Update on Connected 2050: Long-Range Transportation Plan

September 28, 2022

Saranya Konala, EWG

Michael Grant, ICF
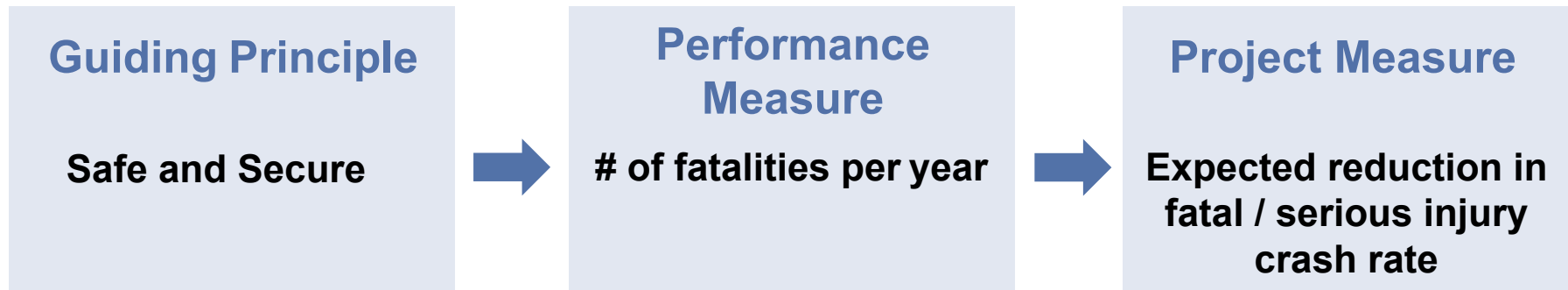
CONNECTED
2050
Long-Range Transportation Plan for the St. Louis Region

1

Guiding Principles

→ Role of Guiding Principles

- Connected 2050 long-range transportation plan (LRTP) establishes a vision and priorities for the St. Louis region's transportation system

- Guiding Principles within the LRTP guide
  - transportation policy
  - investment decisions

Guiding Principle	Performance Measure	Project Measure
Safe and Secure	# of fatalities per year	Expected reduction in fatal / serious injury crash rate

→ **Process for Updating Guiding Principles**

- Extensive input from the public, stakeholders, and EWG Board

- Community engagement included:
  - **Census-weighted survey**
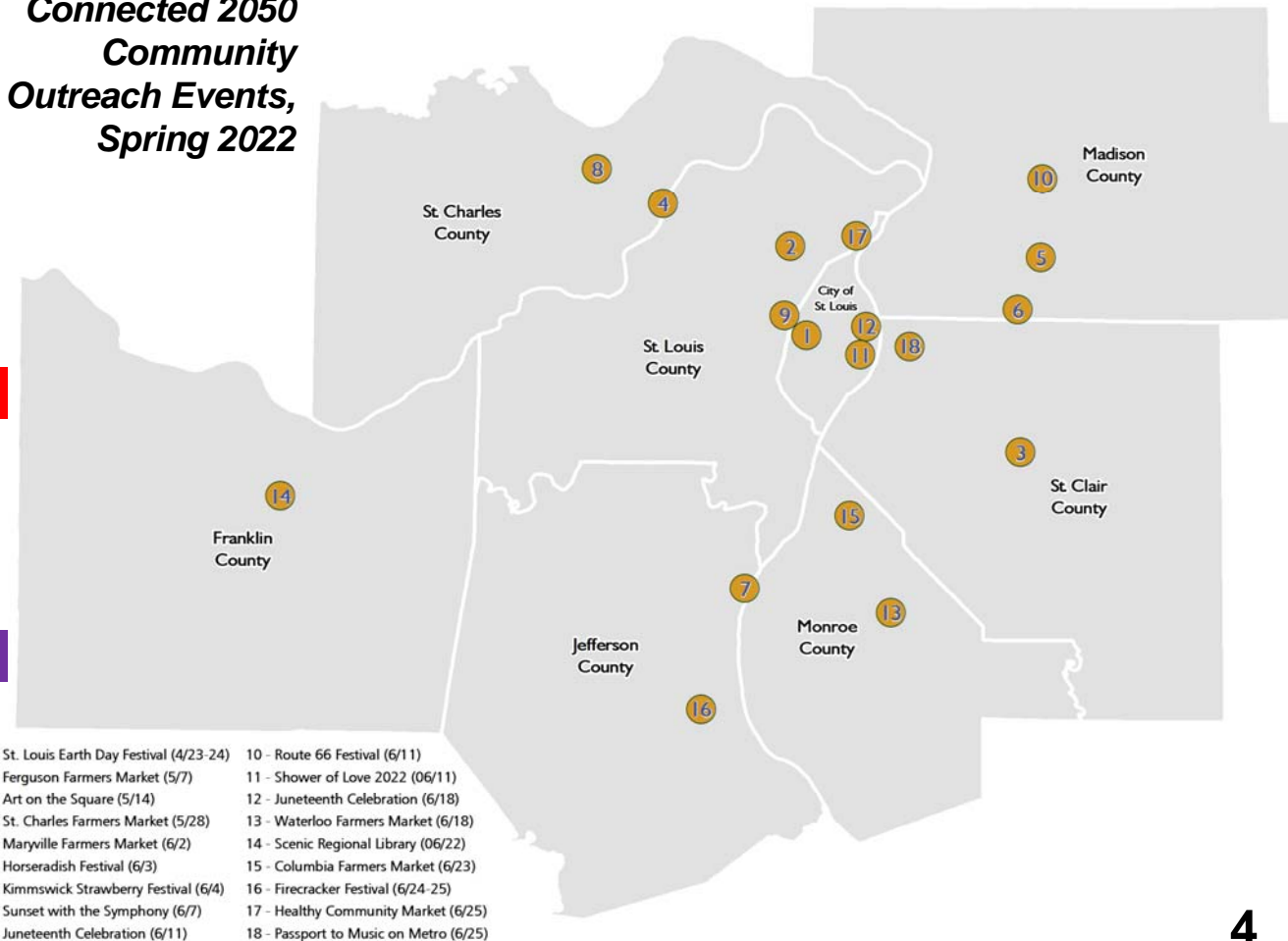 - 18 community events throughou the region
  - Stakeholder interviews
  - **Publicly available survey**
  - Two resident focus groups
  - In-person and virtual Open Houses

Connected 2050 Community Outreach Events, Spring 2022

1 - St. Louis Earth Day Festival (4/23-24)
2 - Ferguson Farmers Market (5/7)
3 - Art on the Square (5/14)
4 - St. Charles Farmers Market (5/28)
5 - Maryville Farmers Market (6/2)
6 - Horseradish Festival (6/3)
7 - Kimmswick Strawberry Festival (6/4)
8 - Sunset with the Symphony (6/7)
9 - Juneteenth Celebration (6/11)
10 - Route 66 Festival (6/11)
11 - Shower of Love 2022 (06/11)
12 - Juneteenth Celebration (6/18)
13 - Waterloo Farmers Market (6/18)
14 - Scenic Regional Library (06/22)
15 - Columbia Farmers Market (6/23)
16 - Firecracker Festival (6/24-25)
17 - Healthy Community Market (6/25)
18 - Passport to Music on Metro (6/25)
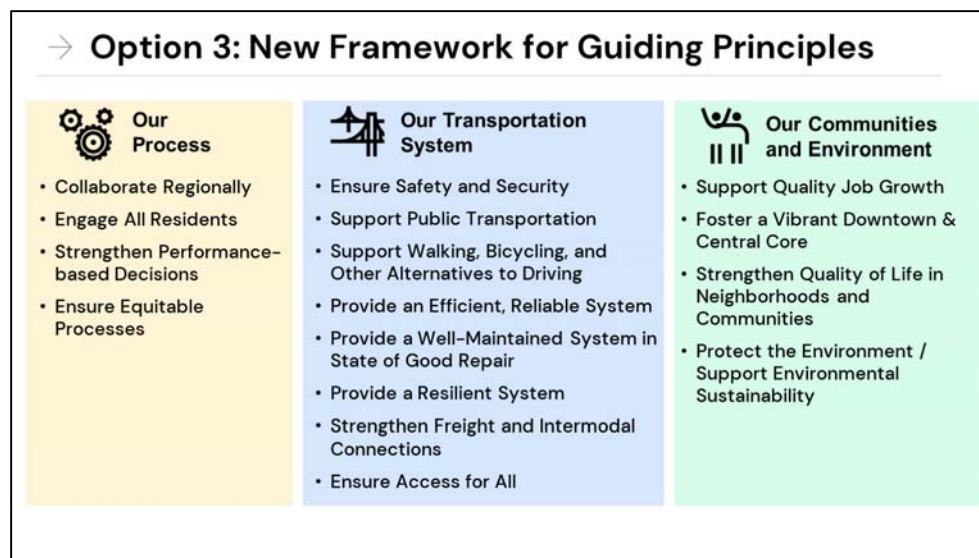
4

- **Key Takeaways for Guiding Principles**

  - Simpler is better

  - Include process principles

  - Develop a scorecard to track progress on principles

- **Key Takeaways on Regional Priorities**

  - Economic growth is critical for the region

  - Need seamless (not competing) transportation systems and this can be achieved through increased collaboration
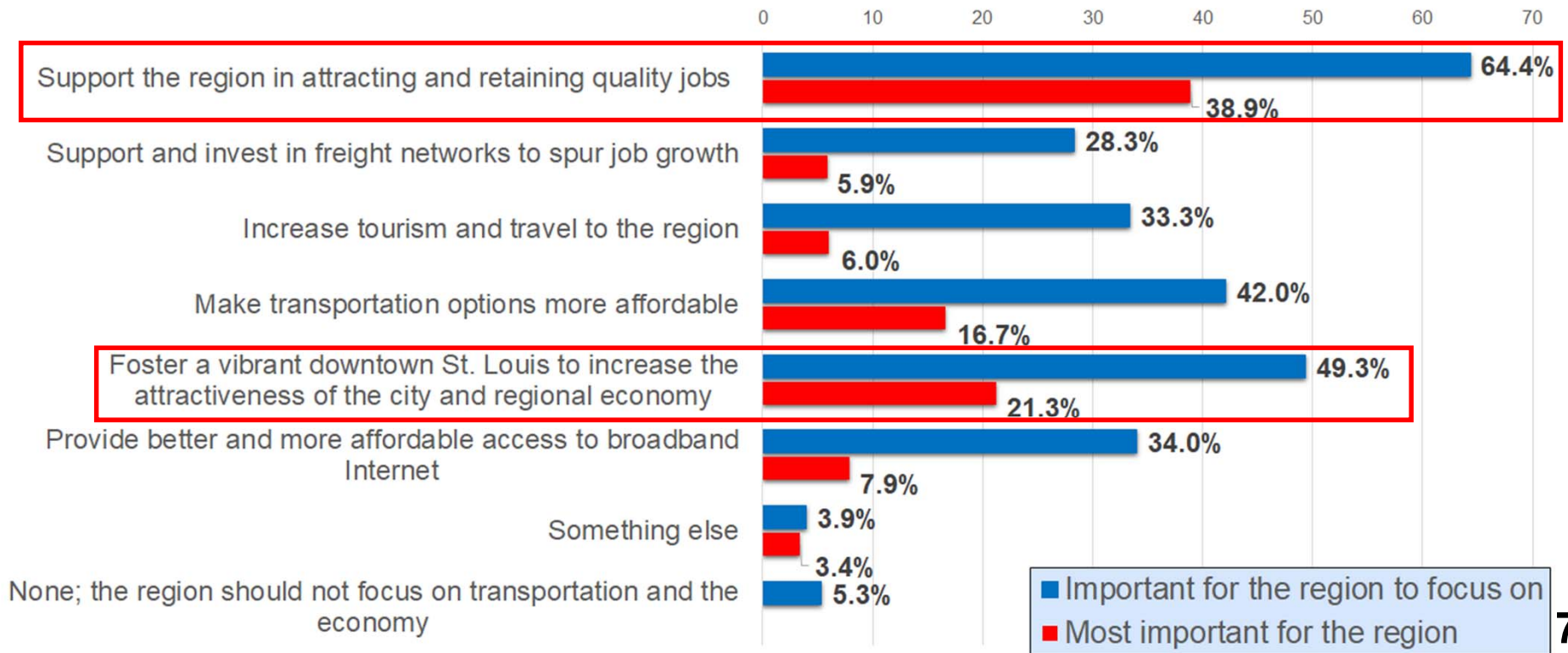

Option 1: A Few Core Principles (3–5 themes)

Option 2: Build on Current Approach (Refresh 10 principles)

Option 3: New Framework for Guiding Principles

5

Proposed Guiding Principles

Our Communities and Region

- Economic Vitality
- Thriving Neighborhoods and Communities
- A Vibrant Downtown and Central Core
- A Healthy and Sustainable Environment

Our Transportation System

- Safe and Secure
- Choices and Access for All
- Seamless, Efficient, and Reliable
- Well-Maintained and Resilient

Our Process

- Collaborative
- Equitable
- Innovative
- Performance-Based

6

→ Economic Vitality

Maximize the region's economic competitiveness and support growth in quality jobs.

Important Focuses for Transportation and the Economy

Focus	Important for the region to focus on	Most important for the region
Support the region in attracting and retaining quality jobs	64.4%	38.9%
Support and invest in freight networks to spur job growth	28.3%	5.9%
Increase tourism and travel to the region	33.3%	6.0%
Make transportation options more affordable	42.0%	16.7%
Foster a vibrant downtown St. Louis to increase the attractiveness of the city and regional economy	49.3%	21.3%
Provide better and more affordable access to broadband Internet	34.0%	7.9%
Something else	3.9%	3.4%
None; the region should not focus on transportation and the economy	5.3%	

- Important for the region to focus on
- Most important for the region

7

→ Thriving Neighborhoods and Communities

🏠 ***Foster safe, healthy, and attractive places where people love to live, work, and play.***

- Residents throughout the region stated they want to live in communities that are
  - Clean, Safe, Walkable
  - Have access to schools, healthcare, parks

- Regional activity centers like **St. Charles, Kirkwood, Clayton,** and **Belleville** identified as important job centers and destinations
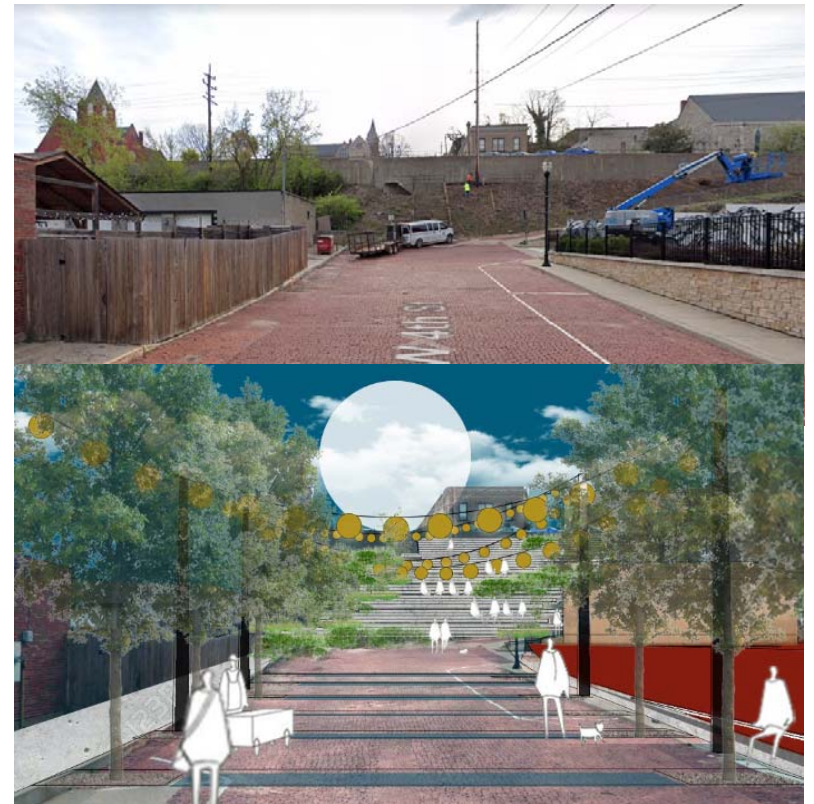
Alton Great Streets, June 2020

8

A Vibrant Downtown and Central Core

Enhance the attractiveness of downtown St. Louis and the central core to strengthen the region.

Ranked "Fostering a Vibrant Downtown STL as a top Economic Priority

Percent (%)

	Percent (%)
Total	21.3
Illinois Counties	23.0
St Louis City/County	19.1
Franklin/Jefferson	18.0
St Charles	29.9
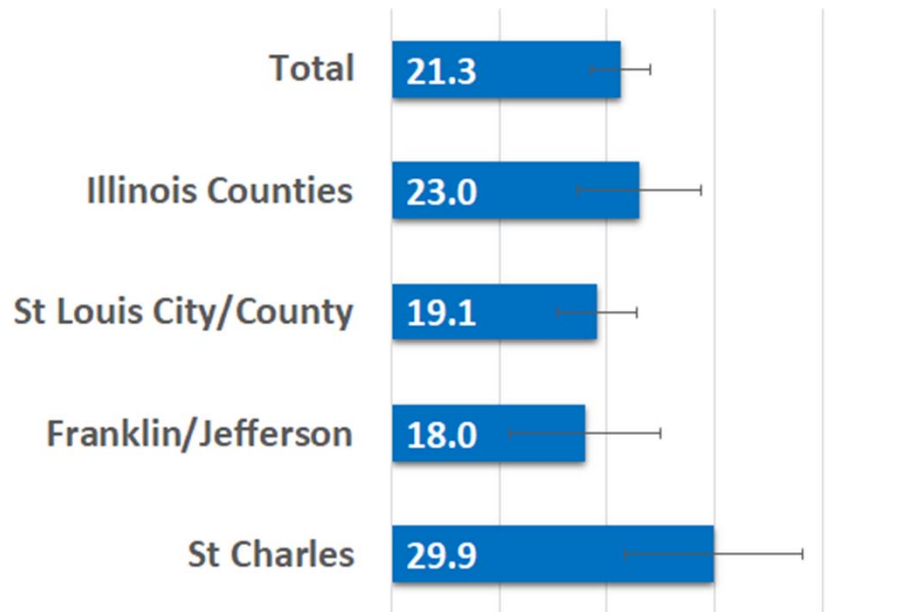
STL2030 JOBS PLAN — DRIVING A DECADE OF INCLUSIVE GROWTH

Goal: Restore the Core as the Vibrant Jobs and Cultural Center of the Metropolis

THE ST. LOUIS METROPOLITAN CORE REIMAGINED
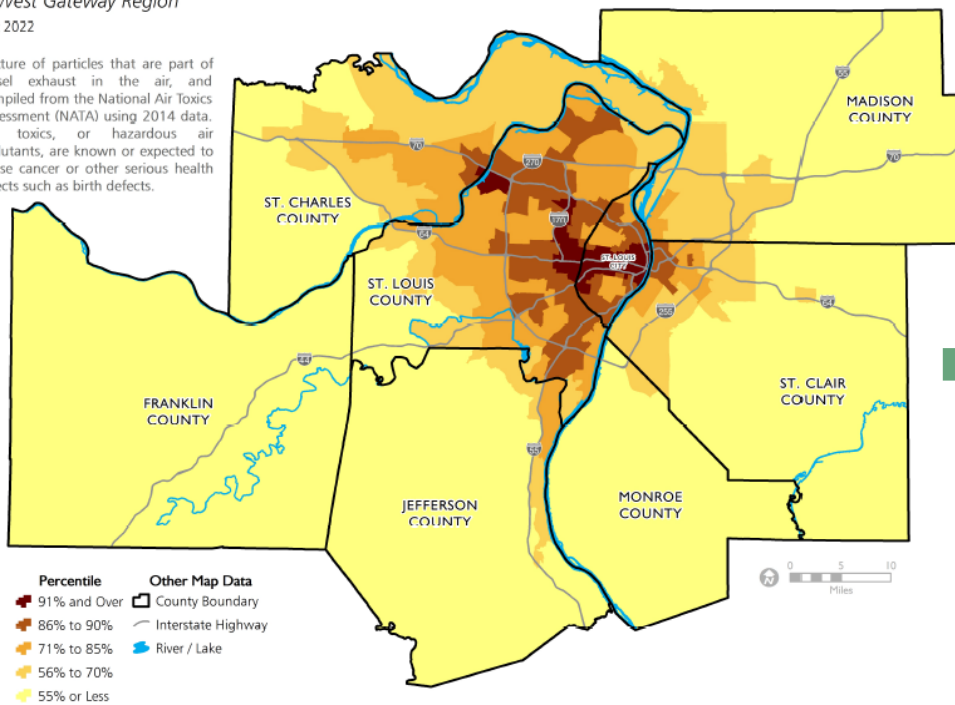
9

A Healthy and Sustainable Environment

Ensure clean air and waterways and reduce emissions contributing to climate change to support the health and well-being of our communities

Diesel Particulate Matter Exposure

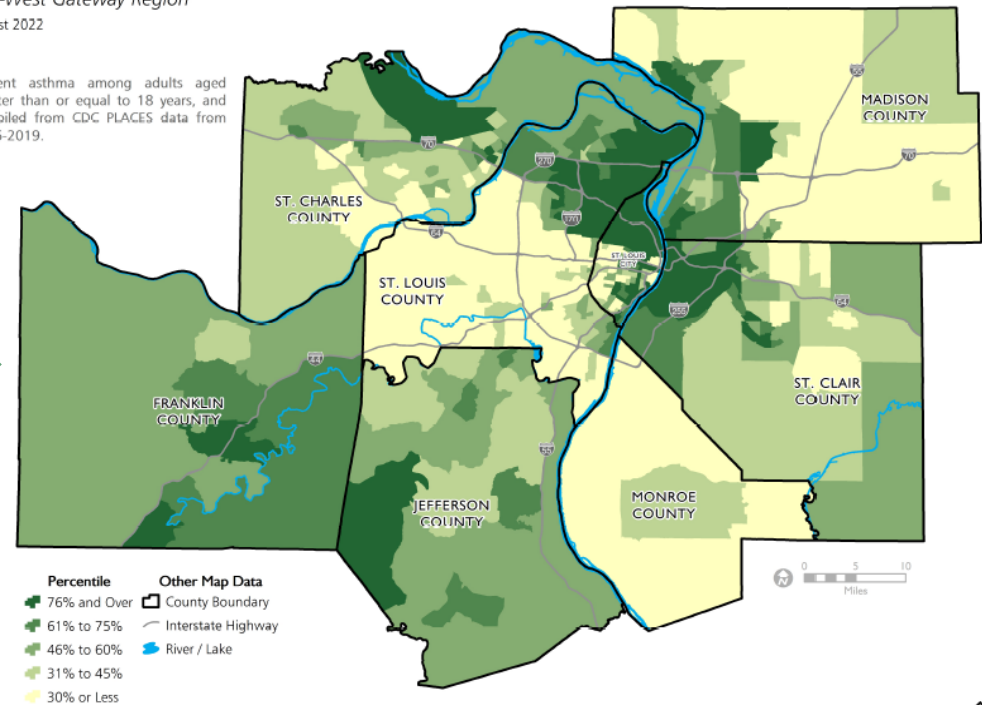*East-West Gateway Region*
August 2022

Mixture of particles that are part of diesel exhaust in the air, and compiled from the National Air Toxics Assessment (NATA) using 2014 data. Air toxics, or hazardous air pollutants, are known or expected to cause cancer or other serious health effects such as birth defects.

MADISON COUNTY
ST. CHARLES COUNTY
ST. LOUIS COUNTY
ST. LOUIS CITY
FRANKLIN COUNTY
ST. CLAIR COUNTY
JEFFERSON COUNTY
MONROE COUNTY

Percentile
- 91% and Over
- 86% to 90%
- 71% to 85%
- 56% to 70%
- 55% or Less

Other Map Data
- County Boundary
- Interstate Highway
- River / Lake

Data is depicted by 2010 Census tracts. Tract boundaries are not shown on the map.

Sources: Climate and Economic Justice Screening Tool (Beta), Council on Environmental Quality, accessed June 2022; East-West Gateway Council of Governments

EAST-WEST GAT

Current Asthma Among Adults (18+)

East-West Gateway Region
August 2022

Current asthma among adults aged greater than or equal to 18 years, and compiled from CDC PLACES data from 2016-2019.

MADISON COUNTY
ST. CHARLES COUNTY
ST. LOUIS COUNTY
ST. LOUIS CITY
FRANKLIN COUNTY
ST. CLAIR COUNTY
JEFFERSON COUNTY
MONROE COUNTY

Percentile
- 76% and Over
- 61% to 75%
- 46% to 60%
- 31% to 45%
- 30% or Less

Other Map Data
- County Boundary
- Interstate Highway
- River / Lake

Data is depicted by 2010 Census tracts. Tract boundaries are not shown on the map.

Sources: Climate and Economic Justice Screening Tool (Beta), Council on Environmental Quality, accessed June 2022; East-West Gateway Council of Governments
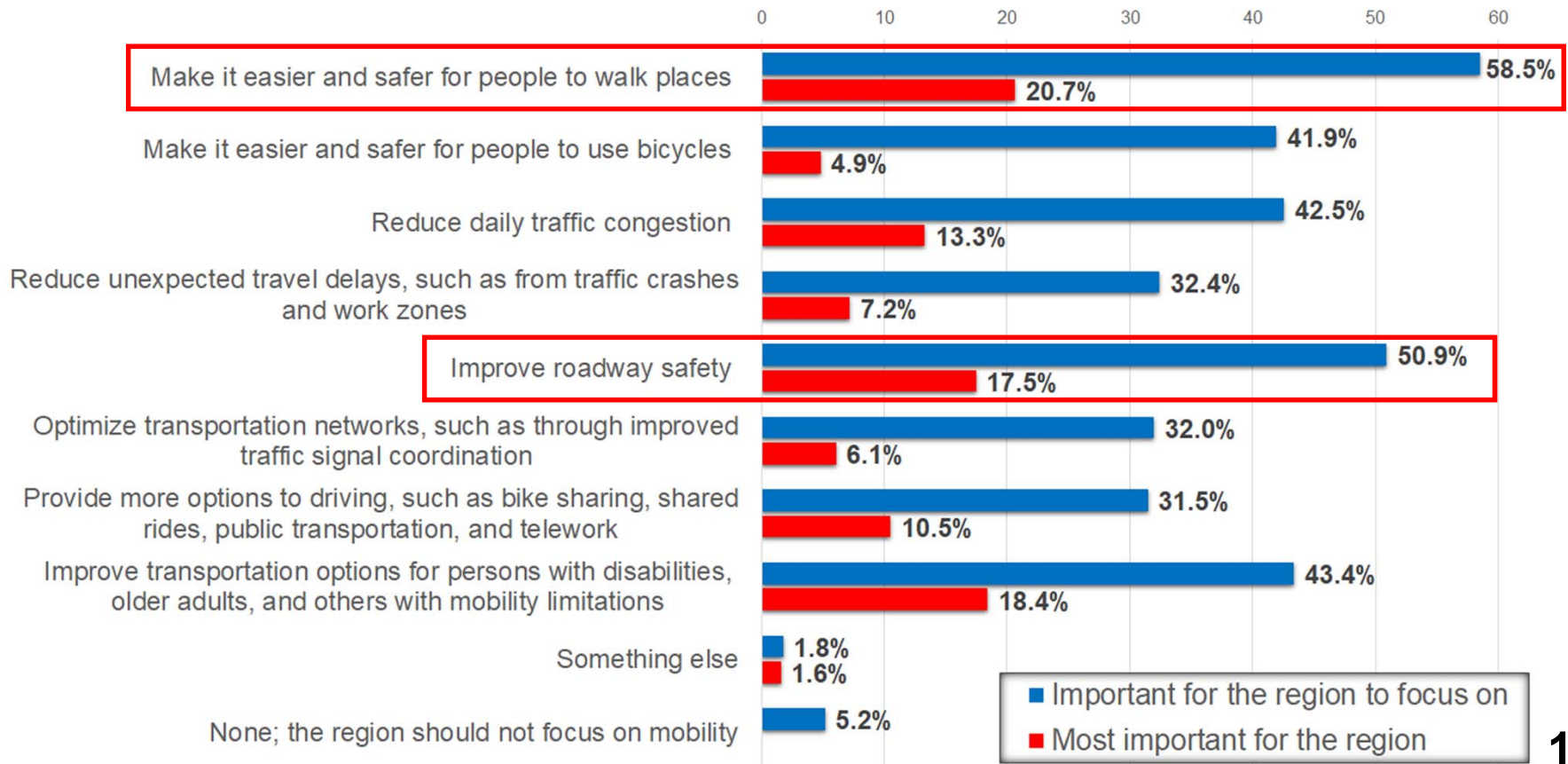
EAST-WEST GATEWAY

10

→ Safe and Secure

Provide safe and secure travel for all people, including pedestrians, bicyclists, transit riders, and motorists.

Important Focuses for Mobility

Make it easier and safer for people to walk places — 58.5% / 20.7%
Make it easier and safer for people to use bicycles — 41.9% / 4.9%
Reduce daily traffic congestion — 42.5% / 13.3%
Reduce unexpected travel delays, such as from traffic crashes and work zones — 32.4% / 7.2%
Improve roadway safety — 50.9% / 17.5%
Optimize transportation networks, such as through improved traffic signal coordination — 32.0% / 6.1%
Provide more options to driving, such as bike sharing, shared rides, public transportation, and telework — 31.5% / 10.5%
Improve transportation options for persons with disabilities, older adults, and others with mobility limitations — 43.4% / 18.4%
Something else — 1.8% / 1.6%
None; the region should not focus on mobility — 5.2%

Legend:
■ Important for the region to focus on
■ Most important for the region

11

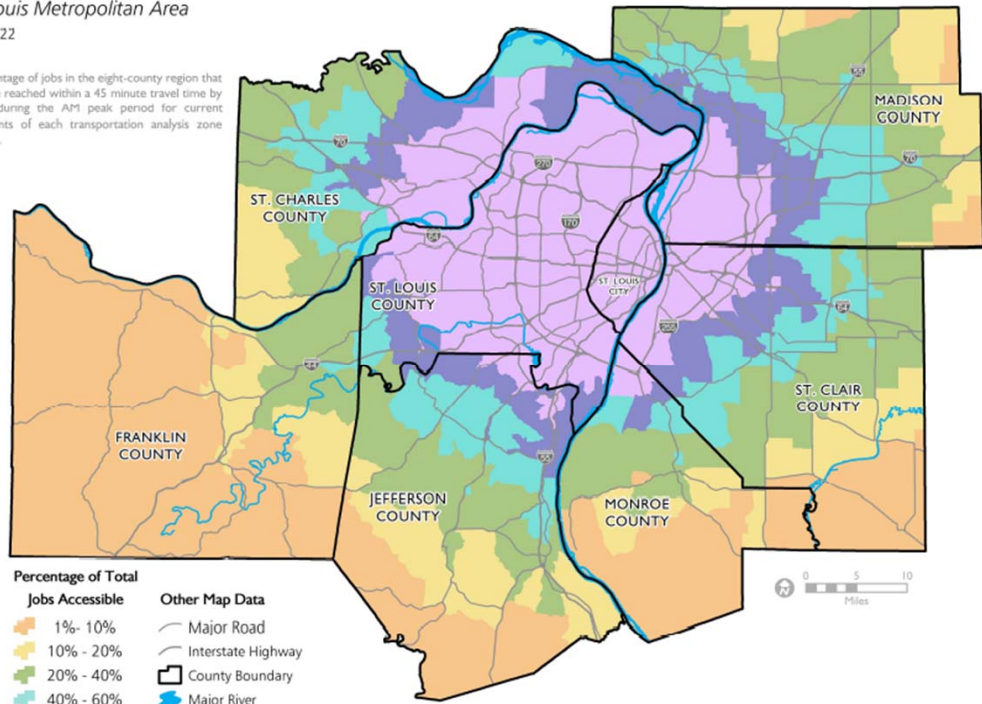# → Choices and Access for All

Improve public transportation, bicycling and walking, and other alternatives to driving to help people of all ages, abilities, and population groups access opportunities.

Job Accessibility by Auto – 2020
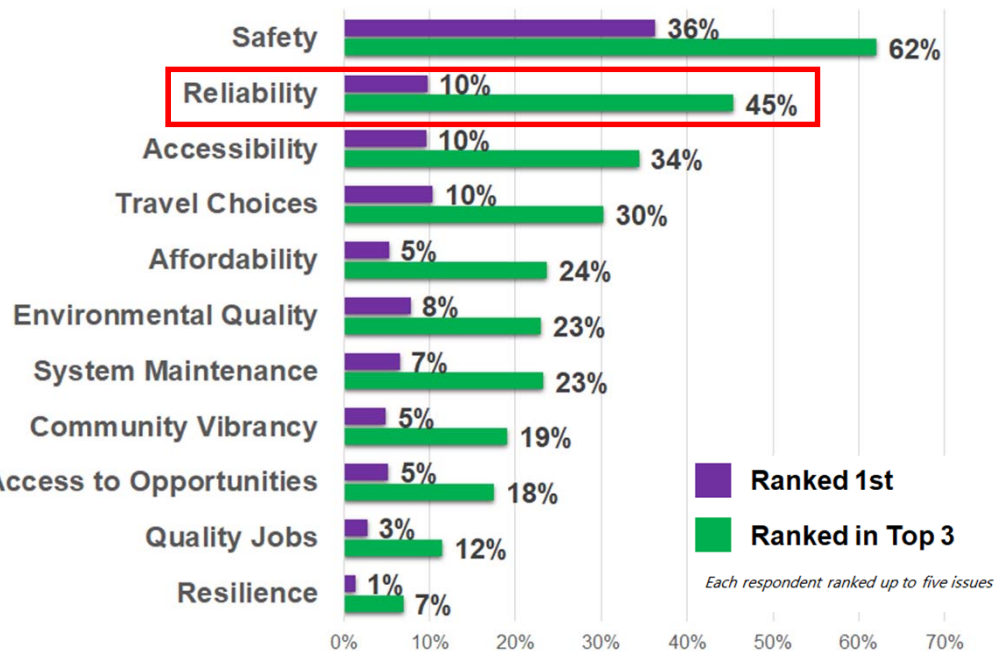
Job Accessibility by Transit – 2020
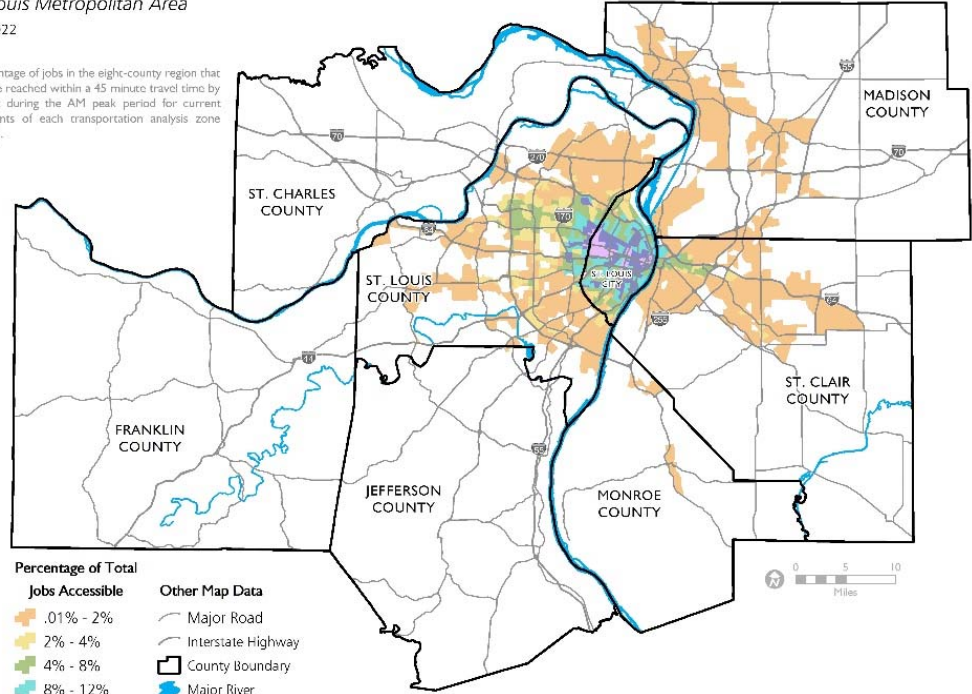
Seamless, Efficient, and Reliable

Enhance connectivity, manage congestion, and improve travel time reliability to support efficient personal travel and freight movement.

What transportation issues are most important to you?

Issue	Ranked 1st	Ranked in Top 3
Safety	36%	62%
Reliability	10%	45%
Accessibility	10%	34%
Travel Choices	10%	30%
Affordability	5%	24%
Environmental Quality	8%	23%
System Maintenance	7%	23%
Community Vibrancy	5%	19%
Fair Access to Opportunities	5%	18%
Quality Jobs	3%	12%
Resilience	1%	7%

Each respondent ranked up to five issues

Freight Value

Value of freight imported to, exported from, or shipped within the region in millions of dollars, 2016

1	Los Angeles	2,231,536
2	New York	2,194,910
3	Houston	1,669,419
4	Chicago	1,429,049
5	Dallas	1,103,264
6	San Francisco	838,229
7	Detroit	831,992
8	Philadelphia	736,435
9	Boston	704,773
10	Atlanta	644,490
11	Seattle	601,767
12	Miami	466,645
Peer Average		**460,968**
13	Minneapolis	393,431
14	St. Louis	354,313
15	Columbus	334,308
16	New Orleans	332,864
17	Cleveland	326,390
18	Portland	296,329
19	San Diego	288,571
20	Phoenix	285,981
21	Indianapolis	284,710
22	Baltimore	282,847
23	Denver	269,794
24	Washington, D.C.	268,708

Freight Tonnage

Amount of freight imported to, exported from, or shipped within the region in thousands of tons, 2016

1	Houston	1,848,078
2	New York	1,184,331
3	Los Angeles	1,089,304
4	Chicago	1,022,264
5	Dallas	732,473
6	New Orleans	601,615
7	Philadelphia	568,803
8	San Francisco	532,600
9	Detroit	425,767
10	Boston	423,749
11	Miami	405,003
12	Atlanta	404,742
13	St. Louis	383,994
14	Seattle	383,241
15	Minneapolis	350,572
Peer Average		**340,824**
16	San Antonio	323,929
17	Denver	310,393
18	Cleveland	309,999
19	Portland	261,548
20	Pittsburgh	232,007
21	Phoenix	227,159
22	Cincinnati	226,807
23	Tampa	223,784
24	Washington, D.C.	220,262

Well-Maintained and Resilient

Ensure that the transportation system is clean, maintained in a state of good repair, and resilient to extreme weather and other disruptions.
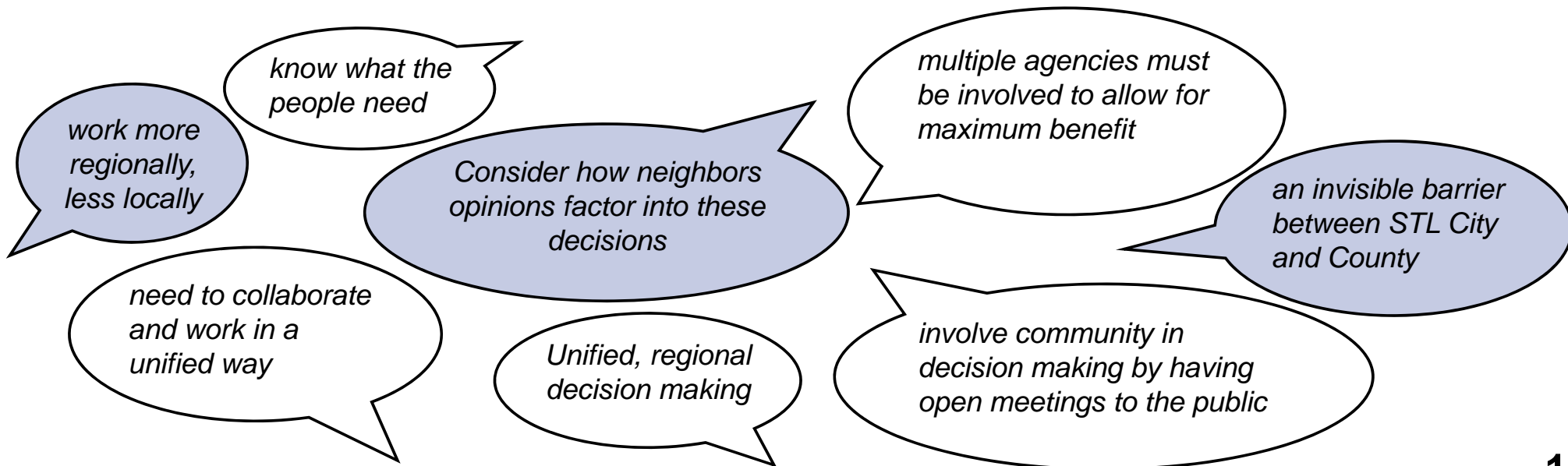

14

Collaborative

Work together across jurisdictions and communities to support the region's overall economy, environment, and quality of life.

What do you think is important for elected officials and decision-makers to consider when making transportation decisions?

know what the people need

work more regionally, less locally

multiple agencies must be involved to allow for maximum benefit

Consider how neighbors opinions factor into these decisions

an invisible barrier between STL City and County

need to collaborate and work in a unified way

Unified, regional decision making

involve community in decision making by having open meetings to the public
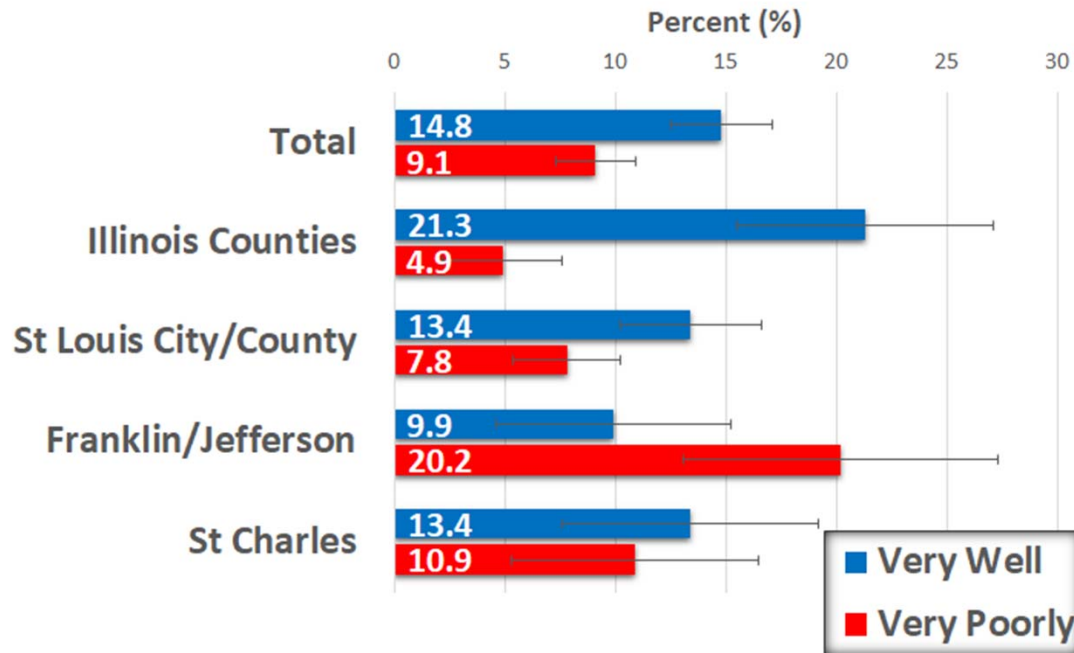
15

→ Equitable

Ensure the transportation system is working for everyone in the region, and all voices are heard, including populations that are traditionally underserved.
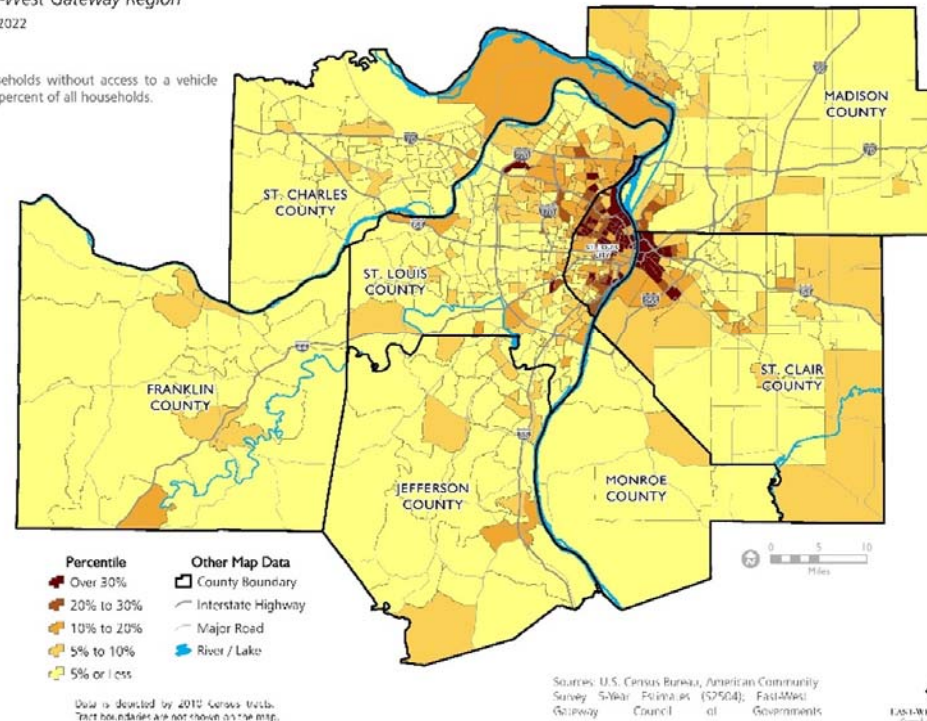

Transportation System Meets Needs

Percent (%)

	Very Well	Very Poorly
Total	14.8	9.1
Illinois Counties	21.3	4.9
St Louis City/County	13.4	7.8
Franklin/Jefferson	9.9	20.2
St Charles	13.4	10.9

No Vehicle Households
East-West Gateway Region
June 2022

Households without access to a vehicle as a percent of all households.

Percentile
- Over 30%
- 20% to 30%
- 10% to 20%
- 5% to 10%
- 5% or less

Other Map Data
- County Boundary
- Interstate Highway
- Major Road
- River / Lake

Data is depicted by 2010 Census tracts. Tract boundaries are not shown on the map.

Sources: U.S. Census Bureau, American Community Survey 5-Year Estimates (S2504); East-West Gateway Council of Governments

16

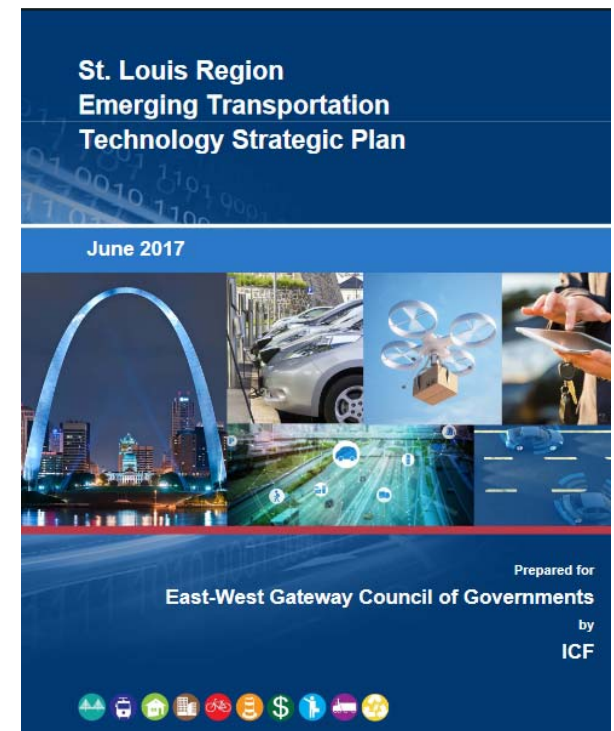# → Innovative

Bring leading-edge ideas, technologies, and approaches to address transportation challenges and position the region for growth.

- Position the region to compete for the numerous discretionary grant programs in IIJA
  - Strengthening Mobility and Revolutionizing Transportation (SMART) Grants
  - Advanced Transportation Technologies & Innovative Mobility Deployment
  - Reconnecting Communities Pilot Program
  - Healthy Streets Program
  - Safe Streets and Roads for All
  - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

St. Louis Region
Emerging Transportation
Technology Strategic Plan

June 2017

Prepared for
East-West Gateway Council of Governments
by
ICF

→ Performance-Based

Use data-driven approaches to support wise investment decisions that maximize stewardship of limited financial resources.
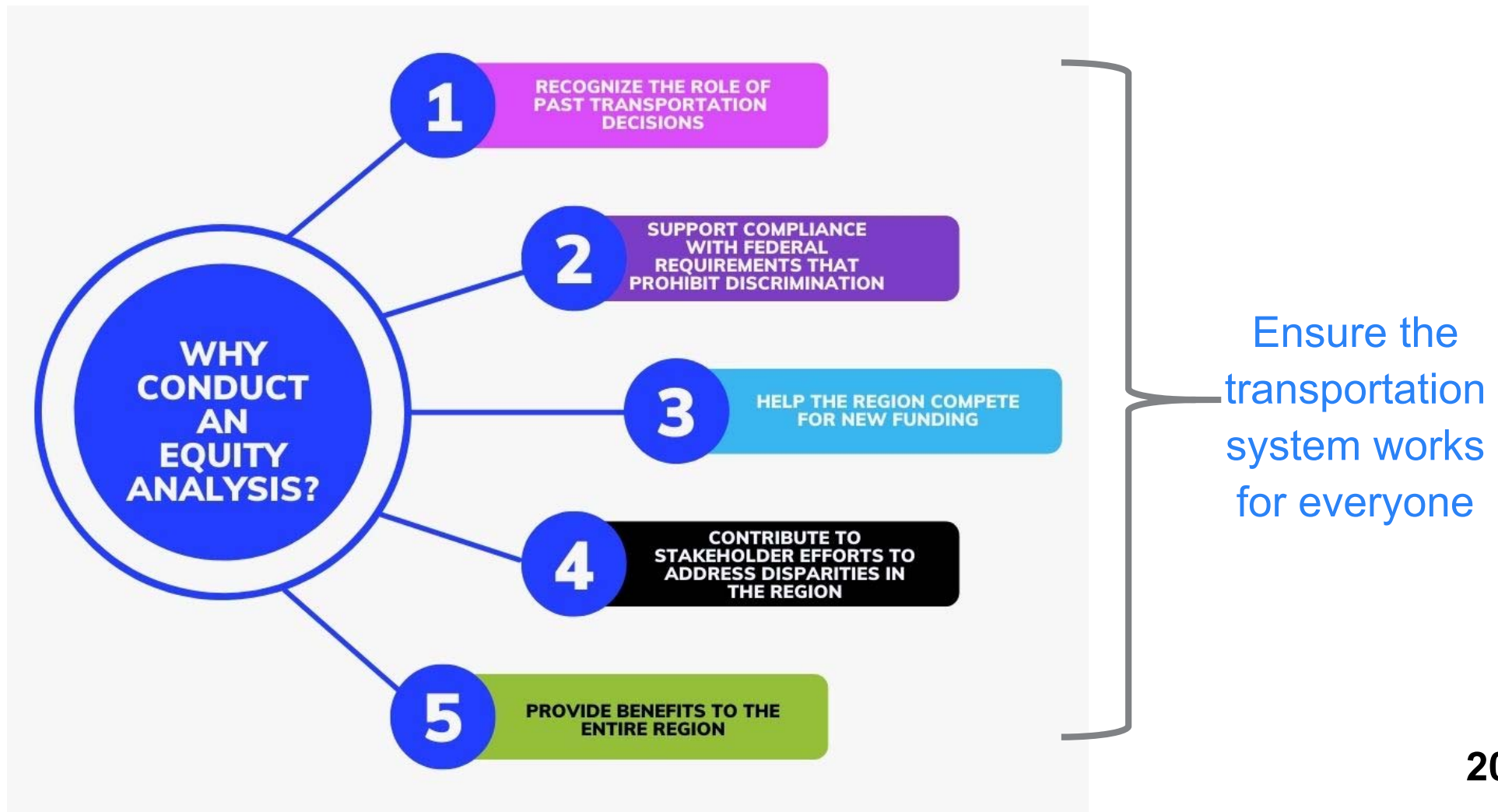
- Data-driven

- Performance-based planning

- Maximize stewardship of available funding

- Achieve the region's transportation goals

18
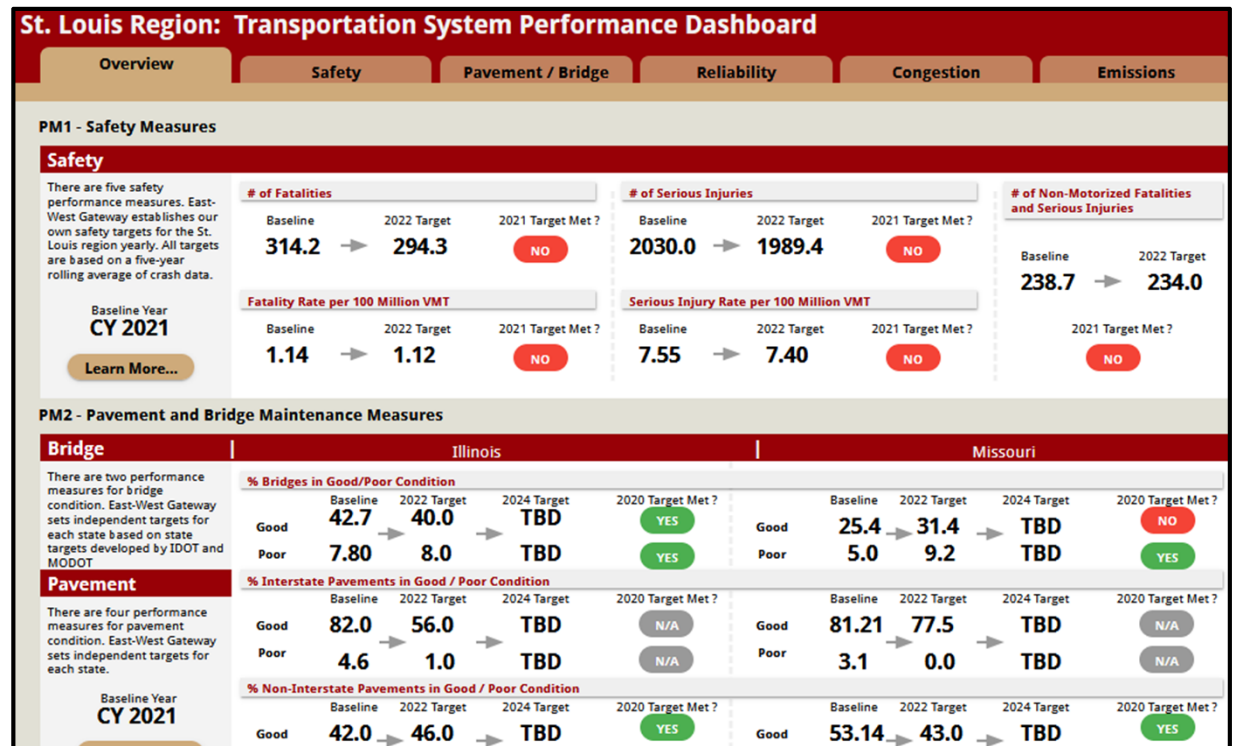
Equity Investment Analysis

→ Why conduct the Equity Investment Analysis?

Ensure the transportation system works for everyone

Equity Investment Analysis Methodology

(1) Historical Analysis

Nearing Completion

(2) Current Conditions Analysis

In Progress

(3) Analysis of TIP Spending

In Progress

Areas of Persistent Poverty (APP), 2022
East-West Gateway Region
June 2022

MADISON COUNTY

ST. CHARLES COUNTY

ST. LOUIS COUNTY

FRANKLIN COUNTY

ST. CLAIR COUNTY

JEFFERSON COUNTY

MONROE COUNTY

LEGEND
Area of Persistent Poverty by Tract
County Boundary
Interstate Highway
Major Road
River / Lake

0   5   10
Miles

Data is depicted by 2010 Census tracts. Tract boundaries are not shown on the map.

Sources: U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE); U.S. Census Bureau; East-West Gateway Council of Governments

EAST-WEST GATEWAY

**Historical Analysis: 1930s to 1960s**

- Transportation and urban renewal policies displaced and divided communities

  - Large federal investments in development of the Interstate highway system

  - Highways were planned in part for "slum clearance" and repurposing of areas, resulting in demolition of largely African American homes and neighborhoods

  - These decisions displaced thousands of families and businesses, divided communities, and reinforced segregation

EWG generated maps of 2015 satellite imagery with 1950 Sanborn parcel maps overlaid in yellow

• Federal housing policies

- Appraisal standards tied property value and loan eligibility to race ("redlining")

- Disproportionately left African-American families out of wealth creation

- Reinforced segregation

• Implications

- Decline in population and employment in City of St. Louis

- New suburban development and job growth only accessible by auto

- Transit network disinvestment
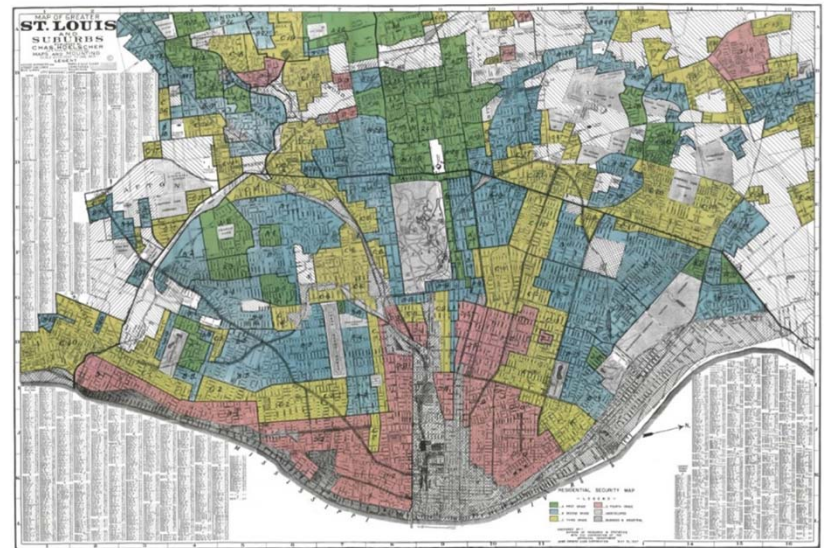
Mapping Inequality, "Redlining in New Deal America."

23

Analysis of Current Conditions: Safety

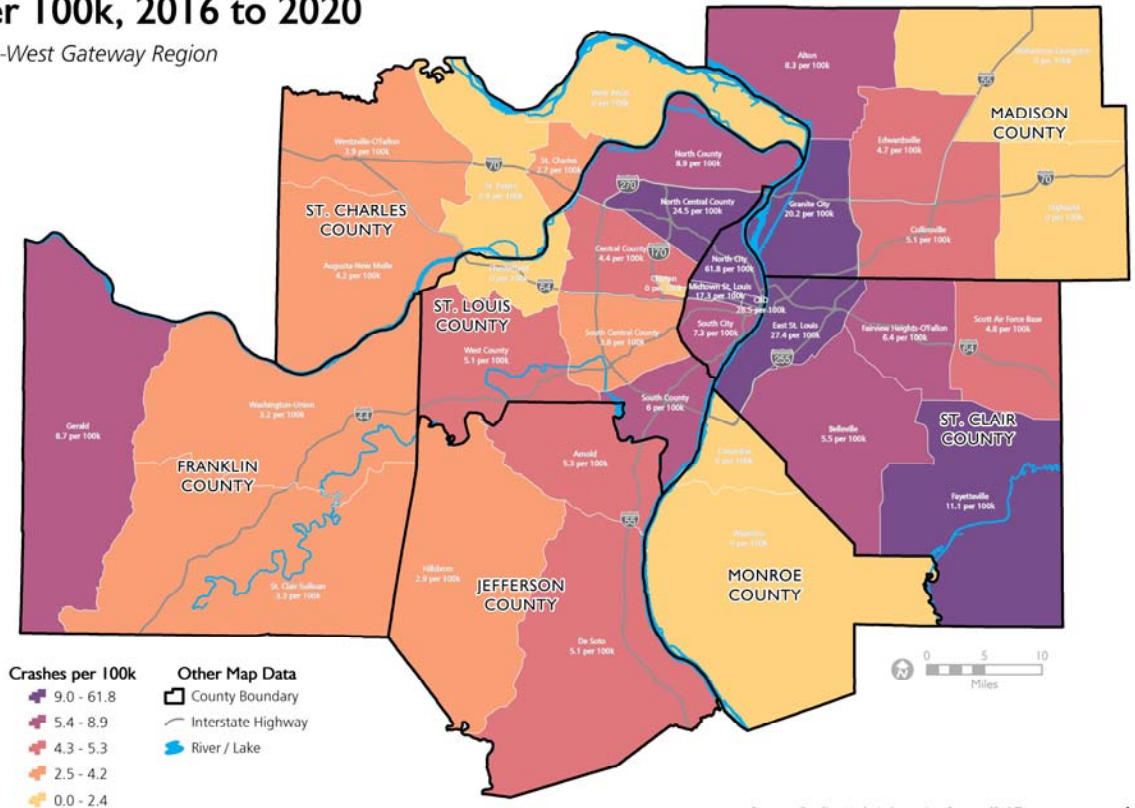African Americans account for a disproportionate share of roadway fatalities

Metric	White	Black	Other
% of population	68.7%	19.2%	12.1%
% of motorist fatalities	65.3%	28.6%	6.1%
% of bike/ped fatalities	45.6%	45.6%	8.9%

2016-2020 data, excludes Interstate fatalities

Both motorist and bike/pedestrian fatalities are disproportionately concentrated in low-income tracts

Bicycle and Pedestrian Crash Fatalities per 100k, 2016 to 2020
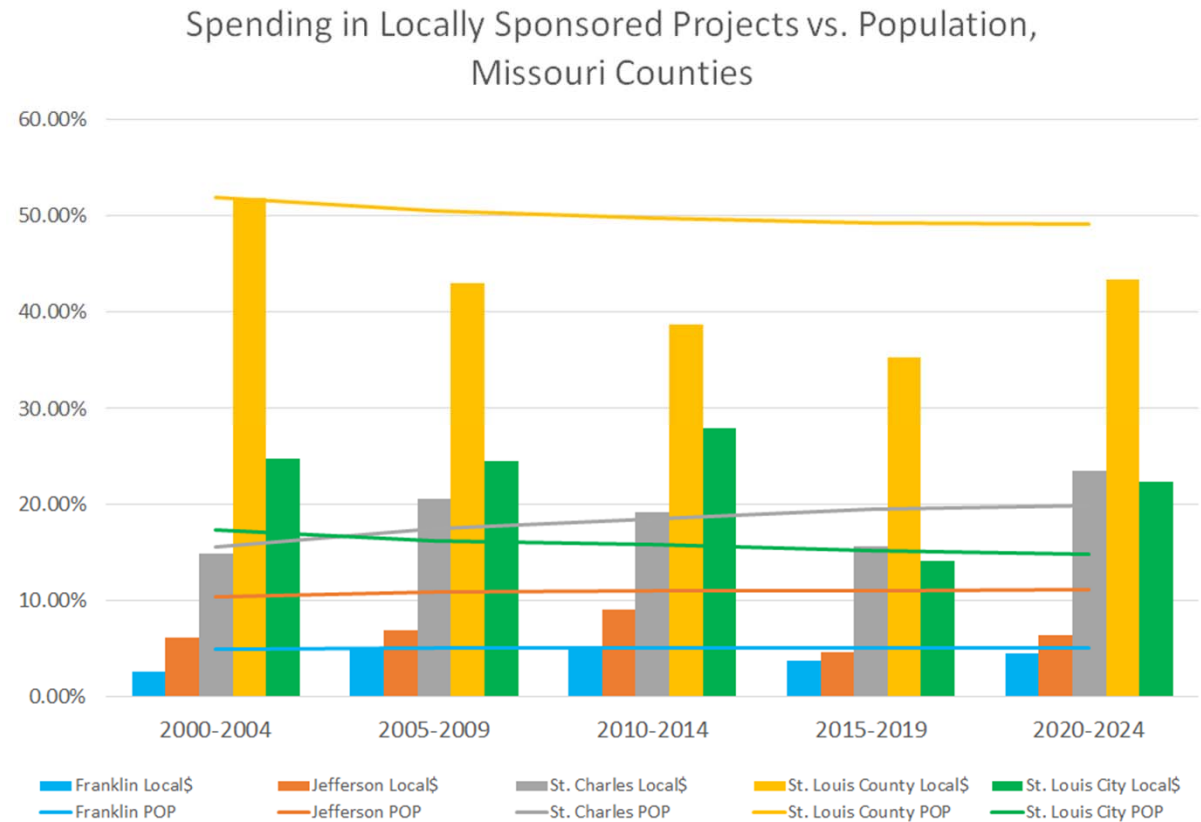East-West Gateway Region

Crashes per 100k
- 9.0 - 61.8
- 5.4 - 8.9
- 4.3 - 5.3
- 2.5 - 4.2
- 0.0 - 2.4

Other Map Data
- County Boundary
- Interstate Highway
- River / Lake

Sources: Fatality Analysis Reporting System (FARS);
2020 Census State Redistricting Data
(Public Law 94-171) Summary File Illinois, Missouri;
East-West Gateway Council of Governments

Data is depicted by East-West Gateway analysis zones.

Analysis of TIP Spending

Quantitative analysis of investments over the past 15 years

- By County

- By Municipality

- By Project Type

Spending in Locally Sponsored Projects vs. Population, Missouri Counties

→ Questions + Answers