I-64 Incident Command Monthly Report April 2008

AM and PM Peak Periods

Rush Period

- Morning = 6:30-8:30 a.m.
- Evening = 4-6 p.m.

Incident Management

Overall, in April, there were 1206 incidents impacting traffic or in the lane, just 27 less than March 2008, but an increase over February and January 2008. These incidents included stalls, crashes, abandoned vehicles, and vehicle fires. With traffic volumes relatively stabilized, the main contributing factor that impacts the freeways is incidents. Specifically, I-270 has seen an increase in traffic volumes and any incident can severely impact travel times for that rush period.

Freeway Management

The following segments are a representation of the traffic volume changes and travel times during the AM and PM rush periods. Attached are detailed charts for each interstate. **Travel times compared to January and February 2008 are relatively the same. All increases in the average upper limit are attributed to incidents.**

Summary of Morning Rush Period:

Segment	% Volume Change			Peak Hr Vol				Travel Times							
	Feb	Mar	April	Before	Feb	March	April	Before	February		March		April		
I-270 westbound at Chain of Rocks	15%	30%	20%	4099	4694	5376	4876	10	10-13	min	9-13	min	9-13	min	
I-270 northbound from I-55 to I-44	5%	5%	5%	4620	4989	4966	4876	6	6-10	min	6-16	min	6-13	min	
I-270 northbound from I-44 to I-64	20%	20%	20%	4778	5800	5840	5652	7	7-10	min	7-10	min	7-10	min	
I-255 eastbound at Jefferson Barracks	70%	75%	85%	1088	1856	1885	2853	4	4	min	4	min	4	min	
I-70 eastbound from I-270 to I-170	10%	-5%	10%	3236	3610	3049	3516	4	4-5	min	4	min	4	min	
I-70 eastbound from I-170 to downtown	-15%	-10%	0%	4421	3780	3677	3976	11	11-23	min	11-15	min	10-14	min	
I-44 eastbound from I-270 to downtown	-20%	-25%	-25%	3590	2948	2727	2948	16	14-15	min	14-16	min	14-15	min	

Summary of Evening Rush Period:																	
Segment	% Volume Change			Peak Hr Vol				Travel Times									
	Feb	Mar	April	Before	Feb	March	April	Before		February		March		April			
I-270 eastbound at Chain of Rocks	30%	40%	30%	4398	6082	6034	5764	12	min	13-28	min	12-29	min	12-30	min		
I-270 southbound from I-64 to I-44	5%	-5%	0%	5366	5053	5230	5256	9	min	7-23	min	7-26	min	7-23	min		
I-255 eastbound at Jefferson Barracks	-45%	-40%	0%	2693	1459	1557	2545	4	min	4	min	4	min	4	min		
I-70 westbound from I-270 to I-170	60%	60%	50%	2875	5005	5093	4745	4	min	4-6	min	4-6	min	4-6	min		
I-70 westbound from I-170 to downtown	-20%	-10%	0%	5357	4198	4128	4297	12	min	11-21	min	11-15	min	11-14	min		
I-44 westbound from I-270 to downtown	15%	10%	15%	3992	4616	4455	4560	16	min	14-16	min	14-25	min	14-16	min		

I-70 Reversible Lanes

The reversible lanes on I-70 have traditionally operated in the EB direction during the AM hours, and in the WB direction during the PM hours. Their operation was switched on January 8 to mitigate significant travel delays in the WB direction during the AM peak, and in the EB direction during the PM peak. On holidays and snow events, the Reversible Lanes are set in the eastbound direction.

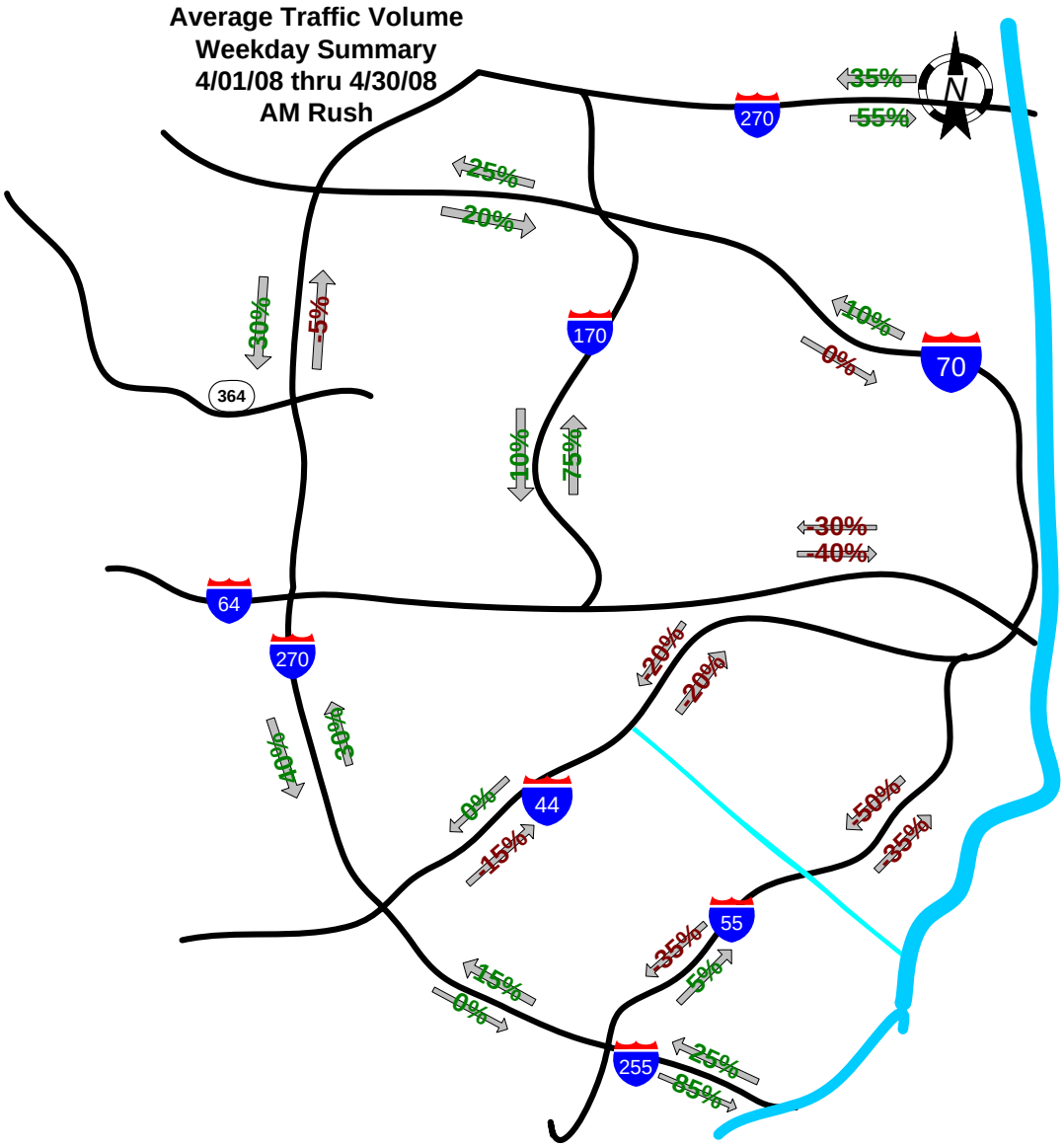
The information continues to support the change in reversible lane operation. It can be seen that the direction that has the reversible lanes available will always carry a higher volume than the opposite direction (which does not have the additional capacity provided by the reversible lanes) for any given direction and peak period. It also can be seen that more total vehicles (adding both directions of travel for a given peak period) are being moved in the current configuration than prior to the January 8 change in operation.

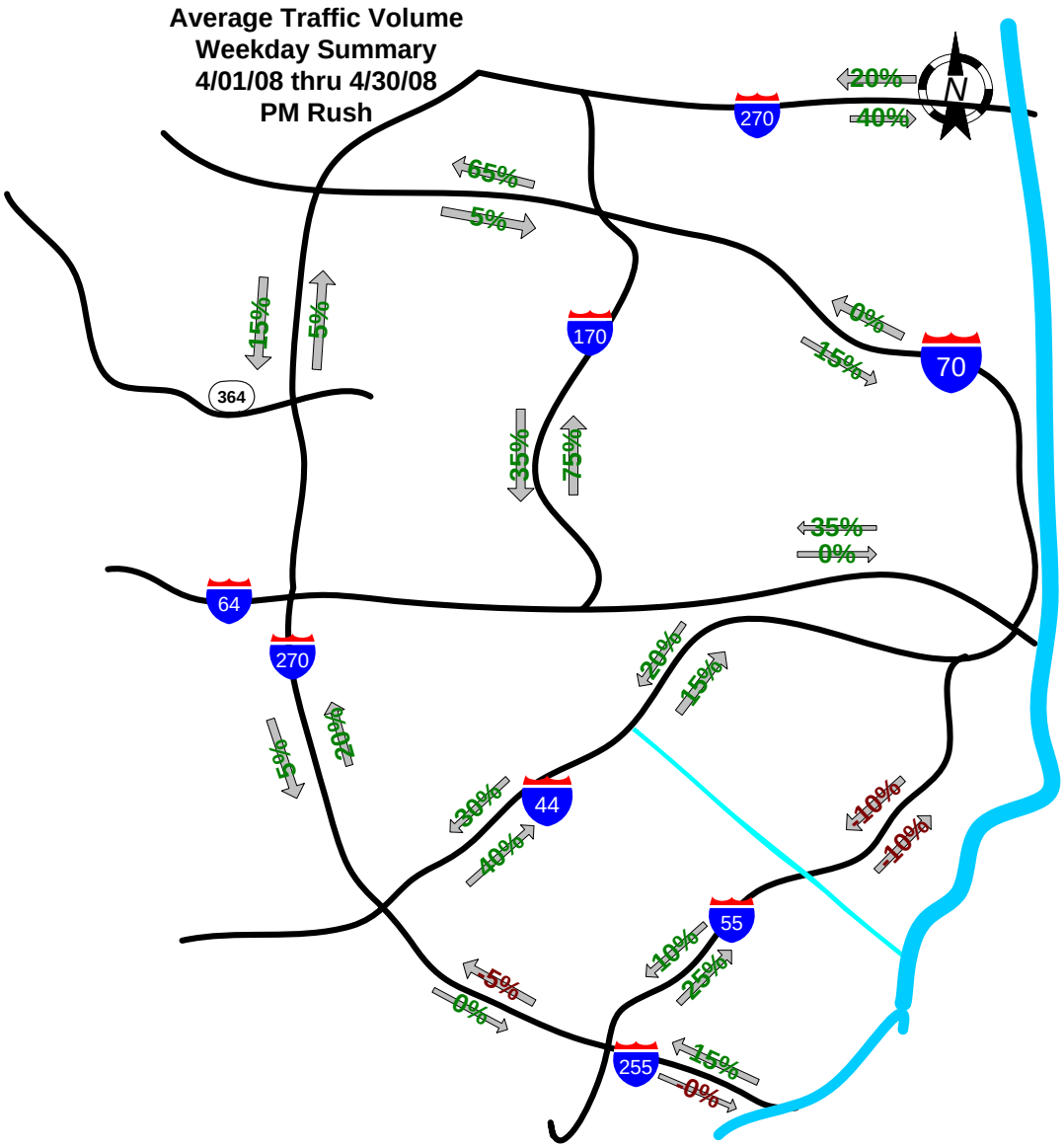
- Westbound AM volume was 2300 vehicles higher than Eastbound AM volume, an average of 575 vehicles per each hour during the peak rush period.
- Eastbound PM volume was 3500 vehicles higher than Westbound PM volume, an average of 875 vehicles per each hour during the peak rush period.
- An overall increase in AM and PM volumes on I-70 compared to January-March 2008.
- PM volumes in April were 9% higher than pre-I-64 Closure.
- AM volumes in April slightly higher than pre-I-64 Closure.

Please note that the volumes compared are totals for the four-hour rush periods both in the AM and PM.

Regional Average Traffic Volume Comparisons

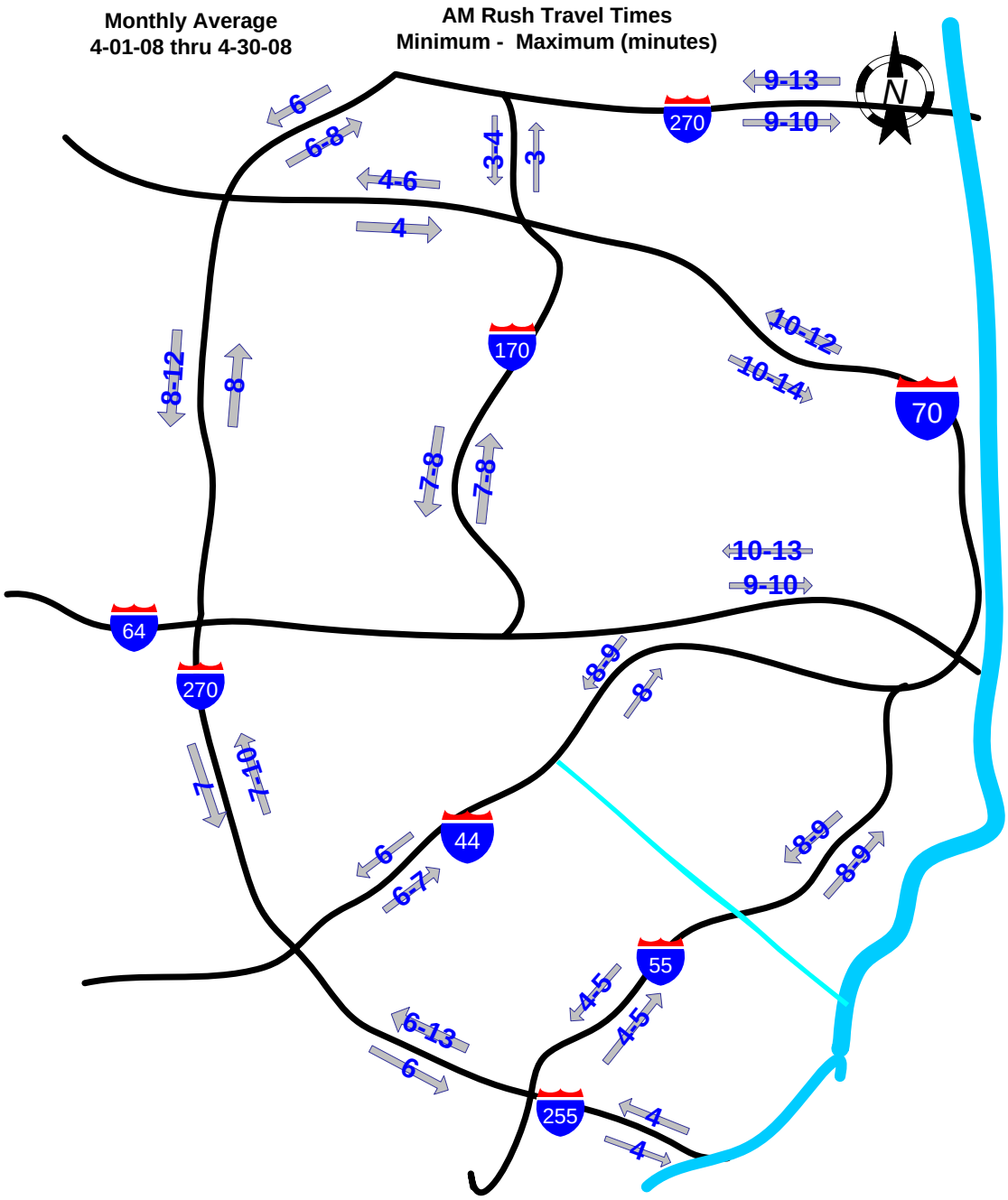
Following are map views of the Average Monthly Traffic Volumes (AM and PM Rush periods) compared to average baseline volumes from October 2007. The percentage change was derived using data from MoDOT sensors and Traffic.com sensors.

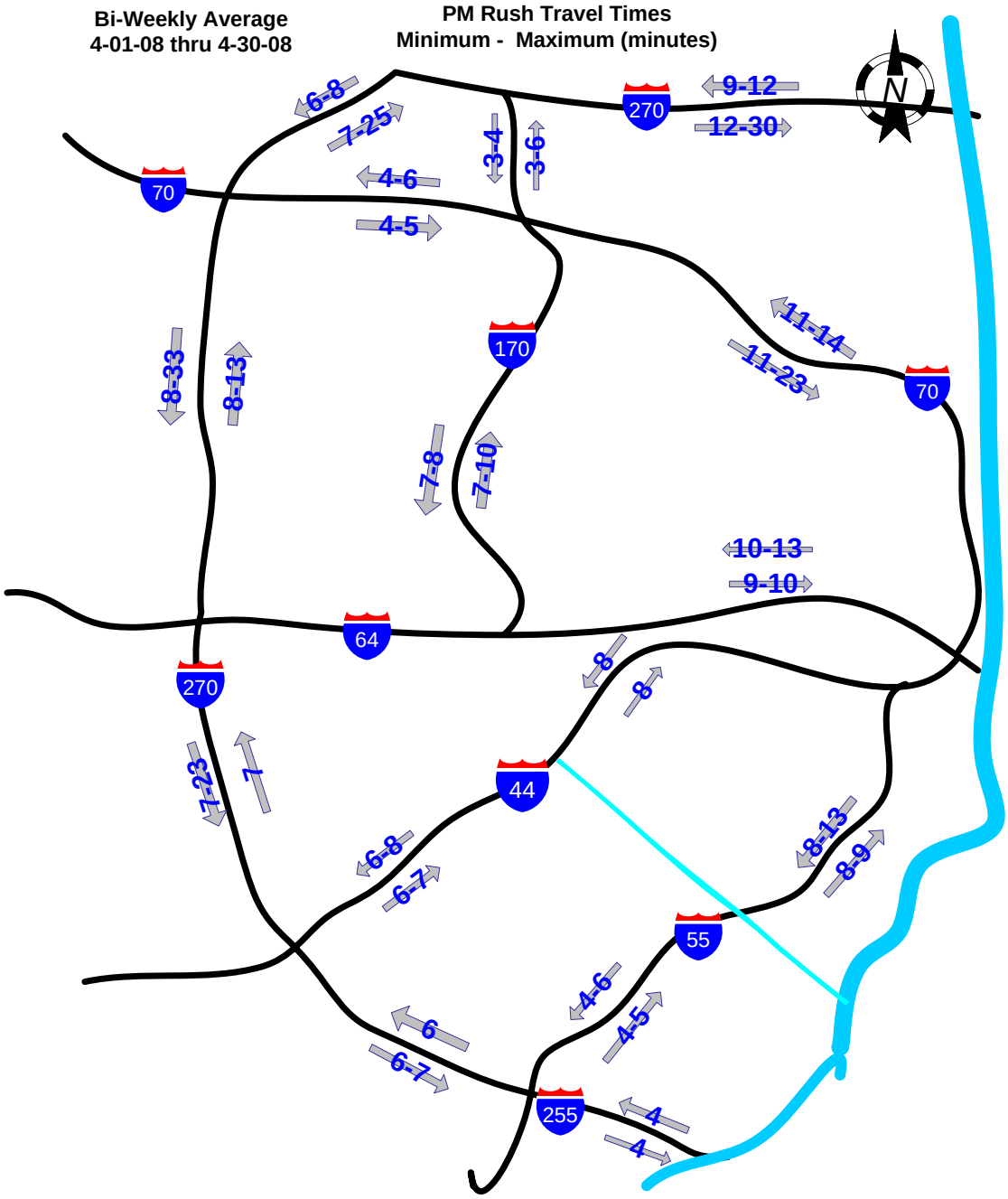



Average Traffic Volume
Weekday Summary
4/01/08 thru 4/30/08
PM Rush
N
270
20%
40%
65%
5%
15%
5%
364
170
0%
15%
70
35%
75%
35%
0%
64
270
20%
15%
5%
20%
44
30%
40%
10%
10%
55
10%
25%
5%
0%
255
15%
0%

Regional Travel Times

Following are maps that depict the Average Travel Time experienced throughout the month of April. There is a map for the AM Rush Period and the PM Rush Period.




Bi-Weekly Average
4-01-08 thru 4-30-08
PM Rush Travel Times
Minimum - Maximum (minutes)
N
6-8
7-25
4-6
4-5
3-4
3-6
9-12
12-30
70
270
170
64
44
55
255
8-33
8-13
7-8
7-10
11-14
11-23
10-13
9-10
8
8
7-23
7
6-8
6-7
8-13
8-9
4-6
4-5
6
6-7
4
4

Arterials

The following segments are a representation of the traffic volume changes and travel times during the AM and PM rush periods. On the arterials, the peak travel times are from 7:30 – 8:30 during the AM peak and 4:30 to 5:30 during the PM peak.

Volumes

Summary of Morning Rush Period Volumes:			
Segment	**Volume percent change**	**Peak Hr Vol**	
		Before	**April**
Route 141 North of I-44	-1%	7400	7300
Page at Schuetz	10%	7300	8100
Olive at Ballas	80%	3100	5600
Manchester at Lindbergh	25%	3300	4100
Southbound Lindbergh at Manchester	250%	900	2400
Northbound Lindbergh at Manchester	-35%	2400	1500

Summary of Evening Rush Period Volumes:			
Segment	**Volume percent change**	**Peak Hr Vol**	
		Before	**April**
Route 141 North of I-44	-10%	8900	8100
Page at Schuetz	20%	8900	10700
Olive at Ballas	25%	6500	8200
Manchester at Lindbergh	20%	2600	3100
Southbound Lindbergh at Manchester	-50%	4300	2400
Northbound Lindbergh at Manchester	-65%	2300	800

Travel Times

Summary of Morning Rush Period Travel Times				
Segment	**Travel Times at 7:30 AM**		**Travel Times at 6:30 AM**	**Time Saved by Shifting 1 hour**
	Before	**April**	**April**	
Route 141 – 44 to 40/64	14 min	12 min	11 min	1 min
Page – 270 to 170	13 min	12 min	9 min	3 min
Olive – 141 to 170	22 min	21 min	13 min	8 min
Manchester – 141 to Hanley	25 min	24 min	18 min	6 min
SB Lindbergh – 70 to 44	25 min	27 min	21 min	6 min
NB Lindbergh – 44 to 70	29 min	29 min	24 min	5 min

Summary of Evening Rush Period Travel Times				
Segment	Travel Times at 4:30 PM		Travel Times at 3:30 PM	Time Saved by Shifting 1 hour
	Before	April	April	
Route 141 – 40/64 to44	19 min	18 min	12 min	6 min
Page – 170 to 270	13 min	12 min	9 min	3 min
Olive – 170 to 141	20 min	19 min	16 min	3 min
Manchester – Hanley to 141	39 min	27 min	23 min	4 min
SB Lindbergh – 44 to 70	33 min	27 min	25 min	2 min
NB Lindbergh – 70 to 44	29 min	25 min	24 min	1 min

St. Louis County Highways and Traffic

St. Louis County reports the following information on Clayton and Ladue Roads:

Morning Rush Summary:
Morning rush period = 6:30 a.m. – 9:30 a.m. (peak hour is 8-9 a.m.)

Clayton Road at Lay Road

- Eastbound increased by 34% from 1,100 to 1,470 vehicles during the peak hour and
- Westbound increased by 171% from 510 to 1,380 vehicles during the peak hour.

Ladue Road at Warson Road

- Eastbound increased by 118% from 380 to 830 vehicles during he peak hour
- Westbound increased 87% from 450-840 vehicles during the peak hour.

Evening Rush Summary:
Evening rush period = 3:30 p.m. – 6:30 p.m. (peak hour is 5-6 p.m.)

Clayton Road at Lay Road

- Eastbound increased by 63% from 810 to 1,320 vehicles during the peak hour
- Westbound increased by 59% from 930 to 1,480 vehicles during the peak hour.

Ladue Road at Warson Road

- Eastbound increased b y 46% from 570 to 830 vehicles during the peak hour
- Westbound increased by 129% from 410 to 940 vehicles during the peak hour.

Metro

Metro's quarterly statistics for the months of January through March show a significant increase in ridership. MetroBus was up more than 4% over the previous year, and MetroLink saw a 15.6% increase during the quarter. Those gains resulted in a system-wide average increase of 8.6% for Metro's combined bus, rail and Call-A-Ride van transit system. System-wide Metro transported more than 13.6 million riders during the first quarter of calendar year 2008. That was more than one million more boardings than the same period in 2007. The largest gain, 23.9%, was seen on MetroLink during the month of March.