



MEMORANDUM

TO: Missouri Transportation Planning Committee
FROM: East-West Gateway Staff
DATE: Friday, January 5, 2024
SUBJECT: Wednesday, January 10, 2024 meeting

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, January 10, 2024 at 2:00 p.m at East-West Gateway Council of Governments (EWG) offices. Reminder parking is available at Stadium-East Garage.

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWG. The agenda for the meeting is as follows:

AGENDA

1. Call to Order
2. Comprehensive Safety Action Plan for the St. Louis Region – Anna Musial, EWG
3. 2024 Local Project Applications Schedule (BRO/BFP, CMAQ, CRP, STP-S) – Alex Hartig, EWG
4. LPA Project Delivery – Rachael Pawlak, EWG
5. TPC Function, TIP Amendment Process – Marcie Meystrik, Rachael Pawlak, Jason Lange, EWG
6. 2024 Regional Safety Performance Targets – Christie Holland, EWG –

ACTION ITEM

7. Roadway Functional Classification Revisions – Ben Fleschert, EWG –

ACTION ITEM

8. FY 2024 Reasonable Progress – Jason Lange, EWG
9. Other Business

- USDOT funding availability
- Northside-Southside MetroLink
- Next meeting scheduled for:
 - o Wednesday, February 7, 2024 at 2 PM

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To: Transportation Planning Committee

From: Staff

Date: January 5, 2024

Subject: Functional Classification Update

Functional classification is the process by which all roadways are grouped into classes according to the type of service they provide. The Federal Highway Administration (FHWA) requires the use of functional classification to determine eligibility for federal funding. There are three principal roadway classifications: arterial, collector, and local roads. To be eligible for Surface Transportation Block Grant – Suballocated (STP-S) funds, a roadway must be classified as a minor collector or higher in an urban area or a major collector or higher in a rural area.

In order to accurately reflect changes in land use and travel patterns, staff, along with the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT) solicits revision applications from member agencies semi-annually and conducts a full system review every three to five years. County and municipal officials submitted applications requesting functional class changes to East-West Gateway in May of 2023. Staff worked with MoDOT and local officials to prepare this update.

The applications were reviewed in the context of FHWA guidelines including mobility, accessibility, and connectivity. Requested changes are recommended where it is deemed that a road’s current classification is no longer consistent with its function. Sometimes, current conditions do not support a change in classification as requested.

At this time, a total of 13 changes in Missouri are recommended to the system. Three applications are not recommended because they do not meet the criteria for a change in classification at this time. A list showing the recommended changes is included in this memo. Once approved by the Board of Directors, the update will be sent to MoDOT headquarters for final review and subsequent submittal to FHWA for final approval.

Staff Recommendation:

Staff recommends adoption of the functional classification update as shown on the following pages.

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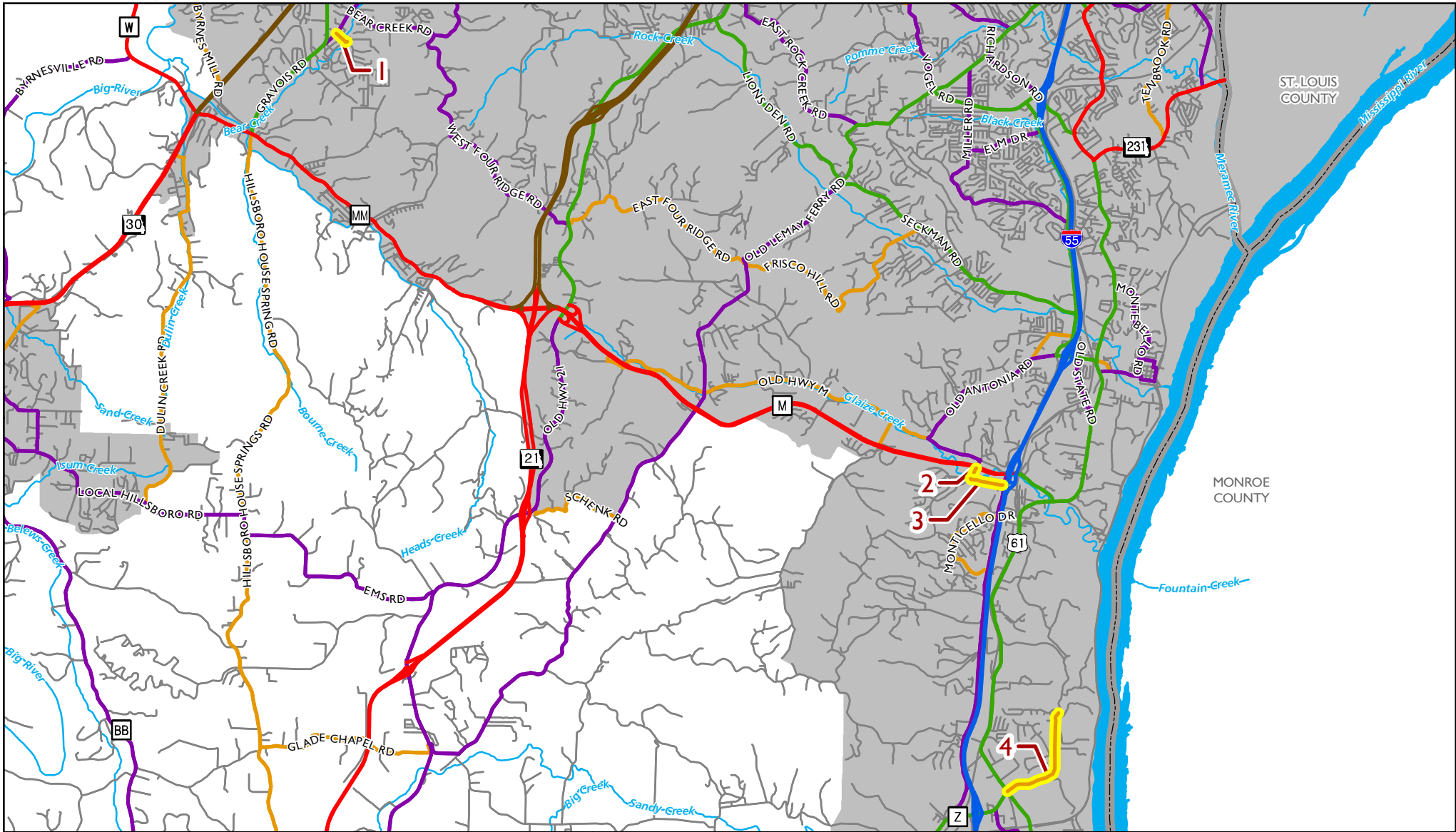
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East-West Gateway 2023 Functional Classification Application Period

Recommended Functional Classification Modifications - Missouri

MAP #	Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification
1-1	Sycamore Lane	Carol Park Road to Brookside Place	0.17	Jefferson	Jefferson County	Urban	Local	Minor Collector
1-2	Catlin Drive	MO Route M to Marriott Lane	0.15	Jefferson	Jefferson County	Urban	Local	Minor Collector
1-3	Marriott Lane	Metropolitan Boulevard to Catlin Drive	0.38	Jefferson	Jefferson County	Urban	Local	Minor Collector
1-4	Abby Lane and Bushberg Road	Commercial Blvd to Riesling Lane	1.45	Jefferson	City of Pevely	Urban	Local	Minor Collector
2-1	Kingston Street 2	Dewitt Street to South Main Street	0.10	Jefferson	De Soto	Urban	Planned Minor Collector	Non-existent
2-2	Kingston Street 1	South Main Street to Missouri Highway E	0.13	Jefferson	De Soto	Urban	Minor Collector	Local Road
3-1	Interstate Drive	South Pointe Prairie Road to Shaper Road	1.00	St. Charles	City of Wentzville	Urban	Local	Major Collector
3-2	Schroeder Creek Boulevard	West Pearce Boulevard to Wentzville Parkway	1.02	St. Charles	City of Wentzville	Urban	Local	Major Collector
3-3	Allen Street	West Pearce Boulevard to Hickory Street	0.70	St. Charles	City of Wentzville	Urban	Local	Minor Collector
3-4	Hopewell	Hopewell Road to Terminus	0.09	St Charles	MODOT	Urban	Minor Collector	Local Road
4-1	Jean Drive	Pershall Road to S New Florissant Road	0.04	St Louis	MODOT	Urban	Major Collector	Local Road
4-2	Pershall Road	Route AC to Terminus	0.09	St Louis	MODOT	Urban	Major Collector	Local Road
5-1	Ewing Avenue	Market Street to I-64 East	0.18	St Louis	MODOT	Urban	Major Collector	Minor Collector
Name	Segment Limits	Mileage	County	Requesting Agency	Federal-Aid Urbanized Area Boundary	Current Classification	Recommended Classification	
Orf Road 1	Lake St. Louis Boulevard to Ridgeway Avenue	0.58	St. Charles	City of Lake St. Louis	Urban	Local	Local Road	
Orf Road 2	Lake St. Louis Boulevard to Ridgeway Avenue	0.3	St. Charles	City of Lake St. Louis	Urban	Non-Existent	Non-Existent	
North Outer Road	Highway 47 to Old Route 66 Overpass	1.9	Franklin	City of St. Clair	Rural	Non-Existent	Non-Existent	

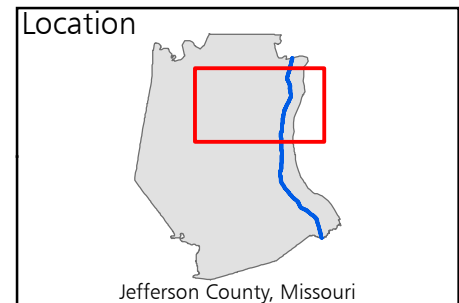
Map I - Jefferson County, Missouri



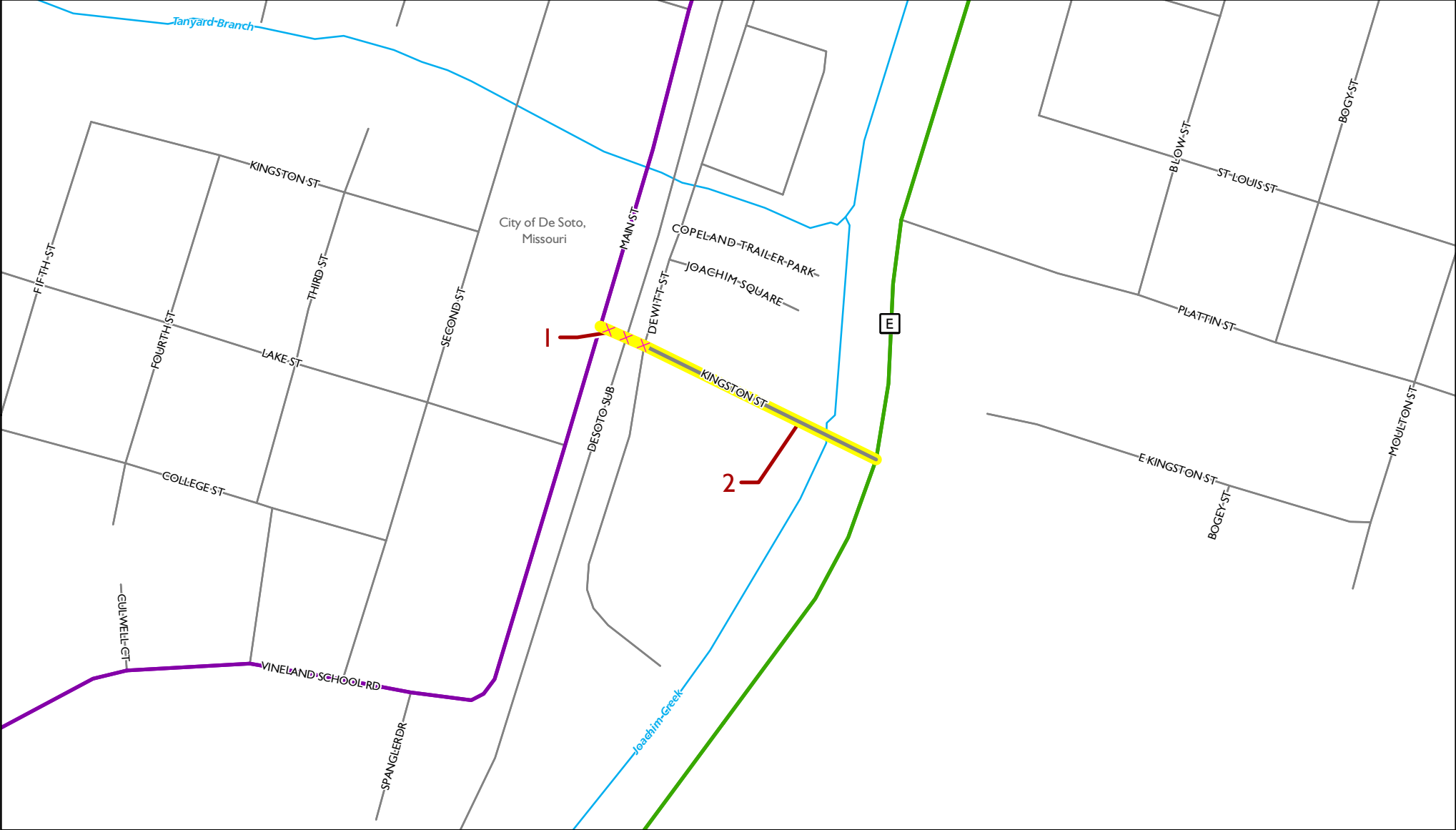
LEGEND

- Interstate
- Freeway
- Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road
- 2010 Urban Boundary
- County Boundary
- ~ River or Stream

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.



Map 2 - Jefferson County, Missouri

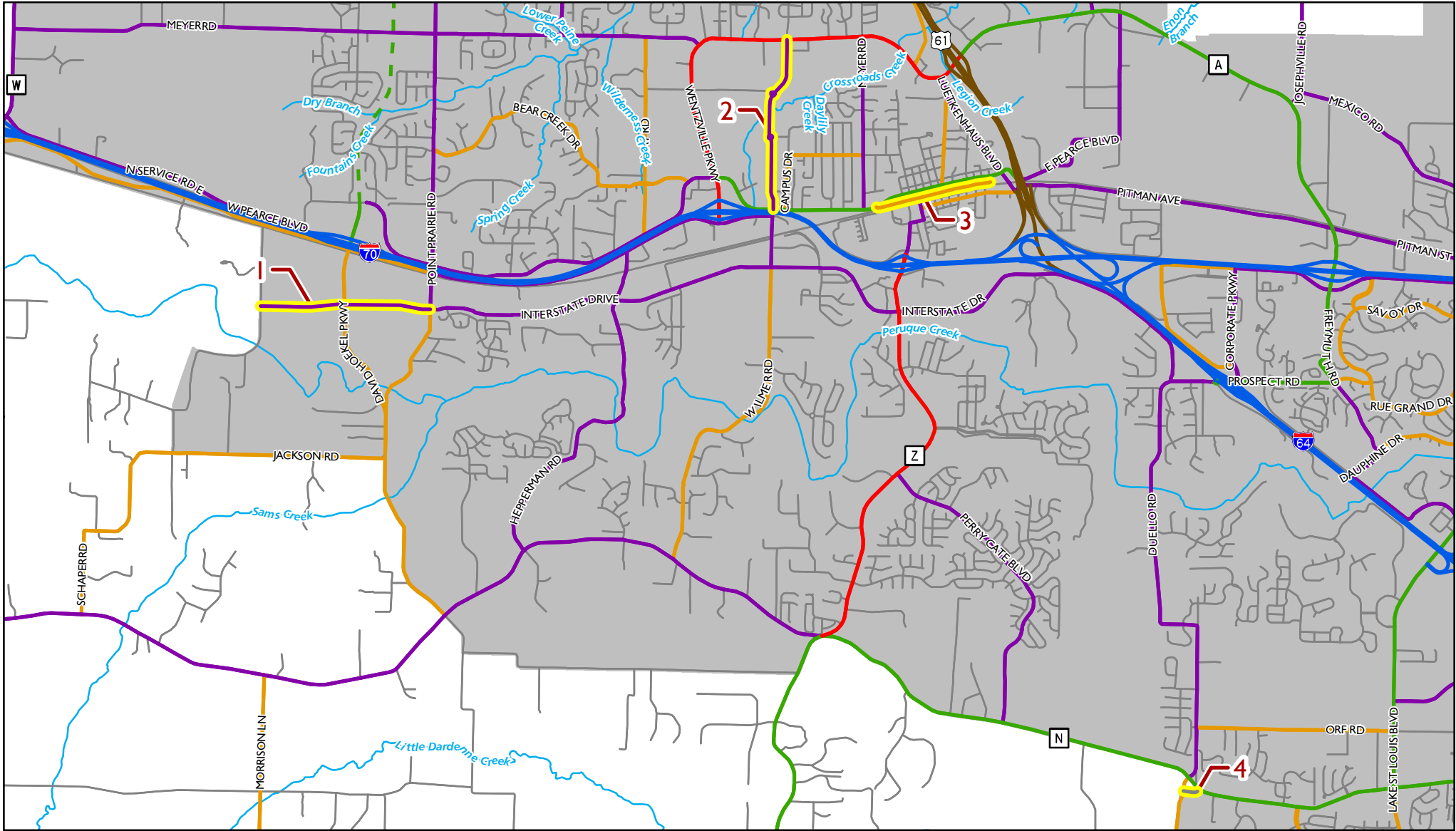


- LEGEND**
- Major Collector
 - Minor Arterial
 - Local Road
 - River or Stream
 - County Boundary
 - ~ Non-Existent

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2010 urban area boundary.



Map 3 - St Charles County, Missouri



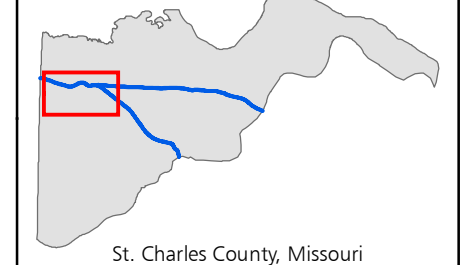
LEGEND

- Interstate
- Freeway
- Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road
- - - Proposed Minor Arterial
- 2010 Urban Boundary
- River or Stream

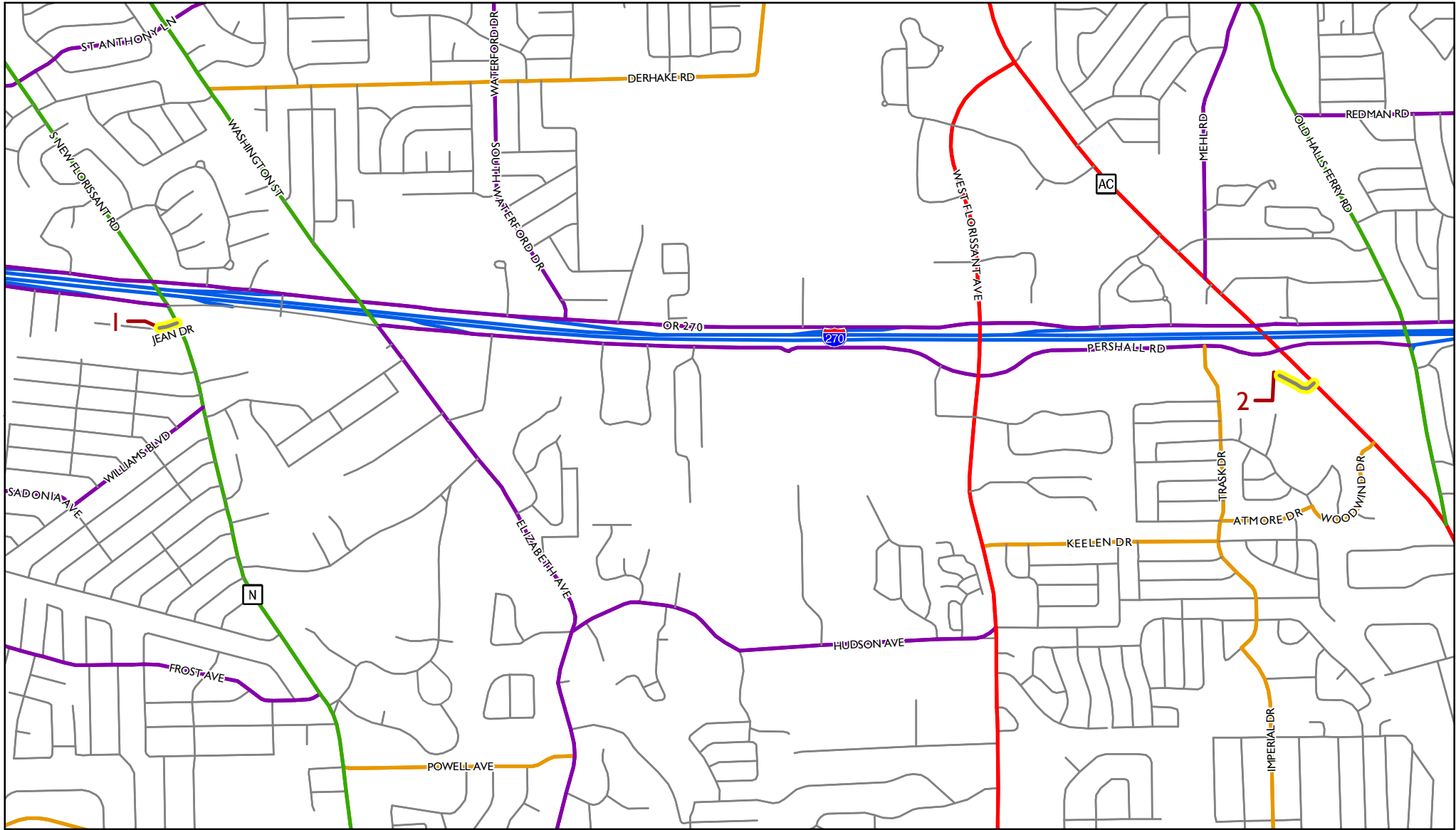
Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments.



Location

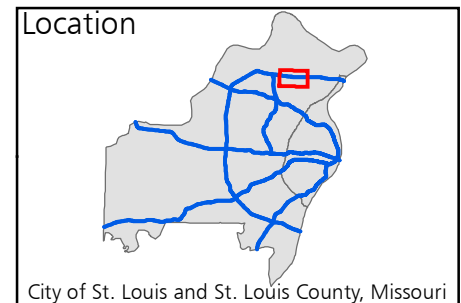


Map 4 - St Louis County, Missouri

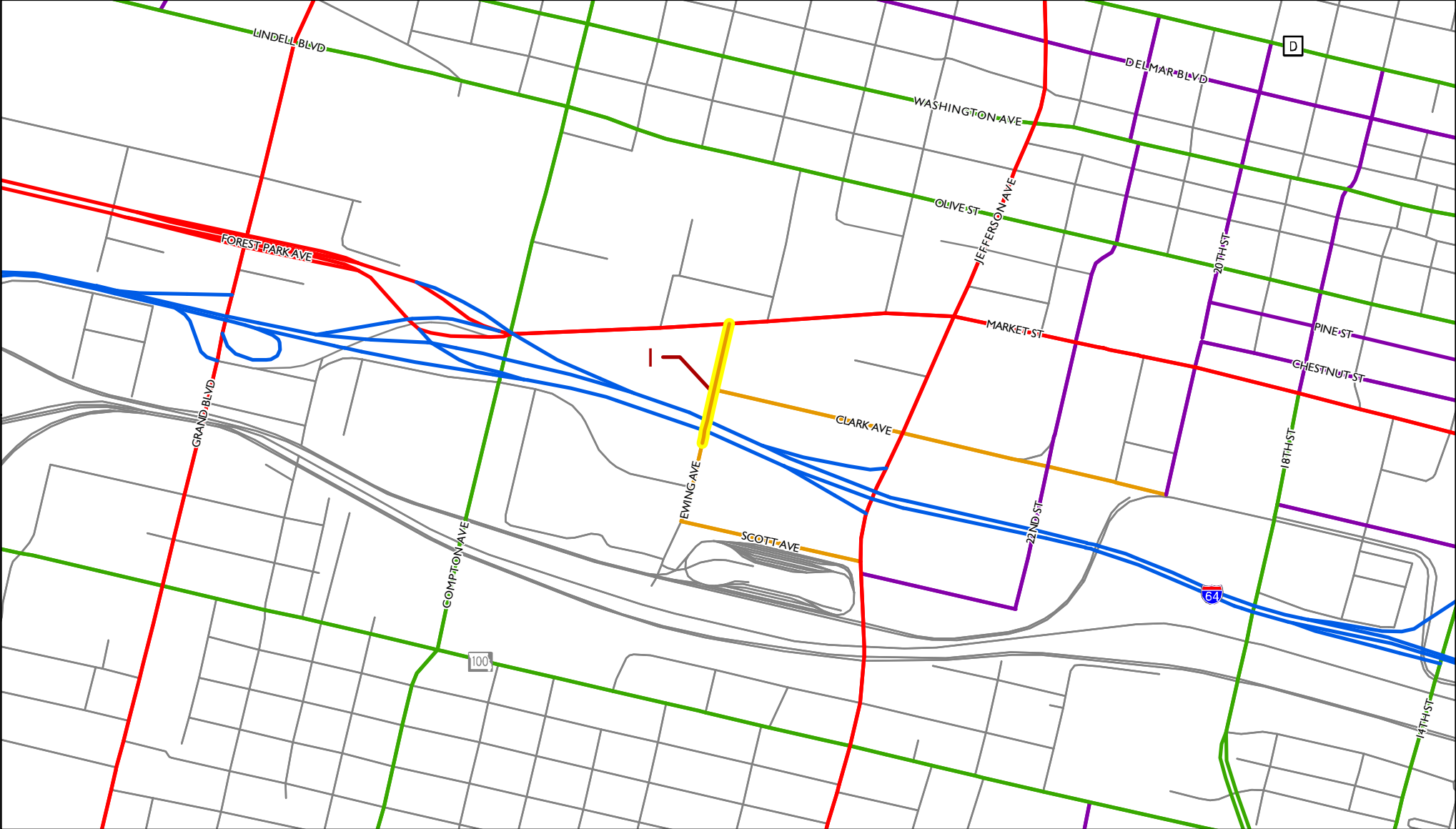


- LEGEND**
- Principal Arterial
 - Major Collector
 - Minor Arterial
 - Minor Collector
 - Local Road

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2010 urban area boundary.



Map 5 - City of St Louis, Missouri



- LEGEND**
- Interstate
 - Principal Arterial
 - Major Collector
 - Minor Arterial
 - Minor Collector
 - Local Road

Proposed changes to Functional Classification are indicated by **yellow highlighting** on road segments. This map is entirely within the 2010 urban area boundary.





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Memo to: Transportation Planning Committee

From: Staff

Subject: 2024 Regional Safety Performance Targets

Date: January 5, 2024

As established under MAP-21 and bolstered under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including, safety.

Safety Performance Measures

The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration’s (FHWA) *National Performance Management Measures: Highway Safety Improvement Program (HSIP) final rule.*

To fulfill the requirements of the Safety PM, the East-West Gateway Board of Directors (the Board) must set safety targets for 2024 by February 2024, no more than 180 days after IDOT and MoDOT set their targets (August 2023). The MPO has the option to set quantitative regional targets or support the statewide targets. These performance targets ensure states and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. Following approval by the Board, staff will inform IDOT and MoDOT that EWG has established 2024 regional safety targets.

The Safety PM requires state DOTs and MPOs to establish safety targets as **five-year rolling averages** on all public roads for:

- (1) the number of fatalities;
- (2) the rate of fatalities per 100 million vehicle miles traveled (VMT);
- (3) the number of serious injuries;
- (4) the rate of serious injuries per 100 million VMT; and
- (5) the number of non-motorized fatalities and non-motorized serious injuries.

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Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year rolling average is intended to smooth larger fluctuations.

National Trends

According to the latest report for the National Highway Traffic Safety Administration (NHTSA), total fatalities for our nation declined **3.3% in the first and second quarter of 2023**. This represents the fifth quarterly decline in fatalities, which began with the second quarter of 2022.

EWG Collaboration with State DOTs to Promote Safety

As an MPO, EWG is required to report targets for Safety PMs, but there are no repercussions if our region does not meet its targets. That said, state DOTs *may* see a loss of funding in some areas and reallocation to safety improvement measures if reported targets are not reached. Therefore, it is EWG's role to support MODOT and IDOT safety performance measures to the greatest extent possible.

A Note on Target Setting Methodology

MPOs have a choice between adopting State DOT safety targets and setting their own. As a two-state region, EWG has a policy of setting our own targets, but since the implementation of the target setting process, EWG has chosen to use the same methodology as Illinois (2% reduction across all measures) rather than Missouri (Zero fatalities by 2030, Zero serious injuries by 2040, 1% reduction of non-motorized fatalities and serious injuries). This decision is based on our historical challenges in meeting targets. With the ongoing Comprehensive Safety Action Plan (CSAP), we see an opportunity to reassess our target-setting process, and EWG staff will explore more comprehensive approaches aligned with projects and programs to enhance regional safety outcomes.

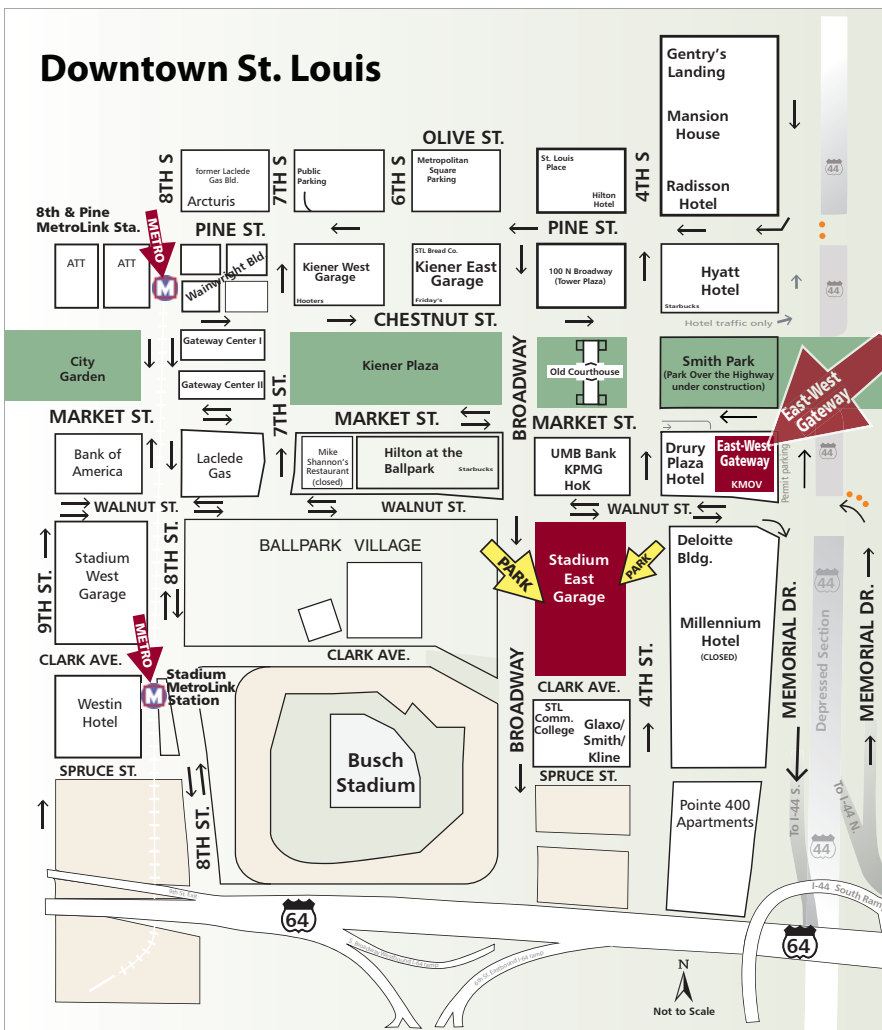
2024 Regional Safety Targets

The table below includes the previously approved 5-year rolling average targets for the year 2023, the estimated actual 5-year rolling average for the year 2023, and the staff recommended 5-year rolling average targets for the year 2024 based on a 2% reduction.

2023 Regional Safety Performance						
Performance Measure	5-Year Rolling Average Regional Target 2019-2023	5-Year Rolling Average - Actual* 2018-2022	5-Year Rolling Average - Actual** 2019-2023	Percent Change	2024 Target Annual Reduction Values	5-Year Rolling Average Regional 2024 Targets*
Number of Fatalities	319.68	326.8	↑337.84	3.38%	-2%	331.08
Fatality Rate (per 100 million VMT)	1.124	1.12	↑1.14	1.79%	-2%	1.12
Number of Serious Injuries	1892.25	1999	↑2017.48	0.92%	-2%	1977.13
Rate of Serious Injuries (per 100 million VMT)	6.67	6.87	↓6.78	-1.31%	-2%	6.65
Number of Non-Motorized Fatalities and Serious Injuries Combined	247.27	221.2	↑223.92	1.23%	-2%	219.44
* Targets based on 5-year rolling average from CY 2019-2023 and a projected 1% VMT increase per year.						
** Compiled using unofficial 2023 data and trend line projections						

Staff Recommendation: Staff recommends that the Board establish quantitative safety targets for the East-West Gateway (EWG) planning area as recommended above.

Downtown St. Louis



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General Directions from Missouri to parking garages

From I-70

Exit at the new Tucker exit into downtown. Continue south on Tucker to Walnut St., turn left on Walnut to Broadway. Make a right on Broadway to the Stadium East Garage entrance on the left.

From I-64

Exit at 6th St., left on Gratiot, left on 4th St, north four blocks to Stadium East Garage on left.

From I-44

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From I-55

Merge to I-44 and continue on I-44 toward downtown. Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

General Directions from Illinois to parking garage

From I-64/55 (Poplar St. Bridge)

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From Martin Luther King Bridge

On I-64, merge onto the MLK bridge ramp. On MO side, stay to the right, which is 3rd St. Turn left on Cole St., then left on Broadway. Continue on Broadway about ten blocks to Stadium East garage on the left.

From Eads Bridge

Exit I-64 at 3rd St. in East St. Louis. Follow the Casino Queen signs toward the riverfront to the ramps up to the bridge. On St. Louis side, continue west to Broadway. Turn left on Broadway for seven blocks to Stadium East Garage on left.