

Total Crashes (All Crash Types)

Number	Intersection	# of Approaches	# of Years of "After" Data	Observed Crashes		Empirical Bayes % Change
				Before Period	After Period	
1	US 61 at MO 168	4	2	22	17	10.295
2	US 61 at Pleasant	4	2	58	41	5.856
3	MO 291 at Courtney	4	3	11	12	7.818
4	US 61 at MO 141	4	3	106	119	21.107
5	OR 55 at IS 55 (Richardson/Vogel)	4	3	14	80	370.316
6	US 61 at Rockport School	3	3	9	8	-3.920
7	MO 141 at Astra Way	4	3	36	69	90.443
8	OR 270 (Graham/N Hanley at Dunn)	4	3	75	73	4.733
9	US 67 at Trotterway	4	3	56	53	16.052
10	US 67 at Manresa Ln	4	2	41	34	42.156
11	US 67 at Lindsay/St Denis	4	2	36	44	118.691
12	US 67 at Elm Grove	4	2	93	70	40.365
13	US 67 at McDonnell Blvd	3	2	53	37	27.511
14	US 67 at RT AC	4	2	132	92	19.165
15	MO 115 at RT U	4	2	55	30	-10.802
16	MO 180 at IS 170 (SPUI)	4	2	120	68	9.671
17	MO 115 at Kingshighway Blvd	4	2	175	133	25.305
18	US 67 at Utz Ln	4	2	18	9	-2.965
19	OR 270 (US 67 SB Ramps at Lynn Haven)	4	2	8	9	110.717
20	CST Lynn Haven Ln at Taylor Rd	4	2	3	1	-63.826
21	US 67 at Fee Fee Hills	4	2	43	19	-7.678
22	OR 270 (N Hanley at Pershall)	4	2	26	18	4.236
23	CST Ladue Rd at IS 270/Emerson	4	2	13	10	26.689
24	RT AB at Coeur De Ville	4	2	5	1	-77.487
25	MO 115 at Clearview/West	4	2	5	3	-27.559
26	MO 94 at Central School	4	2	57	42	-3.648
27	MO 340 at IS 270 (SPUI)	4	2	60	42	6.599
28	MO 100 at Kingshighway Blvd	4	1	115	36	-4.000
29	MO 115 at Grand Ave	4	1	128	41	10.892
30	MO 115 at Goodfellow Blvd	4	1	134	31	-25.402
31	CST Goodfellow Blvd at IS 70 WB Ramps	4	1	11	3	-25.915
32	CST Goodfellow Blvd at IS 70 EB Ramps	4	1	19	2	-68.694
33	MO 115 at Union Blvd	4	1	100	35	15.464
34	RT N at McCluer High School	4	1	1	0	-100.000
35	MO 30 at Hampton/Germania	4	1	54	26	68.643
36	MO 100 at Grand Blvd	4	1	91	6	-78.748
37	MO 367 at Berwyn	4	1	13	2	-63.924
38	MO 180 at St Gregory	4	1	28	6	-29.825
39	CST Jefferson Ave at IS 44 WB Ramps	4	1	64	28	37.930
40	RT U at San Diego	4	1	12	2	-51.111
41	MO 180 at Adie	4	1	38	10	-18.314
42	OR 270 (Washington at Dunn)	4	1	65	23	33.196
43	RT D at Kingshighway Blvd	4	1	68	39	77.168
44	MO 180 at Brown	4	1	46	19	31.933
45	MO 180 at RT B (Natural Bridge)	4	1	89	20	-31.941
46	MO 180 at IS 270 E	4	1	11	3	-28.280
47	MO 180 at McKelvey	4	1	75	14	-49.212
48	CST West Florissant Ave at Bircher/E Taylor	4	1	11	3	-28.888
49	CST Grand Blvd at Detonty/IS 44 EB (on ramp)	4	1	17	4	-33.202
50	CST Grand Blvd at Lafayette Ave	4	1	75	10	-59.557
51	OR 70 (SOR at Wentzville Pkwy)	4	1	17	3	-26.537
52	LP 44 at LP 44 (Chestnut)	4	1	35	22	73.963
53	BU 65 at Battlefield	4	1	117	42	-2.033
54	BU 65 at RT D (Sunshine)	4	1	134	43	-15.504
55	MO 13 at MO 413 (Sunshine)	4	1	104	37	12.149

Combined Sites

14.0%

We included 55 intersections in our analysis. The other 33 intersections were installed recently and did not have a minimum of one year of data for the after period. We used a program developed by Midwest Research Institute (MRI) that is based on an Empirical Bayes (EB) analysis. The EB analysis has become the accepted method to evaluate safety improvements and confirms the change in crashes was a result of the improvement and not just the random fluctuation in crashes that can occur from year to year. The recent release of AASHTO's Highway Safety Manual encourages this approach for all evaluations. The EB analysis allows us to account for variations among different intersections and puts all those intersections on a level playing field. For example, one intersection may have had the Automated Enforcement for one year while the next intersection has had it for 4 years, traffic volumes differ from site to site and intersection geometry (3 approaches vs. 4 approaches).

Total Severe Crashes (All Crash Types)

Number	Intersection	# of Approaches	# of Years of "After" Data	Observed Crashes		Empirical Bayes % Change
				Before Period	After Period	
1	US 61 at MO 168	4	2	1	0	-100.000
2	US 61 at Pleasant	4	2	1	3	418.378
3	MO 291 at Courtney	4	3	0	0	-100.000
4	US 61 at MO 141	4	3	2	0	-100.000
5	OR 55 at IS 55 (Richardson/Vogel)	4	3	0	0	-100.000
6	US 61 at Rockport School	3	3	1	0	-100.000
7	MO 141 at Astra Way	4	3	0	1	155.664
8	OR 270 (Graham/N Hanley at Dunn)	4	3	1	0	-100.000
9	US 67 at Trotterway	4	3	1	0	-100.000
10	US 67 at Manresa Ln	4	2	1	0	-100.000
11	US 67 at Lindsay/St Denis	4	2	0	0	-100.000
12	US 67 at Elm Grove	4	2	0	0	-100.000
13	US 67 at McDonnell Blvd	3	2	3	1	18.420
14	US 67 at RT AC	4	2	0	1	252.094
15	MO 115 at RT U	4	2	1	0	-100.000
16	MO 180 at IS 170 (SPUI)	4	2	0	0	-100.000
17	MO 115 at Kingshighway Blvd	4	2	0	3	1011.513
18	US 67 at Utz Ln	4	2	0	0	-100.000
19	OR 270 (US 67 SB Ramps at Lynn Haven)	4	2	1	0	-100.000
20	CST Lynn Haven Ln at Taylor Rd	4	2	1	0	-100.000
21	US 67 at Fee Fee Hills	4	2	3	0	-100.000
22	OR 270 (N Hanley at Pershall)	4	2	0	0	-100.000
23	CST Ladue Rd at IS 270/Emerson	4	2	0	0	-100.000
24	RT AB at Coeur De Ville	4	2	0	0	-100.000
25	MO 115 at Clearview/West	4	2	1	0	-100.000
26	MO 94 at Central School	4	2	0	0	-100.000
27	MO 340 at IS 270 (SPUI)	4	2	0	1	271.725
28	MO 100 at Kingshighway Blvd	4	1	1	0	-100.000
29	MO 115 at Grand Ave	4	1	4	1	55.822
30	MO 115 at Goodfellow Blvd	4	1	4	2	191.791
31	CST Goodfellow Blvd at IS 70 WB Ramps	4	1	0	0	-100.000
32	CST Goodfellow Blvd at IS 70 EB Ramps	4	1	0	0	-100.000
33	MO 115 at Union Blvd	4	1	0	1	663.572
34	RT N at McCluer High School	4	1	0	0	-100.000
35	MO 30 at Hampton/Germania	4	1	1	0	-100.000
36	MO 100 at Grand Blvd	4	1	0	0	-100.000
37	MO 367 at Berwyn	4	1	1	0	-100.000
38	MO 180 at St Gregory	4	1	2	0	-100.000
39	CST Jefferson Ave at IS 44 WB Ramps	4	1	1	0	-100.000
40	RT U at San Diego	4	1	0	0	-100.000
41	MO 180 at Adie	4	1	0	0	-100.000
42	OR 270 (Washington at Dunn)	4	1	0	0	-100.000
43	RT D at Kingshighway Blvd	4	1	2	0	-100.000
44	MO 180 at Brown	4	1	1	0	-100.000
45	MO 180 at RT B (Natural Bridge)	4	1	3	1	71.446
46	MO 180 at IS 270 E	4	1	0	0	-100.000
47	MO 180 at McKelvey	4	1	1	0	-100.000
48	CST West Florissant Ave at Bircher/E Taylor	4	1	0	1	696.321
49	CST Grand Blvd at Detonty/IS 44 EB (on ramp)	4	1	0	0	-100.000
50	CST Grand Blvd at Lafayette Ave	4	1	0	0	-100.000
51	OR 70 (SOR at Wentzville Pkwy)	4	1	0	0	-100.000
52	LP 44 at LP 44 (Chestnut)	4	1	0	1	656.606
53	BU 65 at Battlefield	4	1	0	0	-100.000
54	BU 65 at RT D (Sunshine)	4	1	1	0	-100.000
55	MO 13 at MO 413 (Sunshine)	4	1	3	0	-100.000

Combined Sites

-12.1%

We included 55 intersections in our analysis. The other 33 intersections were installed recently and did not have a minimum of one year of data for the after period. We used a program developed by Midwest Research Institute (MRI) that is based on an Empirical Bayes (EB) analysis. The EB analysis has become the accepted method to evaluate safety improvements and confirms the change in crashes was a result of the improvement and not just the random fluctuation in crashes that can occur from year to year. The recent release of AASHTO's Highway Safety Manual encourages this approach for all evaluations. The EB analysis allows us to account for variations among different intersections and puts all those intersections on a level playing field. For example, one intersection may have had the Automated Enforcement for one year while the next intersection has had it for 4 years, traffic volumes differ from site to site and intersection geometry (3 approaches vs. 4 approaches).

Right Angle Severe Crashes

Number	Intersection	# of Approaches	# of Years of "After" Data	Observed Crashes		Empirical Bayes % Change
				Before Period	After Period	
1	US 61 at MO 168	4	2	1	0	-100.000
2	US 61 at Pleasant	4	2	0	1	256.304
3	MO 291 at Courtney	4	3	0	0	-100.000
4	US 61 at MO 141	4	3	0	0	-100.000
5	OR 55 at IS 55 (Richardson/Vogel)	4	3	0	0	-100.000
6	US 61 at Rockport School	3	3	0	0	-100.000
7	MO 141 at Astra Way	4	3	0	1	284.795
8	OR 270 (Graham/N Hanley at Dunn)	4	3	0	0	-100.000
9	US 67 at Trotterway	4	3	1	0	-100.000
10	US 67 at Manresa Ln	4	2	0	0	-100.000
11	US 67 at Lindsay/St Denis	4	2	0	0	-100.000
12	US 67 at Elm Grove	4	2	0	0	-100.000
13	US 67 at McDonnell Blvd	3	2	2	1	55.136
14	US 67 at RT AC	4	2	0	0	-100.000
15	MO 115 at RT U	4	2	0	0	-100.000
16	MO 180 at IS 170 (SPUI)	4	2	0	0	-100.000
17	MO 115 at Kingshighway Blvd	4	2	0	1	461.653
18	US 67 at Utz Ln	4	2	0	0	-100.000
19	OR 270 (US 67 SB Ramps at Lynn Haven)	4	2	0	0	-100.000
20	CST Lynn Haven Ln at Taylor Rd	4	2	0	0	-100.000
21	US 67 at Fee Fee Hills	4	2	0	0	-100.000
22	OR 270 (N Hanley at Pershall)	4	2	0	0	-100.000
23	CST Ladue Rd at IS 270/Emerson	4	2	0	0	-100.000
24	RT AB at Coeur De Ville	4	2	0	0	-100.000
25	MO 115 at Clearview/West	4	2	0	0	-100.000
26	MO 94 at Central School	4	2	0	0	-100.000
27	MO 340 at IS 270 (SPUI)	4	2	0	0	-100.000
28	MO 100 at Kingshighway Blvd	4	1	0	0	-100.000
29	MO 115 at Grand Ave	4	1	1	1	215.349
30	MO 115 at Goodfellow Blvd	4	1	1	1	196.407
31	CST Goodfellow Blvd at IS 70 WB Ramps	4	1	0	0	-100.000
32	CST Goodfellow Blvd at IS 70 EB Ramps	4	1	0	0	-100.000
33	MO 115 at Union Blvd	4	1	0	0	-100.000
34	RT N at McCluer High School	4	1	0	0	-100.000
35	MO 30 at Hampton/Germania	4	1	1	0	-100.000
36	MO 100 at Grand Blvd	4	1	0	0	-100.000
37	MO 367 at Berwyn	4	1	0	0	-100.000
38	MO 180 at St Gregory	4	1	1	0	-100.000
39	CST Jefferson Ave at IS 44 WB Ramps	4	1	0	0	-100.000
40	RT U at San Diego	4	1	0	0	-100.000
41	MO 180 at Adie	4	1	0	0	-100.000
42	OR 270 (Washington at Dunn)	4	1	0	0	-100.000
43	RT D at Kingshighway Blvd	4	1	0	0	-100.000
44	MO 180 at Brown	4	1	0	0	-100.000
45	MO 180 at RT B (Natural Bridge)	4	1	1	0	-100.000
46	MO 180 at IS 270 E	4	1	0	0	-100.000
47	MO 180 at McKelvey	4	1	0	0	-100.000
48	CST West Florissant Ave at Bircher/E Taylor	4	1	0	0	-100.000
49	CST Grand Blvd at Detonty/IS 44 EB (on ramp)	4	1	0	0	-100.000
50	CST Grand Blvd at Lafayette Ave	4	1	0	0	-100.000
51	OR 70 (SOR at Wentzville Pkwy)	4	1	0	0	-100.000
52	LP 44 at LP 44 (Chestnut)	4	1	0	0	-100.000
53	BU 65 at Battlefield	4	1	0	0	-100.000
54	BU 65 at RT D (Sunshine)	4	1	0	0	-100.000
55	MO 13 at MO 413 (Sunshine)	4	1	0	0	-100.000

Combined Sites

-44.7%

We included 55 intersections in our analysis. The other 33 intersections were installed recently and did not have a minimum of one year of data for the after period. We used a program developed by Midwest Research Institute (MRI) that is based on an Empirical Bayes (EB) analysis. The EB analysis has become the accepted method to evaluate safety improvements and confirms the change in crashes was a result of the improvement and not just the random fluctuation in crashes that can occur from year to year. The recent release of AASHTO's Highway Safety Manual encourages this approach for all evaluations. The EB analysis allows us to account for variations among different intersections and puts all those intersections on a level playing field. For example, one intersection may have had the Automated Enforcement for one year while the next intersection has had it for 4 years, traffic volumes differ from site to site and intersection geometry (3 approaches vs. 4 approaches).