902038	Cluster Grants Launch Agrifood Tech Startup Competition in Partnership with Research Institutions, Universities, and The Helix Center@39 North to Increase Entrepreneurship and Commercialization in Agriculture	DOC	$180,000	Applicant: $181,500	$361,500
St. Louis, MO	The Curators of the University of Missouri on behalf of the University of Missouri-St. Louis #1902039	Cluster Grants Innovation Interchange of Greater St. Louis	DOC	$692,144	Applicant: $26,731 Other: $666,216	$1,385,091
City of St. Louis, MO	Technology Entrepreneur Center #1902040	Cluster Grants Supporting Geospatial Innovation and Entrepreneurship In St. Louis, MO	DOC	$705,500	Applicant: $262,500 Local: $273,000 Other: $170,000	$1,411,000
St. Louis, MO	St. Louis County #1902041	Edward Byrne Memorial Justice Assistance Grant Program Edward Byrne Memorial Justice Assistance Grant – Local Solicitation	DOJ	$117,948		$117,948

MINUTES
EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
AUGUST 29, 2018

The regular meeting of the Board of Directors was held in the Council offices on Wednesday, August 29, 2018 at 10:00 a.m.

Members in Attendance
Steve Stenger, *Chair;* County Executive, St. Louis County, MO
Robert Elmore, *2nd Vice-Chair* Chairman, Monroe County, IL Board
Tim Brinker, Presiding Commissioner, Franklin County, MO
Steve Ehlmann, County Executive, St. Charles County, MO
Barbara Geisman, Regional Citizen, City of St. Louis, MO
Bill Grogan, Regional Citizen, St. Clair County, IL
Emeka Jackson-Hicks, Mayor, City of East St. Louis, IL
Curtis Jones, IDOT
Carol Johnson, Franklin County, MO
Richard Kellett, Regjonal Citizen, St. Louis County
Lyda Krewson, Mayor, City of St. Louis, MO
John A. Laker, Regional Citizen, St. Clair County, IL
Norm McCourt, President, St. Louis County Municipal League
Roy Mosley, Board Member, St. Clair County, IL
John Nations, President, Bi-State Development
Kurt Prenzler, Chairman, Madison County, IL Board
Lewis Reed, President Board of Aldermen, City of St. Louis
Herb Simmons, President, SW IL Metropolitan and Regional Planning Commission
Tom Smith, Mayor, City of Waterloo, IL; President, SW IL Council of Mayors
Ken Waller, County Executive, Jefferson County, MO
John White, Councilman, St. Charles County, MO

Members Absent
Mark Kern, *Vice-Chair* Chairman, St. Clair County Board, IL Board
Tom Blair, MoDOT
Reggie Jones, Mayor, City of Dellwood, St. Louis County, MO
Mark Kupsky, Mayor, City of Fairview Heights, IL
Erika Kennett, State of Illinois Department of Commerce and Opportunity
Michael Walters, Regional Citizen, Madison County, IL

Others in Attendance
Darius Chapman, City of East St. Louis, IL
Tom Curran, St. Louis County, MO
Gary Elmestad, St. Charles County, MO
Maurice Falls, City of St. Louis, MO
Noe Gonzalez, City of St. Louis, MO
Kevin Jemison, IDOT
Jessica Mefford-Miller, Bi-State Development
Bill Schnell, MoDOT
Todd Waelterman, City of St. Louis, MO

EWGCOG Staff:

Jim Wild, Staci Alvarez, Royce Bauer, Jerry Blair, Tamar Brown, Dale Chambers, Janise Chamblin, Joyce Collins-Catling, Ben Fleschert, Ross Friedman, Larry Grither, Ajdin Hamzagic, Bonnie Harper, Paul Hubbman, Dan Hutti, Frank Johnson, Peter Koeppel, Jason Lange, Carol Lawrence, Mary Grace Lewandowski, Brian Marler, Maureen McCarthy, Marcie Meystrik, Christopher Michael, Anna Musial, Rachael Pawlak, Sonya Pointer, Amir Poorfakhraei, John Posey, Roz Rodgers, Lubna Shoaib, Josh Schwenk, Himmer Soberanis, Jennifer Vuitel, Michael Wohlstadter, Aaron Young

CALL TO ORDER

The Board of Directors meeting was called to order by Mr. Stenger, Chair. Mr. Stenger welcomed new board member Tim Brinker. Mr. Brinker is the new Franklin County Presiding Commissioner.

APPROVAL OF MINUTES OF JUNE 27, 2018

Motion approving the June 27, 2018 Minutes was made by Mr. Reed, seconded by Mr. Mosley. Motion carried, all voting aye.

DISCUSSION ITEMS

Draft FY 2019-2022 Transportation Improvement Program and Regional Air Quality Conformity Determination
Jason Lange, EWGCOG, presented the draft Transportation Improvement Program (TIP) document noting that each year the Board of Directors adopts a TIP that allocates federal funds to transportation projects. The program comprises the first four years of projects and strategies in the regional long-range transportation plan. Mr. Lange pointed out that the draft FY 2019-2022 TIP has been developed using priorities, procedures and policies approved by the Board through the adoption of the long-range transportation plan. He continued with a brief overview of the Total Program, IDOT Program, MoDOT Program, Transit Program, Local Programs, Major Program, listing of Major Projects, Fiscal Constraint, Air Quality Conformity Analysis, as well as Open House and online chat dates for public participation.

HomeGrown STL
Jim Wild, EWGCOG, introduced Dr. Sean Joe from the Brown School at Washington University to discuss HomeGrown STL, a new initiative he's been working on to help young black men and boys in our City. Dr. Joe thanked the Board for the opportunity and gave a brief overview of the HomeGrown STL approach noting the opportunity for the whole St. Louis community to be involved in advancing the regional capacity and efficiency of programs and agencies that impact the upward mobility and well-being of black boys and young men. He pointed out the initiative's goal, planning process, purpose and elements, stages for development, expected outcomes, and the supporting role for program leaders and network members participating in this initiative. Dr. Joe also noted that the initiative is taking on the approach to build the village that raises the child and creating long term involvement that expands and enhances the transformation for this population of our community.

ACTION ITEMS

Implementation of Recommendations from the May 30, 2018 Board Summit,
Jim Wild, EWGCOG, noted that as a result of substantive conversations resulting from the Board Summit focusing on four areas identified by the Board as strategic priorities for the region, a report has been developed to aid in the formation of working groups that will take action on each of those regional priorities. He briefly pointed out that the guidelines include: building on current initiatives, identify additional relevant initiatives, establish a coordinating structure, ensure that progress is measurable, consider previous regional initiatives, and don't seek to reinvent the wheel. He also mentioned that staff has developed a milestone based work plan for the purpose of developing a strategy, determining an approach, and implementing the initiative to be completed in three phases. Staff is recommending that the Executive Director be authorized to move ahead with a phased approach beginning with Phase I – Study Teams for each of the priority teams and report back to the board in February 2019 with the approach and discuss next steps.

Motion approving the recommendation was made by Mr. Laker, seconded by Mr. Reed. Motion carried, all voting aye

Selection of the Locally Preferred Alternative for the Northside-Southside MetroLink Route
Dan Meyers, AECOM Corporation Consultant Team, gave a brief background of the study in the Northside-Southside corridor that identified a light rail route. He noted that late in 2016 Council initiated a conceptual design study in the same corridor reaffirming and updating the earlier study's findings, examining alternatives that would serve the National Geospatial-Intelligence Agency site, and identifying a modified Locally Preferred Alternative (LPA) in the corridor that would be competitive for discretionary federal transport funds. Mr. Meyers summarized the presentation pointing out results from the technical analysis, study findings, financial analysis assumptions, preliminary capital financial scenarios, and its recommended phased approach to implementing light rail. Staff recommends that the Board of Directors adopt street-running MetroLink alignment extending from Natural Bridge/Grand on the north to Jefferson/Chippewa on the south as the modified LPA for the Northside-Southside MetroLink corridor.

Motion approving the recommendation was made by Mr. Reed, seconded by Mr. Mosley. Motion carried, all voting aye

Auditors' Report on Financial Statements for Calendar Year 2017
Royce Bauer, EWGCOG, indicated that Council's annual audit for calendar year 2017 was performed and completed by Kerber, Eck & Braeckel. She noted that no material weaknesses or significant deficiencies were identified in the federal awards and no material weaknesses found in the financial statements as presented. An unqualified opinion was issued on the financial statements as of December 31, 2017. The auditors' report is available for review from Council's website. Jim Wild recognized and thanked Royce and her staff for their hard work and tenacity. Staff recommends that the Board of Directors accept the auditors' report for the year ended December 31, 2017.

Motion approving the recommendation was made by Mr. Waller, seconded by Ms. Krewson. Motion carried, all voting aye

Amendment to FY 2019 Unified Planning Work program – Addition of work program element 2.12a – Illinois Great Streets Planning Initiative
Paul Hubbman, EWGCOG, gave a brief overview for the Illinois Statewide Planning and Research (SPR) funds EWGCOG received for a Great Streets project in Illinois highlighting the work to be conducted, as well as the expected total costs including local matches. He pointed out that in order to conduct the work, it will be necessary to add a work element to the Council's UPWP defining the project, estimated costs, activities and work products. The work is expected to extend into fiscal year 2020. Staff recommends that the FY 2019 UPWP be amended to include the work element and authorize the Executive Director to enter into a grant agreement with IDOT for the project.

Motion approving the recommendation was made by Mr. Simmons, seconded by Mr. Mosley. Motion carried, all voting aye.

Amendment to FY 2019 Unified Planning Work program – element 2.13 – Great Streets Initiative
Paul Hubbman, EWGCOG, pointed out consistent with the Council's FY19 UPWP work element, the Council staff is seeking authorization to accept matching funds for planning assistance in the City of St. Louis Bevo community along Gravois Blvd. The consultant contract amount will not exceed $500,000, which will include the local match portion of $100,000, to be provided by the City of St. Louis ($85,000) and the Bevo Community Improvement District (CID) ($15,000). Staff recommends that the Executive Director be authorized to accept local match from the Bevo CID and enter into a local match agreement with the City of St. Louis for an amount not to exceed $85,000 for the Bevo Area Great Streets planning project.

Motion approving the recommendation was made by Ms. Krewson, seconded by Mr. Reed. Motion carried, all voting aye.

Amendment to FY 2019 Unified Planning Work program – element 2.39 – Updating the All-Hazard Mitigation Plan for the Missouri Portion of the Region
Mary Grace Lewandowski, EWGCOG, stated that the All-Hazard Mitigation Plan for the St. Louis area is required to be updated in May 2020. The last update was completed in 2015 and is required updating every five years. She pointed out that staff is requesting the funding for the work element updating the Plan for the Missouri Portion of the Region in the FY19 UPWP be increased by $6,453.00. Ms. Lewandowski also noted that staff anticipates the work to begin in October and be completed in May 2020. Staff recommends that the 2019 UPWP be amended to revise work element 2.39 updating the All-Hazard Mitigation Plan for the Missouri Portion of the Region. Staff further recommends that the Executive Director be authorized to enter into a funding agreement with SEMA to conduct the necessary work.

Motion approving the recommendation was made by Ms. Krewson, seconded by Mr. Reed. Motion carried, all voting aye.

Modification of the FY 2018-2021 Transportation Improvement Program (TIP) *Connected*2045, and the Related Air Quality Conformity Determination – Requested by Illinois and Missouri Sponsors

Josh Schwenk, EWGCOG, summarized staff's recommendation to revise the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination requests from the Illinois Department of Transportation (IDOT), Madison County Transit District (MCTD), the Missouri Department of Transportation (MoDOT), and the City of Wentzville in all to add 14 new projects, modify five existing projects, add two scoping projects, and modify two existing scoping projects. Staff recommends the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determined be revised.

This projects are summarized below:

TIP #	Sponsor	Action	Description
6650F-19	IDOT	Add	Madison County – IL 203; Pontoon Rd to 21st St – ADA Improvements
6650G-19	IDOT	Add	Madison County – IL 3; 20th St to Niedringhaus Ave – ADA Improvements & traffic signal replacement
6886J-18	IDOT	Add	Madison County – I-55; 1.3 miles north of IL 140 to Macoupin County line –Crack and joint sealing
6886K-18	IDOT	Add	St. Clair County – IL 13; Over Kaskaskia River west of New Athens – Bridge painting
6886L-19	IDOT	Add	Madison County – I-255; Over Collinsville Rd – Bridge Painting
6667N-18	MCTD	Add	Madison County – East Gate Park & Ride; Lot acquisition Construction
6852R-18	MoDOT	Add	Jefferson County – US 61-I-55 to St. Genevieve County line – Pavement repair & guardrail upgrades
6887B-19	MoDOT	Add	Jefferson County – MO 30 – Between Rivermont Trail & Local Hillsboro Road – Add J turn and acceleration lane
6887C-19	MoDOT	Add	Jefferson County – I-55 – MO A to US 67 – Add southbound Auxiliary lane
6887D-19	MoDOT	Add	Jefferson County – US 61 – 400 feet north of to 600 feet south of Bauman Drive – Add turn lane & ADA transition plan
6887Y-19	MoDOT	Add	St. Louis County – MO 109 – MO 100 to Cambury Lane – Add bicycle & pedestrian trail
6892C-18	MoDOT	Add	Jefferson County – US 61 – Over Joachim Creek between Scenic Drive & Joachim Road – Bridge replacement & slide repair
6892T-19	MoDOT	Add	St. Charles County – I-70 – 0.19 miles west of to 0.22 miles west of Mid Rivers Mall Drive – Add 12 inch pipe and drop inlet to Drain median
6100E-19	Wentzville	Add	St. Charles County – David Hoekel Parkway, Phase I (Grading) – 0.5 Miles west of Point Prairie Road – Grading for future interchange at I-70 and relocation of north outer road (MoDOT to pay Wentzville Up to $2.5 million for work at a later date)
5931-14	Metro	Modify	Multi-State – MetroLink Improvements – Track rehabilitation
5172A-14	Metro	Modify	St. Louis City – Tunnels and Bridges Rehab – Union Station, Downtown tunnels – Rehab tunnels and bridges
6438-15	Metro	Modify	Multi-County – Facility Rehabilitation
5596A-15	Metro	Modify	St. Louis City – Tunnels and Bridges Rehab – Union Station Tunnel – Rehab tunnels and bridges
6811L-18	MoDOT	Modify	St. Charles County – MO 94 – MO 370 to BNSF Railroad in Orchard Farm – Pavement resurfacing & adding shoulders
6892U-18	MoDOT	New	St. Louis County – MO 100 – Bremerton road to Black Creek –

TIP #	Sponsor	Action	Description
		Scoping	Pedestrian & streetscape Enhancements, pedestrian tunnel under MO 100 at Mary Drive
6892V-18	MoDOT	New Scoping	St. Louis County – MO 100 – US 61/67 to Kenmore Drive – Pedestrian & street enhancements
5905-13	MoDO T	Modify Scoping	St. Charles County – I-70 – Wentzville Parkway to MO Z – Relocate I-70
6788G-17	MoDOT	Modify Scoping	St. Louis County – MO D – I-170 to St. Louis City Limits – Pavement & ADA transition plan improvements

Motion approving the recommendation was made by Mr. Reed, seconded by Mr. Simmons. Motion carried, all voting aye

Regional Security Expenditures
Dale Chambers, EWGCOG, presented staff's recommendation that the Board approve the expenditure of funds to purchase Automatic License Plate Reader Service from Dell Power Edge Server, Law Enforcement Tactical Communication Headsets from ABM Supply, Sandbag Machine from Express Scale parts, Inc. and to allow the Executive Director to enter into contract with the University of Missouri Fire Rescue Training Institute to provide Urban Search and Rescue (US&R) Baseline Training for a total amount not to exceed **$156,570** from the CCTA and the UASI grant programs.

Motion approving the recommendation was made by Mr. Simmons, seconded by Mr. Smith. Motion carried, all voting aye

OTHER BUSINESS

Mr. Wild pointed out that Outstanding Local Government Achievement (OLGA) awards nomination cards are available and encouraged nominations. He also stated that the Annual Meeting is set for Thursday, November 15, 2018; more information is forthcoming.

ADJOURNMENT

Motion to adjourn the meeting was made by Mr. Waller, seconded by Ms. Krewson. Motion carried, all voting aye

Respectfully submitted,

James M. Wild
Secretary, Board of Directors

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John Nations
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Aaron Willard
Missouri Office of Administration
Executive Director
James M. Wild

Memo to: Board of Directors

From: Staff

Subject: Where We Stand 7th Edition, Update 9: Analysis of Fatal Crashes

Date: September 12, 2018

The seventh edition of *Where We Stand* (WWS), released in 2015, assesses the health and competitiveness of the St. Louis region by showing how St. Louis ranks among the 50 largest Metropolitan Statistical Areas (MSA) on more than 200 variables. Periodically, East-West Gateway releases shorter reports known as *Where We Stand Updates* to analyze specific issues in greater depth or to update the standing of St. Louis based on new data.

Staff will present on a new Where We Stand Update focusing on fatal crashes.

St. Louis is about at the national average with respect to fatal crashes per vehicle miles of travel. Most peer regions have lower traffic fatality rates. The most common cause of traffic fatalities in St. Louis is speed, or going too fast for conditions. Impairment from drugs or alcohol and inattention or distraction are also significant factors related to fatal crashes.

There is insufficient data with which to determine whether there is a trend in fatal crashes related to electronic devices. However, an analysis of all crashes, including non-fatal ones, suggests a recent upward trend in crashes involving electronic devices.

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WHERE WE STAND

Where We Stand ***tracks the health of the St. Louis region among the 50 most populous MSAs.[1] These metro areas, known as the peer regions, are our domestic competition and provide a consistent yardstick to gauge "Where We Stand."***

This update documents fatal crash rates in the St. Louis region and how we compare to our peer metropolitan regions.

7th Edition, Update 9 **September 2018**

Motor Vehicle Fatal Crashes, 2006 to 2016

In 2016, 37,461 individuals lost their lives due to automobile crashes in the United States (U.S. DOT May 2018). This represented the second leading cause of accidental deaths, superseded only by drug overdoses (CDC 2017). Since 1994, traffic deaths have decreased 8.0 percent. To provide a better comparison across years and different areas of the country, the number of crashes is weighted by vehicle miles traveled (VMT). When analyzing national traffic deaths with respect to VMT, the results follow a similar pattern to the raw numbers, with a 31.6 percent decrease in death rates from 1994 to 2016, 1.72 to 1.18 per 100 million VMT, respectively (U.S. DOT April 2018, NHTSA 2017).

In recent years there has been an increase in fatal automobile crashes and an interest in understanding if this increase is due to distracted driving related to cell phone usage. This Where We Stand (WWS) Update examines the causes of fatal auto crashes for the St. Louis region and its peer metropolitan regions (the 50 most populous regions in the country). There is insufficient data with which to determine whether there is a trend in fatal crashes related to electronic devices. However, an analysis of all crashes, including non-fatal ones, suggests a recent upward trend in crashes involving electronic devices.

Fatal Crashes

The St. Louis Metropolitan Statistical Area (MSA) had a fatal crash rate of 1.20 per 100 million VMT in 2016, the 14th highest rate among the peer regions. St. Louis had a higher rate than each of the peer Midwest MSAs, highlighted in light blue on the WWS tables. The peer regions with higher rates than St. Louis were predominantly in the southern and western parts of the United States, including four regions in the state of Florida, two in California, and two in Texas.

The U.S. Department of Transportation's Fatality Analysis Reporting System (FARS) dataset allows uniform comparisons for the 50 MSAs for a few generalized categories of crash causes. Since any crash can have multiple causes, these categories are not mutually exclusive. For the sake of this report, three causes are examined – speeding or going too fast for conditions, use of drugs or alcohol, and distracted driving.

Motor Vehicle Crash Fatalities

Deaths per 100 million vehicle miles traveled, 2016

1	New Orleans	1.74
2	Memphis	1.68
3	Tampa	1.62
4	Miami	1.41
5	Jacksonville	1.41
6	San Antonio	1.39
7	Phoenix	1.38
8	Louisville	1.34
9	Charlotte	1.33
10	Austin	1.29
11	Sacramento	1.25
12	Riverside	1.23
13	Orlando	1.22
14	**St. Louis**	**1.20**
United States		**1.18**
15	Houston	1.18
16	Birmingham	1.15
17	Dallas	1.13
18	Raleigh	1.11
19	Oklahoma City	1.10
20	Las Vegas	1.10
21	Nashville	1.08
22	Kansas City	1.08
23	Pittsburgh	1.03
24	Detroit	1.00
25	Atlanta	1.00
26	Philadelphia	0.99
27	Denver	0.97
28	Portland	0.94
29	Columbus	0.94
30	Cleveland	0.93
31	Cincinnati	0.93
32	Los Angeles	0.91
33	Virginia Beach	0.88
34	Milwaukee	0.87
35	Richmond	0.86
36	Salt Lake City	0.83
37	San Diego	0.82
38	Chicago	0.80
39	Baltimore	0.79
40	Providence	0.78
41	New York	0.78
42	Indianapolis	0.77
43	San Jose	0.76
44	Seattle	0.75
45	Hartford	0.75
46	Buffalo	0.72
47	Washington, D.C.	0.67
48	San Francisco	0.66
49	Boston	0.57
50	Minneapolis	0.57

Source: Federal Highway Administration, FARS database, State DOTs

Motor Vehicle Crash Fatalities Associated With Speed

Deaths per 100 million vehicle miles traveled, 2016

1	Charlotte	0.55
2	Pittsburgh	0.49
3	Las Vegas	0.47
4	Milwaukee	0.45
5	New Orleans	0.44
6	Raleigh	0.43
7	St. Louis	0.43
8	San Antonio	0.43
9	Kansas City	0.42
10	Phoenix	0.41
11	Sacramento	0.41
12	Richmond	0.37
13	Dallas	0.37
14	Denver	0.36
15	Riverside	0.33
16	Houston	0.32
United States		**0.32**
17	Los Angeles	0.31
18	Chicago	0.31
19	Austin	0.30
20	Louisville	0.30
21	Cleveland	0.30
22	Birmingham	0.29
23	Portland	0.29
24	Buffalo	0.28
25	Philadelphia	0.28
26	Oklahoma City	0.26
27	San Diego	0.26
28	Memphis	0.26
29	Providence	0.25
30	Baltimore	0.23
31	Virginia Beach	0.23
32	San Francisco	0.23
33	Detroit	0.23
34	Seattle	0.23
35	San Jose	0.21
36	New York	0.21
37	Indianapolis	0.21
38	Cincinnati	0.20
39	Atlanta	0.20
40	Washington, D.C.	0.19
41	Hartford	0.18
42	Miami	0.17
43	Salt Lake City	0.17
44	Tampa	0.16
45	Nashville	0.16
46	Boston	0.16
47	Columbus	0.16
48	Minneapolis	0.14
49	Jacksonville	0.09
50	Orlando	0.07

Source: Federal Highway Administration, FARS database, State DOTs

1 MSAs (Metropolitan Statistical Areas) are geographic entities delineated by the Office of Management and Budget (OMB). MSAs are areas with "at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties."

Speeding or Going Too Fast For Conditions

St. Louis ranked 7th among the peer regions with 0.43 fatalities per 100 million VMT attributed to speeding or going too fast for conditions. (See Page 1 for the WWS table.) This was above the national average of 0.32 fatalities per 100 million VMT. Among the Midwest MSAs, St. Louis ranked 2nd, trailing Milwaukee and had a slightly higher rate than Kansas City. Despite having higher overall crash rates than St. Louis, the four peer regions in Florida all ranked among the 10 peer regions with the lowest fatality rates due to speeding.

Drugs or Alcohol

St. Louis ranked 22nd within the peer group of MSAs for crash fatalities associated with drugs and alcohol with 0.31 fatalities per 100 million VMT. This ranked below the national average of 0.34 fatalities per 100 million VMT and just below the peer group average. Four MSAs – New Orleans, Las Vegas, Charlotte, and San Antonio – were among the 10 regions with the highest rates for both this category and the speeding category.

The number of crash fatalities due to distracted driving was reported at a significantly lower rate than those due to speed or drugs/alcohol.

Distracted Drivers

The FARS database includes a category for distracted drivers with multiple subcategories, including doing something in the car, being lost in thought, and not seeing the car or object struck. The number of crash fatalities due to distracted driving was reported at a significantly lower rate than those due to speed or drugs/alcohol. For fatalities associated with distracted driving, St. Louis again ranked in the middle of the peer regions, at 21st.

Motor Vehicle Crash Fatalities Associated with Distracted Drivers

Deaths per 100 million vehicle miles traveled, 2016

1	New Orleans	0.38
2	Louisville	0.29
3	San Antonio	0.27
4	Virginia Beach	0.22
5	Seattle	0.22
6	Richmond	0.19
7	Milwaukee	0.18
8	New York	0.17
9	Orlando	0.16
10	Charlotte	0.16
11	Tampa	0.16
12	Memphis	0.15
13	Phoenix	0.14
14	Buffalo	0.13
15	Philadelphia	0.13
United States		**0.13**
16	Kansas City	0.12
17	Austin	0.12
18	Dallas	0.12
19	Nashville	0.12
20	Raleigh	0.12
21	**St. Louis**	**0.11**
22	Baltimore	0.11
23	Washington, D.C.	0.11
24	Riverside	0.10
25	Denver	0.09
26	Oklahoma City	0.09
27	Cincinnati	0.09
28	Cleveland	0.08
29	Houston	0.08
30	Portland	0.07
31	Atlanta	0.07
32	Jacksonville	0.07
33	Boston	0.07
34	Miami	0.07
35	Pittsburgh	0.06
36	Minneapolis	0.06
37	Providence	0.06
38	Columbus	0.06
39	Los Angeles	0.06
40	Salt Lake City	0.06
41	Detroit	0.06
42	Chicago	0.05
43	Indianapolis	0.05
44	San Diego	0.05
45	San Jose	0.05
46	Sacramento	0.05
47	Birmingham	0.05
48	San Francisco	0.04
49	Las Vegas	0.02
50	Hartford	0.01

Source: Federal Highway Administration, FARS database, State DOTs

Motor Vehicle Crash Fatalities Associated With Drugs or Alcohol

Deaths per 100 million vehicle miles traveled, 2016

1	Jacksonville	0.78
2	New Orleans	0.61
3	Las Vegas	0.60
4	Houston	0.55
5	Orlando	0.54
6	Tampa	0.50
7	Sacramento	0.50
8	Charlotte	0.48
9	San Antonio	0.47
10	Austin	0.43
11	Dallas	0.43
12	Raleigh	0.41
13	Kansas City	0.39
14	Denver	0.38
15	Riverside	0.38
16	Phoenix	0.36
17	Pittsburgh	0.35
United States		**0.34**
18	Memphis	0.32
19	Philadelphia	0.32
20	Cleveland	0.32
21	Columbus	0.31
22	**St. Louis**	**0.31**
23	San Jose	0.31
24	Nashville	0.30
25	Louisville	0.30
26	San Diego	0.30
27	Cincinnati	0.29
28	Oklahoma City	0.27
29	Detroit	0.25
30	Miami	0.24
31	Portland	0.22
32	Los Angeles	0.21
33	Birmingham	0.20
34	Seattle	0.19
35	Indianapolis	0.19
36	San Francisco	0.19
37	Richmond	0.19
38	Baltimore	0.18
39	Milwaukee	0.18
40	New York	0.17
41	Salt Lake City	0.17
42	Virginia Beach	0.17
43	Atlanta	0.15
44	Minneapolis	0.15
45	Washington, D.C.	0.15
46	Chicago	0.14
47	Hartford	0.14
48	Boston	0.13
49	Providence	0.11
50	Buffalo	0.09

Source: Federal Highway Administration, FARS database, State DOTs

Trends in the St. Louis Region

The East-West Gateway region (EWG) consists of Madison, Monroe, and St. Clair counties in Illinois as well as Franklin, Jefferson, St. Charles, and St. Louis counties and the city of St. Louis in Missouri. The overall trends per 100 million VMT are shown in Figure 1. Between 2006 and 2016, EWG fatality rates fluctuated slightly, declining during the Great Recession (2007 – 2009) and eventually increasing after the recovery (2014 – 2016). Although the rate in 2016 was slightly higher than 2006 (1.17 to 1.14, respectively), the rate is below the peak value during the time period (1.20 in 2007). For each year during this time period, EWG rates were below the national averages, although the region was very close to the U.S. average over the last two years.

Between 2006 and 2016, EWG fatality rates fluctuated slightly, declining during the Great Recession (2007 – 2009) and eventually increasing after the recovery (2014 – 2016).

Figure 1: Number of Motor Vehicle Crash Fatalities per 100 Million Vehicle Miles Traveled
East-West Gateway (EWG) Region and United States, 2006 to 2016

Source: Federal Highway Administration, FARS, Idot, MoDot

Fatalities by Cause

Table 1 shows the top categories for fatal accident causes in the EWG region from 2006 to 2016. The top five causes included speed, drugs or alcohol, inattention/distractions, lane usage, and failure to yield. These categories ranked in the top five for all but two of the years within the study period. Considering VMT yielded similar results to the raw numbers (See Table 2). Among the top five causes, only the inattention/distractions category was at a higher level in 2016 than 2006.

Table 1: Motor Vehicle Crash Fatalities by Cause
East-West Gateway Region, 2006 to 2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Exceeding speed limit/too fast for conditions	127	116	120	85	92	89	91	94	96	95	97	1,102
Drugs/Alcohol	99	116	103	81	85	76	75	81	82	78	91	967
Inattention/distractions	57	63	70	59	64	46	53	52	54	67	65	650
Lane usage/lane change/Passing	68	62	64	64	55	47	58	42	64	54	60	638
Failure to yield	45	29	35	31	29	32	39	34	23	48	38	383
Wrong side/Wrong Way	31	34	33	27	15	23	18	23	24	23	33	284
Ignoring road markings/signs/signals	23	21	14	18	14	11	12	16	17	23	13	182
Driver Condition	14	21	10	7	14	6	8	9	17	17	12	135
Reckless Driving	11	10	6	10	10	8	11	11	11	10	8	106
Improper turn/signal/parking/stopping/backing	4	5	6	6	4	2	5	4	8	11	18	73
Driving Conditions	3	4	6	4	5	6	7	8	5	6	5	59
Vehicle Condition	2	1	2	5	6	1	3	2	3	11	4	40
Driving Skills	2	3	2	4	2	2	3	2	6	3	2	31

Source: IDOT, MoDot

Table 2: Motor Vehicle Crash Fatalities by Cause
Deaths per 100 Million Vehicle Miles Traveled, East-West Gateway Region 2006 to 2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Exceeding speed limit/too fast for conditions	0.49	0.47	0.50	0.35	0.38	0.38	0.38	0.39	0.39	0.39	0.39
Drugs/Alcohol	0.38	0.47	0.43	0.34	0.35	0.32	0.31	0.34	0.33	0.32	0.36
Inattention/distractions	0.22	0.26	0.29	0.24	0.27	0.20	0.22	0.22	0.22	0.27	0.26
Lane usage/lane change/Passing	0.26	0.25	0.27	0.27	0.23	0.20	0.24	0.18	0.26	0.22	0.24
Failure to yield	0.17	0.12	0.15	0.13	0.12	0.14	0.16	0.14	0.09	0.20	0.15
Wrong side/Wrong Way	0.12	0.14	0.14	0.11	0.06	0.10	0.08	0.10	0.10	0.09	0.13
Ignoring road markings/signs/signals	0.09	0.09	0.06	0.07	0.06	0.05	0.05	0.07	0.07	0.09	0.05
Driver Condition	0.05	0.09	0.04	0.03	0.06	0.03	0.03	0.04	0.07	0.07	0.05
Reckless Driving	0.04	0.04	0.02	0.04	0.04	0.03	0.05	0.05	0.04	0.04	0.03
Improper turn/signal/parking/stopping/backing	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.02	0.03	0.04	0.07
Driving Conditions	0.01	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.02
Vehicle Condition	0.01	0.00	0.01	0.02	0.02	0.00	0.01	0.01	0.01	0.04	0.02
Driving Skills	0.01	0.01	0.01	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.01

Source: IDOT, MoDot

Electronic Devices

Use of electronic devices, a subset of distracted driving was reported for both Illinois and Missouri during the 2006 to 2016 time period. Starting in 2013, as a result of legislation outlawing the use of hand held cell phones while driving, a special category documenting cell phone use was added to crash reports in Illinois. Fatal crashes attributed to electronic devices in Illinois were captured from 2014 to 2016. In this three-year period, there were a total of seven fatalities attributed to electronic devices for the Missouri portion of the region, and eight for the Illinois portion.

Involvement of electronic devices has been increasing in both numbers and share of crashes.

It is possible that these estimates understate the actual number of fatalities due to electronic devices. According to the National Safety Council, there are a variety of challenges in determining whether an electronic device contributed to a fatal crash (2013). Cell phone records from wireless companies are not always available to investigators. Even when records are available, it is not always clear whether cell phone usage aligns with the moment of the crash. Moreover, police often rely on drivers to admit cell phone use, which is not possible if drivers are seriously injured. For all of these reasons, fatalities attributable to the use of electronic devices may be underreported, and it is not possible to determine with any confidence whether there is a trend.

Since the number of fatalities attributed to electronic devices is too small to track any meaningful trend, total crashes, including non-fatal ones, within this category are examined. The results are shown in Figure 2. Total crashes involving electronic devices represented 1.6 percent of crashes within the region in 2016. Involvement of electronic devices has been increasing in both numbers and share of crashes. Between 2014 and 2016, the number of these crashes increased 35.5 percent.

Figure 2: Motor Vehicle Crashes Involving Electronic Devices
East-West Gateway Region by State, 2006 to 2016

Source: IDOT, MoDOT

Sub-Regional Variation

Within the EWG region, fatal crash rates varied by county. Figure 3 shows the number of motor vehicle crash fatalities per 100 million VMT by county in 2016. The city of St. Louis had the highest fatality rate of 2.53 per 100 million VMT. The city was followed by Jefferson and Franklin counties. Madison County had the lowest fatality rate of 0.72 per 100 million VMT. Among the top five causes, the city of St. Louis had the highest fatality rate among the counties for speed related causes (1.14 fatalities per 100 million VMT). Jefferson County had the highest fatality rate for crashes involving drugs or alcohol. Franklin County ranked highest for the inattention/distractions and lane usage categories. St. Clair County topped charts for fatalities related to failure to yield.

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"The Missouri Coalition for Roadway Safety is a partnership of safety advocates who have banded together to attack the problem of traffic crashes and deaths. Missouri's Blueprint – A Partnership Toward Zero Deaths serves as a guide to reach the coalition's continued goal of reducing traffic crashes to 700 or less by 2020. Zero fatalities is our ultimate goal – how can we accept anything else… ZERO."

Source: https://savemolives.com/

Figure 3: Motor Vehicle Crash Fatality Rates
Deaths per 100 Million VMT
East-West Gateway Region by County, 2016

Source: IDOT, MODOT

Figure 4 shows all crashes, including non-fatal crashes, involving electronic devices. The city of St. Louis and St. Louis County had the highest rates of crashes involving electronic devices in 2016 at 7.95 and 6.09 per 100 million VMT, respectively. Monroe County had the lowest rate at 1.35 crashes per 100 million VMT.

Conclusion

As shown by the data, the St. Louis MSA was slightly above average in crash rates among the 50 peer regions tracked by Where We Stand. Although St. Louis ranked higher with regard to speed related crashes, the region was closer to the national average for the drugs/alcohol and distracted driving categories.

Fatality rates have a propensity to fluctuate throughout the years. They also do not have uniform distribution in concentration or cause. However, continued tracking of crash causes and distribution is an important tool for evaluating the success of efforts in reducing crashes.

There is a great deal of public interest in crashes involving electronic devices. Due to data limitations, it cannot be said with confidence that there is a trend in fatal crashes associated with devices. However, when looking at all crashes, including non-fatal ones, the data suggests an upward trend from 2014 to 2016 in the St. Louis region.

"In an effort to reduce the number of crashes caused by distracted driving, the Illinois Tollway, Illinois Department of Transportation, Illinois State Police, Illinois Secretary of State and AAA are working together on a statewide campaign to educate drivers about the hand-held cellphone ban that took effect January 1, 2014.

Please visit www.dropitanddriveillinois.com to learn more about how you can participate in the campaign. "

Source: https://www.illinoistollway.com

Figure 4: Motor Vehicle Crashes Involving Electronic Devices

Crashes Per 100 Million VMT
East-West Gateway Region by County, 2016

Source: IDOT, MODOT

Sources

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Motor Vehicle Fatal Crashes

East-West Gateway Region

2006 – 2016

Executive Advisory Committee

September 18, 2018

Fatalities Per 100 Million Vehicle Miles Traveled
Source: Federal Highway Administration Office of Policy Information Traffic Volume Trends, Fatality Analysis Reporting System (FARS), IDOT, MoDOT, East-West Gateway
2.05
1.85
1.65
1.45
1.25
1.05
0.85
Missouri
United States
Illinois
EWG
1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016
United States
EWG
Illinois
Missouri

Electronic Devices

- Electronic devices is a subset of inattention/distractions categories
- Data is available from 2006-2016 for Missouri Counties and 2014-2016 for Illinois Counties
- Small portion of fatalities
- Fatalities associated with electronic devices may be under-reported.
- There is no clear trend regarding fatalities associated with electronic devices.

Fatalities by Electronic Devices by Year, East-West Gateway Area, 2006 - 2016

Year	Illinois Counties	Missouri Counties	Inattention/ Distractions Fatalities	Percent of All Fatalities
2006	-	0	0.0%	0.0%
2007	-	2	3.2%	0.7%
2008	-	5	7.1%	1.9%
2009	-	6	10.2%	2.6%
2010	-	5	7.8%	2.1%
2011	-	3	6.5%	1.3%
2012	-	2	3.8%	0.8%
2013	-	3	5.8%	1.3%
2014	2	2	7.4%	1.6%
2015	3	3	9.0%	2.2%
2016	3	2	7.7%	1.7%

Source: IDOT, MODot

Fatalities by Cause 2006 - 2016
Per 100 Million VMT
0.60
0.50
0.40
0.30
0.20
0.10
0.00
Speed
Drugs/Alcohol
Lane
Inattention
Failure to Yield
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Exceeding speed limit/too fast for conditions
Drugs/Alcohol
Inattention/distractions
Lane usage/lane change/Passing
Failure to yield

Fatalities Involving Speed, Per 100 Million Vehicles Miles Traveled, 2007-2016
0.55
0.50
0.45
0.40
0.35
0.30
0.25
0.20
EWG
United States
0.47
0.50
0.35
0.38
0.38
0.38
0.39
0.39
0.39
0.39
0.43
0.40
0.36
0.35
0.34
0.35
0.32
0.31
0.31
0.32
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
EWG
United States

Fatalities involving Drugs or Alcohol Per 100 Million Vehicle Miles Traveled, 2006-2016
0.50
0.45
0.40
0.35
0.30
0.25
0.20
EWG
United States
0.47
0.43
0.39
0.38
0.39
0.37
0.34
0.34
0.35
0.35
0.32
0.32
0.35
0.31
0.34
0.33
0.33
0.31
0.33
0.32
0.36
0.34
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
EWG
United States

Fatality Rate Comparison

- St. Louis MSA ranked 14th among peer regions for fatality rates per 100 million vehicle miles traveled in 2016
- St Louis had a higher rate than each of the other Midwest peer MSAs

Fatalities, 2016

Per 100 million Vehicle Miles Traveled

1	New Orleans	1.74
2	Memphis	1.68
3	Tampa	1.62
4	Miami	1.41
5	Jacksonville	1.41
6	San Antonio	1.39
7	Phoenix	1.38
8	Louisville	1.34
9	Charlotte	1.33
10	Austin	1.29
11	Sacramento	1.25
12	Riverside	1.23
13	Orlando	1.22
14	**St Louis**	**1.20**
United States		**1.18**
15	Houston	1.18
16	Birmingham	1.15
17	Dallas	1.13
18	Raleigh	1.11
19	Oklahoma City	1.10
20	Las Vegas	1.10
21	Nashville	1.08
22	Kansas City	1.08
23	Pittsburgh	1.03
24	Detroit	1.00
25	Atlanta	1.00
26	Philadelphia	0.99
27	Denver	0.97
28	Portland	0.94
29	Columbus	0.94
30	Cleveland	0.93
31	Cincinnati	0.93
32	Los Angeles	0.91
33	Virginia Beach	0.88
34	Milwaukee	0.87
35	Richmond	0.86
36	Salt Lake City	0.83
37	San Diego	0.82
38	Chicago	0.80
39	Baltimore	0.79
40	Providence	0.78
41	New York	0.78
42	Indianapolis	0.77
43	San Jose	0.76
44	Seattle	0.75
45	Hartford	0.75
46	Buffalo	0.72
47	Washington D.C.	0.67
48	San Francisco	0.66
49	Boston	0.57
50	Minneapolis	0.57

Source: Federal Highway Administration, FARS database, State DOTs

Fatality Rate Comparison - Continued

- St Louis MSA in 2016 ranked 7th among peer regions with fatalities relating to speed
- Drug and alcohol related fatalities were just above average (22nd) and numerically just above the midpoint
- Distracted driver fatalities ranked 21st

Fatalities Associated With Speed, 2016

Per 100 Million Vehicle Miles Traveled

1	Charlotte	0.55
2	Pittsburgh	0.49
3	Las Vegas	0.47
4	Milwaukee	0.45
5	New Orleans	0.44
6	Raleigh	0.43
7	St Louis	0.43
8	San Antonio	0.43
9	Kansas City	0.42
10	Phoenix	0.41
11	Sacramento	0.41
12	Richmond	0.37
13	Dallas	0.37
14	Denver	0.36
15	Riverside	0.33
16	Houston	0.32
United States		**0.32**
17	Los Angeles	0.31
18	Chicago	0.31
19	Austin	0.30
20	Louisville	0.30
21	Cleveland	0.30
22	Birmingham	0.29
23	Portland	0.29
24	Buffalo	0.28
25	Philadelphia	0.28
26	Oklahoma City	0.26
27	San Diego	0.26
28	Memphis	0.26
29	Providence	0.25
30	Baltimore	0.23
31	Virginia Beach	0.23
32	San Francisco	0.23
33	Detroit	0.23
34	Seattle	0.23
35	San Jose	0.21
36	New York	0.21
37	Indianapolis	0.21
38	Cincinnati	0.20
39	Atlanta	0.20
40	Washington D.C.	0.19
41	Hartford	0.18
42	Miami	0.17
43	Salt Lake City	0.17
44	Tampa	0.16
45	Nashville	0.16
46	Boston	0.16
47	Columbus	0.16
48	Minneapolis	0.14
49	Jacksonville	0.09
50	Orlando	0.07

Source: Federal Highway Administration, FARS database, State DOTs

Fatalities Associated With Drugs or Alcohol, 2016

Per 100 Million Vehicle Miles Traveled

1	Jacksonville	0.78
2	New Orleans	0.61
3	Las Vegas	0.60
4	Houston	0.55
5	Orlando	0.54
6	Tampa	0.50
7	Sacramento	0.50
8	Charlotte	0.48
9	San Antonio	0.47
10	Austin	0.43
11	Dallas	0.43
12	Raleigh	0.41
13	Kansas City	0.39
14	Denver	0.38
15	Riverside	0.38
16	Phoenix	0.36
17	Pittsburgh	0.35
United States		**0.34**
18	Memphis	0.32
19	Philadelphia	0.32
20	Cleveland	0.32
21	Columbus	0.31
22	**St Louis**	**0.31**
23	San Jose	0.31
24	Nashville	0.30
25	Louisville	0.30
26	San Diego	0.30
27	Cincinnati	0.29
28	Oklahoma City	0.27
29	Detroit	0.25
30	Miami	0.24
31	Portland	0.22
32	Los Angeles	0.21
33	Birmingham	0.20
34	Seattle	0.19
35	Indianapolis	0.19
36	San Francisco	0.19
37	Richmond	0.19
38	Baltimore	0.18
39	Milwaukee	0.18
40	New York	0.17
41	Salt Lake City	0.17
42	Virginia Beach	0.17
43	Atlanta	0.15
44	Minneapolis	0.15
45	Washington D.C.	0.15
46	Chicago	0.14
47	Hartford	0.14
48	Boston	0.13
49	Providence	0.11
50	Buffalo	0.09

Source: Federal Highway Administration, FARS database, State DOTs

Fatalities Associated with Distracted Drivers, 2016

Per 100 Million Vehicle Miles Traveled

1	New Orleans	0.38
2	Louisville	0.29
3	San Antonio	0.27
4	Virginia Beach	0.22
5	Seattle	0.22
6	Richmond	0.19
7	Milwaukee	0.18
8	New York	0.17
9	Orlando	0.16
10	Charlotte	0.16
11	Tampa	0.16
12	Memphis	0.15
13	Phoenix	0.14
14	Buffalo	0.13
15	Philadelphia	0.13
United States		**0.13**
16	Kansas City	0.12
17	Austin	0.12
18	Dallas	0.12
19	Nashville	0.12
20	Raleigh	0.12
21	**St. Louis**	**0.11**
22	Baltimore	0.11
23	Washington D.C.	0.11
24	Riverside	0.10
25	Denver	0.09
26	Oklahoma City	0.09
27	Cincinnati	0.09
28	Cleveland	0.08
29	Houston	0.08
30	Portland	0.07
31	Atlanta	0.07
32	Jacksonville	0.07
33	Boston	0.07
34	Miami	0.07
35	Pittsburgh	0.06
36	Minneapolis	0.06
37	Providence	0.06
38	Columbus	0.06
39	Los Angeles	0.06
40	Salt Lake City	0.06
41	Detroit	0.06
42	Chicago	0.05
43	Indianapolis	0.05
44	San Diego	0.05
45	San Jose	0.05
46	Sacramento	0.05
47	Birmingham	0.05
48	San Francisco	0.04
49	Las Vegas	0.02
50	Hartford	0.01

Source: Federal Highway Administration, FARS database, State DOTs

Electronic Devices

- This graph shows crashes associated with electronic devices, including non-fatal crashes.
- There appears to be an upward trend from 2014-2016.

Conclusion

- Fatality rates vary by county
- Much variability exists on how crashes are categorized
- There can be much year to year variability for fatality rates

East-West Gateway, Fatalities and Rate by County, 2016

County	Fatalities	Rate Per 100 Million VMT
Madison	21	0.72
Monroe	3	0.81
St. Clair	40	1.41
Franklin	21	1.78
Jefferson	40	2.09
St. Charles	27	0.81
St. Louis	80	0.79
St. Louis City	62	2.53
East-West Gateway	294	1.17

Source: IDOT, MODot

WWS 7th Edition, Data, & Updates

www.ewgateway.org/research-center/where-we-stand/

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2018 BICYCLE & PEDESTRIAN CRASH ANALYSIS

Need & Purpose

- Persistent rise in bicycle and pedestrian crashes and fatalities both locally and nationally
- St. Louis is a Safety Focus City and both Missouri and Illinois are Focus States
- FAST Act requires established performance measures and targets, including non-motorized serious injuries and fatalities
- Informational tool for our regional partners and local public agencies to inform their decision-making and transportation planning processes

Data & Methodology

- Based on police crash report data for years 2011-2015
  - *Data limitations*
  - *Unreported crashes*
  - *Differences between states*
- Environmental Justice
- 2017 Bicycling & Walking Survey Results

Bicycle Crash Analysis: Key Findings

Bicycle Crash Locations

Bicycle Crashes, Over 65 Years of Age Per Square Mile

Pedestrian Crash Analysis: Key Findings

Pedestrian Crash Locations

Pedestrian Crashes, Under 18 Years of Age Per Square Mile

Strategies

- Shares proven and recommended FHWA strategies and countermeasures to make roadways safer
- Focuses on the Four E's of roadway safety: education, emergency medical services, enforcement, and engineering
- Strategies and countermeasures in both documents are a summary of strategies listed in Illinois and Missouri's strategic highway safety plans, the city of St. Louis' Pedestrian Safety Action Plan and the Federal Highway Administration's website.

Funding, Resources & Next Steps

- Lists possible state and federal funding sources
- Provides resources for sponsors to gather more information on bicycle and pedestrian safety
- Additional resources for bicycle and pedestrian safety can be found on EWG's website
- Plan to update data every three years with detailed reports being released intermittently between the updates
- Ideas for detailed reports are welcome

Bicycle Planning Guide

- Released June 2018
- Background on level of stress, types of bicyclists, connectivity
- Types of bicycle facilities
- Additional planning & design resources

Questions?

Contact:

Anna Musial at anna.musial@ewgateway.org

or

Melissa Theiss at melissa.theiss@ewgateway.org

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Memo to: Board of Directors

From: Staff

Subject: Consultant Selection for Bevo Great Streets Planning

Date: September 12, 2018

In 2006, the Council launched the Great Streets Initiative, encouraging communities to incorporate a wide range of issues and goals for their significant streets through planning assistance. Council staff identified the Bevo community along Gravois Boulevard in St. Louis City as the location for Great Streets Initiative planning, consistent with the Council's Fiscal Year 2019 Unified Planning Work Program. Plan funding includes Council planning funds (80%) and local match (20%) provided by the Bevo Community Improvement District and the City of St. Louis.

To solicit consulting services for the study, the Council released a Request for Proposals (RFP) on June 29, 2018, with a closing date of August 1. Twelve consulting teams responded to the RFP:

- Alta Planning and Design as the lead consultant with subconsultants E'Little Communication Group, Shockey Consulting Services, Tsquared Traffic and Transportation, The i5Group, and LandUse USA
- Asakura Robinson as the lead consultant with subcontractors CBB Transportation, PGAV Planners, and Vector Communications
- Bates Forum as lead consultant with subconsultants CBB Transportation, Engineering Design Source, Inc., Development Strategies, Vector Communications, and Codametrics
- Design Workshop as lead consultant with subconsultants Sam Schwartz, CBB Transportation, Development Strategies, Duncan Associates, Shockey Consulting Services, and Civil Design Inc.
- Farr Associates as lead consultant with subconsultants Development Strategies, CBB Transportation, DTLS, Inc., Shockey Consulting Services, and EcoDistricts

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- H3 Studio as lead consultant with subconsultants Urban Advisors, Ltd., Shockey Consulting Services, Engineering Design Source, Inc., Ron Fondaw, Ten8 Group, and DTLS, Inc.
- Houseal Lavigne as lead consultant with subconsultants Lochmueller Group, Planning Design Studio, Engineering Design Source, Inc,, and Vector Communications
- MIG as lead consultant with subconsultants CBB Transportation, Vector Communications, Development Strategies, Civil Design Inc., and International Institute of St. Louis
- Object Territories as lead consultant with subconsultants DTLS, Inc., Prosperity Labs, Engineering Design Source, Inc., Dutchtown South Community Corporation, Derek Hoeferlin Design, and MIC-Mobility in Chain.
- RDG Planning and Design as lead consultant with subconsultants CBB Transportation, DTLS, Inc., Engineering Design Source, Inc., Gruen Gruen and Associates, and Venice Communications
- Stantec as lead consultant with subconsultants ABNA Engineering, SWT, Smart Growth America, Development Strategies, W-ZHA, and FPA Group
- WSP as lead consultant with subconsultants CBB Transportation, Development Strategies, Hudson and Associates, Kivindyo Engineering Services, and DTLS, Inc.

After an initial screening by Council staff and review and scoring by a selection committee representing the City of St. Louis, the Missouri Department of Transportation, the Bevo Community Improvement District, and the Council the selection committee recommended that the contract be awarded to the team led by Farr Associates.

The Council will be the responsible contracting party.

Staff Recommendation: Staff recommends that the Executive Director be authorized to negotiate and enter into a contract with Farr Associates. In the event that a contract cannot be successfully negotiated with Farr Associates, staff recommends identical authorization to negotiate and enter into a contract with RDG Planning and Design. The contract amount will not exceed $500,000.

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Memo to: Board of Directors

From: Staff

Subject: Modification to the FY 2018-2021 Transportation Improvement Program (TIP), *Connected2045*, and the Related Air Quality Conformity Determination – Requested by MoDOT

Date: September 12, 2018

The Missouri Department of Transportation (MoDOT) has requested to amend the FY 2018-2021 TIP, *Connected2045*, and related Air Quality Conformity Determination by adding one new project.

The project is currently included in the draft FY 2019-2022 TIP but needs to be added to the FY 2018-2021 TIP to meet its letting date.

This project is summarized below:

New Project - Missouri					
Sponsor / TIP #	**Title – Limits**	**Description of Work**	**County**	**Federal Cost**	**Total Cost**
MoDOT / 6887G-19	I-70 – At various ramp locations throughout St. Louis District	Adding signing and striping for wrong way counter-measures	Multi-County	$909,900	$1,011,000
			TOTAL:	**$909,900**	**$1,011,000**

Staff Recommendation: Staff recommends that the FY 2018-2021 TIP, *Connected2045*, and the related Air Quality Conformity Determination be revised to add one new project as summarized above and detailed in the attachment. This project is exempt with respect to air quality in accordance with federal regulations (40 CFR 93.126).

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Amendment # **0918-096**
TIP # **6887G-19**
Sponsor # **6I3384**

PROJECT SPONSOR: **MoDOT**

ACTION REQUESTED: Revise FY 2019 of the FY 2018-2021 TIP to add a project

TITLE: I-70

LIMITS: At various ramp locations throughout St. Louis District

DESCRIPTION: Adding signing and striping for wrong way counter-measures

COUNTY: Multi-County

FUNDING SOURCE: Highway Safety Improvement Program (HSIP)

	Federal	Match	Total
PE	$83,700	$9,300	$93,000
ROW	$0	$0	$0
Implementation	$826,200	$91,800	$918,000
Total	$909,900	$101,100	$1,011,000

AIR QUALITY CONFORMITY: Exempt – Highway Safety Improvement Program implementation (§ 93.126)

STAFF RECOMMENDATION: Approval

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Memo to: Board of Directors

From: Staff

Subject: Regional Security Expenditures

Date: September 12, 2018

Staff is requesting authorization to expend funds in support of regional security that will improve the region's disaster preparedness and response capabilities. Funding will come from the U.S. Department of Homeland Security's Urban Areas Security Initiative (UASI) grant program. Attachment A summarizes this purchases totaling **$316,782**. Also attached is a summary description of all budgeted expenditures from the UASI grants (Attachment B).

Metro Air Support – The Metro Air Support Unit provides aerial law enforcement protection for the St. Louis metropolitan region. Their patrol missions vary from supporting all police departments in the region, providing surveillance for Federal authorities and helping to maintain the safety of critical infrastructure within the St. Louis area. In addition, the Unit performs routine patrols around the region's river bridges, power plants and the Melvin Price Locks and Dam in Alton, Illinois. In order to enhance this important regional asset's ability to respond, we are requesting approval to purchase the following equipment items for the Metro Air Support Unit:

1. **Thermal Imaging Digital Map Overlay System** - The purchase of a Digital Mapping Overlay System will greatly improve the flight crews ability to conduct area searches for wanted suspects and when following vehicles that refuse to stop. The Digital Map Overlay System identifies street names and provides rooftop-accurate parcel data which allows the flight crew to identify streets and addresses quicker and more efficiently. The system will allow the tactical flight officers to focus their attention inside the cockpit better. The Mapping system integrates with the Metro Air Support's video downlink system which provides live video feed to ground units. Total costs will not exceed **$118,500.**

2. **Night Vision Compatible Digital Engine Gauges and Radios** - The Metro Air Support flight crews wear night vision goggles during evening patrols and when called to assists ground units. This improves the crew's ability to operate in inclement weather, over difficult terrain and to identify communications towers and

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high power electrical lines. Due to the nature of night vision goggles, the aircraft cockpit instruments need to be modified to be compatible with the operation of night vision goggles. Therefore, we are requesting approval to purchase night vision compatible digital engine gauges and radios to include installations. Total cost will not exceed **$198,282.**

The purchases described in this memo are being made in accordance with the agency's procurement policy.

Staff Recommendation: Staff recommends that the Board approve the expenditure of funds as follows:

- for the purchase of two Thermal Imaging Digital Map Overlay Systems from Churchill Navigation in an amount not to exceed **$118,500**;
- for the purchase and installation of four night vision compatible helicopter engine gauges from Ideal Aviation in an amount not to exceed **$83,333**;
- for the purchase and installation of three night vision compatible Garmin radios with antenna and Helicopter Terrain Awareness Warning Systems from Ideal Aviation in an amount not to exceed **$114,949**;

for a total amount not to exceed **$316,782** from the UASI grant program.

ATTACHMENT A

Expenditures for Equipment and Services
August 2, 2018

Vendor	Description	Jurisdiction/Agency	Quantity	Cost
Emergency Response Equipment (UASI)				
Churchill Navigation (Boulder, CO)	Digital Mapping Overlay System	St. Louis County	2	$118,500
Ideal Aviation (Sauget, IL)	NVG Compatible Helicopter Gauges	St. Louis County	4	$83,333
Ideal Aviation (Sauget, IL)	NVG Compatible Helicopter Radios	St. Louis County	3	$114,949
			TOTAL EXPENDITURES	**$ 316,782.00**

Total UASI Expenditures: $316,782

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

		Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Critical Response Teams					
A key goal under the UASI Strategy is to strengthen our critical response teams. We have largely accomplished this goal with hazardous materials and heavy rescue equipment and training. These teams are capable of responding to terrorist attacks, industrial accidents or natural disasters like earthquakes and tornadoes. Another element of critical response includes medical supplies for mass casualty incidents. The MCI trailers represent the first stage of meeting this need for the EMS community. Also included is equipment for Incident Management Teams that will consist of emergency responders from all disciplines. These mobile teams are activated to support emergency responders managing an event where the event continues over many hours or days.	Hazmat / HR	$18,732,753	$18,445,240	$0	$287,513
	Mass Casualty	1,172,980	1,091,753	0	81,227
	Incident Management Teams	2,436,812	2,306,679	0	130,133
Law Enforcement Tactical Team Equipment					
There are 7 law enforcement tactical response units in the region which need communications, tactical lights and personal protective equipment. Three of the teams will receive tactical vehicles and Metro Air Support will receive a helicopter and other equipment to support response to a variety of terrorist incidents.	Misc equipment:	9,534,894	9,080,544	316,782	137,568
	Tactical vehicles:	4,514,819	4,514,819	0	0
Interoperable Communications					
A variety of projects come within the description of Interoperable Communications. Radio caches, satellite phones and video conferencing and the Land Mobile Radio Communications Plan are included, as well as a microwave tower backbone system.	Radios, phones, video conf. etc:	8,758,026	8,579,774	0	178,252
	Microwave system:	9,338,047	9,188,047	0	150,000
	Radio Plan:	694,300	674,300	0	$20,000
The Virtual EOC					
The virtual EOC strengthens regional collaboration on a day to day basis through a web based interactive network that links the region's eight EOC's and numerous other users for planning, preparing for and responding to an incident. In future years we hope to add a robust Geographic Information System capability.		5,278,534	5,278,534	0	0

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Emergency Patient Tracking	$2,422,320	$2,422,320	$0	$0
Patient Tracking allows emergency medical services and hospitals to rapidly enter data about a patient into a secure wireless web-based tracking system. The data includes identification, triage condition and transport information and allows the hospitals to balance patient loads and provide information to families.				
Universal ID Project This system provides a uniform identification card for fire, law enforcement and volunteers with credential information embedded in the card.	557,812	557,812	0	0
Expand Public Health Capabilities Local public health agencies are working to prepare the region and protect citizens and first responders in the event of bioterrorism and natural diseases. Work is underway to establish an automated syndromic surveillance system for the early detection of naturally occurring or man made disease outbreaks.	2,942,741	2,821,898	0	120,843
Mass Casualty Equipment, Medical Supplies and Software for Hospitals Hospitals are preparing the region for a response to a medical surge or mass casualty incident (MCI) by staging emergency response trailers that are equipped with medical supplies, cots and bedding at selected hospitals for deployment anywhere in the St. Louis region. In addition, the hospitals will dispense medicine to employees, their families and patients in the event of a large-scale bioterrorist or naturally occurring illness. The hospitals have software that will help with the dispensing of this medicine and the management of an MCI when it occurs.	2,296,305	2,177,244	0	119,061
Disaster Incident Management System for Hospitals and Tactical Response The disaster incident management software system provides a tactical incident management capability for hospitals and response teams that includes federally required forms and plans. For the hospital systems it also includes a regional bed tracking capability.	$2,270,308	$2,270,308	$0	$0

ATTACHMENT B
Cumulative Budgeted Expenditures for Major Projects under Urban Areas Security Initiative through Fiscal Year 2016

	Total Budgeted	Prior amount approved by EWG Board	This request	Remaining to be approved
Terrorism Early Warning Center The TEW is operated by the St. Louis Metropolitan Police Department and the St. Louis County Police Department and serves as a central clearinghouse for information and intelligence to help detect and prevent acts of terrorism.	$ 3,834,597	$3,288,721	$0	$545,876
Citizen Preparedness This program includes Citizen Emergency Response Teams and other similar teams designed to educate the public about disaster preparedness and train them to assist their neighbors. Expenditures include equipment and training to help citizens learn to respond to hazards as part of a team in their neighborhood or workplace, and public information. The program also includes the sheltering project which brings generators and shelters into the region to protect citizens who need shelter.	2,738,666	2,667,466	0	71,200
Regional Coordination Planning Includes regional emergency coordination planning, mutual aid improvements, public information and enhancements to critical infrastructure protection.	1,024,051	1,024,051	0	0
Exercises A regional Full Scale Exercise (FSE) will be held during the second quarter of 2016. The FSE scenario will be terrorist based involving a mass casualty incident and will involve regional hospitals, public health, fire and law enforcement agencies.	471,500	371,500	0	100,000
Training Most disciplines have received and will continue to attend training activities to enhance their skills. Included are heavy rescue, hazmat, incident management teams, law enforcement, public health and hospitals.	4,270,008	4,158,289	0	111,719
Totals:	$83,289,473	[1] $80,919,299	$316,782	$2,053,392

[1] This total represents the sum of UASI funds awarded for equipment and contractual obligations for fiscal years 2003 - 2017. The schedule represents the cumulative amount spent, from both open and closed grants, on major projects since the inception of the Homeland Security Grant Program.